

356CAR

California Alta Region

2026 Issue 2



**10% off* maintenance
for Porsche Club members.**



Porsche Sacramento
A Niello Company Dealership

2200 Auburn Blvd.
Sacramento, CA 95821
916.287.7274
porschesacramento.com

*Discount not to exceed \$500. Available for Porsche models only.

©2024 Porsche Cars North America, Inc. Porsche recommends seatbelt usage and observance of all traffic laws at all times. AI generated dealership shown. Some options may not be available in the U.S.

PORSCHE

356CAR BOARD OF DIRECTORS & COMMITTEE CHAIRS

Kim Nelson
President



Dana McDaniel
Membership



Larry Anderson
Vice President



Elaine Cannon
Treasurer
Newsletter Editor



Barney Speckman
Events Chair



Mike Gabbard
Special Projects



Tom Sansone
Secretary



Steve Stiles
Director - Monterey



Craig Chu
Historian



Bob Cannon
Web Services
Newsletter Layout



Mike Terzich
Advertising Manager



It's Election Time for 356CAR

Every three years we have elections for your 356CAR Board of Directors and this year we have a great slate of candidates to guide your club for the next three years. On July 1st you will receive a Special Election email from 356CAR. Voting takes place between July 1st and the 15th and it is a simple, quick and secure process. I hope you will join me in voting for the candidates below and show your appreciation for those club members running for the Board.

Thank you Jim and Tina Lauer for another great NMS

For the second consecutive time, Jim and Tina Lauer put on a fabulous and memorable NMS! It helped that they had a great team of volunteers helping with every facet of the four day event. I would like to mention a few others who, in my opinion, went above and beyond to insure we all had a good time. Joy Fifer handled all the contract details with the Embassy Suites with perfection. Tom and Kathy Sansone spent two and a half days in front of the registration table making sure everything went smoothly. Bob Cannon spent countless hours handling registration and other details seamlessly behind the scenes. And, I would be remiss if I didn't mention Kurt Campbell who put together one of the best, if not the best, goodie bags ever given out at a NMS. I am very happy to announce that the 2028 NMS will be headed up by Rich and Linda Peters. I know they are thinking a little "out of the box" and have already started putting some of their team together. You can read more about this year's NMS in this Newsletter and in the upcoming 356 Registry magazine.

Updated 356CAR Bylaws are on our Website

Earlier this year, Tom Sansone, Mike Gabbard and I spent several evenings reviewing our club's bylaws. This is a process that the three of us did about three and a half years ago. At that time it had been twenty two years since our bylaws had been reviewed and as you can imagine, we made numerous updates and changes to reflect how our club was being run. This time around it was a rather simple process with mostly

grammatical and a few procedural changes made. The most recent updated bylaws are now posted on our website and I hope you'll take a moment to look them over.

356CAR Members take home some Awards

The past couple of weeks have been busy for some of our 356CAR members showing their cars and taking home trophies. The first weekend in June featured the Zone 7 Concours at Porsche Sacramento and while we didn't have as many 356's turn out as in the past, we did have Joel Jensen take 1st place with his 1964 Outlaw. Joel also made one of the "Porsche Juniors" very happy by giving him one of his "Nothing Clicks Like A 356" t-shirts! A relatively new 356CAR member, Alan Galbraith received the Dealer's Choice Award with his 1961 Notchback Outlaw. Not to be outdone, at the June 20th California Auto Museum Car Cruise, Tom Sansone received from Museum Director Karen McClafin the Best Vintage Import award. Congratulations to all!

Please remember to show your support and vote for 356CAR members who are volunteering their time and efforts to keep our club growing and strong. Stay safe and I hope to see you on the road!

Kim



Alan Galbraith (r) accepting the Dealer's Choice Award from Porsche of Sacramento

356CAR Membership Update For June

Dana McDaniel, Membership Chair

Welcome to 356CAR!

Our current membership has 318 members and 232 co-members.

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

Here are our 6 new members with 5 co-members:

Member	Co-Member	Location
Kevin Kemper	Christine	Meadow Vista
Andrew Morse	Kate Nam	Los Gatos
Jennie Crawford		San Jose
Chris Mewes	Terry Mewes	Seal Beach
Larry Musso	Julie Musso	Walnut Grove
Noah Wheeler	Morris Wheeler	Redwood City

On the Cover:

A lineup of "A" Coupes awaiting votes at the 2026 North meets South Concours.

Photo: Elaine Cannon

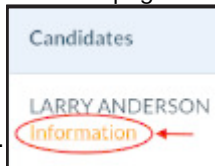
356CAR Board of Directors Elections are Underway!

Just a head's up - in July, elections for the Board of Directors of 356 CAR will be underway. This year's elections will start on July 1st and run through July 15th. All members in good standing with active email addresses will receive an email from 356CAR (via *ElectionBuddy*) with a link to the online ballot. Your vote takes only a few easy minutes to complete and is safe and secure.

We need your vote!!

We have included all the candidates running for the Board in this election along with their brief statements on this page.

This same information is also available on the ballot by clicking the "Information" link by each candidate's name.



LARRY ANDERSON

My love of 356 Porsches began when my best man drove my new bride and I away from the wedding reception in a '58 Speedster. I have owned three 356's over the years, culminating in my 64 cabriolet with a hardtop. I have enjoyed serving the 356CAR club as VP for the last 3 years and look forward to continuing in that role

JACK BANVILLE

My wife and I have been members of 356CAR since 2013 and I've served as a Board member for the last three years, functioning as Events Coordinator for the Sacramento area. I joined 356CAR hoping to find a project car to restore, which had been a hobby since my teens. In 2016 I bought a '63 coupe, a two time abandoned project in multiple boxes of parts from member and now friend, Paul Rose. Four years later Jen and I drove it to our first big event, North Meets South in San Luis Obispo. We made it there and back and nothing fell off, as far as I know. After every event or breakfast meeting we invariably mention how 356s are a magnet for attracting a remarkably wonderful group of people. As a result I volunteered to help out on the Board of Directors in an effort to give back and support the club. This time I'm officially running for a Board seat. I ask for your vote to continue my efforts on behalf of the club.

