

# 356CAR

California Alta Region

2026 Issue 1



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**On the Cover:**

*Linda Peter's 1954 Speedster at  
Yellowstone Lake, Yellowstone N.P.  
Story on Page 8 of this issue*

*Photo by Linda Peters*

## President's Message

### Spring Is In The Air!

As I sit here in late-March writing my newsletter column, it's sunny and 65 degrees outside and it suppose to get to 78 by the late afternoon! Well, we all know what that means...we're getting our 356s back on the road and ready for North Meets South, summer drives, and tours. And as I look at our club's activity schedule for the year, we should all have plenty of opportunities to join fellow 356ers and enjoy our cars. In April alone, we have Dan Richards and Terry Taylor leading the Sacramento group on a 356 drive up in the Sierra Foothills to Finnon Lake and lunch at the "Smoke on the Water" Restaurant. On April 15<sup>th</sup> there is a drive to Big Sur to meet up with the Central Coast 356 group. Our South Bay group is moving their monthly breakfast meeting to April 25<sup>th</sup> and it will be at the home of John and Larkin Evans in Half Moon Bay. There is a lot more coming up during the year so please keep checking our website and monthly email blast updates. You don't want to be left out!

### It's Election Time for 356CAR

This year we have elections coming up for 356CAR Board of Director positions. The Board consists of up to ten elected officers for a three year term. We have quarterly Board Meetings and they are held via Zoom. Our meetings generally last a couple of hours while we discuss club business and compared to other Boards I've been on, it seems we all realize that we're a car club and don't take things too seriously! I know...it's a novel idea but our discussions never get out of hand and everyone seems to have the best interests of our club and our members as a first priority. I certainly

have enjoyed the past three years on the Board. So if you have ever thought about how our club is run or had that feeling that you would like to give something back to our club, now is a good time to step up and throw your hat in the ring and run for a 356CAR Board position. If you would like to get an idea of what we discuss at our meetings you can go to our website at look under "Misc". There you will find copies of the minutes from past Board meetings. If you would like further information about your Board, you can contact Mike Gabbard at [gabbard356@gmail.com](mailto:gabbard356@gmail.com) who is our Elections Committee Chair or myself at [knelson356@gmail.com](mailto:knelson356@gmail.com).

### North Meets South, May 7th – 10th Embassy Suites in San Luis Obispo

If you haven't signed up yet to join the 225 plus 356ers already signed up for this year's North Meets South, you still have time. Jim and Tina Lauer with a host of helpers are once again putting this event on. I guess this 356 couple are just having too much fun! This is the 39th North Meets South and for those of you who have been to the event before you know it is the premier West Coast event that 356CAR puts on in the even years and Southern 356CLUB puts on in the odd years. What a tradition - four days of fun, friends and 356s. If you are new to our 356 group or just haven't been to a North Meets South before, it is truly the one event you don't want to miss.

See you on the road!

**Kim**

## Porsche Launches Paint-to-Sample Color-Matched Tattoo Ink

Porsche has launched an Exclusive Manufaktur offer to customers picking up cars at the Factory for tattoos of their newly purchased vehicles in an ink matched precisely to their car's paint code. Clients now selecting from Porsche's "Paint to Sample" range can now extend their bespoke PTS specifications to their skin via an in-house tattooist at Zuffenhausen.

The tattoos feature the outlines of the model purchased and are available in Porsche's signature colors, such as "Ultraviolet" or "Acid Green". After selecting their options on the configurator, buyers can then head straight to the tattoo chair to complete the process.



# 356CAR Membership Update for March

Dana McDaniel, Membership Chair

Here are our 10 new members with 5 co-members. Our current membership has 309 members and 224 co-members.

Welcome to all, and we look forward to seeing you at future events.

Dana McDaniel  
356CAR Membership

| Member          | Co-Member       | Location          |
|-----------------|-----------------|-------------------|
| Paul Sachelari  |                 | Cupertino         |
| Danilo Ragasa   | Jaqueline Adams | San Ramon         |
| James Chapman   |                 | Pt. Reyes Station |
| John Bisordi    | Marylin         | San Carlos        |
| Chris Erickson  | Cindy           | Richmond          |
| Michael Aahl    |                 | Castro Valley     |
| Daniel Kalinski | Susan           | Sequim, WA        |
| George Pavlov   | Liz             | Woodside          |
| Orin Kerr       |                 | Piedmont          |
| James Manou     |                 | Menlo Park        |

## Would You Like To Contribute To 356CAR??



**N**ow is the time to give back to the club that has given so much to us all. This is an opportunity to putting forth your ideas to help make our group one of the most enjoyable gatherings available.

