

356 CLUB[®]

OF SOUTHERN CALIFORNIA

VOLUME 38 / NUMBER 2 / SUMMER 2022





1956 Porsche 356A Carrera 1500GS Cabriolet: Silver/Black. 1963 Porsche 356B Coupe: Red/Black. 1967 Jaguar XKE Series 1 FHC: Red/Black.



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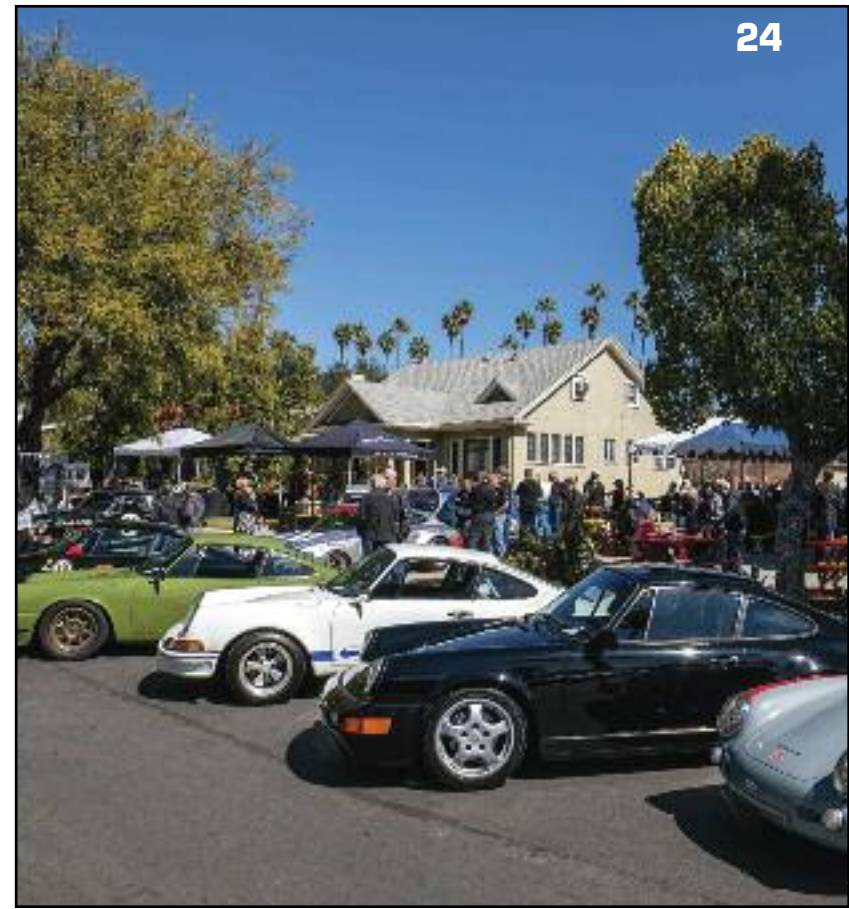
SUMMER 2022

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On the Cover...
 Sierra Madre's Open House – as were the many others during this year's anxiously awaited Porsche Week – was a huge success. *Photo by Rex McAfee*

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President's MESSAGE

Wow... our Swap Meet held at the Boys Republic in Chino was a huge success. Roughly 100 vendors were scattered across the grounds, and 200 Porsches graced the Porsche display area. Most importantly, attendance was at record levels. The Board voted to donate \$8,000 to Boys Republic. In addition, we expanded our community support and voted to donate \$1,000 to the Cystic Fibrosis Foundation and \$1,000 to the American Foundation for Suicide Prevention. The Club has maintained connections to all three organizations, and both CFF and AFSP have become active volunteers during our larger Club events in recent years. The Boys Republic donation is the single, largest donation the 356 Club has EVER made to a charitable organization, and collectively, this is the most amount of charitable donations the 356 Club has allocated in a single year.

I couldn't be prouder.

CLUB SPONSORS: Club sponsors are critical to keeping the financial wheels of the club turning. Our club spends over \$100,000 annually producing our events and publishing our magazine.

Sponsorship is a key and fundamental component of our annual revenue budget, and we value and welcome all businesses interested in supporting our club. Once again, Stoddard and McKenna

Porsche have returned for 2022 as our Patron sponsors. Patron sponsors are cornerstone donors who provide an important foundation to the club's success and vitality. In addition, European Collectibles and RM Sotheby's have also returned as members of our Pacesetter group.

The Pacesetter group is equally critical to the Club's financial stability. And, we welcome Design by Page as our latest Pacesetter sponsor. Page Sigband specializes in garage design and renovations, and we are happy to promote Page as the official garage designer of our Club.

NORTH MEETS SOUTH 2022: Registration for North Meets South is in full swing. Check out the 356 California Alta Region website for the latest event information at www.356car.org/events.html

LYON AIR MUSEUM: We are excited to return to the tarmac at the Lyon Air Museum on May 21 for another morning of Porsches and Planes. Registration will be handled by the Lyon Air Museum, and is now open at www.media.lyonairmuseum.org/erfp356

CONCOURS: The 35th Concours d' Elegance, the largest 356 Concours in the world, will return to Oak Canyon Park in Silverado, California. The Concours committee is now in the final planning stages for our event, however, if you would like to join the action, please let me know because we can always use some help. Please mark your calendar for Sunday, July 17. Concours registration will open in April.

BOARD MEMBERS: I'm excited to welcome Jim Black and Max Minshull to our Board of Directors. Both Jim and Max bring a great deal of business stewardship as well as an amazing love of the Porsche 356. I'm also happy to note Max will become Membership chair and Club Secretary. A big thank you to Felix Macaluso for serving as Membership chair and for John Yocca serving as Secretary during the last year-and-a-half.

Safe travels, Michael Puldy



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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.

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- Magazine DesignThom Salisbury (thom3232@gmail.com)
- President EmeritusEd Wyche

Magazine Article Submission Deadlines

Spring: Dec 15 // Summer: March 15 // Fall: June 15 // Winter: Sept 15
Materials may be submitted through rexmcafee@yahoo.com and include, but are not limited to: text, photos, email contents etc. Photos and text subject to editing so the bigger, the better.

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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CALENDAR of Events & Interests

For all events on this page, please verify before attending due to Covid-19 virus.

