

356 CLUB[®]

OF SOUTHERN CALIFORNIA

Volume 35 Number 2 / Summer 2019





1957 Porsche 356A 1500 GS/GT Carrera Speedster: Silver/Black.



1958 Porsche 356A Speedster: Other Speedsters available.



1965 Porsche 356C Coupe: Dolphin Grey/Black – Original example.



1965 Porsche 356C Cabriolet: Irish Green/Black.



1965 Porsche 356 C Coupe: Champagne Yellow/Black.



1967 Porsche 911S Coupe: Bahama Yellow/Black – Original example.



1968 Porsche 911 Coupe: Race Car.



1970 Porsche 914-6: Silver/Black.



1971 Porsche 911S Coupe: Black/Black, matching #s.



1973 Porsche 911RS Coupe: Light Yellow/Black, Two available.



1973 Ferrari Dino 246 GTS: Fly Yellow with Black.



1978 Porsche 911SC Coupe: Black/Tan.



1984 Porsche 911 Carrera Coupe: Light Bronze Metallic.



1989 Porsche 911 M491 Carrera Cabriolet: Black/Black.

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Volume 35/Number 2

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OF SOUTHERN CALIFORNIA

Summer 2019

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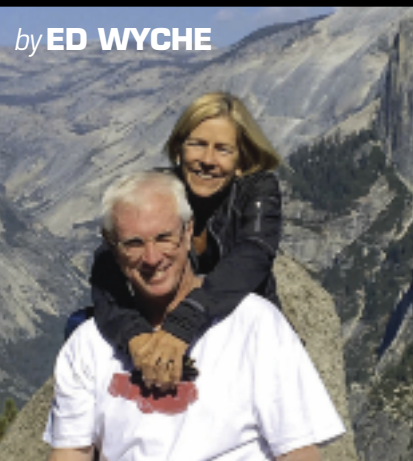
On the Cover...

Jerald Hanson's Speedster and Chris Romney's Coupe take a lunch break in Idyllwild on the 2018 Palms to Pines outing.

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President's MESSAGE



by ED WYCHE

As always, I hope everyone is healthy and enjoying some quality time with their loved ones. I usually start by hoping everyone is healthy because we are a club of mostly aging people. I know everyone is actually "an aging person," however most of our club members have been doing the aging thing a bit longer than most.

Recently I was having a conversation with a good friend of mine I have known for many years – let's call him "Jim." I was not able to make up my mind on the purchase of something. I then proceeded to share – well "whine" might be the most accurate word – about the cost of an upcoming trip. My good friend had enough of me going on and on, and finally responded "Gosh, what do you think your QTR is?" I responded, "What the heck is QTR?" Well, my good friend – "Jim" – had just returned from a trip with some friends and a gentleman – let's call him "David," asked him the question. "What is your QTR; QUALITY TIME REMAINING? Just how many more years are you going to be able to do these things you enjoy?"

"David" explained that QTR is not just how long you live, but how much QTR you have left. For example, how many times can you still travel somewhere? Purchase a new car that you can really enjoy driving? Or how about just going on a drive in your 356? I am 64 years old and that is

considered younger than ever using today's longer life

expectancy charts. I find myself wondering, how many more North South events will I attend? I figure 15-20 tops. How many more of whatever? The point of this is... if you are not sure about going on the next adventure, or the next whatever it may be, please do not forget your QTR. Your QTR is getting lower every day and you do not want to miss out. So, everybody, what are we all waiting for; Start your engines!

Looking forward to seeing you – and your own personal QTR – at our next event!

– *Thanks again, Ed*

PS: As always, this is *your club* and suggestions and comments are welcome and *encouraged!*



The 356 Club of Southern California is a non-profit organization devoted to the preservation and enjoyment of the Porsche 356 series automobile. The club's board is entirely made up of volunteers who donate their own time and resources towards the wellbeing of this club. Member feedback is welcome; this is your club.

Ownership of all and any material submitted to the 356 Club of Southern California, regardless of means, is retained by the party who submitted it. Submitting material is done so with the understanding that you are giving the 356 Club of Southern California the right to refuse, edit, publish and republish such material both in print and electronically at any time. The club does not verify material submitted and does not warrant the accuracy of the information contained therein and disclaims any liability from reliance on said information. The 356 club of Southern California is not affiliated with Porsche AG or Porsche Cars North America.

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Magazine Article Submission Deadlines

Spring issue: Jan 1 // Summer issue: April 1 // Fall issue: July 1 // Winter issue: Oct 1
 Materials may be submitted through 356clubsocal@gmail.com and include, but are not limited to: text, photos, email contents etc. Photos and text subject to editing so the bigger, the better.




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 Steve Schmidt: Owner / Racer Honest Engine, Costa Mesa CA Rex McAfee photo

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CALENDAR of Events & Interests

June 7 - 8.....Stoddard Swap Meet, Ohio

June 9.....San Marino Classic

**June 16.....Rodeo Drive Concours,
Beverly Hills**

**July 21.....356 Concours at Bella
Collina Golf Club**

Aug 10 - 18.....Monterey Car Week

**Oct 2 - 6Arizona Outlaws'
High Desert Holiday**

Sep 19Drive Your 356 Day

Dec 22Jack Staggs 356 Day Party



**The 356 Club's Annual Concours
at Bella Collina Golf Club • June 21**

ONGOING...

Cars 'n Coffee.....Weekly 7am, Enderle Center, 17420 East 17th Street, Tustin

Pit Stop1st Saturday monthly at Period Correct, 9am, 2950 Randolph, Costa Mesa

Flo's Cafe Run.....1st Sunday monthly at 6:30am, 4500 Carbon Canyon Road, Brea

SD 356 Crew2nd Saturday every month at 7am, Studio Diner, 4701 Ruffin Road, San Diego

Cars 'n Coffee.....2nd Saturday monthly at 9am, Auto Kennel, 1974 Charle Street, Costa Mesa

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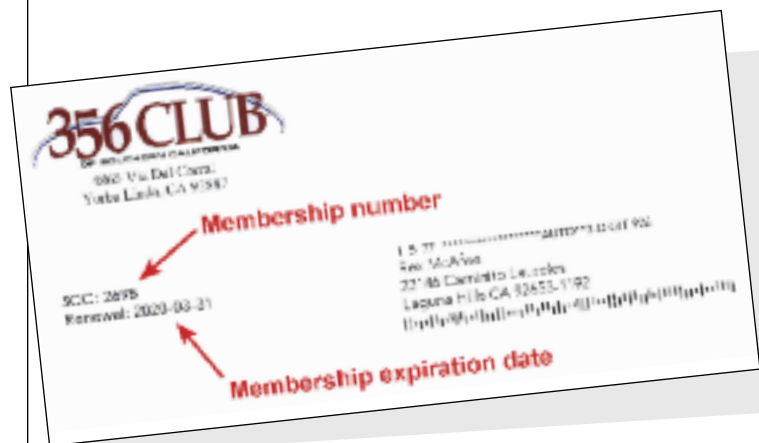
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Send your information to Gary Dunavan... ruby356sc@gmail.com
or Gary Dunavan, 4865 Via Del Corral, Yorba Linda, CA 92887



Time to Renew?

On the back cover of your magazine is the address label with your membership renewal date. Please send membership dues BEFORE this date to ensure you won't miss receiving a magazine/email. Any dues sent early will only be applied once this renewal date is reached.

Remember...

this is your club and suggestions and comments are always welcome and encouraged!

MEMBERSHIP and RENEWAL

**Available Securely Online at 356Club.org
or old-schoolers can fill out below...**

The 356 Club of Southern California is a non-profit organization devoted to the preservation of the vintage 356 series Porsche automobile. Membership is open to all interested individuals, whether you own a 356 or not, and includes receiving the quarterly magazine.

Please Check One...

- ☐ New Member
☐ Renewal

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\$70 Two Year Membership

Canada & Mexico \$90.00 USD / Overseas \$110.00 USD

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New members are encouraged to describe your 356 year and model, send a photo of your car and mention your particular interest in becoming a member.

Name _____

Address _____

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Email _____

Payable to: **356 Club of Southern California**

Mail to: Gary Dunavan, 4865 Via Del Corral Membership issues: 714-326-5526 • ruby356sc@gmail.com
Yorba Linda, CA 92887

Information provided by members is for mailing the quarterly magazine, contact (when given permission) for emails regarding Club events and registration and finally, reminders about dues. We do not sell, rent or otherwise give out our members' information for any commercial or non-commercial use. We respect our members' privacy and have a no-tolerance policy with regard to that information.

Membership satisfaction guaranteed – If you are not thoroughly satisfied after receiving your first issue of the quarterly magazine, please return it for a full refund.