### Consider becoming a member of the 356CAR Board!

Contact Mike Gabbard for more information- [gabbard356@gmail.com](mailto:gabbard356@gmail.com)

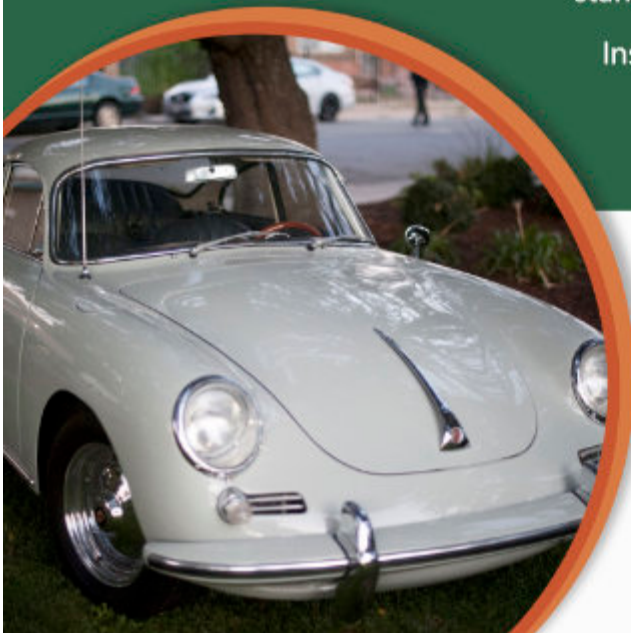
Elections will be held later this spring by electronic ballot.

*Remember it's the cars that bring us all together...*

## CARS ARE OUR PASSION.

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# Recent 356CAR Breakfast Meetings

## January Bay Area- South Bay

The monthly breakfast meeting at Michael's Restaurant in the Shoreline Golf Course. Organized by John Bertolotti.



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# Recent 356CAR Breakfast Meetings

## January and February Sacramento Breakfasts

With uncertain weather always in the picture, the January and February meetings were held at the California Auto Museum in Sacramento. At the January meeting, Bob Cannon gave an update with slideshow on the multi-year restoration of his 1955 Speedster. Updates on the 2026 North Meet South event in May were given by chairperson Jim Lauer.



## March Sacramento Breakfast

In March we were invited to the Dwelle family airport hangar in Auburn for our meeting. Ken Dwelle spoke of his family's aviation history and about the planes that were on display. The placement of vintage airplanes and vintage 356s was very impressive.

Steve Douglas gave a tech session on wheel alignment following the meeting.



# LA Literature and Swap Meet

by Kurt Campbell

**B**y all accounts, this year's LA Porsche Toy & Lit Show was a complete success. Old friends, new friends, new parts, old parts, even older parts, all available with or without stories. Small toys to even smaller toys to big toys that wouldn't fit on the airplane ride home. Books, magazines, posters to beautiful art pieces, literally a candy store of sensory overload...in a good way. That was just Saturday morning.

Two days before the event started, Stoddard sponsored a shuttle service to more than 8 premium, hand-picked restoration shops and manufacturing companies. All provided food, drink and answers to questions of how, why and how much.

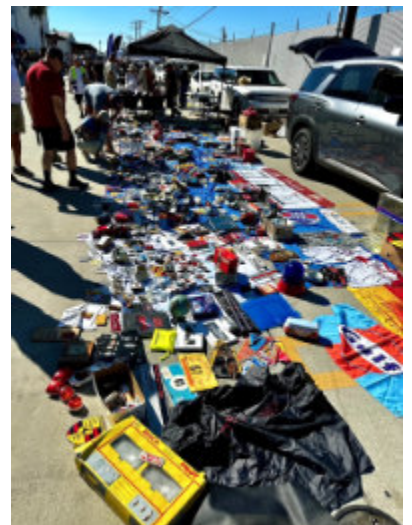
Stoddard held a no-host Friday afternoon mixer with plenty of door prizes. Lou Endle, daughter of Stoddard CEO Maurice Endle, charmed the room of silver haired grandfathers with a very French accented promise of helpful cooperation, stronger logistics with eyes wide open for younger enthusiasts to get involved.

Outlaw impresario Rod Emory combined his open house with a memorial to his recently passed father, Gary Emory. It was mentioned that they have outgrown their current location and have changes in the works. True artwork and a class act.

EMPI, a longtime parts manufacturer, hosted the Sunday swap meet that wrapped completely around their huge facility. Plenty of good deals, especially toward the end as vendors didn't want to pack everything home.