ELAINE CANNON

Over 40 years ago I started attending 356CAR meetings in Sacramento. It has been so rewarding meeting people with similar interests - and now to have life-long friends all due to our shared enjoyment of these cars. I've been the co-chair of a North Meets South, worked on two West Coast Holidays, and organized three Gathering of the Faithful events for the club. I have served on the board as

treasurer the past six years and hope you will give me the opportunity to serve again. Thank you for your consideration.

MICHAEL GABBARD

I have been a board member for the last 6 years and a 356CAR member for the last 19. With your permission I would like to remain on the board to continue our success as a club and provide a venue for the enjoyment of all existing and future members. Thanks

BILL HINKLE

I am a retired human resources officer and have held officer positions in a number of organizations. I am also a docent at the California Automobile Museum. I have been a 356 Car member since 2014 and have considerable experience in planning and executing a variety of projects. I look forward to serving the 356 CAR membership in any capacity. Thanks

DANA McDANIEL

This will be the sixth year of my being a member of the 356CAR board. I have been the membership chairman for the entire time and have had the pleasure of watching our club grow steadily. With your support I would like to maintain the consistency and again be a Board member. Thanks for your vote.

KIM NELSON

This year marks my 26th year as an active member of 356CAR and for the past 3 years I have served on the Board as your President. I have enjoyed my time serving on the Board and believe we have made good progress in moving our club forward. We have tightened up some of the ways we conduct our business and have provided quite a few interesting and varied activities for our club members to participate in. Having enjoyed the many benefits of 356CAR membership over the years I would again like the opportunity to continue to serve on the Board. I ask for your vote and thank you.

TOM SANSONE

My wife Kathy and I have been members of 356CAR for 20+ years. I have helped several club members in the restoration process of their cars and learned how it was done. It wasn't long before I began the restoration of my own car, a 1955 Continental Coupe. In the 3 years it took to restore that car I became more and more involved with the club and its people. My wife and I take every opportunity to interact with other club members and I have been the secretary, and Kathy an events coordinator since 2020. I would like to continue in this role for a third term. Thanks for your vote.

BARNEY SPECKMAN

As an active 356CAR member for over 30 years, I am currently serving as Events Director for the club and previously served 2 terms as president and 3 prior

terms as a board member. I have enjoyed serving the club and my wife Nancy and I have met so many wonderful people and participated in 30 years worth of interesting events. I would like the opportunity to continue supporting the club by serving another 3 year term. Thanks for your consideration.

STEVE STILES

My wife Suzanne Hill and I have been owners of our 61 B Coupe for over 20 years, and have enjoyed attending 356 CAR events. Three years ago I was asked to run for election to the 356 CAR board as a representative from the Monterey/Central Coast. Since being elected we have begun monthly breakfast meetings averaging over 20 attendees. And as a result have a more active membership in our area. I would like to grow the 356 CAR membership from our area and participation in events. I am asking for your vote to continue representing our local 356 owners.

KATHY UNGARI

I developed my interest in 356's after meeting my husband, Bruce Ungari. The club has become an important part of our lives, introducing us to great people and providing an amazing wealth of support for our garage-full of 356's.

We have been active in the club for 26 years now, enjoying the monthly breakfasts, drives, and North Meets South gatherings. I have managed or assisted with registration for several NMS, written articles for the newsletter, and helped Bruce plan drives for the group. Not to mention enjoying many other activities with the wonderful people we have met through 356 CAR, including fly-fishing excursions, RV camping, bicycle riding, and wine tasting.

I am running for the board because I want to see 356 CAR continue to be a successful and respected organization. The high quality of our events, the newsletter, the website, the varied activities and other outreach efforts is largely dependent on the involvement of dedicated members of 356 CAR.

North meets South 2026 Recap

By Jim and Tina Lauer

For the past 38 years the 356 Club of Southern California and the 356 CAR club of Northern California have taken turns in presenting the annual "North meets South" event. This year, the 39th, it was the Northern Club's turn, and it was my privilege to chair the event once more.

As before, I am so very grateful to all those who participated and brainstormed and perspired and made it the wonderful event it was. What a great feeling to see all the plans and hard work fit together seamlessly.

Our trip, coming from the Northern California Sierra Foothills, began as just the two of us in two cars. I drove "Gracie", my 1965 356C, and my wife, Tina, drove the big car with some special homemade treats for the goodie bags.

We met up with other 356CAR members including the Murrys, the Cannons, the Terzichs, and Kurt Campbell at an I-5 rest stop. Like two years ago, we left the freeway route to enjoy a scenic drive in our fun cars, stopping again in Tres Pinos for a delicious lunch. Zipping along the winding roads and classic California landscape, I thought it just doesn't get any better than this. Tina might disagree, driving her FJ Cruiser!

Wednesday afternoon was spent filling overflowing goodie bags with Porsche treasures, carefully selected by Kurt Campbell. The assembly line (more like a conga line) grew to room capacity as we again ignored the low-beer warning light, until one brave soul, Bruce Ungari, broke away and called in provisions. Then happy hour in the hotel took up the rest of the evening.

Thursday morning was fun assisting Tom and Kathy Sansone with registration, and connecting with 356 Club friends old and new. Dianne Morrill's Registry Goodie Store was open with some special buys. Thursday evening's "First-Nighter Party" was as before a casual get-together in the banquet room with food and bar, and a few door prizes, an overview of upcoming events given by MC Kim Nelson. A good time was had by all.

Friday's driving tours, initially set by Steve Stiles, consisted of self-guided destinations, a beach tour to be led by Steve, and not-for-the faint-of-heart, a spirited driving tour led by the infamous Kurt "Crash" Campbell. Unfortunately, Steve's car developed a problem, and he was unable to lead. But Lou Fifer bravely volunteered to step in. We drove to Pismo and wound up in Avila Beach for a lovely lunch at Fat Cats Cafe. I had probably the best clam chowder ever!