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SoCal Porsche Week

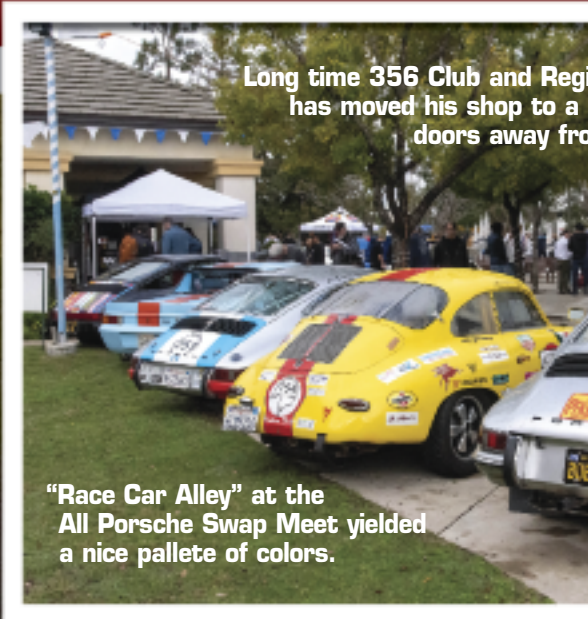
It was the Wednesday before the “big weekend” and I happened to be in the Los Alamitos area; time to give our friend Bob Kahn at GT Werk a little surprise visit to say Hello. Approaching the front door, I noticed a few gentlemen sitting in a rental car by his front door looking at a map... hmmmmmm? Once inside I found Bob was already playing host to some visitors



This slab-side early 911 racer was popular with the crowd at CarParc USA.

from Holland who wanted to inspect all the beautiful aluminum 356 accessories he offers. More Porsche enthusiasts soon entered and I looked at Bob and said “I guess you’re having an open house!” Needless to say, this was a sign of things to come over the next few days; plenty of interest in the air-cooled Porsche world without signs of... cooling.

Thursday morning started with a trip from OC to the San Fernando Valley (don’t forget



Long time 356 Club and Reg... has moved his shop to a... doors away from

“Race Car Alley” at the All Porsche Swap Meet yielded a nice palette of colors.



John Wilhoit's open house allows guests plenty of close-up opportunities to inspect current restoration projects.

Always a great vibe when visiting Paul & Ed Kramer's Auto Kennel.



Club and Registry member Jim Liberty
s shop to a bigger "Man Cave" a few
ors away from European Collectibles.



Sierra Madre
Collection's "Porsche Only"
parking was a huge success.

◀ Bob Kahn's recently restored
coupe always garners attention, as
it did with his European visitors at GT Werk.

your blood pressure meds) with my first stop at Dave Buzagloo's TRE Motorsports. He was certainly kind to serve juice, coffee, donuts and bagels for the Stoddard organized



▲ TRE Motorsports gets a lot of well-deserved business for custom 911 projects.

tour bus that showed up shortly thereafter. He had plenty of various projects going on ranging from basic tune-ups to big-buck 911 projects that continue to come his way. Next, a short hop East led me to John Esposito's shop that

CONTINUED NEXT PAGE

European Collectibles

1665 Babcock Street, Costa Mesa, CA
EuropeanCollectibles.com

1: The quintessential 1950s Porsche racer has to be the 550 Spyder powered by a 4-cam engine.

2: A few little showers passed over head but never enough to cause a disturbance.

3: 356 Club and Registry member Felix Macaluso (right) enjoys some of the tasty food Nick Clemence offered his guests.

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Benton Performance hosted their biggest open house ever this year.





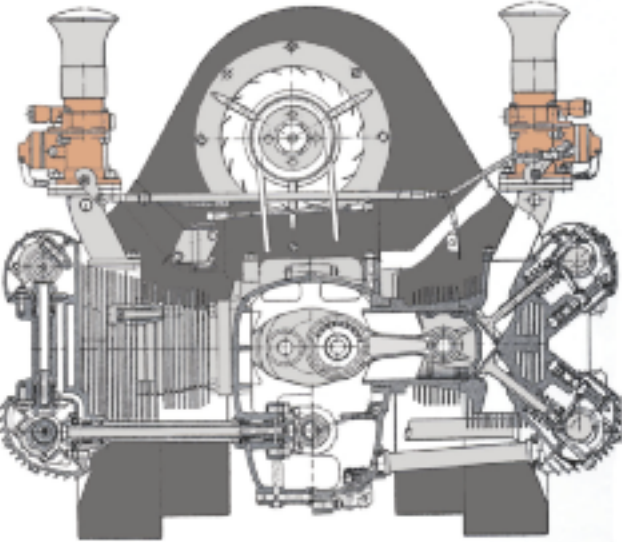
Spotted at the LA Lit & Toy meet, these CNC heads will make an impact on the future of our 356 hobby. Available at Benton Performance.

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performs concours level paint and body work. The frame table in the back of the complex is worth a visit to see how repairing a 356 or 911 chassis is accomplished. With some recent award-winning builds, John is nothing

CONTINUED NEXT PAGE



Above: A new Singer 911 "commission" definitely garnered plenty of attention.

1: Matching numbers 1961 Super on sale... BUY NOW!

2: No shortage of model 356 variants on hand to appease the onlookers.

3: For those of you have complained about carburetor rebuilds on your 911, show a little sympathy to your MFI brethren!

4: Even with overnight rains, the 356 Club's All Porsche swap meet yielded a full house of the Porsche faithful.

5: Yes... you now have the option to buy the foundation of a 356 chassis from Restoration Design.



356 Club's All-Porsche Swap Meet

Phoenix Club, Anaheim • 356Club.org

The 2019 swap meet tradition continued on this year, even with the threat of rain. Luckily for all attendees, the rain held off, short of a very light misting. Very lucky indeed as the day before at the Lit Meet it had poured cats and dogs. The swap meet had a record turnout this year with a little under 60 commercial vendors inside the "festhalle" and another 100 or so swappers outside in the main and overflow lots. In terms of Porsches driving in, there were about 200 cars with 356s accounting for about 25-30%.

I personally saw many parts (and money) exchanging hands with plenty of talk from people about how they had been looking for a particular part but couldn't seem to find it in a number of different online classifieds or eBay. I guess hitting the pavement and meeting with people face to face still has its virtues! Until next year's swap meet, keep driving!

— Trevor Gates, Vice President 356 Club



Above: Knick named Matilda, Jonathan Sieger's 58 356 A Super 2-Top Rudge Cab is one rare bird.

Left: 356 Outlaw Godfather Gary Emory (on right) offered plenty of stories to those who knew the right questions to ask.



2



3



4



5



Above: The European headlight lenses on this A Coupe are my personal favorite.

Left: California Porsche Restorations of Fallbrook, CA brought several restorations, including this early 911 with factory A/C.

short of an artesian who is finally getting the well-earned credit he deserves.

My next direction was South East towards Pasadena where I found myself at The Sierra Madre Collection mumbling "Where did all these people come from!"

CONTINUED NEXT PAGE

Wilhoit Auto Repair

1360 Gladys Ave, Long Beach • WilhoitAutoRestoration.com

Below: Across the street from Wilhoit's shop is the gallery room which had both restored and original-condition Porsches.

Below Left: "Just another" gorgeous restoration utilizing one of John's now infamous 2+ litre twin-plug engines.

Now a tradition at John's open house is the swap meet.



Auto Kennel

1974 Charles Street, Costa Mesa • AutoKennel.com

Paul Kramer (far left) shows his recently repaired 911 "war horse" that suffered a small rear collision on a recent rally.



Paul admits he turns down a lot of 356 consignments because he has a high threshold for what he will accept. This Silver cab definitely makes the grade.

Plenty of attention from open house visitors was given to this ultra-straight orange 911E.



33rd annual 356 Club Concours

July 21st, 2019
Bella Collina Golf Club,
San Clemente, CA



Enter at 356Club.org

WOW! Jorge Perez and his team organized a very successful open house with the usual beer and food options to keep everyone happy. "Porsche Only" parking was reserved on the side street behind the business and I easily counted 100 early 911 and 356 jewels. Capping off the day was a great visit to John

John Esposito

7360 Varna Ave, North Hollywood • EspoResto.com

1: With the heart of John's business being paint and body, the paint booth is always busy.

2: The list of modifications that Esposito performs on 911 Outlaw builds is far and wide, including 1972 oil fill flaps and ST flares.

3: John Esposito's first Porsche was a 356, and while he currently accommodates a wide variety of 911 customers, he still makes time to do 356 restorations.

356 customers keep coming to John for his decades of paint & body experience with the German marque.



Benton's shop in Anaheim. John apparently has the local fire department on the payroll as the double parking on his street was a sight to see (and a testament to his success). Tasty tacos were

CONTINUED NEXT PAGE



Benton Performance

1275 N. Lance Lane, Anaheim
BentonPerformance.com

Above Left: John Benton has a wealth of experience with race car fabrication, including this 356 racer that excelled in the La Carrera in Mexico multi-day event.



Tasty tacos were served up... mmmmm!

On any given day, you never know what you're going to find at Benton Performance. This particular stop revealed several 912s and a 964 RS up in the air.





BENTON (from below): John was gracious to give a way a new MOMO steering wheel to one of the LAX Hilton bus tour attendees via a raffle.



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cooked fresh in the parking lot while John answered questions to many Porsche enthusiasts. He also raffled off a new MOMO steering wheel to one of the Stoddard tour bus guests...what a guy!