April 8-10Long Beach Grand Prix

April 28 - May 1.....North Meets South, SLO CA

April 24La Jolla Concours d'Elegance

May 21.....356 Club Drive-In at Lyon Air Museum

July 17356 Club's Concours d'Elegance, Irvine

Aug 13 - 21Monterey Car Week

Aug 28San Marino Motor Classic

Sept 14 - 18West Coast Holiday, Paso Robles CA

Nov 18 - 20356 Club's Palms to Pines

Dec 18356 Club's Drive-In at the Petersen

ONGOING:

Cars 'n Coffee....Saturdays 7am, Enderle Center, 17420 East 17th St. Tustin. (Big Porsche presence)

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

Lazy Gathering....Normally 2nd Saturday every month at 9am, Auto Kennel, 1974 Charle St. Costa Mesa

Last Sunday monthly 7am, Cars and Coffee Los Angeles, 3226 Riverside Drive, Los Angeles

Last Saturday monthly 8am, Manhattan Beach Cars and Coffee at The Point, El Segundo

2nd and 4th Sunday 7am, Malibu Cars and Coffee, Malibu Bluffs Park

Every Saturday 9am, South OC Cars and Coffee, The Outlets, San Clemente

Every Sunday 8am, Santa Barbara Cars and Coffee, La Cumbre Plaza





Once trailered back from Reno, the car was parked "in pieces." Circa 1991



While most of the gauges were found with the car, many interior pieces had vanished. Bill Perrone of The Parts Shop was instrumental in finding the correct original parts needed for the restoration.

Just before the car was taken to Reno for its first restoration attempt, Ray Stephens Auto (Costa Mesa) rebuilt the engine for a whopping \$3,563.72 back in 1987.

Victim No More

Part II

by RICHARD LEFFLER

As you will recall from Part I, 356 Club member Richard Leffler told the story of buying and later "repossessing" a 1964 356SC that was stashed by thieves who were eventually brought to trial. Once back home in Newport Beach, it was time to restore the car using local shops that he could keep an eye on. *And so, the story continues...*

I returned from Reno with the 356SC in September 1991. As the photos show, the car was still in primer and mostly disassembled. As I would discover, many of its original parts were missing too. We remodeled the house on Peninsula Point in 1993 which absorbed any cash that I might have used to complete the restoration. Hence, I stored the car until 2000 when I had it painted. After painting, I took the car to Jim Hooks in Costa Mesa for the interior. He convinced me to allow him to complete the entire restoration. This was a mistake as he purchased many of the wrong parts and kept putting my project behind others.

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 Tax \$ 119.70

TOTAL FOR PARTS AND SERVICES \$ 2546.72

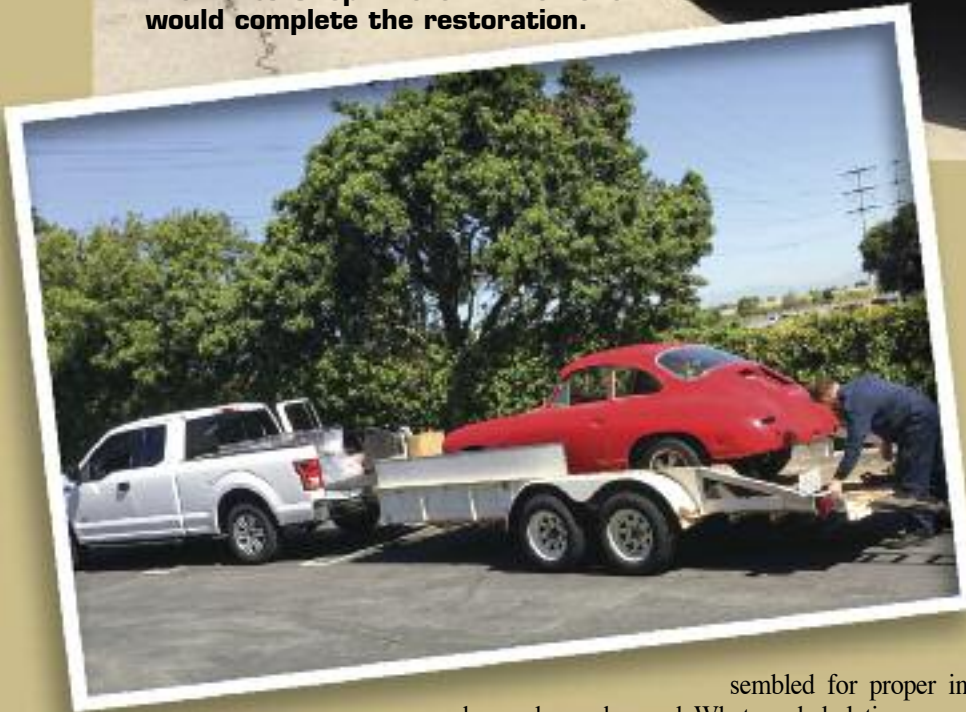
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After the car was painted, it went to Jim Hook for upholstery circa 2015. After a long delay in the work being started, I moved the car back into storage.

In 2017, the car was towed to The Parts Shop where Bill Perrone would complete the restoration.



In 2005, I pulled it out of his shop and stored it in Costa Mesa. This was the first year of my kid's University so all funds were wisely allocated for education for my two daughters over the next 9 years. In 2014 the youngest got married; another worthy allocation of funds that further delayed the car's restoration.

Then in 2017, I decided to use some 401K funds to finish the car's restoration; it would be worth much more restored than what I had invested. In March of that year, I met Bill Perrone at The Parts Shop and he agreed to supply the needed parts and complete the restoration. Once at The Parts Shop, Bill started the work by completing a thorough inventory of the entire car. Many items were dis-

sembled for proper inspection and reconditioning etc. What needed to be

chromed was chromed. What needed plating was plated, and what needed to be polished was polished, etc.

Electrical systems and wiring were cleaned and checked out in preparation for the lights, gauges, switches, and engine to be installed. At the same time, the fuel tank was removed and all brake system components disassembled and rebuilt. Some pieces were replaced including the discs, brake lines, and fluid reservoir. The front hood hinges needed work necessitating removing the hood itself. In short, Bill only does work one way, and that's the "right way", hence no stone was left unturned.

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In September of 2017, Daniel Smissen did a cosmetic overhaul to ensure the hardware was correct, along with using the right color fan shroud, etc.

the VIN number stamps so I could register the car. A policeman from Huntington Beach PD arrived to verify the VIN and created the necessary paperwork for the DMV. After some research, it turns out my car was the 111th C series produced in October of 1963 in West Germany. I also picked out 5 1/2" chrome rims and tires to be delivered- Dunlop SP 5000 195/65.15.