Friday afternoon was devoted to "cleaning-your-car" in preparation for Saturday morning's Concours, with wash station provided by Tim Derich. Also, a last-minute visit to the Goodie Store, which closed shortly after noon, and a parking lot Swap meet hosted by Mario Manzo. Friday night was dinner on-your-own.

Saturday morning we awoke bright and early to move cars to the park for the Concours and photo ops by Pete Henry and several assistants. The weather couldn't have been better, and the show went on as brilliantly executed by Bob Murray and many able club volunteers. The judging was "people's choice" as usual, by paper ballot. Best of Show was selected once again by a member of the Southern Club, John Wilhoit, the Northern Club, Rich Peters, and Jules Dielen, of Vintage Trader. The 356 Registry Award winner was selected by Registry Trustee, Michael Pully. The Niello Porsche Dealership Award winner was selected by Joe Aulicino from the Niello Porsche Rocklin Dealership.



Getting there was half the fun- a driver's meeting at the end of Highway 25



The bench of wise men...



Registration is OPEN!



Blue Nelson doing some parking lot wrenching on a broken clutch cable.



Rick and Sally Danielson with Tweetie Pie



Scouring for bargains at the Friday afternoon swap meet

After the Concours, Paul Christensen, Technical Writer for the 356 Registry, led a Tech Session on many diverse subjects: oil canister decals, exploding coils, incorrect after-market clutch and pressure plates, Larry Markham's beer mug, and other items of burning interest. A fascinating tech session presented by a 356 legend!

Saturday night's banquet room was full, and the food was fantastic as supervised by Joy Fifer. The beautiful table centerpieces, representing our theme of "California Gold", were created by members Carol and Mike Gabbard. Wine and glasses provided by Steve Schmidt of Honest Engine. MC Kim Nelson offered a "welcome" and raffle drawings throughout the dinner. Pete and Kristen Henry's masterful video presentation of the event activities accompanied the buffet dinner. Concours awards were presented at the finale.

Fred Roland's beautiful Bali Blue C-Cabriolet was awarded for Best of Show. The Registry Award went to Del Sessions' uniquely stunning red Speedster. And the Niello Award was given to John Whitworth's sleek black Speedster.

After all the award hoopla, congrats, and thank-you's to the many volunteers who made this a great event, Kim Nelson's band "4 Cams" provided the dance party soundtrack until closing. We rocked out to all our favorite tunes!

Very special thanks for months and months of work to Joy Fifer, as empress of hotel negotiations, and to Bob Cannon for online registration and communications wizardry! We love you guys!

A sincere thank-you to all our sponsors and donors for their support and enthusiasm:

Chubb Insurance
Honest Engine
Porsche Sacramento and Rocklin
Sierra Madre Collection
Sports Car Market Newsletter
356 Goodie Store
356 Registry
Vintage Trader

We all had a great time!



Kim Nelson working the crowd as MC at the Saturday Awards Dinner



The whole weekend was "top down" weather



Blue Nelson and his almost Million-Mile Convertible D



Speedsters on Parade..



Don and Julie Greenman and the '52



Paul Christensen at the Tech Session



Rockin out with the "4 Cams" after dinner

People's Choice Concours Winners

Pre-A Don & Julie Greenman
A Open Fred Huberty

A Closed
 1) Gary Thies
 2) Ken Dwelle
 3) Dan Swanson
B Open 4) Terry & Sue Atkins
 Ted Livingston

B Closed
 1) Tim & JoAnn Wilson
 2) Steve Stiles
 3) Mike & Carol Gabbard
 4) Joy & Lou Fifer

C Open
 1) Fred Roland
 2) Bob & Elaine Cannon
 3) Bart Beach

C Closed
 1) Jim & Tina Lauer
 2) Rick Danielson
 3) Ben & JoAnn Wainscott
 4) Susan Klear

Roadster/Conv.D
 1) Dennis Ciplickas
 2) Blue Nelson

Speedster
 1) Del Sessions
 2) Tom Gillman
 3) John Whitworth

Outlaw
 1) Ron Stansbury
 2) Bill Smith

Special Interest
Unrestored Aaron Silluzio
 Tom Niedernhoffer

The Meet In The Middle Picnic #5

by Steve Douglas

A bit of history: Back in 2021 when our lives were still being ruled by COVID, people were looking for activities that were "safe". Before the world shut down in 2020, the 356 Porsche community held monthly breakfasts and casual events. This community was tied loosely to 356CAR. I had an idea of doing a BYO picnic, bringing the closest groups together. At a 356 group gathering early 2021 John Bertoltti volunteered Rick DiNapoli's family estate/ranch in Watsonville.

Thus the start of "Meet In The Middle Picnic", it was success with 27 cars and 39 people; we invited not only the 356 people but Porsche friends.

In 2022 and 23 the picnic was at the DiNapoli estate. It grew a bit bigger, being that people were a bit less scared of Covid. June of 2024 the picnic was held in our backyard in Gilroy; big crowd, lots of new people, a mix of PCA and 356. In 2025 we went back to the DiNapoli Estate, for a very relaxed picnic, wonderful weather and about 50 people.

Now to the present, 2026. Since the gatherings were getting bigger, some didn't like having to bring your own, food beverages and chairs. I looked for a new location, still in the middle with decent backroads to drive on. Fortino Winery is our neighborhood hangout and we know the family and the place is always friendly. Being that on weekends the winery normally has food, and music along with "beverages", the event was really easy to put together. They put in a request to a mutual friend Danny Martin who runs Garlic City Smashburgers.

Originally we had 72 reserved spaces and we had 12 no-shows; but it was ok as a firm number was not needed. Sunday tours seem to have fewer participants than Saturdays

I designated 3 starting locations: each one with backroad routes lasting about 45 minutes.

The Monterey group started in Marina, drove thru the Elkhorn Slough area, backside of Watsonville and over Hecker Pass. No traffic.

The small Santa Cruz group started in Aptos, wandered thru Aptos and Corralitos then over Hecker Pass.