Friday was another busy day with my first stop being The Parts Shop in Huntington Beach. LONG TIME PORSCHE enthusiast Bill Perone is a fixture in our community and was a pleasure to talk with about his old 550 Spyder that currently resides in the Seinfeld collection. He had plenty of interesting eye-candy on display from a 4-cam engine to a vintage Honda trail bike, both for sale. Next stop was John Willhoit's in Long Beach which has become "The place" to be on Friday. A huge crowd lingered around the different buildings



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L.A. Lit & Toy Show

5711 West Century Blvd, LA
LALitandToyShow.com

Main: In case you were thinking the air-cooled hobby was slowing down, you might want to reconsider your opinion.

Above: Stoddard's Mark Taylor was a pleasure to talk to about their recently offered Borrani wheel that features the Rudge center lock system. It's available for either 356 drum or disc cars.

Left: Stoddard's Lit & Toy meet is the place to be on Saturday morning, and our friends at Michelin had to agree!

Far Left: Yes... the Lit Show just wouldn't be the Lit Show without an appearance by Mr. Seinfeld.



Sierra Madre Collection

1669 Colorado Blvd
Los Angeles •
SierraMadreCollection.com

The entire side street was reserved Porsche parking that stretched two blocks. The open house at Sierra Madre continues to grow!

Left: Plenty of nice 356 parked throughout the gathering.

Above Left: Some friendly neighbors even allowed their driveways to be used.



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that comprise John's shop and as always, complimentary lunch was a huge success. Across the street is his "gallery" space where it's always fun to look at full restorations and in some cases, low-mile originals. His swap meet had plenty of interest as did the 5-speed 356 transaxle (a new 356 case that allows for 911 5-speed internals). Heading North on the 405 led me to South Bay Porsche, my final stop on Friday. Located in Hawthorne, they are a licensed "Porsche Classic" center and offer many restoration parts not to mention used vintage Porsches as well. Check out their

CONTINUED PAGE 22

Carparc USA 1701 Pomona Avenue, Costa Mesa

This 73 S is nothing but pure gorgeous in Kelly Green.





Above: The good folks at CarParc USA certainly know how to put on an open house, as visitors were treated to a live band and plenty of food.



Left: Don't fall in love with this 67 911S... it's not for sale!

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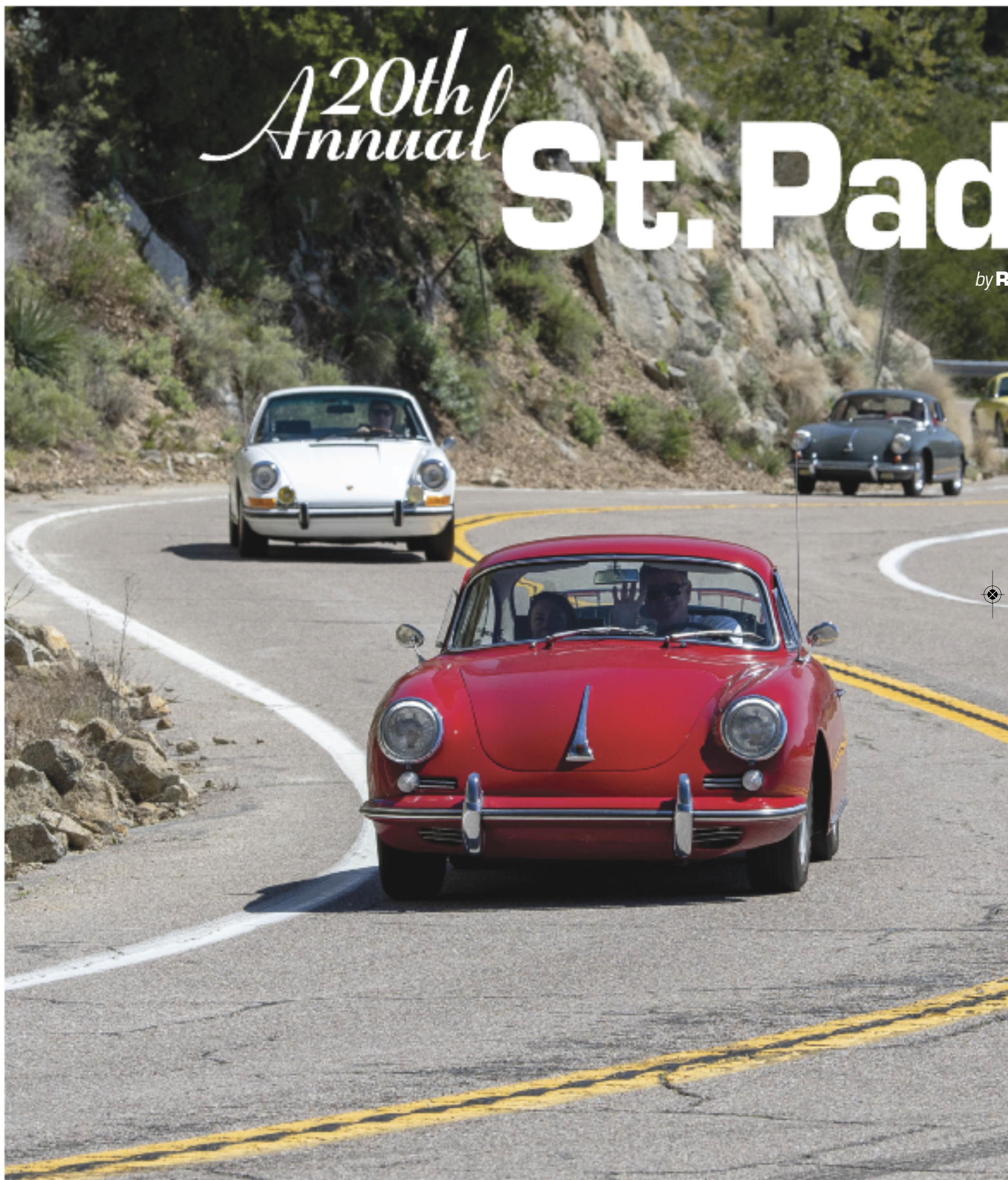
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Drive



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Pete McNulty – Looking the part wearing sunglasses and an Ivy cap reviews the route with the drive participants, and is shown leading the air-cooled train up Mt. Palomar with his lovely wife Patricia peaking over the dash.



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Operated by Cal Tech, the Palomar Observatory is home to a 200-inch telescope named after astronomer George Hale. It was first used by Edwin Hubble on January 26, 1949.

... a long time club member who brings his Irish spirit to the event. While he had us searching for 4-leaf clovers last year through Carbon Canyon in nearby Chino Hills, this year was... shall I say, more of an adventure which challenged the navigation skills of those who joined the drive.

Sandia Creek Drive outside of Fallbrook offers wonderful country side driving.

356 RUBBER



New! 356 Headlight Rubber

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Speedster Top Seal

\$75 per set

Speedster Windshield Seals

Upper & Lower: \$150

356 Hood Rubber

Type 1 fits Pre-A through T5: \$35

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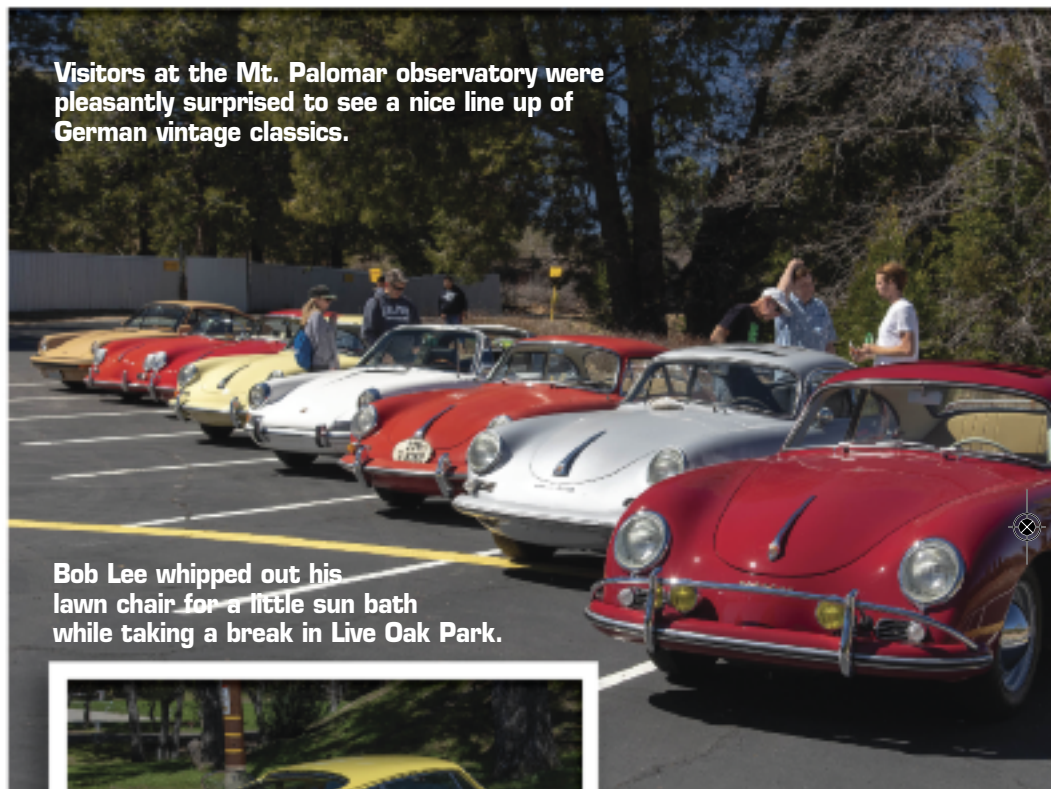
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After the mandatory "Don't blame me if you get lost" driver's meeting held in San Clemente at the monthly Cars & Coffee, the blind followed the blind over Ortega Highway and South through the hills to Fallbrook for a quick stop at Live Oak Park where Bob Lee proceeded to get out his lawn chair for some R & R. After a little bench racing, we proceeded South-East to Pauma Valley where recent rains had left plenty of spectacular green mountain sides along with some California Poppies. Once on South Grade Road, it was time to enjoy a dance between 2nd and 3rd gear as our group of air-cooled Porsches navigated the curves heading up the steep "front side" of Mt. Palomar. A quick look to the West

Visitors at the Mt. Palomar observatory were pleasantly surprised to see a nice line up of German vintage classics.