This was an especially good year as our good friend, Blue Nelson, drove us around in his '48 Chrysler Town and Country, turned us on to the Smoke House (steakhouse to the stars), and cruised Hollywood & Vine and Rodeo Drive. With the weather as beautiful as it was, there was little else to ask for.

A great trip! A great adventure!



# Saving the 911- The Peter Schutz Story

by Jack Banville

On Sunday, March 29, members of 356CAR and SVR-PCA were treated to a presentation on Peter Schutz' role as the American CEO of Porsche A.G. Our presenter, Lori Schutz, Peter's daughter was eyewitness to one of the most consequential periods in the history of Porsche.

Prior to Peter's arrival, the venerable 911 had reached the end of its production run similar to its predecessors the 356, the 912 and 914. The future of the company pointed to front engine, water cooled cars which were considered to be more export friendly due to stricter emission requirements in the countries where most Porsche cars were sold. Peter Schutz may not have had a background in German sports cars when he arrived at Porsche but he knew that the beating heart of Porsche was the 911 and he was determined to resuscitate it. His vision and leadership ability is why we were surrounded by the latest 911 models in the showroom of Porsche Sacramento.

Lori's engaging presentation featured dozens of newly discovered vintage photos of Porsche's racing history which was re-kindled through Peter Schutz' edict to Porsche engineers; "As long as I am in charge of this company, we will never go to any race without the objective of winning." Prior to that statement Porsche was content to participate and finish.

The presentation was rich with examples of racing successes, innovation and continuous product improvement. To focus only on these aspects of Peter's stewardship of Porsche would be missing the point of his impact. This is a story about people, leadership and motivation. People first. Porsche was a company "idling in neutral" as he phrased it. The first question he asked the team of engineers and salespeople is "Tell me what's happening at Porsche today that is so exciting that you can hardly wait to run and tell your customers and dealers about it?" The uncomfortable silence that followed was the genesis of rebuilding the company culture through successes on the track and moving everyone on the team in the same direction.

Peter's book, "The Driving Force" captures the essence of his success. It's the people and their passion that make the difference between success and failure. Lori has presented her father's story scores of times to various audiences. Her passion brought Peter's story to life and made for a very memorable Sunday morning.



# Ferrytale for Two: A Porsche Love Story

by Linda Peters

I wasn't shopping for a husband, and I certainly wasn't shopping for a 1954 Porsche 356 Speedster. Yet in short order, I acquired both.

The Speedster came first. In 1982, when friends preparing for a move to England began thinning their car collection they offered me the opportunity of a lifetime. They knew I had been quietly — or not so quietly — crushing on their white Speedster. Every visit included a reverent lift of the car cover and, if luck prevailed, a quick blast through the neighboring hills.

"Let me tell you about its provenance," the owner would say.

"Not interested. Nope. Let's just drive," I'd reply.

Whatever her past, I didn't need the history lesson. This car had already captured my heart, plain and simple, and I wanted her.

In the minimalist spirit of Ferry Porsche, she offered no proper heater, no roll-up windows, and absolutely no cupholders. And yet — she was irresistible. I had fallen hard for her rounded "bathtub" curves, the low-slung windshield, and those sweet beehive taillights. She was unpretentious, lightweight, mechanically honest — nothing hidden, nothing extra.

My husband, Rich Peters, entered my story not long after — in a parking garage. We were both displaying our cars at the same show. I was in 'Wash and Shine'. He had a Concours-ready 1960 Porsche Roadster and was focused intently on detailing it — which included slipping T-shirts over the tires to keep them spotless until showtime.

Observing this level of commitment, I leaned over to my girlfriend and said, "He's cute."

At some point he finally looked up.

Two cars on display. Two owners pretending not to notice each other noticing. Engines cooling. Interest warming. Promising.

And yes — in time, I did learn the provenance of my car.

Chassis No. 80200. One of just 200 Speedsters built in 1954, after U.S. importer Max Hoffman persuaded Ferry Porsche that Americans would embrace a lower-cost, pared-down sports car if it delivered pure driving pleasure. Mine turned out to be the last 1954 Speedster built from the early Cabriolet body.

Rich and I have since faithfully restored her to her original condition.

What mattered even more was what we did with her.

On long road trips across the West — thirteen states and British Columbia, several times over — we discovered that in an open car, you don't simply pass through the landscape, you inhabit it. Rain or shine, even snow, the top stayed down as long as possible... exposed, alert, windswept — five senses fully engaged. We felt the temperature drop as the sun slipped behind a mountain. We smelled pine and salt air and desert dust. We heard the engine echo off canyon walls.