On July 31st, I visited K&H Upholstery to see the interior work. The carpet was installed and the seats were covered in the new material. Bill used a piece of the original interior to order the new interior kit and everything looked spot on. Then the car went back to The Parts Shop for the seats to be assembled with the chrome recliners, the seat rails and tracks installed, heater vents installed, door thresholds installed, hinge covers painted and installed, and the VIN number plate engraved and riveted to the left inner

K&H Upholstery installed the interior and rebuilt seats. The result was top-shelf.

Just two months later on May 25, 2017, I visited The Parts Shop and was pleased to see how much progress had been completed. It was starting to resemble a finished car. The doors and windows were installed which was a very difficult and time-consuming process. Bill needed to source some of the missing window frames and glass that were lost during the first restoration in Reno. Headlights, turn lights and horn grills had also been installed, including the front hood handle with the old badge replaced with the proper type. A visit on July 14th revealed more good progress including the bumpers, bumper guards, rocker side trim, torsion bar covers, door handles, and antenna.

On July 19th, I returned and was happy to see the car was now off of the hydraulic lift as all of the underbody work had been completed; it was looking like a real car. I searched for



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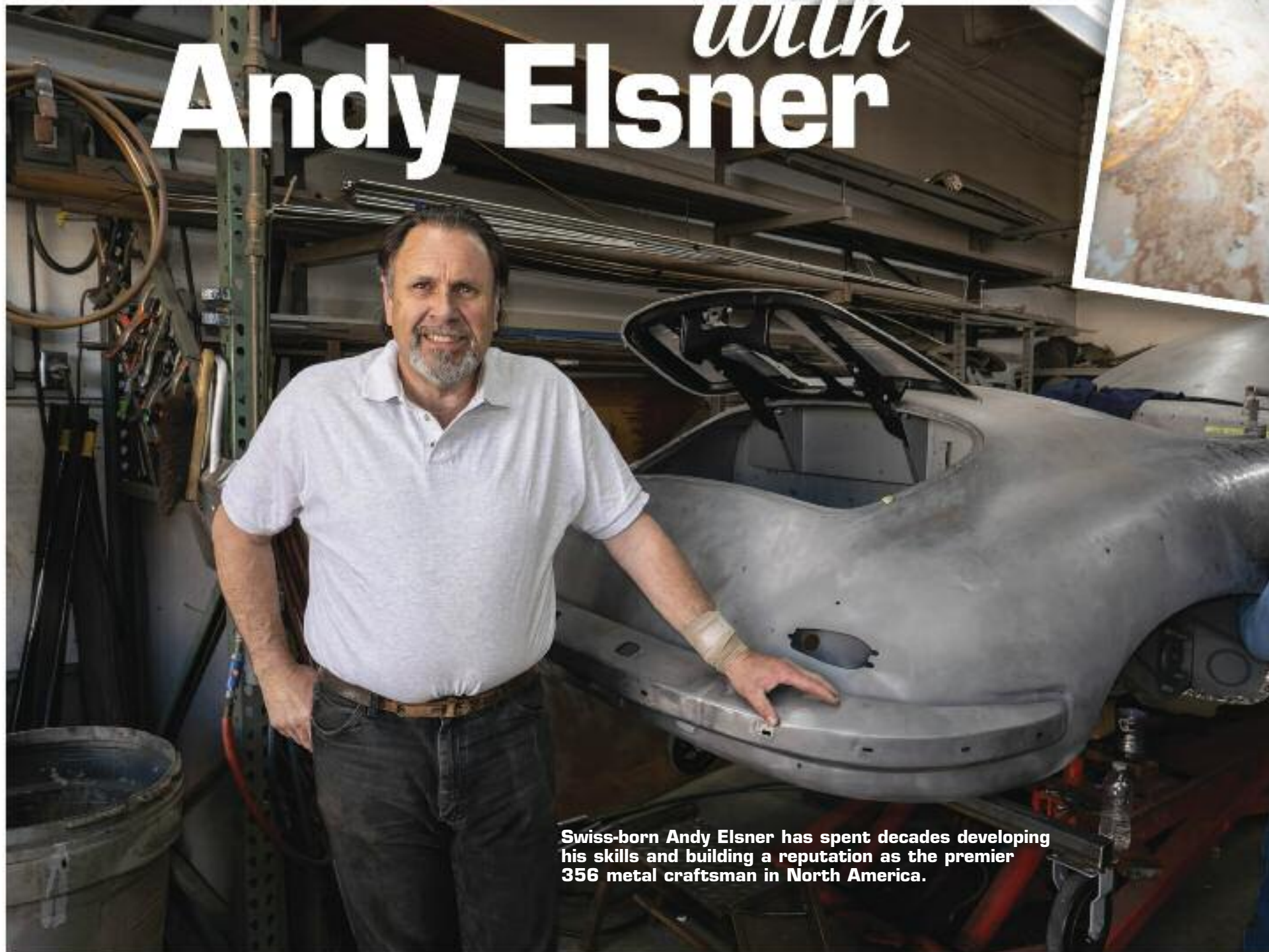
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Battery Box Rebuild

Part I

by REX McAFEE

with Andy Elsner



Swiss-born Andy Elsner has spent decades developing his skills and building a reputation as the premier 356 metal craftsman in North America.



Looks like a typical batter box, right? Don't get your hopes up until you've removed all of the black coating!

Long time 356 Club supporter and metal craftsman Andy Elsner has built a solid reputation as being the first choice for metalwork in the Porsche 356 community. Soft-spoken, the Swiss-born metal man had a queue of 7 Speedsters and several early 911s the last time we spoke; a testament to his quality of work. Last year we talked about doing an article on repairing something many our cars suffer from; a rusty battery box. Hence when the opportunity arose, Andy graciously gave me his time on several occasions to discuss the steps made in repairing one such job. We start at the beginning...

Rex: So how did this project come about?

ANDY: Well, the customer wanted to paint the car so he first had it media blasted. All sorts of accident damage appeared in both the front and rear so he called a few places about getting the body repaired. One guy wanted to sell him new fenders and a nose but he would have to ship his car back to Ohio where they would be installed. He thought that was too far so he turned to his mechanic in Riverside who said he knew a good metal man. Once again, this guy wanted to install everything new. Somehow the owner wasn't convinced this was necessary and kept searching. Somehow, he found me so when he called, I asked him if he could send me some photos. I took a look at them and replied "Look...with a little bit of luck, I think we can save your panels." He liked my approach so I invited him to the shop. I started giving him the

grand tour when he interrupted me and said “Andy, stop; you’ve convinced me. When do you want me to bring the car?” Shortly after that, they dropped off the car on a Saturday.