Bob Lee whipped out his lawn chair for a little sun bath while taking a break in Live Oak Park.



(not that any driver would do this) revealed a very clear view of San Clemente Island which is owned and operated by the U.S. Navy.

The end of the rainbow led us to the Palomar Observatory situated at 5550 ft. elevation. Under sunny but cool skies, we enjoyed our packed lunches in the picnic area and took a moment to realize how lucky we are to have great driving roads in our own back yard. Don't wait for next year's event to appreciate what your 356 was made for; Get Out and Drive now and maybe you'll run into the Patron Saint of Dana Point... the one and only Pete McNulty. ■



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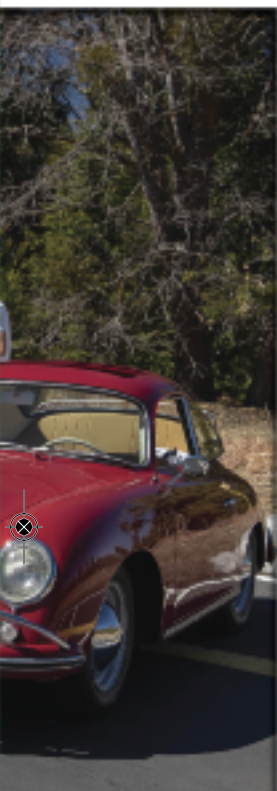
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Endless Jour

wi



San Diego native Chris Stavros enjoys the views from Point Loma with his 1957 Speedster, the 7th one he has owned as a life-time Porsche enthusiast.

Journey with Chris Stavros

Even among the most ardent of Porsche enthusiasts, who can claim to having bought their first Porsche at age 15? Having saved \$865 from working after school, the young high school student could have easily found a used Camaro or Mustang like the other guys had done, but then he wouldn't be Chris Stavros. Over the next four decades, the San Diego native would open his own Porsche shop, work at a Porsche

by REX McAFEE



dealership, vintage race a 356 and buy/sell well over 100 Porsches along the way. But hold on a second, I'm still curious about this \$865 Porsche!

Chris: I was 15 and I knew it was time to start looking around for a used car. I really liked my brother's 1961 356 Coupe, but then he sold it for a BMW 2002 which was also cool in a different way. Then I saw this Fiat 124 Sports Spyder in the classified section but at \$2400, I was dreaming.

While working after school in his father's liquor store, the owner of a nearby paint and body shop walked in as he often did. Chris said Hi to Mr. Holley and explained that he was looking for a used sports car.

Chris: Mr. Holley told me he had a Porsche 356 in his shop that he was going to lien sale because the owner couldn't afford to fix it. I didn't know what a lien sale was but I told him I'd come to the shop to take a look.

Upon his visit to the body shop, Mr. Holley showed him a black on black, 1959 Super Sunroof coupe that had been damaged on the left front corner.

Chris sat behind the wheel, looked up through the sunroof, and visions of blue skies and a windswept cabin filled the young boy's head. Chris went home excited and told his Dad all about this newly discovered "opportunity". The next day, Chris went back to the Body shop where he was presented with a deal he still remembers word for word to this day.



At the age of 15, Chris bought this lien-sale 356 for \$1750 on a "payment plan."



In 1976, Chris bought his first Speedster which was a little rough due to budgetary limitations!

Chris has amassed an amazing collection of Porsche luggage, literature and collectibles in what I refer to as the Museo - photo in pocket of his most rare piece of Porsche luggage which also appears in a factory brochure.



Chris: Mr. Holley stated "I'll have this car fixed, repaired, running, driving and painted in any color you want for \$1750". I explained I only had \$865 in savings and was walking away dejectedly when Mr. Holley asked "So how much money do you make at your Dad's store?" I proudly responded with \$125 a month which was a lot for a teenager at the time. Mr. Holley asked "Would you be able to give me \$100 per month until it's paid off?" I knew car insurance would be around \$15 a month which would leave \$10 for gas (36 cents a gallon at the time). I jumped on the offer and we shook hands.

While the metal work was being performed, Chris took home all the body trim pieces and polished them before taking them back to the shop. When he returned with everything individually wrapped in paper, the workers took note and appreciated his passion towards the car. While Chris still stands proud to this day about his decision to pursue a 356 for his first set of wheels, he's a bit remorseful about his next move...

Chris: I was young and wanted something that would grab attention. I looked through his color charts and picked a Root Beer Metallic Brown out of a Pontiac color book. Unfortunately, the painter put a little too much of his own personality in the paint mix and when it was time for one pump of metallic, he pumped twice. Sure enough when the paint dried, my reaction was "Wow...that's a lot of metallic."

Nevertheless, Chris was on the road behind the wheel of a Porsche and plenty of heads were turning at his high school. After owning the car for two years, Chris had the opportunity to sell it for \$2250 in 1974. I thought "Wow.... this is a good way to make money" laughed Chris. Taking after his older brother, he then bought a BMW 2002 but it wasn't long before he realized

Porsche is where he belonged. He worked out a deal to buy his Dad's 914/6 which was followed by a 356C.

Chris: I just kept buying and selling Porsches over the years.... probably



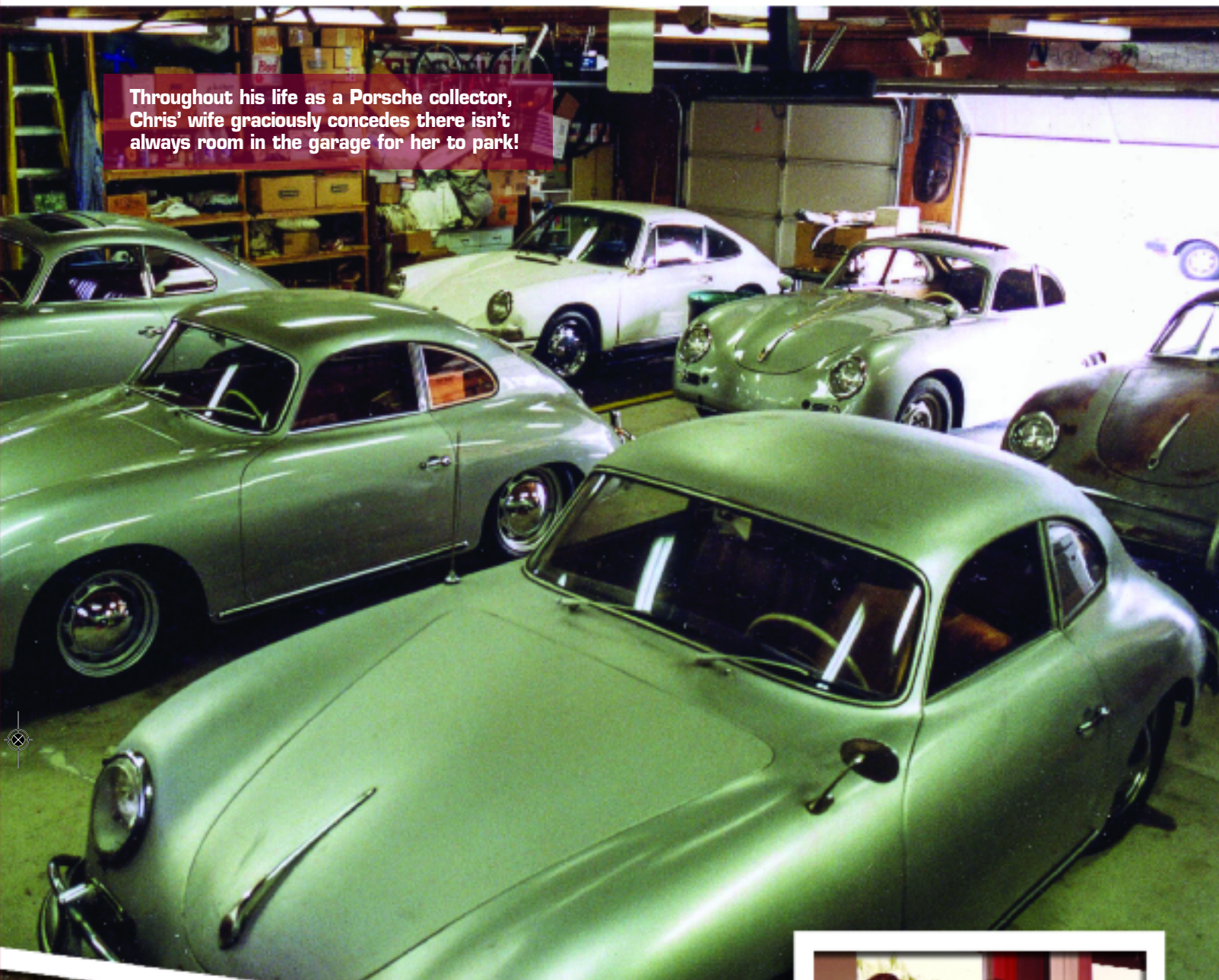
In 1981, Chris dragged home this 1960 356 hard-top Cabriolet.