The San Jose group started at Silver Creek near 101 which was easy to find. From there the group drove thru Evergreen and San Felipe. This is the area where United Technologies had their rocket engine test sites, now long gone. Crossing over 101 then south on Santa Teresa & Hale Aves, missing much of the freeway mess. The route turned onto

Llagas that goes over the hills to the Chesbro Reservoir. Making a 1/2 circle around the reservoir they came to Uvas Rd. South on Uvas heading for Gilroy. A short drive on Watsonville Rd and they were there. Arriving at Fortino's, the groups hung out in the parking lot looking at cars and talking about their journeys. The winery had several big tables ready for our group, as it was going to be a busy day. Danny was ready with burgers, and the best onion rings ever. The tasting room had wines and beers along with non-alcoholic drinks.

Have you ever had a Kalimotxo? The latest mixed wine drink: 4 oz of red wine and 4 oz of Coke over ice. It's a recent invented Spanish drink that is becoming popular here.

R Jae Hass provided the music which was unique, popular classic rock with a Latin influence.

Fun was had by all, lots of positive comments about the burgers and location. Watch for next year's picnic late May early June, maybe a new location? Or not....



Recent Breakfast Meetings

In May the Sacramento Area group met at McKinley park in East Sac for breakfast hosted by Kurt and Claudia Campbell. It was a lovely Spring day and our cars got lots of admiring looks from the people strolling through the park.



May found the Bay Area group visiting John and Larkin Evans in Half Moon Bay for their monthly breakfast meeting.



In June, the Sacramento group met at Jason Wrenn's shop in Rescue.



Factory trained expert repair and restoration of all Porsche instruments.



- Clock repair and Quartz conversions
- MPH and RPM range conversions
- Custom color face conversions
- MPH/KM conversions

Palo Alto SPEEDOMETER INC.

www.paspeedo.com

718 Emerson St., Palo Alto CA 94301-2410
Tel: 650.323.0243 ♦ Fax: 650.323.4632



COLLECTOR CAR CONSIGNMENT

CONTACT CHANDLER:

-  (916) 517-3477
-  INFO@STARLITEMOTORCARS.COM
-  STARLITEMOTORCARS.COM
-  SACRAMENTO, CA

STARLITE ENTERPRISES LLC.

WHY SELL WITH STARLITE?

- COMPETITIVE COMMISSION RATES
- EFFORTLESS SELLER EXPERIENCE
- PASSION AND PROFESSIONALISM
- BAT EXPERIENCED SELLER

FOLLOW US ON:



@STARLITEMOTORCARS

CARS ARE OUR PASSION.

We collect classic cars, so we understand the importance of your insurance needs. Your policy needs unique coverages that standard car insurance providers just don't understand.

Insure your collector car with us, and get on the road.



WIS&G
Winton-Ireland, Strom & Green
Insurance Agency

Meet your Agent, Jeremy Benjamin!
jbenjamin@wisg.com | 209.216.3062
Proud Member of PCA and 365CAR

Official **HAGERTY** Partner

lic. #0596517



Local Speedster Goes Racing

by Tim Wilson



In the sixties it was not uncommon for dozens of Porsches to show up to do battle racing in Northern California; race tracks such as Laguna Seca, Port of Stockton, Vaca Valley and Cotati were plentiful and Porsche had introduced the race ready Speedster.

In 1965, as a charter member of the Sacramento Valley Porsche Club of America with his 1961 356 B Coupe daily driver, thirty-four year old Larry Wilson decided that he was ready to make the leap from go-karting to SCCA club road racing and sourcing a Speedster was the tool. Any aspiring racer wanted to drive a Porsche because of the speed and reliability.

Bob Clancy, the original owner of Larry Wilson's 1955 Speedster bought the car new from the first Porsche Dealer in the Sacramento area, Oxford Motors, located behind the Memorial Auditorium on "I" street. Soon after, Clancy drove the beautiful new Speedster off the road, high centering the vehicle, and punching a hole through the engine case. Because of limited parts availability, the Speedster was now equipped with a 36 horse VW engine and street driven for the next few years. In the early sixties the Speedster was sold and converted to a dedicated race car and now with a full race Porsche engine by another Sacramento resident, Paul Oshner. Oshner road raced the Speedster for two years and finally agreed to sell the car to Larry Wilson in 1964. The purchase included the Speedster, a tow bar, and an almost new 1963 Ford Fairlane station wagon support vehicle at a cost of \$2,000. Pat Wilson, Larry's wife, recalled that the price was later reduced \$200 because of an unfortunate incident on delivery day. With Larry's SCCA license still pending, Oshner had negotiated to drive the Speedster one last time. The unfortunate part was that the Speedster was pile driven into a Laguna Seca hay bail in the final turn of the last lap. "I approved the deal because I really wanted the powder blue Ford wagon, the only vehicle we had at the time was the 356

coupe," Pat recalled.

Larry raced the E production Speedster for another three years up and down the west coast with the help of his best friend and fellow Porsche club member, Ken Fielding. Pat remembered, "They made a good team, as Larry had no mechanical ability and Ken couldn't drive." Larry commonly recalled, "the Speedster was



Photo of the Speedster's 1965 Laguna Seca hay bail damage on delivery day

scary to drive, frightening in fact, especially at the old nine turn Laguna Seca course. The car would never be going straight, sliding from side to side, and it felt like you were steering with rope. I had trained myself to take Laguna Seca's turn three flat out by keeping the ball of my foot planted on the throttle and peeling my toes back for a slice of sanity. On a fifteen lap race the Speedster's pre-A brakes would badly overheat after nine laps, the last part of the race was white knuckling and hair raising. I later updated to Spyder brakes and now was good for about twelve laps, but still a big problem."

Larry raced the Speedster for three years having his best results at Vaca Valley Raceway and the Port of Stockton. Even

with his W.B. Lasher Porsche Dealer sponsorship, Larry claimed, "the Speedster was too expensive to race especially given that the driver continually broke the engine crankshaft from over revving and aggressive driving." In 1968, he parked the Speedster and went formula car racing for another seven years. My dad often reminisced that the Speedster taught him how to drive on

edge. Larry won an astonishing 52% of all Formula Vee races held at Laguna Seca during that time; this was no small feat given the class popularity and large car counts of the day.