It wasn't transportation.

It was participation.

The rest unfolded somewhere between first gear and forever.



# Speedster # 80013 Revisited

## The Photo That Started The Story by Jack Banville

I was going through my photos and found this from the Porsche Parade in Monterey. At the time I hadn't joined the club and didn't have a Porsche and didn't know Bruce. I had, however, owned several Porsches in the past and just had to go to Parade. I thought this was a cool photo because someone "important" was being interviewed. I think he sold a rare car at the event.



## The Rest of the Story.... by Bruce and Kathy Ungari

This great photo was taken by Jack Banville at the 59<sup>th</sup> Porsche Parade in Monterey in 2014, before Jack knew any of us! The event was held at the Monterey Hyatt, and the Concours d'Elegance was staged on the beautiful golf course behind the hotel. Bruce displayed his painstakingly restored early Speedster (VIN 80013) in the Restoration Group. He won first place, in close competition with Vince Boba's also newly restored stunning Speedster 80014. We had a lot of help from Sacramento 356 friends in preparing the car for judging, even though it was a true trailer queen. The farthest it had been driven after restoration was from the parking lot onto the golf course.

80013 was the ninth production Speedster built at the factory in Zuffenhausen, Germany with production completed on 8 October 1954. It was on the first shipment of ten Speedsters sent to the Hoffman Motor Car Company on Park Avenue in New York City later that month. Max Hoffman was the visionary force who convinced Porsche to develop and produce the Typ 540 specifically for the American sports car market, especially for the Southern California lifestyle. He wanted a lighter-weight entry-level sports car that could serve both as daily transportation and weekend race car. Speedsters were also the least expensive Porsches available at that time, costing just under \$3,000.

During the start-up production, the first 200 Speedsters were crafted from Cabriolet bodies and changes were made continuously to refine the design, improve production time and reduce costs. Using parts from other production models or crafted from materials on hand, the Reutter craftsmen learned as they built each car, resulting in the constant evolution of the Speedster, particularly with the first fifty or so cars.

Bruce acquired the car in 2005 and oversaw the painstaking restoration of the car by his talented buddies over the next five years. The car ended up in better than original condition after lots of research, with extensive assistance from Jim Hardie, Bob Cannon, Roy Neilson, Kim Nelson, Bob Murray, Victor Miles, and many other 356 CAR members. It won Best in Show at the 2011 West Coast Holiday in Palm Springs, and First in Class at the 2012 Porsche Parade in Salt Lake City (where Hans Peter and Wolfgang Porsche both autographed the award). Shortly after the 2014 Parade, the car was sold to a buyer in the United Kingdom through Fantasy Junction.



*Bruce carefully dusting 80013 at a backyard campout in 2006 (before restoration)*

By Craig Chu



## Winter 1991- 1992

Brian Perry arranged for club members to do a lap around Sears Point Raceway. The Golden Gate Region of PCA was having an all-day event there and Brian arranged for us to use the track during the noontime break. More than fifty 356s showed up to lap the track with Brian in the lead.

Steve Douglas wrote an article on improving dim headlights. One of his suggestions was to replace the stock sealed beam units with Hella headlight assemblies with replaceable H4 bulbs. H4 bulbs are halogen bulbs with dual filaments for high/low beams. H4 bulbs are a significant improvement over sealed beam units even if the sealed beam units are halogen.

Steve's other suggestion was to add two relays (one for low beams and one for high beams) to the headlight circuits. This eliminates some of the voltage drops caused by various elements mentioned by Leo Droughton in his tech session on headlights (see below).

## Spring 1992

Paul Trethewey wrote an article on Leo Droughton's tech session on the 6-volt system and why your headlights are so dim. Current to the headlights comes from the generator. The electrical path between the generator and the headlights consists of numerous resistive elements in series. These resistive elements include the headlight switch, fuses, screw terminals in the fuse block, relay contacts, wire connectors, and sockets.

Each of these elements and their associated connections lead to a reduction in voltage at the headlights. This voltage reduction can be almost 2 volts. The power or wattage to the headlights is proportional to the square of the voltage at the headlights. For example, the actual power to a headlight rated at 55 watts at 6 volts could be reduced to 26 watts at the reduced voltage. Leo described all these resistive elements and how to clean them.