Rex: At that point, when you first saw the car, could you see all the damage?

ANDY: Besides repairing the fenders, we could see that we had to do the battery box but that was about it.

Rex: What happened next?

ANDY: We started removing the undercoating in the front trunk and saw that that driver-side sidewall was pop-riveted



Once the car is raised on jacks, the battery box rust damage is more than obvious.

After removing the coating, Andy discovered the battery box floor had been previously replaced years ago in a very primitive fashion. This will be completely redone back to factory standards.



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and brazed in. We continued to find more damage so I called him and said "Okay, at this point, I would like you to come and look at what we have found." After I showed him everything, he wanted a new estimate with the added repairs. I actually under-estimated the price because we hadn't blasted the doors yet. Once that was done, I realized I would have to fix somebody's previous repair that wasn't done right.



After coating on the inner driver-side fender was removed, evidence of accident damage repair appeared revealing rivets and brass solder. Not acceptable!

Instead of replacing the entire fender (more costly and unnecessary), Andy cut out the damaged section and welded in fresh sheet metal.



Rex: Obviously it's not easy dealing with a customer when you continue to find more damage than originally thought?

ANDY: That's why I recommend stripping the car all the way down from the very beginning. Once blasted, you see everything and then provide an accurate estimate.

Rex: So, you cleaned up the battery box and then showed him everything else you found?

ANDY: Yes, I removed all of the coatings and showed him how the nose panel was rusted out and had lots of accident damage. The battery box sidewall on the right side had damage so it needed to be replaced. I initially thought we could fix the left side,



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The Friends of Steve McQueen Car and Motorcycle Show is an automotive gathering held in early June to raise funds for Boys Republic, a private, non-profit, nonsectarian community for at-risk boys and girls ages 13-17. This year's show celebrates the 50th anniversary of the iconic Steve McQueen film: **On Any Sunday**.

Register to attend with your vehicle, or purchase tickets to spectate: stevemcqueencarshow.com

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The battery box floor has now been removed, and the damaged side panels are about to be addressed as well.

panel. Instead of always just thinking to replace everything, I prefer to repair the original panels when it makes sense to do so, especially if it saves the customer money.

Tune in for Part II in our next edition to hear the "rest of the story." ■

but it had been previously been replaced so poorly that it was better to replace it as well.

Rex: After finding all of the damage in the nose, you decided the front fenders had to come off as well, right?

ANDY: It made sense because of the inner panels needed to be replaced. The fenders were just pop-riveted on...no brazing or even Bondo.

The whole nose panel was just held by some brazing and the inner brack-

ets that the hood-latch mounts to. It was easy to take off the whole thing.

Rex: How many panels have you used for this project?

ANDY: The Battery box floor and sidewalls, both upper and lower. And the forward bulkhead panels. We were able to save the back wall in addition to the upper fender

Driver-side fender damage, once hidden by Bondo, is about to be cut out and replaced with fresh sheet metal.



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SoCal Porsche Week

by REX McAFEE



Approximately 170 Porsches enjoyed display parking at the 356 Club's All Porsche Swap Meet at the Boys Republic in Chino.



Plenty of air-cooled gems graced the lawns at this year's All Porsche Swap Meet.



About 100 swappers showed up to offer everything from "trash to treasures."

Anchored to the annual LA Toy & Lit Show are numerous events, open houses, and of course, the 356 Club's All Porsche Swap Meet. 2022 marked a sigh of relief as the Covid pandemic was finally retreating, allowing Stoddard's President Bruce Schwartz to move forward with

hosting the LA Toy & Lit Show (which was canceled last year). And while a few events during this year's activities were either scaled-down or canceled, the 2022 SoCal Porsche Week was successful on most accounts, proving once again the Porsche air-cooled community continues to grow and find new enthusiasts.



Stoddard Parts hosted another successful Toy & Lit Meet at the LAX Hilton, and displayed plenty of tasty aftermarket parts for your 356 and early 911.

“We came for the cars, but we stayed for the friendships” is one of Mike Goldberg’s favorite quotes, and it stands true for most of the events I attended. 356 Club advertiser Sierra Madre Collection gets a special mention as they have evolved their open house into one of the top events of the week. I’m guessing they drew close to 200 Porsches with at least double that in attendees; GREAT JOB. Early 911 restoration “gurus” CARPARC in Costa Mesa also gets my vote of approval; they graciously provide a live band and