At the end of the 1968 season the Speedster was placed in the back of Larry's garage complete with another broken crankshaft and now a newly discovered broken and rare transmission - Limited Slip Differential. About 1970, Larry took the Speedster to a local body shop where the

battle scars were repaired and new lacquer paint was applied. The Speedster stayed at the shop five years and then returned to Larry's home garage for another three decades.

At every family gathering, my dad expressed that someday he would like to drive the Speedster one last time. Larry somehow believed that the Speedster was "just a tuneup away from roadworthy." He maintained, "the vehicle is low mileage, free of rust, never seen rain, and with new paint." Remember as with Ken, Larry was the driver and not the mechanic.

In 2006 and at a moment of weakness, my wife, Joann, offered my veteran Porsche dealership services without my

presence, to “just get the Speedster running.” For some reason I realized overnight that my father was suddenly getting older and that this repair was now or never. The following ten months included a complete disassembly of the Speedster and refurbishment in an attempt to simply make the vehicle safe and make Larry’s dream come true. I had strict guidelines from him which included leave it as a race car for the street and preserve the new paint; now thirty-five year old lacquer paint. Without his knowledge I somewhat kept my promise and ended up painting a good portion of the Speedster to make it presentable. I spent endless hours on the race engine to make it drivable and reliable. The Spyder brakes that Larry called a big improvement would only stop the vehicle after a through foot dragging warmup because of the race inspired shoes. The clutch assembly, also from a Spyder, was almost unusable but according to the driver, it had to remain. The oversized carburetors, ported intake system, and racing exhaust meant multiple hours of tuning just to get the Speedster up to speed.

For the next ten or so years and until his passing in 2019, Larry enjoyed the Speedster to the fullest driving it to many events that even included winning a car show or two. The resurrection of the Speedster even reunited Ken and Larry together one last time. Fifty years later they celebrated winning the Niello Concours at Serrano. Pat believes that the return of the Speedster added countless years to Larry’s life.

As the appointed and current caretaker, the Speedster is always ready with fresh fuel, tire pressures set, and ready for another seventy years.



Larry Wilson on the Cotati Raceway pre-grid 1965



Ken Fielding at work on the Speedster and the blue Ford wagon. Note the crowd size at Laguna Seca in 1965



Larry and Ken celebrating the Speedster Concours win



Larry Wilson driving the Speedster 50 years later

By Craig Chu

In The Rearview Mirror

Spring 1993

Nancy Withers asked club members who were original owners of their cars to share their experiences with their cars. About ten members were original owners and three responded. Here are their stories:

Steve Hansen's father bought a 356 Super in 1963. The car arrived in Bethesda, Maryland from Europe in May of that year. That was just in time for Steve to take it to his senior prom and impress all his friends. In 1967, his parents moved to San Francisco. The car was used for commuting but eventually fell into disuse and stayed in the garage. In 1990, his father gave him the car. Steve got the car running again including having the engine rebuilt by the Maestro. As of 1993, he has the car with him in Stockton.

Jon and Merry Geil picked up their car in Germany in 1963. It was a 356B in Oslo Blue. They then spent two months driving it throughout Europe: on the Autobahn, Italy, Switzerland and France. Through the years, the car carried their kids and their dogs, and its first set of Michelins lasted 90,000 miles. Jon continued to maintain the car and it still looked as sleek, modern and aerodynamic in 1993 as it did in 1963, and Oslo Blue is still their favorite color.

Jerry and Madelaine Kiliany picked up their Dolphin Grey 356 SC coupe at the factory in Stuttgart-Zuffenhausen in 1965. It was one of the last 356s made – 11th from the end. The original plan was to use it to tour Europe then ship it home and sell it to pay for the trip. They never went through with the “selling part of the” plan and they still had the car 28 years later. Its paint was fading and it still had its original upholstery but was still well preserved and not in need of restoration.

Summer 1993

Club members spent a day touring Fantasy Junction and visiting EASY. In the morning, Bruce Trenery and his staff at Fantasy Junction hosted the group to a blueberry pancake breakfast followed by a tour of their current inventory of exotic cars. Next it was over to EASY just two blocks away where Jim Breazeale gave a tech session on when to buy salvaged parts and when to buy new. The tech session was followed by a barbecue manned by staff member Spencer.

North Meets South was again held in Morro Bay. Everyone checked in on Friday at the Harbor House Inn,

headquarters for the event. The 1993 North Meets South Concours was held on Saturday with “participation judging”. After the concours, Ken Ito, Dan Fowler and Del Johnson, all nationally recognized experts, gave a tech session on concours prep. Bob Cannon and Jim Hardie tallied the results of the judging. The Awards Banquet was held on Saturday at the Cambria Veteran's Memorial Hall, a half hour drive from Morro Bay along scenic Highway 1. The “Best of Show” concours award went to Robert DeKlotz and his '63 Yellow Cab. Sunday morning was the swap meet. Greg Young of Santa Barbara and Wes and Diane Morrill planned the event.

The 10th Anniversary Celebration of the founding of our club was held at the Silverado Country Club in Napa. Attendees enjoyed an outdoor brunch buffet in a private grove hidden among the links at the Silverado. President Jim Hardie started off the program by describing the beginnings of 356CAR and introducing Bob Franco. Bob was the club's first president in 1983. Original members Irwin “Scottie” Scott and Steve Douglas were also there. Alice O'Neill led the group in singing Happy Birthday to Larry Boyd. The program ended with a few more announcements and handing out door prizes.

Steering Wheel West was a regular advertiser. They sold fine automotive prints, original paintings, sculptures in a 6000 square-foot gallery on Army Street in San Francisco. They also offered their space to auto clubs for gatherings.

Fall 1993

The monthly Bay Area breakfast was held at the Quality Villa Hotel on El Camino Real near Hillsdale Boulevard in San Mateo. Steve Douglas was the contact.

The monthly Sacramento breakfast was held at the Radisson Hotel.