Member Hank Tarbell told a story of the saving of a 356 during the Oakland Hills fire on October 20, 1991. Hank lived in Hiller Highlands but was not home when the fire struck. Fortunately, he was out in his 1955 Speedster. His neighbor, Al Bauer, and his girlfriend, Cres, were home and smelled the smoke. They then saw

the smoke coming from the direction of the Caldecott Tunnel. With such little warning, there was just time to save themselves and to try to save their cars. They drove his VW GTI and his 1960 356 Roadster down Hiller Drive to an open area they thought the fire would not reach but did not have time to save the 1979 Porsche 930 Turbo Carrera. Al was glad he managed to save the 356. The 930 was nearly stock and more easily replaced than the 356 which Al had restored and heavily modified. Al ran Bauer Porsche Repair in downtown Oakland for eighteen years.

## Fall 1992

North Meets South was held in Morro Bay in May.

The 16<sup>th</sup> West Coast Holiday was held at the Squaw Valley Inn in July. Jim Hardie and Bob Cannon were co-chairs. Activities included visiting Harrah's car collection in Reno, a "round the lake" driving tour, a dinner cruise aboard the M.S. Dixie, three tech sessions, a Western-style barbecue and hoedown, a concours, awards dinner at the High Camp restaurant, Granite Chief, and swap meet. Ted Blake, Tim Goodrich, Leo Droughton, Brett Johnson, Harry Pellow, Bob Garretson, Jim Perrin, Wayne Callaway, and Prescott Kelly all contributed to the tech sessions. Rich Peters won Overall People's Choice Best of Show with his 1960 Roadster.

The *Tech Tips* column provided a table of electrical DIN codes that appear in wiring diagrams.

Leo Droughton presented his second electrical tech session of the year. It was on the charging system: regulators and generators.

Working on a voltage regulator requires specialized equipment and skills, but you can adjust the regulator such that it changes the output voltage of the generator yourself. Check the voltage at the battery terminals with the engine running at about 2500 rpm and the headlights off. It should be between 7 and 7.5 volts. Then, with the engine still running at the same speed, turn on the headlights and check the voltage again. If the voltage drops below 5.8 volts, the voltage regulator needs adjustment. Leo's description of how to adjust the voltage regulator is rather involved. Briefly, locate the voltage regulating relay (the one with the coil with the thin wire). Bend the arm of the stationary contact slightly. This will slightly alter when the contacts open and close relative to the rpm of the generator. Check the effect on

the voltage at the battery. You want the voltage at a maximum of 7.3 volts. Make a final check with the engine running and the voltage regulator cover in place because the functioning of the regulator is sensitive to temperature.

Testing generators also requires specialized equipment so you might limit your work on your generator to replacing worn brushes and checking for commutator wear. Brushes are worn out when their pigtailed have bottomed out against the stops in their holders. When they bottom out, contact is lost with the commutator, the generator ceases to generate electricity, and the red generator indicator light on your dash comes on. Changing the top brush is easy, but changing the bottom brush requires rotating the generator 180°. To rotate the generator, remove the oil filter and oil filter bracket to access the cap screws on the fan housing, remove the screws, then rotate the generator.

Checking for a worn commutator: With the top brush uncovered, gently push on the brush while the engine is running. If the brush feels like it is moving up and down the commutator is faulty.

## Author's Comments

DIN 72552 is the specific German DIN standard for labeling electric terminals in automotive wiring. Terminals on various electrical components are assigned DIN codes. A DIN code is a one or two-digit number sometimes followed by a letter.

DIN stands for the German national standards body that determines the DIN codes. DIN 72552 therefore applies to all German cars not just Porsches.

Some electrical components have the DIN codes printed or molded onto them at the terminal locations. The DIN codes will also appear in wiring diagrams.

A specific code labels the terminal on a component with a wire emanating from it. Looking up the code in a chart will tell you what component the other end of the wire is connected to. This acts as an aid to reading wiring diagrams and to relating the diagram to the actual physical components.

Improving dim headlights: LED headlights are now available for our 356s. They are a significant improvement over the H4 bulbs. The additional relays suggested by Steve are beneficial if you have sealed beam or H4 bulbs but are unnecessary and of no benefit for the LEDs.

Adjusting the voltage regulator: Joe Leoni's book, *Porsche 356 T6 B/C Electric Schematics and Descriptions*, has a good description of making this adjustment.

Changing generator brushes: If you are particularly adept at working by feel, you can change the lower generator brush without rotating the generator.

# January Tech Session

by Steve Douglas

## Fan Belts



These instructions for a belt change are from the 1956 workshop manual. They show the proper tensioning method for the installed belts.

Being that the fan belt drives the fan, the fan's function is to cool the engine. If the belt fails, you have a short time to prevent overheating and harm to the engine. Everyone should carry a spare belt, along with a 36mm wrench and a screwdriver or special "hold-it" tool. Also, I recommend that you carry a spare set of pulley halves, as they do break, 2-3 extra shims might be wise too.