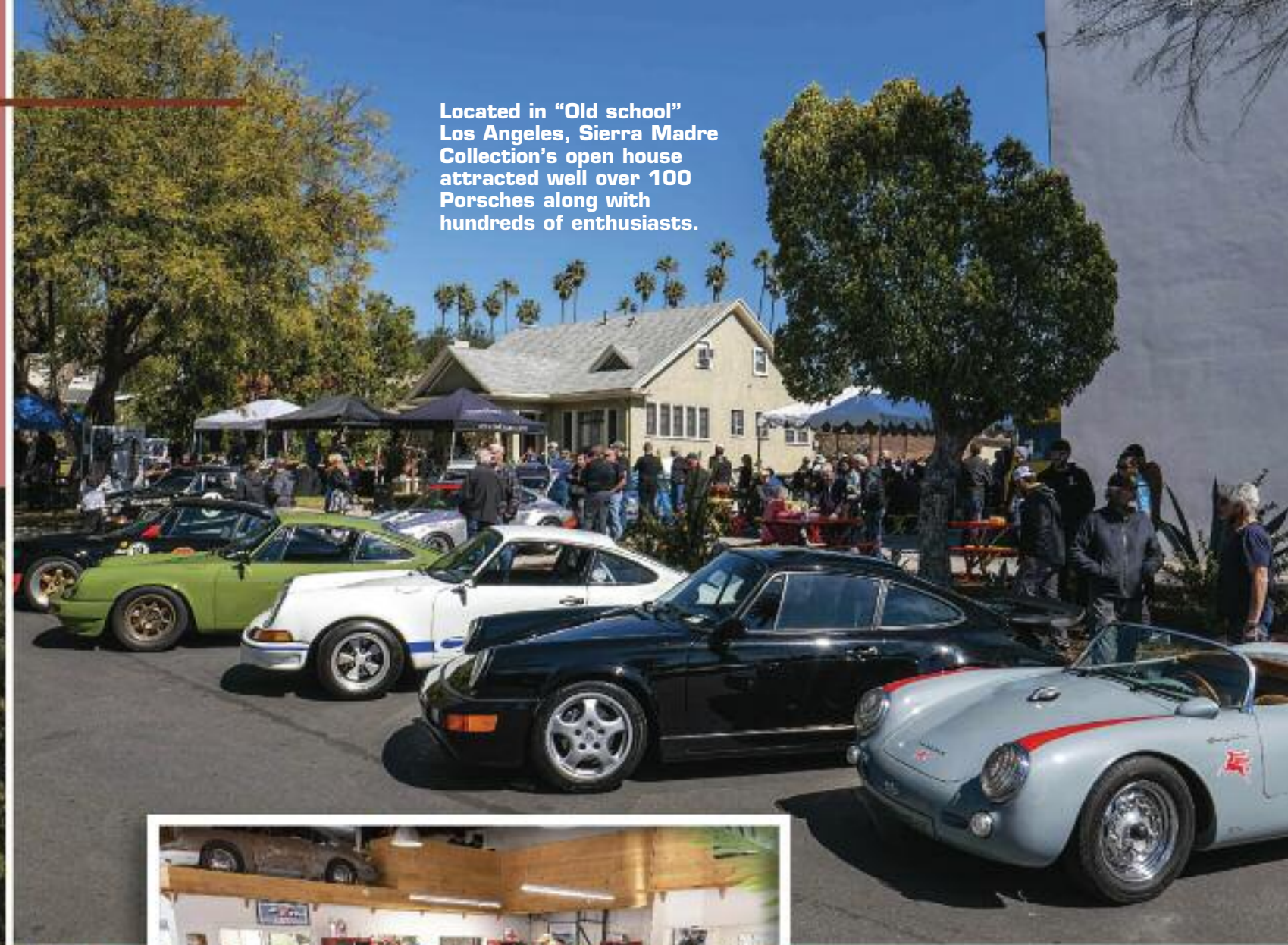


NO caption provided for this one??????

Eager participants arriving early to take part in this year’s much looked forward to Swap Meet.



Located in “Old school” Los Angeles, Sierra Madre Collection’s open house attracted well over 100 Porsches along with hundreds of enthusiasts.



Early 911 restoration experts CARPARC in Costa Mesa always put on a 1st rate open house with BBQ and live music.

BBQ every year to those who stop by to drool over their “better than new” early 911 restorations.

As for the 356 Club’s All Porsche Swap Meet, the board was faced with a very big challenge of finding a new venue for 2022. The Phoenix Club in Anaheim had long been our home, providing the right mix of parking space, display area, food, and a large tent for our premier vendors. Not being able to secure a contract because of a pending ownership change, ex 356 Club President Ron Harris suggested the facilities at the Boys Republic in Chino, a reform school that hosts the annual “Friends of Steve McQueen Car and Motorcycle Show”. After weighing several options, a decision was made to move forward and planning commenced. But was it the right decision?

With approximately 100 vendors and 200 Porsches on display, the “All Porsche Swap Meet” was a true success, and it looks like the Boys Republic facilities offer the right combination of indoor and outdoor space for vendors, display parking, as well as being a central location to the LA surroundings. Financially, the 356 Club of Southern California largely depends

upon the swap meet to generate the money used throughout the year for various expenses and activities. Hence the success of this year's swap meet means a healthy financial status for our club throughout the rest of the year.

If it's one thing you as a member can be proud of besides belonging to the largest independent 356 organization in the world, it's that we also give back to the community as part of our mission. Specifically speaking, the 356 Club's board voted to donate \$8,000 to Boys Republic, \$1,000 to the Cystic Fibrosis Foundation, and \$1,000 to the American Foundation for Suicide Prevention. The Club has maintained connections to all

three organizations, and both CFF and AFSP have become active volunteers during our larger Club events in recent years. The Boys Republic donation is the single, largest donation the 356 Club has ever made to a charitable organization, and collectively, this is the most amount of charitable donations the 356 Club has allocated in a single year. 356 President Mike Puldy commented, "I am extremely proud of our Club's accomplishment, the Board's leadership, and being able to help our larger community."

As the photos show, SoCal Porsche week is a lot of fun, and I hope you are getting out to appreciate and support both your club and vendors who continue to build our community. ■

No shortage of Porsche offerings at the Beverly Hills Car Club. 356s, 911s, and 914s combine to surpass 100 Porsches currently in inventory.



Car Guy Clothing brought plenty of selection to the All Porsche Swap Meet.



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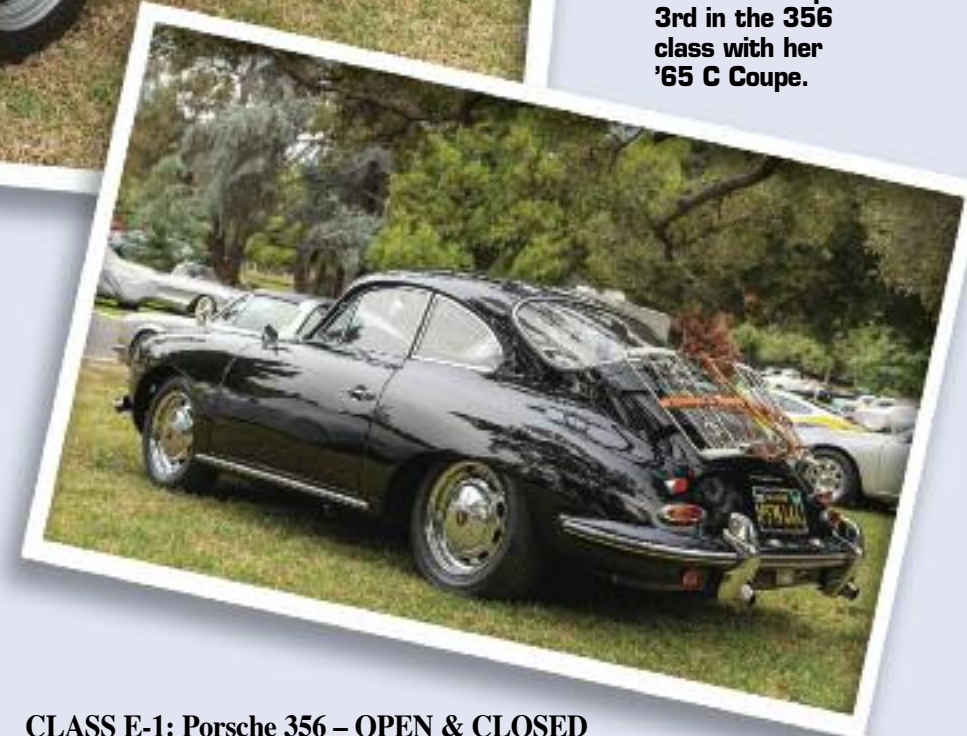
San Marino Motor Classic