Diane Morrill reported on the 356CAR Fall Festival held at Marriott Tenaya Lodge, Fish Camp, California. Registration was on a Thursday and Diane opened the Goodie Store. Friday's schedule featured a driving tour of Yosemite Valley and Glacier Point with lunch in Yosemite Village. Saturday was a concours, a barbecue, and awards and dancing at the Grand Ballroom with a slide show put together by Hal Thoms. The event ended with a swap meet on Sunday. Olaf Shipstead headed the committee that organized the event.

Tooltime: Steve Douglas came up with a very comprehensive list of tools and parts to carry when you go on a trip. He claimed they all fit in a large shoebox. His advice: after you have put all these items together, make a list so you know what you have. You don't have to know how to use all these tools and parts – someone else in your group might have the necessary skills when the need arises. This kit will also be helpful if someone else in your group breaks down.

Bob Cannon wrote an article on gas tank restoration. On the exterior, gas tanks tend to rust at the filler pipe below the inlet. Water and debris can collect in this area and eventually rust through the tank. On the inside, water and sediment can get trapped at the drain area in a T6 car. Rust will then start on the inside and progress outward. Bob described how to patch holes using welding and brazing, clean and seal the inside of the tank, clean and paint the outside of the tank.

After one of the Bay Area breakfasts in San Mateo, Harry Pellow invited the group to his shop, HCP Research in Cupertino. He had a huge collection of engines and cases. He started off by discussing all the little things that can go wrong with an engine that can lead to big problems. Then he showed his latest project: an engine he had recently received that was in bad shape. It had been previously rebuilt by a VW mechanic and Harry asked the group to point out things that had been done wrong. Jim Hardie pointed out the most things wrong and was awarded a book (maybe one of Harry's books?).



Tech Topic: A Few Methods of Doing a Wheel Alignment

by Steve Douglas

Editor's Note: Steve has presented this information on 3 occasions over the last few months and has graciously allowed us to reprint it in the newsletter. Look for another article on alignment from Heiner Fees in Germany in the next issue of the newsletter.

The alignment of a 356 or a vintage VW is a time consuming job, using old school methods. Most shops do not want to do a full alignment and those that do are costly. Some of the new high tech alignment tools will not fit the rear of a 356 as the mountings will interfere with the fender body clearance. To make adjustments other than the toe requires disassembly measuring and reassembly of major parts.

Today we will demonstrate some methods to check alignment of both front and rear. We won't go onto the mechanics of how to adjust. There is much written about setting up the 356 suspension, workshop manuals, "Elfrinks", "How to Make Old Porsche Fly", and the many posts on the 356 Registry Forums.

There are many "tools" being sold to do alignments some will work on a 356/Vintage VW.

SOME OF THE TERMS:

Toe- is the setting where the wheels are aimed either inward "toe in" or positive, or outward as "toe out" or negative toe. This applies to both the front and rear

New cars/front wheel drive cars normally are set with Toe Out, which helps in lower speed corners with better turn-in and lowers the understeer. When the wheels are pulling the car they have a tendency to pull inward, so making the toe closer to zero, it also loads the steering linkages to lessen the play. This increase the rolling resistance and gas mileage, but it also sacrifices the high speed stability.

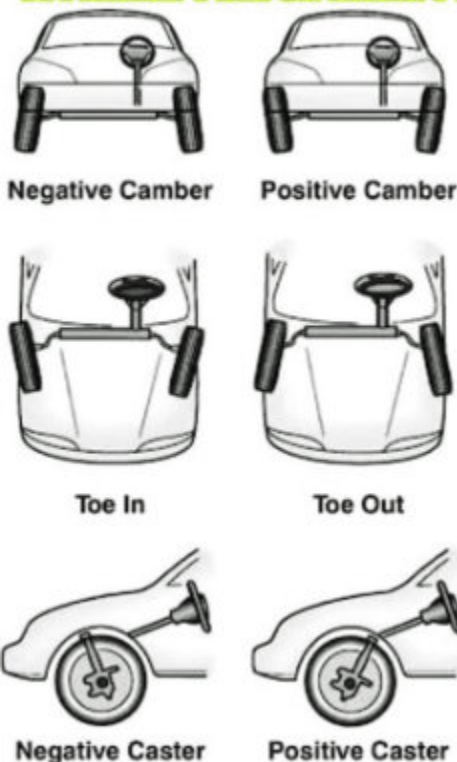
Vintage and Rear Wheel Cars Need front Toe In, this is the traditional settings for most older cars. This applies to the 356 and vintage VWs. Increases the stability at speed and increases the understeer. This also helps to center the steering. Toe in at the rear, also increase the high speed stability and will increase the rear understeer, this may help in cornering so that the tail heavy car will track better. Toe on a 356 rear is set in two ways, each axle can move forward or back within the slotted holes on the trailing arms, pivoting at the transaxle. The other is by adding or removing shims at the front transmission mounts, but this not commonly done. The rear toe should match the front: 1 degree positive or -1/8" measured between the left and right wheel rims.

Caster- is a function of the angle of the

axis during rotation of the suspension when turning left or right. For a 356 the Caster is fixed, unless special modifications are made. It should be noted that positive caster increases the high speed stability, in that where the bottom is moved more forward of the upper. On a 356 the ride height will affect the caster, many of the old racers would lower the rear and keep the front at stock height, with an increase in caster and stability at speed. Lowering the front will do the opposite, less stability at speed.

Camber- Camber is the vertical measurement of the wheels, measure in degrees from 0 degrees vertical. Positive Camber means the top leans out. Negative Camber the top leans inward. On a 356 it is desirable to have 0 or slightly negative in the front and 1-2 degrees negative in the rear. The front Camber is set by moving shims (10) as per the charts in the shop manuals. The rear is a function of ride height and angle of the trailing arms. The 356 and old VWs have swing style rear suspensions, that is each side has an axle that pivots at the transmission and moves in an arc. Actually two arcs, one that is vertical and one that horizontal. That means if the car is jacked up, going over a rise, or with body lean during cornering the wheels will not be vertical, and as the suspension travels up or down the trailing arms also pivot making a slight horizontal arc. The rear is most often the place to start an alignment.