In 1998, Chris visited the archives at the old Porsche factory in search of historical records regarding factory luggage.



Throughout his life as a Porsche collector, Chris' wife graciously concedes there isn't always room in the garage for her to park!



Chris enjoying a rare moment in 1983 when he got to meet then Porsche CEO Peter Schutz, the man largely responsible for saving the 911.

Just one of many proud moments in his first '59 Convertible D.



Chris showed up to the 1997 West Coast Holiday in his Rudge wheel sun-roof coupe showing plenty of patina.



another 100 or so but I've lost count. I once bought a '55 Speedster for \$2000, invested \$8000, and sold it for \$13,000 thinking I just made a killing! But seriously, as long as you get to enjoy a car and feel its energy, then there's no point to having regrets when you move on to something else. As much as I am getting older and like the convenience and comfort a modern 911, there's something about the rawness of a 356 that I find myself still gravitating towards.

Rex: Let's talk about your Porsche luggage collection; how did that get started?

Chris: My father bought a 1982 Weissach edition 928 that had a factory set of luggage. After my father sold the car a few years later, I ended up with the luggage and that's how it all began.

Rex: I don't believe there's much reference material regarding the history of Porsche luggage, is there?

Chris: There isn't much at all. I had the privilege of looking in the archives back in 1998 when I visited the factory. I was able to get some copies of original photos of luggage used in their brochures, but there's no definitive material on just the luggage. Seeger is a German luggage maker in Stuttgart that Porsche typically used, but not always. And many of the pieces used in brochure photos were carry-over pieces from an earlier 356 model so they didn't always match the year of the car in the brochure. Unfortunately, there's simply no production numbers for how many sets of luggage Seeger made for Porsche in any one year or style. Maybe a more common style piece was made in a run of 50 or 100 pieces. I have one particular piece shown in a brochure that no other collector I know has ever seen; was

As the years rolled by, Chris was able to move up from buying "projects" to nice drivers and original condition examples. The garage has always been full!



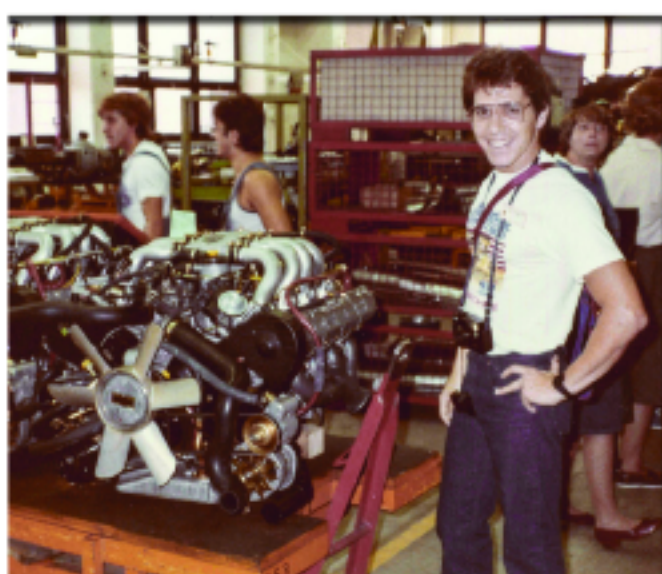


it a one-off prototype that never made it to production?

Rex: Did Porsche Design ever take over the luggage options offered by Porsche?

Chris: To my knowledge, while Porsche Design offers briefcases and even luggage, it has always been separate from the luggage Porsche offers.

A young Stavros enjoys a tour of the Porsche factory in 1982. Note the 928 engines ready for installation.



Back in 2000, Chris started participating at various track events like this PCA time-trial.

Regarding values, factory luggage retains its value much better than what is offered through Porsche Design.

Rex: Back to your younger years of buying and driving Porsches, it seems like you favored the 356 over 911 model. Any reason why you think that happened?

Chris: You know, I've enjoyed numerous 911s from the 70s through the 90s, and I absolutely love my 1992 964 Carrera Cup car. But one advantage the 356 has in my opinion is that you can drive them really hard on the street and normally stay out of trouble. Try doing that with a 911 and you'll be arrested at some point.

Rex: Where have you typically enjoyed driving your Porsches over the years?

Chris: Here in the San Diego area, the Laguna mountains were always near and offered lots of turns to enjoy the good handling of a Porsche. Fortunately, there were times when my brother and father owned Porsches at the same time I did, so we could enjoy getting together on a Sunday and washing our cars together. That experience would spread to inviting our car friends over and Mom would bring out lemonade and food. When we would finish cleaning, we would drive to the lighthouse and take photos of our cars together. The real joy of a Porsche is not just what it brings behind the wheel, but the camaraderie you get when being around other owners.

Rex: It seems like you have been mechanically inquisitive since a young age?

Chris: Our gardener used to give me old worn-out lawn-mower engines. The first time I took one part, I looked in the crank case at the connecting rod and crank and thought "Is that all there is? There must be more!" I used to read a lot of Haynes and Floyd Clymer "How to" books which is part of how I taught myself about Porsches. I loved all my shop classes in high school...I'm a tinkerer by nature.

Always eager to share his passion with fellow Porsche enthusiasts, Chris is often seen at local events including the recent 356 Club Swap Meet.

Rex: Because you have collected, shown and even vintage-raced Porsches, I get the feeling you have enjoyed a wider breadth of Porsche ownership than most others.

Chris: I am very fortunate that my interests in Porsches have been far and wide. In 1978, a mechanic friend and I opened a Porsche repair shop in Pacific Beach where I was the service-writer and managed the parts. One day I was ordering parts over the phone from the Parts Manager at Alan Johnson Porsche-Audi when he asked if I would be interested in working for them. I accepted the offer and worked in Parts for two years which was just an amazing experience. Then in 1983, I was promoted to become the manager of his newly



**Chris and his lovely wife Adriana
enjoying a recent night at the
Petersen Museum.**



formed AJ Imports company that specialized in 914 parts. I just loved the experience of working at a dealership and still keep in touch with Alan Johnson to this day.

After a little more discussion about his days at Alan Johnson Porsche, Chris and I then moved our conversation from his well-appointed Porsche “museo” to his garage where he showed me a few of his recently acquired treasures. Always eager to share his passion with fellow Porsche enthusiasts, Chris is often seen at local events including the recent 356 Club Swap Meet. With rumors of a vintage 356 racer heading his way, I have a feeling the helmet bag will be coming out of the closet sooner than later. As for his next Porsche? Don’t waste your time guessing as he doesn’t even know. And to be honest, maybe that’s the real magic behind this endless journey. ■