Belts are inexpensive. Stoddard sells a nice reproduction belt with a Porsche label and other places sell good Contech and Optibelts that cost less than \$18. Local auto parts stores may have a domestic brand belt in stock for less than \$10.

**It's important to get the correct size.** If you have a rare early Pre-A then it's 13mm X 850mm, but for most of you the size is **9.5mm X 825mm**. For domestic brands the size should be 3L325 or 3V325. These are numbered in inches so the part numbers are broken down as 3 = 3/8", V or L + type, 325 "32-1/2".

**There are some belts being sold that are 10mm wide and they are wrong for a 356!** 9.5mm/3/8" belts have the proper taper (36 degrees), but the 10mm are 40 degrees, slightly different, and can be the reason the pulley halves break.

### General

The generator and blower are driven by a V-belt. The power absorbed by these two units imposes a considerable load on the belt, especially at high engine speeds, and when changing down.

The tension of the V-belt should therefore be checked at frequent intervals, and corrected as necessary.

If the tension is too low, there is the danger that slip may take place between the belt and the pulley; this frequently causes the engine too overheat. Too high a tension will overload the belt and finally cause it to break, while the generator bearings may also be damaged.

### Checking

When servicing or lubricating the engine, take care that no grease or oil comes into contact with the belt. Oily belts can be made serviceable again by washing them in a solvent, followed by thorough rinsing in clean water.

Belts which have been contaminated by oil or grease for some length of time can generally not be salvaged, and should be replaced. The belt tension is correct when the belt can be deflected 15—20 mm ( $\frac{3}{8}$  to  $\frac{1}{2}$ " )

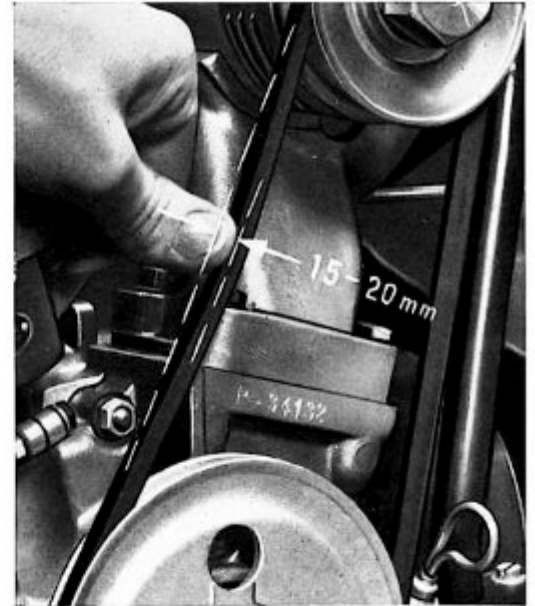


Fig. 92

at its centre by light thumb pressure. If the belt shows any signs of undue wear, such as frayed edges or split sides, it must be replaced.

### Adjusting V-belt Tension



Fig. 93

1. Unscrew the special nut (36 mm spanner) on the belt pulley on the generator. When loosening or tightening this nut, a screwdriver should be inserted in the recess in the inner half of the belt pulley, and supported against the top housing screw of the generator
2. Remove outer half of pulley
3. Fit pulley spacer washers as required. The tension of the V-belt is adjusted by fitting a larger or smaller number of spacer washers between the two halves of the belt pulley, so that the belt can be

**Belts should be changed at least every 10 years**, even with only a few hours on them. When installing new belts, the tension should be checked after 300-500 miles as they will stretch. Correct tension is set by moving the 1mm shims that are placed between the pulley halves. **In all cases 10 - 1mm shims need to be in place**, some between and the remainder on the outside under the nut. There are some shims being sold that are .75mm thick, and very old VWs used 6 or 8 shims which were mixed 0.5mm and 1.5mm. While they may work, you still need to have enough shims to make up 10mm over all.

Stoddard seems to have good prices on the parts needed.