by REX McAFEE

If you can't make the journey to Monterey Car Week this August, I have a little secret for you; San Marino. No other car show in the SoCal area has such a casual ambiance, yet draws world-class automobiles. In fact, this year's show had over a dozen entries that had just competed the week before on the lawns at Pebble Beach. Yeah...that Pebble Beach. Held last August 22nd at Lacy Park in San Marino, close to 500 cars were on the lawn for everyone's viewing pleasure. If San Marino doesn't ring a bell, the city of just over 13,000 residents is located South of Pasadena and is one of the wealthiest cities in the nation. The 30 acres of grass and trees at Lacy Park make for a classic setting for vintage automobiles.



Overall winner in the 356 class went to the '56 Speedster of Rick Johnson.



Congrats to our Club's own Lynn Wallace who placed 3rd in the 356 class with her '65 C Coupe.



Left to right, the '56 A Coupe of Kent Burns awaits judging next to the '60 B of Mark Henzel.

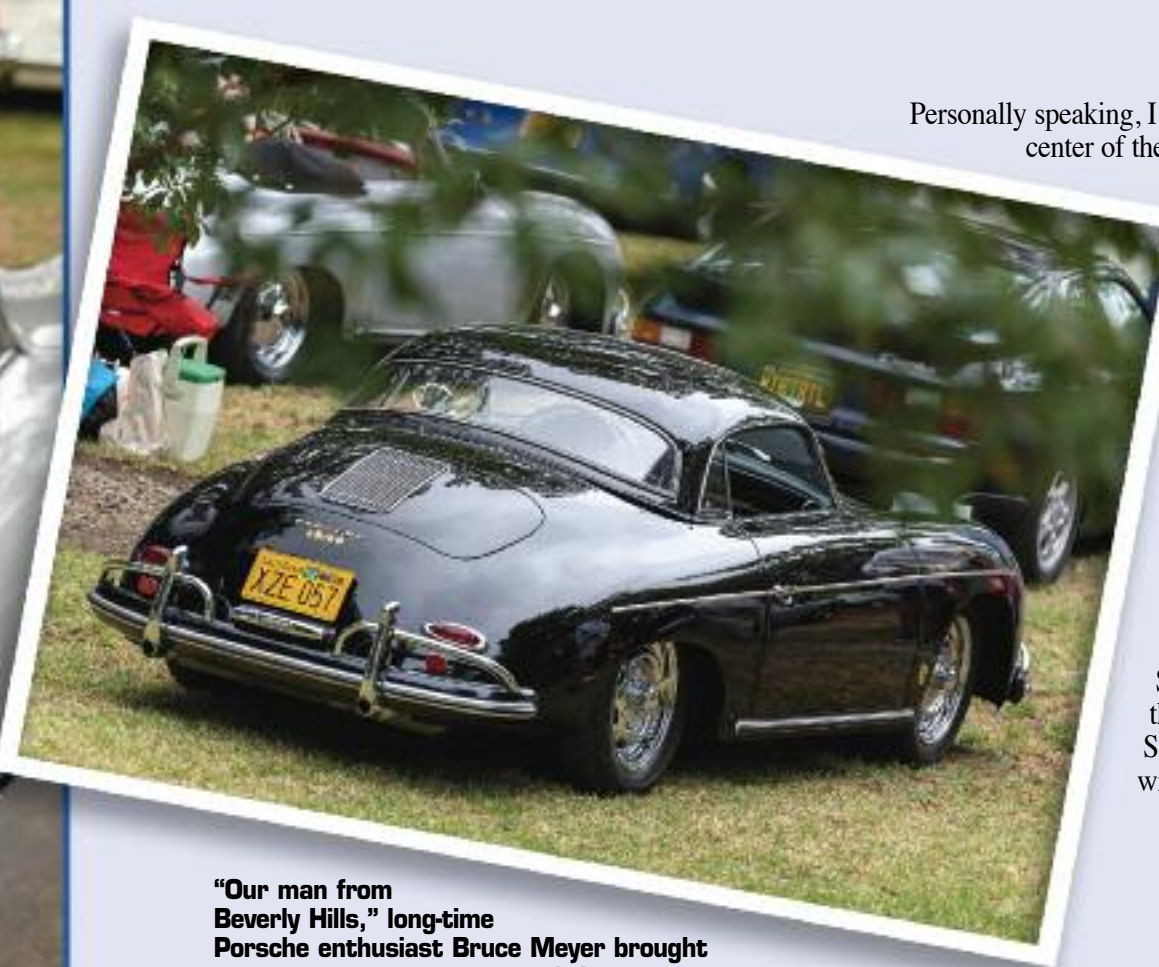
CLASS E-1: Porsche 356 – OPEN & CLOSED
 1st: 1956 356A Speedster: Rick Johnson (*top photo*)
 2nd: 1954 356 Bent Window Coupe: Ken Roath
 3rd: 1965 356 Coupe: Lynn Wallace (*above photo*)

CLASS E-2: Porsche – 911 thru 1973
 1st: 1973 911 S Coupe: Sherrill & Paul Colony
 2nd: 1967 911 S Targa: Aurora & Bradley Baldwin
 3rd: 1973 911 RS: Shella & Joe Salvo

CLASS E-3: Porsche – 911 thru 1974 - 1989
 1st: 1976 911 Targa: Evalyn & Stephen Rappe
 2nd: 1979 930 Turbo: David Samkow
 3rd: 1976 912E Targa: Stephen Bitter



Always a welcome face at the San Marino Classic, Steve Fox brought a co-driver who was too lazy to help with any of the detailing!



"Our man from Beverly Hills," long-time Porsche enthusiast Bruce Meyer brought his Rudge wheel equipped '58 Speedster.