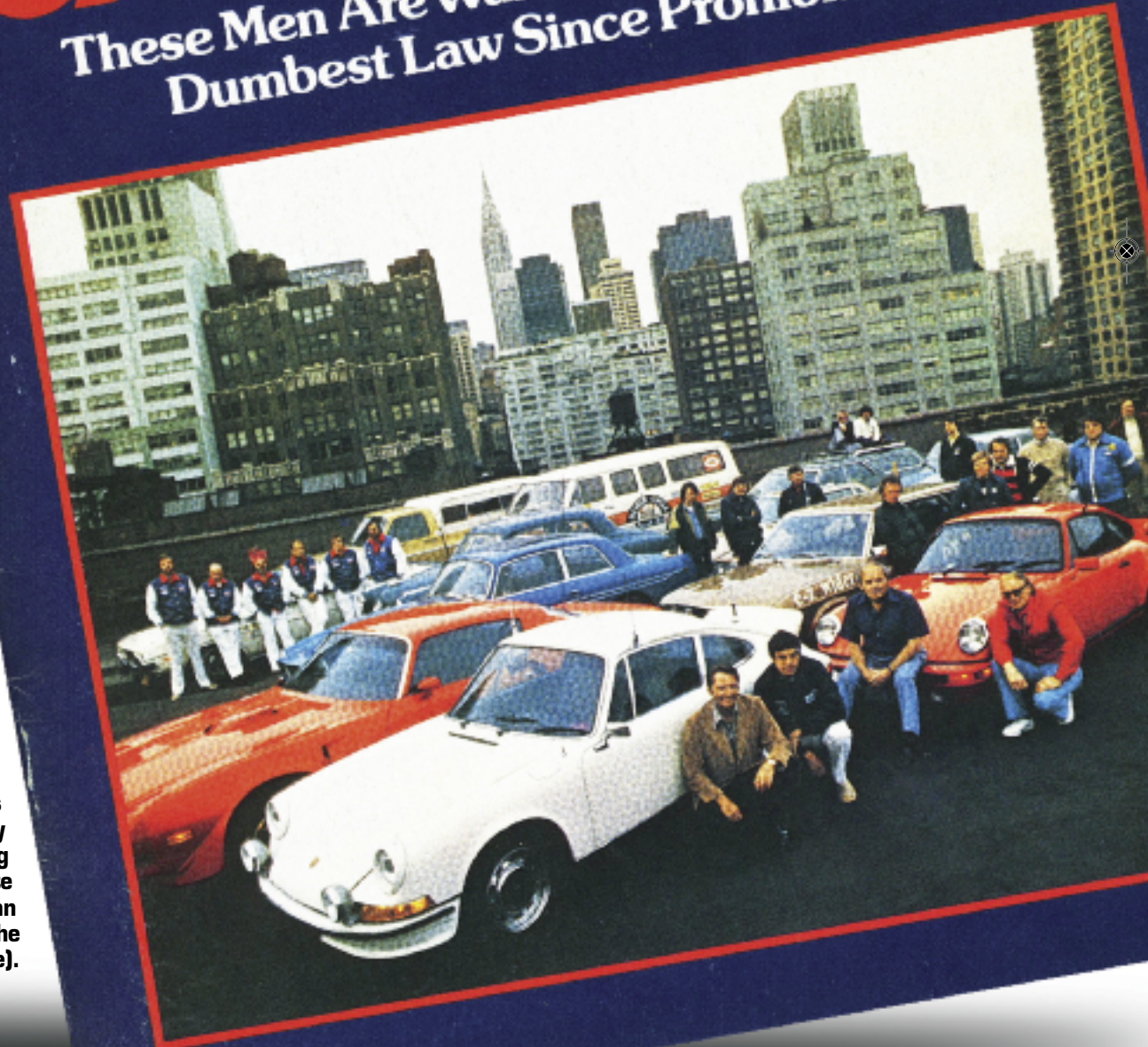
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Here's the cover
of *Car & Driver's*
August 1975 edition
showing my Dad's
service buddy
Bill Warner kneeling
in front of his white
Porsche (second man
back in front of the
white rear tire).

Finding a Car With a Soul

PART I

by MICHAEL PULDY

I spent what seemed like an eternity walking around the metallic silver 1963 Porsche 356B.

I looked at every square inch of the body, looking for every scratch, dent and scrape.



While searching online for a 356, I came across this photo from Paul Kramer's Auto Kennel website. The 1963B had a great history and would eventually become mine!

ometer was in kilometers signaling this was a truly European model shipped to the United States. I couldn't believe my lucky stars at what was in front of me. Of course, my quest for my 356 didn't start here and neither did my desire to own a Porsche.

I grew up in the generation of Hot Wheels and plastic models. Growing up, my room was filled with car replicas of both real and fantasy.



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The Revell Red Baron, The Snake (Don Prudhomme) and Mongoose (Tom McEwen) drag racers, the Batmobile and 200 Hot Wheels cars were samples of what filled my teenage room. I also grew up in Florida which meant NASCAR and performance racing. The Daytona 500, the Firecracker 400, 12 hours and 24 hours of Sebring. And, just to make life a little more fun I grew up in Jacksonville, Florida, the home of Brumos Porsche. My friends drove 914s, Firebirds, Camaros and Corvettes. I drove a Ford Torino (think Starsky and Hutch, but without the red exterior and white stripe).

Even though the Florida car culture covered a wide spectrum, one day the Porsche bug bit me. I would like to believe I can remember the moment and weather that day when my Father walked into my teenage bedroom and tossed me the August 1975 edition of *Car and Driver*. "Check out the cover, there's my friend from the Guard, Bill Warner." Sure enough, my Dad's colleague from the Air National Guard was on the cover and there was Bill's picture with his 1971 911T. At that time, I didn't know much about Porsche, or Bill Warner's legacy in the car world. And, while I don't remember the article, I always remembered the cover picture of my Dad's friend kneeling in front of that beautiful white Porsche.

I suddenly realized I knew nothing about this car. I had no idea that hard-core Porsche owners kept all their paper work.

When I bought my 996, I shopped it like any used car. Checked the Carfax, asked for a pre-purchase inspection, negotiated to Kelly Blue Book, shopped the internet and so on. Within a month of the purchase, my Boulder, Colorado mechanic casually mentioned, "do you know if the IMS was replaced?" What is he talking about? (It wasn't.) I suddenly realized I knew nothing about this car. I had no idea that hard-core Porsche owners kept all their paper work. Who knew there were Porsche car clubs all around the country that didn't just meet for drives and coffee, but truly loved their cars and loved helping their Porsche brothers and sisters. As my kids would tell me, I made classic rookie mistakes when buying my 996. To be blunt, I didn't know the right questions to ask or the right people to ask them.

Fast forward to 2016. I was driving a 2002 996 Cabriolet and had moved to California from Colorado. I could now drive my Porsche year around with little concern of the road-rocks, rain and snow of Colorado. Almost immediately, I noticed something very different about living in Los Angeles, Porsches appeared everywhere and that included Porsche 356s. These beautiful cars, that I rarely saw anywhere else in the United States, appeared almost like "Chiclets" between Orange County and Santa Barbara. Even my Porsche shop, Auto Werkstatt in Manhattan Beach, had two 356s stored in their garage. I was not going to make the same mistakes buying a 356 as I made buying a 996. I decided I was going to take my time and become a student understanding this car. I was going to meet as many people as possible who owned these cars, and I was going to find long time 356 owners and experts who could guide me, advise me of the questions to ask, and be blunt if I was going to buy a bad car for stupid money.

First step: Join a local car club...

Within weeks of settling in the South Bay of Los Angeles, I joined the Porsche 356 Registry and the 356 Club of Southern California. But I needed to do more than just join a few clubs and read the magazines. I made a point of attending the local cars and coffee and the Los Angeles PCA events. I also volunteered at the LA PCA Concours where I met 356 Club of Southern California member Jay Haskell, owner of multiple 356s. About that same time, I joined the 356 Club of Southern California. I started reading their magazine which has great photographs and great stories. In one of the first magazine editions, I read club President Ed Wyche's letter asking for volunteers to join the club's Board of Directors. The key qualifier in his letter, "no 356 ownership required." Perfect!

I immediately contacted Ed and within 60 days I was at my first board meeting at Auto Kennel in Costa Mesa, being lightly grilled on my qualifications. Felix Macaluso, Trustee of the Porsche 356 Registry was there, and he asked me the best question, "Do you have a little car?" I laughed and shyly disclosed my 996. I also confessed I wanted to buy a 356, and I figured this was the right group to educate me on how to buy the right car. Ron Harris, Co-Chairman of the Friends of Steve McQueen Car Show was sitting next to me, and Ron offered to sell me his which I both couldn't afford and knew I wasn't ready. On the drive back to LA, I realized I hit the 356 jackpot! With nearly 800 members, the 356 Club of Southern California is one of the largest, if not the largest non-Porsche affiliated 356 clubs in the world. My diligence and patience were certainly going to pay off. ■