They offer:

**A matched pair of pulley halves #NLA.09 SET for \$45**

**Inner half NLA.09.315 \$12 and Outer Half 539.09.316 for \$19**

**Shims 539.09.314. \$3.75**

pushed inwards about 15—20 mm ( $\frac{3}{8}$ — $\frac{1}{2}$ " ) by light thumb pressure. Removing spacer washers increases the belt tension, and adding washers decreases it

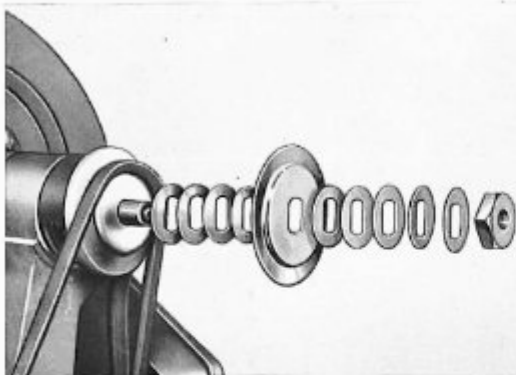


Fig. 94

If the V-belt has stretched or worn to such an extent that when the tension is correctly adjusted there is only one spacer washer between the two halves of the belt pulley, the belt should be replaced. Otherwise the blower will run too slowly, and there will be insufficient cooling. Care should also be taken that the belt does not run on the bottom of the belt pulley, i. e. on the spacer washers.

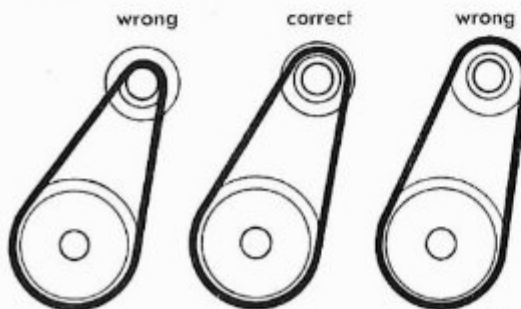


Fig. 95

4. Fit the outer half of the belt pulley

5. Place all the spacer washers that are not fitted between the two halves of the belt pulley on the shaft between the outer pulley half and the special nut, so that the full number of washers is retained on the shaft

6. Tighten up the special nut. If this nut is not properly tightened, the halves of the belt pulley will wear quickly at the centre. The resultant skew running of the pulley and the reduction in belt tension will cause rapid wear of the belt

Worn pulley sections should therefore be replaced

#### Note:

New V-belts tend to stretch after a short period of use, their tension dropping below the required value after about 50—100 km (30—60 miles). It is therefore essential that a careful check be kept on the tension of new belts and that they be adjusted as necessary. Forcing a belt off by means of a screwdriver or lever without removing the outer pulley section will inevitably cause injury to the belt or damage to the pulley.

# Porsche 356 Alignment Tech Session

by Jack Banville

Following the March 356 breakfast meeting hosted by Judy and Ken Dwelle at Auburn Airport, our own Steve Douglas presented a tech session on 356 wheel alignment in the spacious hanger. The subject car was Annette and Fred Huberty's beautiful 1959 Cabriolet. The backdrop was the Dwelle family's stunning Cessna Citation. What a scene!

Steve demonstrated the process of verifying the alignment of the front and rear wheels with various devices, some of his own making. Jim Hardie provided a ZF steering box and front steering parts for illustration of processes needed for proper adjustment. The importance of this session is the DIY aspect of ownership. Finding an alignment shop willing to work on our cars is increasing difficult and sessions like this are invaluable to the ownership experience.

Steve ended the session with a quick 10 minute demonstration on proper fan belt adjustment. This is just one of many short sessions developed by Steve in an effort to demystify the tasks needed to be done in our own garage to keep our cars safe and running well.



Steve also provided a handout for those attending the Tech Session. It can be downloaded at

<https://356car.org/documents/Alignment%20Tech%20Session.pdf>



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# Time for a Movie

by Kathy Hardy-Ungari

If you are looking for some light entertainment, check out the movie "Senior Moment" which stars William Shatner driving a beautiful 356. Shatner plays the role of a retired NASA test pilot who speeds around Palm Springs in his 356. He gets pulled over for drag-racing, loses his license and his car is impounded.

According to an article I found online from March 16, 2021 in "Palm Springs Life", the car is a 1955 Continental which at the time was owned by Todd Blue, founder and CEO of Indigo Auto Group, and a consultant on the film.

This 1955 Porsche 356 1500 is a Reutter-bodied bent-window cabriolet that was distributed in the US by Max Hoffman and is a single-year-only Continental model. It is finished in silver over blue and powered by a replacement 1.6-liter flat-four paired with a four-speed manual transaxle. The car is said to have been refurbished in the 1990s before it underwent mechanical reconditioning in 2008. Work consisted of installing a replacement engine, converting the electrical system to 12-volts, and a repaint. Features include 15" steel ventilated wheels, fog lamps, roll-up side windows, windshield wipers, four beehive-style taillights, and a blue soft top and boot. The owner acquired the car in 2019 after it was used during the filming of the 2021 movie Senior Moment. This Pre-A 356 was offered in Texas by the seller on behalf of the owner with refurbishment photos and a Montana title. It was bid up to \$200,000 on Bring a Trailer in 2021 but did not meet the reserve.