WHEEL ALIGNMENT



DOING AN ALIGNMENT:

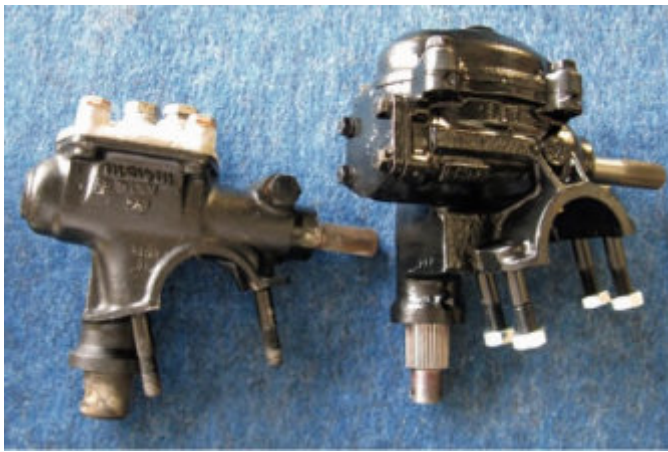
There are many different methods to do an alignment, ranging from a simple toe adjustment of the front end to a full disassembly of both front and rear, replacing most parts and resetting both front and rear. The first step is getting the baseline settings, this requires proper tire pressures, and possible weighting of the drivers side to mimic a driver in the car. Once you have baseline measurements you can decide what to do.

I like to start at the rear, setting the camber affects the ride height thus the caster. It may involve removing the trailing arms and resetting them at a different angle to increase or decrease the camber and height. Also wider wheels with a different offset can add more negative camber to the rear as it changes the outer contact points. Setting the rear toe is fairly easy, and normally is fairly close to the specs.

Adjusting the rear toe can change the front end. There is another problem, in that the rear wheels should be pointed in the same direction as the front, while the toe can be correct but the rear can be pointed left or right of center. Body damage, bad transmission mounts and worn trailing arm bushings can alter the setting compared to the front. This is where a string box or a laser alignment tool comes in to play by allowing both front and rear to be made parallel. It should also be mentioned that the front and rear tracks are different, that is the distance between the wheels is not the same: front is 1.34" wider than the rear on most and some early cars have 1.57". The use of early VW transaxles required a narrower rear, while the front was widened for better cornering.

Moving to the front, there are two very distinct front steering systems. The old style used on cars until end of the T-1 production in mid 1957 these used the Ross/VW/TRW steering box. This had one tie rod that is adjustable and one with a fixed length. The T-2 and later used the ZF steering box, with both tie rods being adjustable.

Aligning of the early cars was based upon the side with the fixed tie rod and the toe was measure from there. The other side was adjusted to meet the proper toe setting. The the steering wheel would be pulled and reset so that it is centered when going straight.



The VW/TRW/Ross steering box (left) vs the ZF box which started in late 57



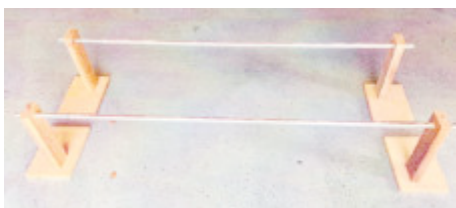
Input alignment shaft of ZF steering box

The T-2 and later cars are more complex. The ZF steering box has a "tighter center area" which must be determined with a mark on the input shaft and matching mark on the upper steering column and steering wheel orientation. The steering wheel, if mounted correctly, will not need to be moved. Using both the tie rods the toe can be set, however they can be set off center. The string box method can provide a very close setting, but a trial and error road test may be needed to fine tune.

MY TOOLS:

For Toe

The String Box, a well established method of aligning the front and rear toe and parallelism. It takes time to set up and most times two or three times, while rolling the car back and forth.



String box stands. Strings are 68" apart and 13" from the floor.

The Track Ace, This was recommended by David Jones and is made in the UK, it takes a bit of set up but is very accurate for toe on both front and rear. It doesn't measure for parallelism front and rear. On low cars it may take some "engineering".



Two tape Measures, my simple wood system is very similar to several various commercially available tools. Simple and quick to check the toe front and rear, but no parallelism.



For Camber

Digital Level with steel angle iron mounting, that measures the vertical angle of the wheels. Simple and quick, the hubcap will need to be removed on some cars.



For Parallelism

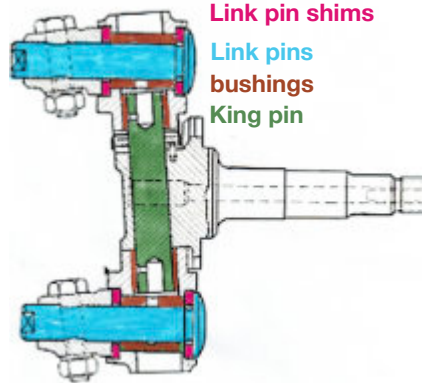
Setting so that all 4 wheels are pointed in the same direction. The **String Box** is the standard method. I have used a laser level to check the rear against the front, not sure how accurate it is. The different track and having the front wheels pointed straight must be considered when checking the front to rear, adding in the track offset.

Taking the mystery out of King Pins, Link Pins and “Steering Knuckles”



Steering Knuckle Parts

Spindles, C links, King pins and King pin bushings. These are “early” steering knuckles; later versions add an O ring with the King pins. In both versions, the king pin bushings require a special reamer to ensure a proper fit.



Steering Knuckle Assembly

Assembly of the steering knuckles requires knowing the offset of the torsion bar arms, which is explained in the workshop manuals. Each link pin takes 9 shims for the correct assembly. The number of shims used on each side of the C link determines the camber of the front wheels.



Correct Link Pin set for a 356

The correct set (*currently supplied by Stoddard*) contains 4 bronze bushings, 36 shims, seals and seal retainers. VW kits, which are widely available, contain 32 shims, steel bushings and no seal retainers or seals.