Personally speaking, I love the diversity of this show. In the center of the park is an area reserved for the Ferrari Club of America's annual Concours organized by the Southwest chapter. Row upon row of Italian beauties makes for some great meandering. Located on the surrounding borders, often under old oak trees are other groups dedicated to single marques or vehicle types like Mercedes, VWs, Porsches, Woodies, Pre-War Classics, hot-rods, etc. Regarding judging, this year's results for Porches included the following
 Proceeds from the San Marino Motor Classic help support the Cancer Support Center of Pasadena, San Marino Rotary, the Pasadena Humane Society & SPCA. Please don't miss another year of this great show; truly a hidden gem in Southern California. This year's show will be August 28th; don't miss it! ■

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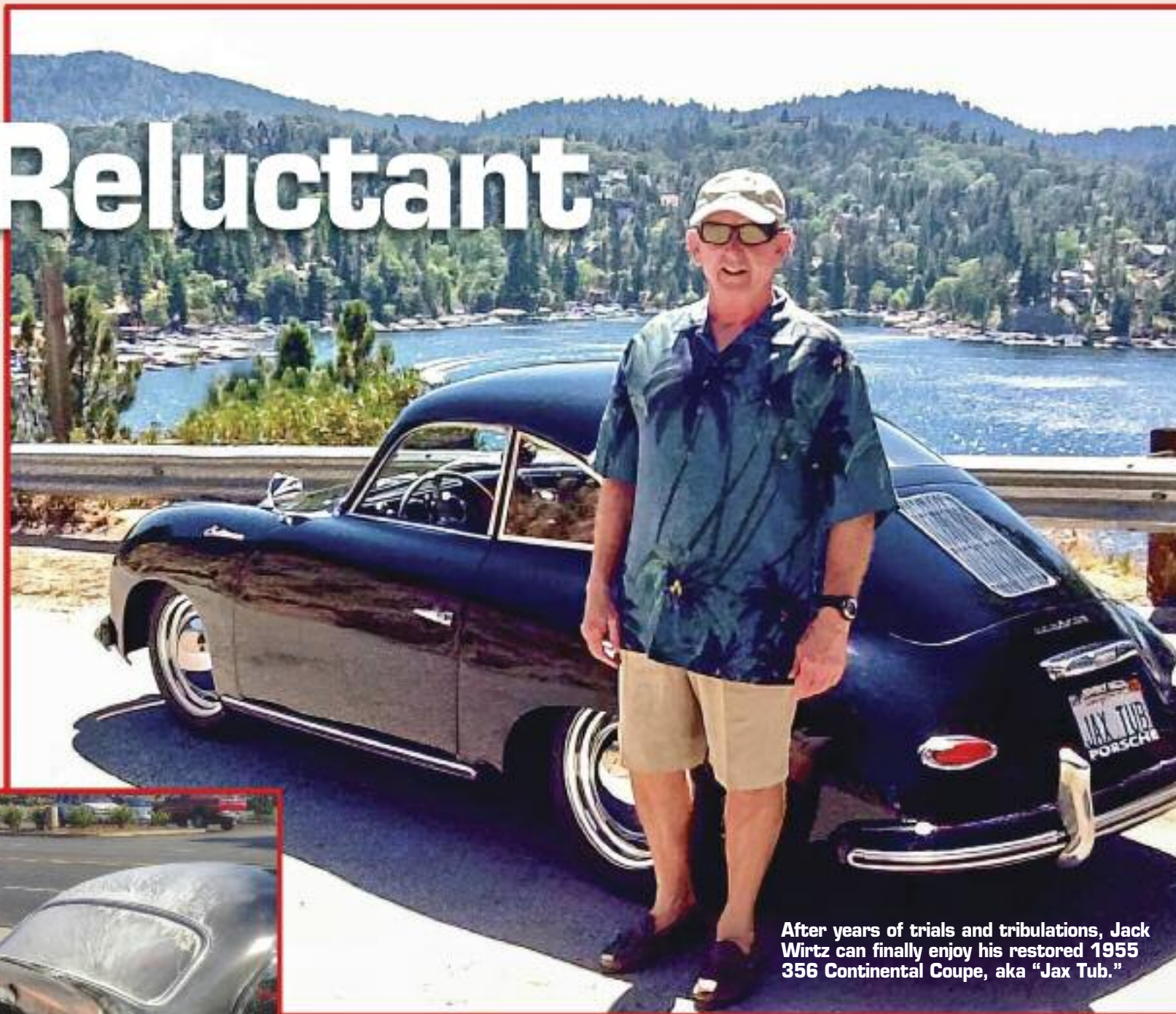
by JACK WIRTZ

Part I

I have been a car guy since before I could drive. I have owned more cars than I can remember and restored several from a '64 Impala SS to most recently a 1976 Porsche 911. I had the best job between high school and college working for a car leasing company in Beverly Hills. Clients would drop their cars off to be serviced and my job was to drive the car to the respective dealership to have it serviced. We had a star-studded client list and they leased expensive cars; Rolls, Bentleys, Jaguars, Mercedes, Porsches, etc.

I had dibs on all the Porsche deliveries. Beverly Hills Porsche was 5 miles straight down Santa Monica Blvd. from our office in Beverly Hills, however, I never took the direct route. I would take the cars from downtown Beverly Hills up Benedict Canyon to Mulholland Drive and Mulholland to the 405. This stretch of Mulholland is nicknamed "The Snake", for its many sharp twists and turns including Dead Man's Curve. I'm sure the statute of limitations has run out by now so I can safely say that those Porsches got a pretty rugged "test drive"! Not a bad gig for a 19-year-old gearhead. I became very familiar with the newest Porsches but I was, however, Porsche-less. That all changed in 1994.

356 ownership normally includes some unexpected events, as was the case with this engine fire.



After years of trials and tribulations, Jack Wirtz can finally enjoy his restored 1955 356 Continental Coupe, aka "Jax Tub."



Fast-forward 25 years and I had a small manufacturing business in Montclair making engine hoists, hydraulic presses, and engine stands.

I also sold and installed car hoists and air compressors. Most of my customers were car dealerships and auto repair shops. One of my good customers named Jessie came to the shop and informed me he was closing his muffler shop and moving out of state. He had a small balance on his account and told me he had an "old Porsche" that he couldn't take

Many a tedious hour was spent doing body preparation to ensure the gloss black paint job would be show level.



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with him; would I be interested in taking the car for what he owed? Not being an “old Porsche” guy, I was reluctant to take the car in as I had no desire or time to own and restore an old Porsche.