Stay tuned for Part II of Michael's story in the next edition

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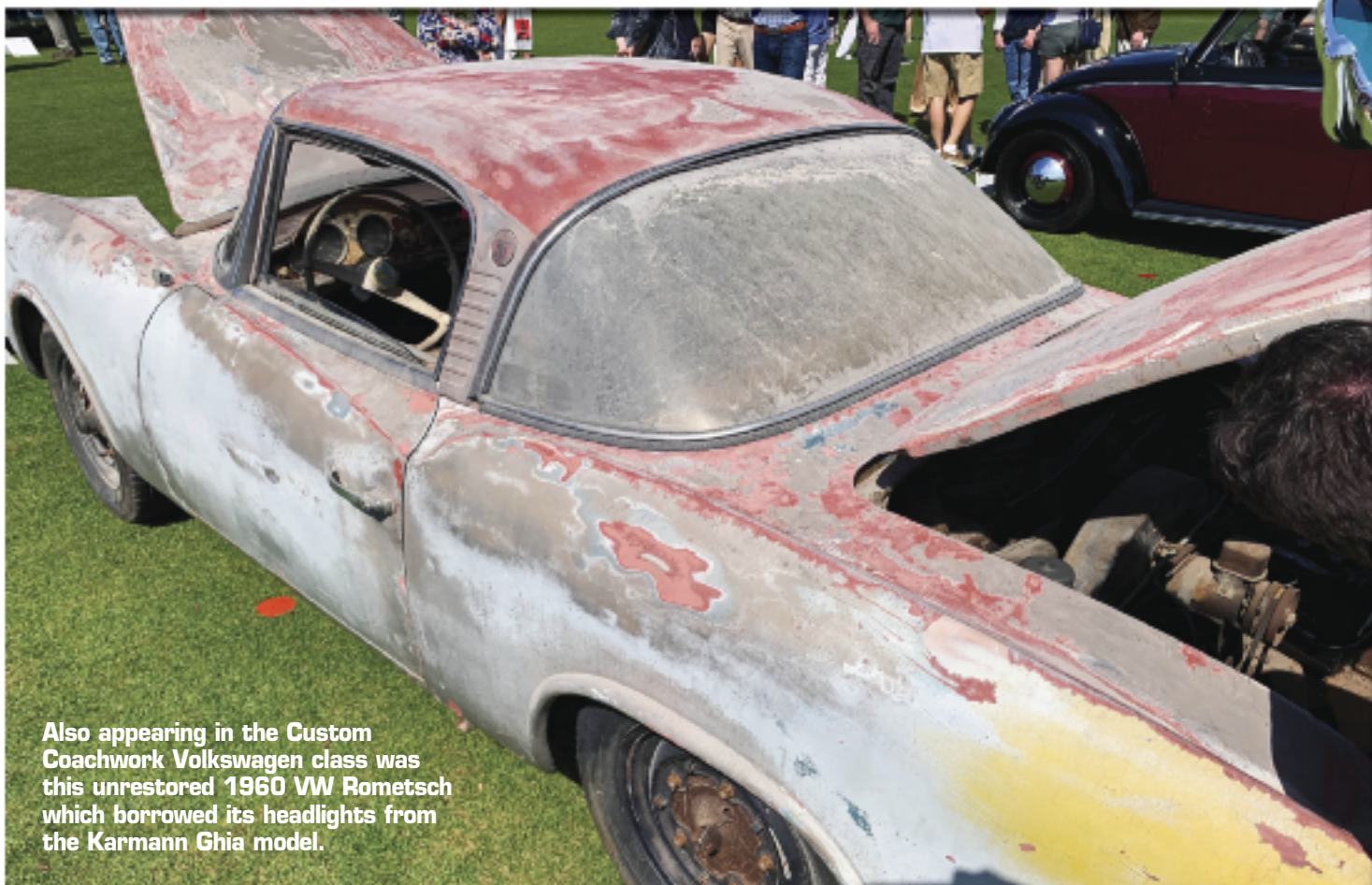
The Quail, A Motorsports Gathering
Date: Friday, August 16, 2019
Time: 10:00 am - 4:00 pm



Amelia Island Experience

by **ED WYCHE**

I recently ventured to Amelia Island, Florida for the annual auction/concours week. When asked why I was going, my answer was, "I have never been," which seemed like a good enough reason to me!



Also appearing in the Custom Coachwork Volkswagen class was this unrestored 1960 VW Rometsch which borrowed its headlights from the Karmann Ghia model.



The 53 VW Dannenhauer & Stauss Cabriolet of local Porsche enthusiast Mike Malamut was originally built using an optional Porsche 356 1500cc engine.

It's always fascinating to look at the craftsmanship that went into dashboards of sports cars from the 1950s and 1960s. This one belongs to a 1962 Ferrari 250GT SWB California Spyder.



Events of the week that I planned to attend included auctions at Bonhams, Gooding and RM-Sotheby's, plus a few others with opportunities to purchase a nice old car (and in some cases, not that old of a car). Once there, I also attended the Werks Reunion event for Porsches which is hosted by the Porsche Club of America. And of course the signature event

held at the end of the week was the 24th Amelia Island Concours d' Elegance hosted by Bill Warner.

If the name Bill Warner sounds familiar to you, there's good reason. Bill grew up in Florida first driving the parts truck for a VW dealership. After attending a few sports car races, he was hooked for life and would become a well-known photo-journalist for magazines like Road & Track, Sports Car Graphic, Car and Driver, and Autoweek. After doing some amateur racing, he eventually founded The Amelia Island

Concours d'Elegance near his home of Jacksonville, FL. Since its inception, the event has raised millions for charities and has become an established stop on the "fine automobile" circuit. In short, he is a world class Car Guy that many of us can only inspire to be like.

While I certainly wasn't able to attend all of the week's events, I am pleased to have covered the major ones including the concours which had an estimated 10,000 attendees this year. Here are some of the awards and photos from the event.

– Enjoy, Ed



Generally agreed upon as being the first Super Car, this Lamborghini Miura was a crowd pleaser.





This aluminum bodied 1951 Porsche 356 SL "Gmund" Coupe garnered lots of attention with its auxiliary driving lights and bumper mounted horns.



Many Italian auto manufactures used to rely on spring loaded hood latches to keep the engine or trunk lid fastened.

Extremely rare in the 356 lineage was the "Bench Seat" option which Porsche thought would help sales in the American market.



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Best in Show, Concours de Sport:
1957 Ferrari 335 S
Cavallino Investments - Cortland, OH

Best in Show, Concours d'Elegance:
1938 Mercedes-Benz 540K Autobahn-Kurier
The Keller Collection at the Pyramids - Petaluma, CA

The Andial Trophy: (Most
historically significant Porsche race car)
1985 Porsche 962-HR1. Rodrigo Sales - San
Diego, CA

The Daytona International Speedway Trophy:
(Most significant car to race at Daytona Speedway)
1987 Porsche 962-108C. Johnny Gray, Ruidoso, NM

The International Motor Sports Association Award:
(Most historically significant IMSA GTP racer) 1984
Porsche 962-101, Rob Dyson - Poughkeepsie, NY

The Porsche Trophy: (Most historically significant production Porsche)
1955 Porsche 356 Continental. The Ingram Collection - Durham, NC

The Spirit of Sebring Award: (Best representing
the spirit of Sebring 12-hour race) 1985 Porsche 962-104.
The Swap Shop - Fort Lauderdale, FL

The Volkswagen of America Trophy:
(The most elegant coachwork VW) 1951 Volkswagen
Rometsch Beeskow Coup. Grundmann Collection -
Hess-Oldendorf, Germany

The Hagerty Youth Award: 1964 Porsche 356. OFF
Brothers Collection - Richland, MI

Best in Class - Cars of the Rock Stars:
1960 Porsche 356 Emory Special Cabriolet. John Oates
Collection - Nashville, TN

Amelia Award - Cars of the Rock Stars:
1964 Porsche 356C. OFF Brothers Collection -
Richland, MI

Best in Class - Custom Coachwork Volkswagen: 1954
Volkswagen Rometsch Beeskow Coupe, F. Scott Bosés
& Celesta Pappas-Bosés - La Canada, CA

Amelia Award: Custom Coachwork Volkswagen,
1950 Volkswagen Hebmüller, Gene Langan - Glastonbury, CT

Amelia Award: Custom Coachwork Volkswagen, 1957 Volkswagen Rometsch
Lawrence Convertible, Gallaher Restoration - Landrum, SC

Best in Class - Porsche 962
1985 Porsche 962-002, Bruce Canepa - Scotts Valley, CA

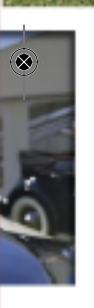


**Just like at Pebble Beach,
Amelia Island always has a
few V12 Ferrari engines
to drool over.**

**With Jackie Ickx being
the official honoree of
the 2019 Amelia Island
Concours, it was more
than appropriate to have
this 936 on display.**



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If you think there couldn't possibly be any more "Barn Finds" left on the planet, this Gullwing Mercedes just proved you wrong.

Best in Class - Race Cars 1967-1983
1972 Porsche 911 ST, Philip Bagley - North Palm Beach, FL

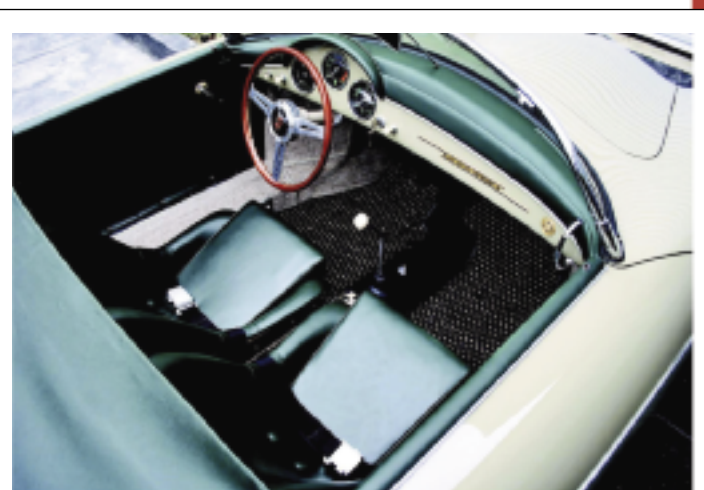
Amelia Award - Race Cars 1967-1983,
1967 Porsche 910, Joe Buzzetta, St. James NY ■

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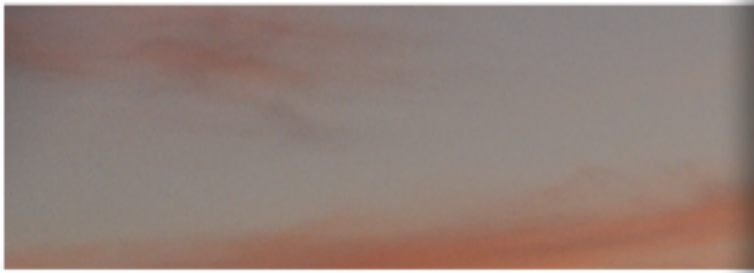


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Grandpa's Porsche

by STEVE MEZZ

T*o tell the story of my 1965 Porsche 356 C, I have to start over 20 years before I was born. In the '60s my grandfather, Jesse Gaskin, was in the market for a Porsche. However, he wasn't the kind of guy to just go to a dealership and buy one.*

He loved getting a good deal. So in late '65 / early '66 when he came across a '65 356 C for sale. Even though it wasn't the color he wanted, it was the deal he wanted, so he snatched it up.