VINTAGE TRADER
LED SOLUTIONS

Full customer support
480-686-3080
vintagetraderaz@gmail.com

SEE AND BE SEEN!

NO MORE NEED FOR A 12V UPGRADE



- Authentic looking lighting upgrade with warm white & color LEDs.
- Much brighter lights at a fraction of the draw!
- Complete sets available, 6v and 12v! Replace every bulb in your 356 with an LED
- Plug and play, no modification needed!

www.vintagetraderaz.com

Tech Briefs



Call 511 for Road Service. California has roving Freeway Service Patrols covering most of the major freeways and even some of the bigger State Highways near the freeways. Highways I-80, 50, 99 and I-5, in the Central Valley are covered. In the Bay Area, I-80, 580, 680, 880, 101, 84, 17, 37, 29 and parts of #1 are covered.

511 calls will be routed to the closest dispatch center, and also may be dispatched by the CHP or Cal Trans if a stopped car is seen. The patrol provides help, free of charge, change a spare tire or add air, and add some gas, water, or oil. They can also find a tow and may have suggestions on where to go to get your problem fixed, safe car storage, and car rentals.

Steve Douglas

Fire Safety 101



If you pop open your engine bay and spot your fuel filter sitting right there in plain sight, it's time to give it a new home.



The safest place for the fuel filter is forward of the engine compartment under the car!

Fuel filters sitting out in the open next to hot engine components have started more than a few engine fires, and that's a headache nobody wants. The good news? Moving it is a straightforward job that only takes a handful of parts.

Lou Fifer

356 Registry Goodie Store



**See us for all your
356 Registry
logo items
and publications**

831-375-4442
356goodiestore@sbcglobal.net



EMERGENCY OR REBUILD:

**A PUSH-ROD TUBE THAT
INSTALLS WITHOUT TOOLS
AND NEVER LEAKS.**

Selected from our many products shown at:
www.precisionmatters.biz

Or call to order:
(415) 252-1428

Precision ACCURACY IN PRODUCTS
MATTERS AND SERVICES

*The 356 Specialty Precision
Parts and Services depot.*

BatteriesPlus+

Power it. Light it. Fix it.



**FREE, EXPERT
Auto Battery
Testing &
Installation**

Schedule your appointment
online or stop in a store near you
Free installation on most vehicles at most
locations with your battery purchase.

**POWERFUL, RELIABLE
LONG-LASTING
AUTO BATTERY TESTING & INSTALLATION**

10% Discount to 356CAR Members

\$7.99

Watch or Key Fob
Battery Replacement &
Installation

CPD1407
L1411

\$10 Off

Programming of Key or
Remote

CPD1408
L1411

\$15 Off

Phone or Tablet Screen
Repair

CPD1412
L1411

EUROPEAN COLLECTIBLES



1665 Babcock St.
Costa Mesa, CA 92627

COLLECTIBLE EUROPEAN SPORTS CARS
ACQUISITIONS, SALES AND CONSIGNMENT
RESTORATION AND SERVICE

949/650-4718 Office
949/650-5881 Fax

www.europeancollectibles.com



Expert Service

Specializing in Classic Porsche and
Volkswagen service, repair and more!

(530) 887-0800

165 Borland Ave Auburn, CA 95603



**DMV registration service, specializing
in classic vehicles and hot rods**

Our Services Include:

- Lost or No Paperwork Titles
- VIN Verification
- California Registration Renewal
- Title Transfer of Ownership
- Duplicate Certificate of Ownership (title)
- Year of Manufacture License Plates
- Personalized License Plates
- License Plate or Vin Lookup Service
- Probate Title Transfers
- Lien Sales

We provide the classic car connoisseur with a hassle free registration service. I will come to you for VIN verifications and eliminate the frustration of the DMV. I can also issue license plates and stickers the same day in many cases.

We strive to make this process as simple and clear as possible with up-front cost estimates and no waiting in long lines at the DMV.



Michelle Archbold
Auburn Auto Registration Service
530-820-3348
Hours Monday-Friday 10:00am-5:00pm
12005 Shale Ridge Lane, Auburn, CA 95602

Need More Garage Space?

See Leigh Rutledge and Bill Hambrick
for Sacramento's Finest Homes



356 owners who know the
needs of car enthusiasts!

leighrutledge@pacbell.net
916-612-6911

billhambrick@pacbell.net
916-600-6528

**COLDWELL BANKER
REALTY**



SMC

SIERRA MADRE COLLECTION

1669 Colorado Blvd • Los Angeles, CA 90041 • Sales & Information 323.593.4300



SMC CLASSIC CENTER



SMC CAR STORAGE

Facebook Instagram



Sierra Madre Collection is your main source for classic Porsche parts and now the SMC Classic Center (enthusiasts hub) will complement our successful parts business.

The **SMC Classic Center** represents a valuable resource for the ever expanding Porsche community. A place for enthusiasts to congregate, exchange ideas, and share information. An installation shop for the improvement, modification, and maintenance of your Porsche.

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.

Jack Staggs

VINTAGE SPECIALIST



ESTABLISHED 1972

1321 Calle Valle, #N
San Clemente
California 92672

949 492 9606.00

Autosports

EXCLUSIV E.com

Sales, Restoration, Excellence in Bodywork, Service Engine Rebuild



PAUL COLBY
Owner

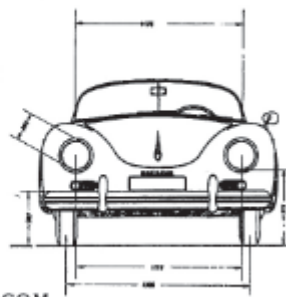
1030 S. Claremont St.
San Mateo, CA 94402
(650) 218-0537

TREVOR GATES METAL WERKS

(949)573-5606
TREVORCGATES@GMAIL.COM

1321 CALLE VALLE UNIT D
SAN CLEMENTE, CA 92672

TREVORGATESMETALWERKS.COM



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

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)

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:	☐ \$15	☐ \$30
2 years:	☐ \$30	☐ \$60
3 years:	☐ \$45	☐ \$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 and our monthly email
blasts for the latest event and meeting information.**