The next day I consulted with another customer and local Porsche expert, the late Don Krevig Sr. Don had a Porsche repair shop in Riverside in 1995 and owned several 356s. I explained “the deal” and he flat out told me that if I didn’t want it that he would take it “sight unseen”. So, I called Jessie and told him I’d accept his offer. It turned out to be a win-win situation for both of us. I went to Jessie’s shop the next day to look at the car, and tucked back in a dark corner of his muffler shop behind the pipe benders, welding equipment and stacks of

old mufflers was a dust-covered Porsche. At the time I couldn’t tell you the difference between a 356 and a 357. Jessie explained that it was a rare



The vast experience of 356 restorer Ernie Villanueva played an invaluable role in the restoration of #53813.

PORSCHE

Certificate of Authenticity

The Porsche vehicle with the Identification number listed below was manufactured with the following assembly specifications:

53813

Model Year/Type 1955 356/1500 Reutter Coupe	Engine Number/Type 35236
Production Completion Date 07/01/1955	Transmission Number/Type 6331 (H4)
Manufacturer's Suggested Retail Price (MSRP) Information Not Available	Exterior Paint Color/Code Graphite Metallic/5403
	Interior Material Color/Type Beige/Leathertex w/ Beige Conduro Inserts/W

Optional Equipment
No Options Listed

No longer available, Porsche's Certificate of Authenticity shows us Jack's Continental was originally painted in metallic graphite with a beige interior.

1955 Reutter “Continental Coupe” #53813 and numbers matched

including all the original panels and gearbox with the exception; the engine #35236 that was missing. In its place was a VW engine. We trailed the car to my shop and put her in a bay where she would live for the next year.

I planned to clean it up and use it as a daily driver, I had no intention of restoring 53813 to the original factory build. That thought changed one day when a customer spotted the car in the back of my shop. The customer was Scooter Patrick from Porsche racing fame. Scooter had a shop behind mine and was a regular

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Eric Linden, 29 year PCA member, 29 year 356 Registry member, also writing in the Early S Registry as "Soterik".

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customer. After inspecting the car, and giving me much grief, he encouraged me to restore it with the respect it deserved. Being new and ignorant to 356 restoration I asked a lot of questions. He recommended that I join the 356 Club and the 356 Registry as it was a connection to 356 people who could answer questions, refer problems to qualified technicians, etc. I still have every copy of the magazines from 1995 to the present. Remember this was 1995 so no 356 talk forums or YouTube.

And so, the restoration began. One of the first things I did was replace the cracked windshield. I was told it would be difficult to find a bent windshield, however, the first place I called was Continental Glass Service in Pomona CA. I was shocked when they told me they had one in stock and



Late 1955 356s received the standard "3-piece" engine case.

the VW engine. Lloyd also introduced me to Ernie Villanueva. Ernie had a Porsche restoration shop in Upland for 30 years called Sports Body Shop. Ernie had a reputation for perfection bordering on being fanatical. His motto is "There is a right way, a wrong way, and Ernie's Way", which I witnessed firsthand over the next 25 years. Ernie's 356 expertise and experience have been invaluable in the restoration of 53813. ■

To be continued...



The unmistakable "pre-A" dash with its Störk "oel" combination gauge during the car's restoration.

when would I like it installed? They came the next day and installed it in about 45 minutes. I was charged \$200 for the windshield and \$25 to install it! Remember this was 1995. Another customer, Lloyd Mosser of Porsche/VW drag racing fame (The Little Giant Killer), found an engine for the car. It was a 1967-912 1.6-liter pushrod engine with a few more horses than the original 1500 normal but better than



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St. Patrick's Day Drive

by JIM BLACK



We all have our comfort zone when it comes to our cars. Even the newest 356 is 57 years old, and many Club members own and drive cars that are in their 60s. Parts are getting harder to find and mechanics are in such high demand



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that we put our names on the waitlist long before there's even a hint of a need to go in. The joy of driving these beautiful old cars can be lost in the anxiety of dealing with a mechanical issue that leaves you stranded on the side of the road. For many of us, that means we only drive the 356 on the weekend, if it is sunny, below 80degrees, before 10 am, and we don't go farther from our home than our sleeping spouse would be willing to drive to come to get us if we breakdown. And that is simply a shame. The 356 Club serves many purposes and one very important one is to get these old cars out and



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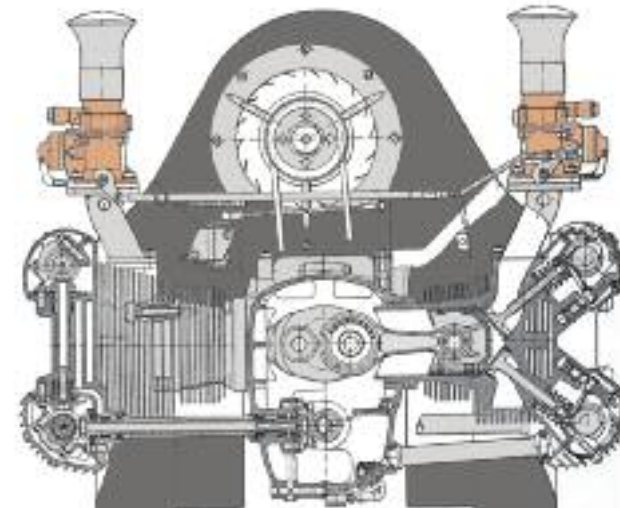


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true when there are other drivers in the group who are experts in the art of 356 repairs, like Jack Staggs. This year the cruise was organized by Pete McNulty (who always organizes this event—thank you Pete!) and went from the San Clemente outlets to Julian, a former gold rush town that is known for its delicious apple pie.

On Saturday, March 12, 30 Porsche 356s gathered at the Outlets in San Clemente and headed out “en masse” to Julian for lunch. The group included a little bit of everything from outlaw coupes to pristine open-top cars. Once we jumped off the 5 freeway and onto the 76, it was smooth sailing along gorgeous two-lane highways that ran through farms and small towns all the way out to our destination. Total miles one way was approximately 83, and every single 356 made it without issue! Well, we did have a slight mechanical issue before we even got on the road, but Jack and Pete quickly took care of it, and we were off in a cloud of exhaust fumes. By the time we reached the restaurant, our faith in these old tubs was restored and as we ate lunch, we did what we always do, talked about driving our cars.

After some great conversations, my wife and I grabbed a pie to take home to the kids, and headed back along a different route, knowing that our silver tub was going to be just fine. It’s hard to commit to a full day of driving a 356. But visiting a town like Julian, especially when driving a car that offers no creature comforts and lets you experience every sight, sound, and smell of the road, is something that everyone, every Porsche 356 owner, needs to enjoy at least once . ■



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