The movie is a cute rom-com and the 356 is the real star. Shatner does a great job, especially considering that he was 90 years old when the movie was released.



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A lounge for research, referrals, and the investigation of our archives. Make the Classic Center your first stop when exploring the rich Porsche car culture of our region and join us in keeping the air cooled passion alive.

## We need your articles for the newsletter!!

Would you like to contribute? We welcome your stories and pictures about various events, breakfast meetings, drives and tech sessions related to the 356! We are also looking for interesting stories about your car(s). It's easy and FUN..

Just send us a story and some pictures (phone pictures OK) about something you attended and we will do the rest. Don't fret about your writing skills, as we will make it look the best we can if we publish it. The same goes for the pictures.

The details on submitting material to 356CAR:

Text formats: MS Word, Pages, generic text files or PDFs  
Pictures: HIGH RESOLUTION (300ppi), full size pictures only.  
 Do not include pictures in MS Word or text files. Send "full size" or "actual size" from your email program. Include captions if possible.

Please email material to: Elaine Cannon ([ecannon@surewest.net](mailto:ecannon@surewest.net))

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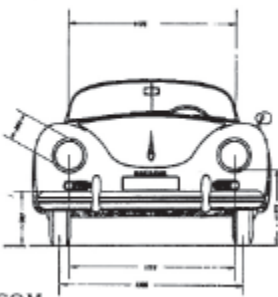
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## 356CAR Name Badges



Club name badges with magnetic attachments are provided to each active member with new memberships. Additional badges are available for \$15 including mailing. You can order additional badges via the 356CAR website

<http://www.356car.org/misc.html>

## 356CAR Logo Apparel

356CAR has set up an account with L.L. Bean Direct to Business so that members can purchase a wide variety of clothing items customized with our 356CAR logo embroidered on it. The selection of clothing can be found in the L.L. Bean Direct to Business online catalog that is very similar to the main L.L. Bean catalog. Once an item is selected you can work with the sales representative to choose the logo in colors you prefer to create a suitable contrast with the item you have chosen. While your total cost is dependent on the cost of the clothing item plus the cost of the embroidery, the club has already paid the initial embroidery set up.



### To order apparel items:

**FIRST:** visit the L.L. Bean Direct to Business website at [www.LLBeanBusiness.com](http://www.LLBeanBusiness.com)

and select from the online catalog.

**THEN:** call their account representative at 800.554.4071 and tell her you want to buy an item under the "356 CAR CALIFORNIA ALTA REGION" (Customer No. 7309979974/Design No. 94497). To pay for the item, you will need to provide a credit or debit card and a shipping address.

By the way, orders of 6 or more of the same item in the same color reduce the embroidery cost from \$12 per item to \$5.50 per item. So it pays to get together with a group of friends who wish to order the same items (e.g. hats or jackets of the same color.)



(You may also join or renew online @ [www.356car.org](http://www.356car.org))

## 356CAR Membership Application / Renewal

|                                                                 |           |     |
|-----------------------------------------------------------------|-----------|-----|
| first name                                                      | last name |     |
| co-member's name                                                |           |     |
| address                                                         |           |     |
| city                                                            | state     | zip |
| phone (day)                                                     |           |     |
| phone (cell)                                                    |           |     |
| email                                                           |           |     |
| co-member's email (if they would like to receive 356CAR emails) |           |     |

### preferred meeting location

- ☐ Sacramento ☐ Bay Area ☐ Monterey  
☐ North Bay

### membership

- ☐ new ☐ renewal

## Membership Dues

Dues renew every July 1st

|          | Online Newsletter             | Hardcopy Newsletter           |
|----------|-------------------------------|-------------------------------|
| 1 year:  | <input type="checkbox"/> \$15 | <input type="checkbox"/> \$30 |
| 2 years: | <input type="checkbox"/> \$30 | <input type="checkbox"/> \$60 |
| 3 years: | <input type="checkbox"/> \$45 | <input type="checkbox"/> \$90 |

Mail your completed application and check (payable to 356CAR) to:

356 CAR  
2931 Lacy Ln  
Sacramento, CA 95821



**31 Coronado Court.  
Novato, CA 94945**

**Be sure to check [www.356CAR.org](http://www.356CAR.org) and our monthly email  
blasts for the latest event and meeting information.**