The car is what's called a "gray market car" – meaning it was purchased new in Europe by a US service member and brought back to the states- where it was sold to my grandfather.

My grandpa drove it home to San Jose, CA where it would live for the next 25+ years before he moved out to the country by Lodi, CA for another 25+ years. It was painted Togo Brown with brown/cream interior. In the early to mid '70s he decided that he would have it repainted in the factory ivory white color that he loved. They did such a good job, that without checking the paint code on the door-jam plaque, you'd never know it's not the original paint.

Over the 50 years that he owned it, my grandfather loved and babied the car the best he knew how. He





went out and bought every shop manual and maintenance book he could find so he could do all the oil changes and valve adjustments himself. And he passed down all of these references to me. (Going through them recently I found his “356 Club” sticker that I now proudly display in the rear window.)

As kids we (my siblings and cousins and myself) were not allowed to be within 5 feet of grandpa’s beloved Porsche. But I admired the car every chance I got, and had to beg for a ride in it more than once. He never let anyone drive it except the rare “around the block” cruise for my mom (his daughter). He even kept his own driving to a minimum. He looked at the car as an investment that he wanted to preserve. He usually just drove it to town for church on Sundays. Because of that he only put 43,000 total miles on the car in the 50 years that he owned it.

The last 5-10 years of his life, my grandpa struggled with Parkinson’s disease and couldn’t drive himself anywhere. This horrible disease affects hand/eye coordination, hand strength, and it even made him very hard to understand because he mumbled and rambled on. I think he was heartbroken that he couldn’t drive his 356 anymore. So before he



passed on he wanted to see my mother and I enjoy the car. My mom, not being into cars knew that I would appreciate, care for, and never sell the car, so she passed it to me immediately. Because of this, I got the opportunity to take my grandpa



on a drive in it a few months before he passed away. I hadn't heard him speak that clearly or enthusiastically in a long time. As we cruised around my little beach town, he gave me driving tips, and talked to me about valve adjustments and other things he thought were important for me to know. I could tell he still held the passion for this car.

A few months later (just days before my grandfather passed away) I was out for a drive and I had engine trouble. After many phone calls and searching around I found a local expert who is highly recommended regarding 356s (he owns 4 of them!). He informed me that I had broken a pushrod. It snapped in the middle and split the pushrod tube open. He said he hadn't seen one break like that before and that it was probably a combination of a bad pushrod (from the factory) that only lasted 43k miles, and the fact that the car just sat for 5-10 years. So I then embarked on a 6-month journey of having the engine completely restored. He did an amazing job, and it looks and runs like it did off the factory floor in '65.

I'm honored to be the caretaker of this awesome car. I know my grandpa is smiling down on me when I go out cruising in it. In the car with me are his driving gloves, his old Porsche sweater, and I even wear his vintage Porsche aviator-style sunglasses. I will do my best to preserve it for future generations of our family. And I'm excited to pass on that same Porsche pride and enthusiasm

that my grandpa passed on to me. I'll be married in a few weeks, and my new bride and I will drive away from our wedding in this beautiful car, and some day, hand it down to our kids. ■

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Continued from Page 20

website at porschesouthbayclassic.com.

And we all know what Saturday morning is during SoCal Porsche Week: Stoddard's LAX Lit & Toy Show at the LAX Hilton. Having grown so much that an adjacent room to the main ball room has been needed for several years to accommodate all the vendors, you can sleep well knowing the 356 community is going strong. Stoddard owner Bruce Schwartz deserves recognition for investing in the future of the Porsche restoration industry by purchasing the show a few years ago, and his

team that orchestrated this year's show certainly deserves credit for putting on another well ran event. What I really find interesting about the LAX Lit Meet is the ever evolving products that appear every year. Last year there were two different vendors that offered newly manufactured cases for 4-cam engines (a viable option for those that race 4-cams who may want to protect their original engines). This year I was impressed with the new CNC machined 356/912 heads which make a great alternative to someone facing a very expensive repair bill on a worn-out set of heads. From an old Telefunken radio to a rebuilt Bosch distributor, there's something for everyone at Stoddard's Lit & Toy Show.

Heading back South to Orange County, I am always fascinated by the meticulous restorations on display at CarParc USA in Costa Mesa. I dare say their restorations yield a car better assembled and finished than how they originally left the factory (yes...they are that good!). Like last year's open house, a live band and great food made for another successful open house. A short stop at Jim Liberty's new shop was next and he had no shortage of patrons dropping by to pay their respects. A short walk down the street led to Saturday night's popular stop at European Collectibles. How can you not find yourself drooling when





More from the European Collectibles Open House

A quick glance at the oil-cooler lines in the front fender well means this Coupé is a mighty Carrera.

Left: As usual, there were several restorations on display including this early Speedster with its "correct" Solex motor and early VW style split-case transaxle.

there's always six-figure Porsches on display! A few sprinkles from the sky came and went, but certainly nothing to hamper the positive energy surrounding proprietor Nick Clemence's annual gathering.

And if your feet and camera's battery hadn't already cried for help by Saturday night, put on your flak jacket and soldier up for one more outing; the 356 Club's All Porsche Swap Meet held Sunday morning. As our own Trevor Gates alludes to in his comments (see Swap Meet article), some overnight showers had no effect on the popularity of this annual pilgrimage. The faithful came from the 912 Club, Early 911 Registry, R Gruppe, vendors, swappers, tire-kickers and of course 356 Club members. Major thanks to the long list of those who donated their time to make this event the success that it was. In conclusion of yet another successful SoCal Porsche Week, let's be frank; all collector-car hobbies experience ebb and flow. Right now for example, the 911 "Outlaw" trend is bringing a younger audience into the Porsche hobby that is fostering new interest in the 356. Conversely, some older 356 owners have caught the 911 or 912 bug and who can blame them! Regardless, we are in the midst of an air-cooled renaissance and I say enjoy every last bit of it as WE ALL NEED EACH OTHER to further the classic Porsche hobby. ■

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356 TECH

IDLE BALANCING

We continue our series from Jack Staggs' original Tune-Up seminar...

Have an insulated pair of pliers handy. In this next operation we are going to remove individual spark plug wires from the distributor while the engine is running. The insulated pliers are necessary to keep from being shocked by the coil. (20,000 volts!)



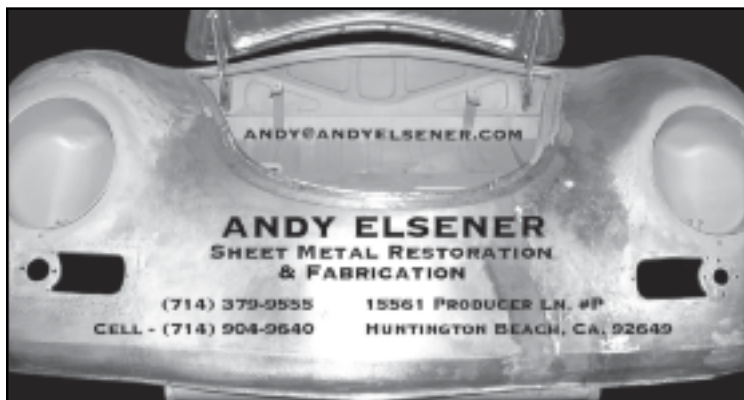
1) With the engine turned off, pull each spark plug wire from the distributor cap. Immediately return the spark plug wires back to the distributor cap. Don't push the wires in very hard, as you will be removing them often in the next operation. NOTE: Never remove more than one wire from the distributor at one time, as you may not be able to remember which wire goes in the which hole.

2) Restart the engine.

3) With the engine at idle, pull one plug wire from the distributor using your insulated pliers. Note the RPM decrease. Replace the wire and repeat with the 3 remaining wires. The carburetors

are balanced when the engine RPM drops the same amount when each wire is removed. Listed below are the most common problems:

a) If the cylinders fed by one carburetor respond more than the cylinders from the other carburetor, screw in the "idle speed screw" of the weaker carburetor, or unscrew for the stronger carburetor. Stay within idle limits (The idle speed screw effects only the throttle lever on the carburetors). If major adjustments are made, return to the Idle Mixture procedure (covered in our last issue).



b) If a non-responding cylinder is on the same side as a responding cylinder, return to the Idle Mixture procedure (covered in our last issue).

4) When both carburetors are in balance (i.e. all cylinders are at equal strength), turn off the engine. ■

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