



ZEITUNG

PCA-SEQUOIA REGION



JUNE 2009



DR. GENE GILPIN'S

1956 356A RESTORATION
&
Acquisition by the
Porsche Factory Museum

**1956 PORSCHE 356A
1600S COUPE**



See page 4

For Zeitung Subscription Information, email: Sequoia.Zeitung@gmail.com

FRED SAID

The Presidents Message: by Fred Scott



The May Dinner meeting at Javier's was well attended and enjoyed by all.

GGR hosted a Drivers Education on May 22 at Buttonwillow. Barry Lockton & Dave Ogden reported it was a fine event with plenty of track time. Keep this in mind for next year.

On May 31, Kevin Molineaux put on another well attended AX (auto cross). The AX will return in September with the return of cooler weather (we hope). Thanks Kevin.

Our most recent tour was to Mammoth Pools lookout, led by Dave Ogden. It was a small group with 5 cars in attendance. The drive was great and the view is spectacular. Even if you don't join in on one of the many day trips with the club, this trip is worth taking on your own. The view is spectacular and the drive – well, it's meant to be driven in a Porsche.

July's dinner meeting will be at The Phoenician on the 14th. Call in your reservations to Christine at 645-0501 by July 10th so that she can let the restaurant owners know the head count.

Sunday, June 6, was the Belmont Concours d'Eleganza. We had approximately 40 Porsches in the corral. There were also 3 - 356's in the show and 3 late model Porsches in the Exotics. The weather was perfect and the event was outstanding. The fairways of the Belmont Country Club was a perfect location for the Concours, providing a cool green setting and some shade. Everyone seemed to have a wonderful time. I also met five potential new members that were guests of a couple of our active members.

It is time to sign up for the Monterey Historics at Laguna Seca on August 14th to 16th. MBR/PCA will start it off on Thursday August 13th with a choice of 3 separate driving tours in Monterey County (\$30 per car) and a reception that evening at the Poppy Hills Golf course. (\$35 per person). Friday events include the time trials at Laguna Seca and MBR will host a Welcome Party at the Carmel Mission Friday night (\$65 per person). Saturday & Sunday will be the Monterey Historics Races at Laguna Seca. MBR will host the Porsche Corral and Hospitality tent with a BBQ Island (various prices from \$55 to \$100). Sunday, there will be a Parade Lap around Laguna Seca (\$50). Then on Monday, for those that stay over, is Drivers Education Day for 125 participants (\$425). For MBR/PCA event registration, go to www.mby.pca.org and for the Mazda Raceway tickets, which must be purchased separately, go to www.motorsportsreg.com/pages/tix-historic.op

Our club will host two venues for the Monterey Historics. Dave Goerlich will lead a one day tour on Friday, August 14th. The second will be a three to five day event. We have 10 rooms reserved at the Best Western Beach Dunes Inn in Marina. For reservations, call 831-883-0300 before July 31, 2009. There is night minimum at the Sequoia Region rate of \$269.00 per night. Book early to get a room and be in the Porsche Corral.

Zooming down the road.*Fred*

In This Issue

Page 3
Recurring Monthly Events

Page 4 - 6
Sequoia Region Member Spotlight
Dr. Gene Gilpin's
"1956 356A Restoration"

Page 7
Pics — Belmont Concours d'Eleganza

Page 8
Auto-X

Page 9
PCA Tours

Page 10
Coming Attractions

Page 11
New Members

Page 12
Sequoia Region Board

For Zeitung Subscription Information, email: Sequoia.Zeitung@gmail.com



SEQUOIA REGION RECURRING MTHLY EVENTS

RSVP to Christine Richard (559) 645-0501 - Richardcmr@hotmail.com

All dinner meetings start at 6:30 social, 7:15 dinner

June 2009

Mon 6/01 Board Meeting - at the home of Christine Richard

Tues 6/02 Dinner Meeting - No Dinner Meeting—Instead:
Lunch at the Belmont Concours d' Eleganza - on Sunday.

July 2009

Mon 7/13 Board Meeting - at the home of Vern Simmons

Tues 7/14 Dinner Meeting - **Phoenician Garden**, 1025 E. Herndon, Fresno, CA
Cost: \$17.00

August 2009

Mon 8/03 Board Meeting - at the home of Roger Mariast

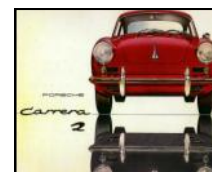
Tues 8/11 Dinner Meeting - **Aqua Shi**, 1144 E. Champlain, Fresno, CA
Cost: \$30.00

September 2009

Mon 9/07 Board Meeting - at the home of Dave Ogden

Tues 9/08 Dinner Meeting - **Jon's Bear Club**, 1695 E. Manning Ave. Reedley, CA
Cost: to be announced

Dinner Meeting Reminder: *Those who cancel their reservation after the deadline or fail to show up for the dinner will be billed for their meals.*



Thank you for wearing your name tag!

It makes it so much easier for getting acquainted.
Have you lost yours? Or just don't have one yet?
Call Tom Amos, 222-9285 or
tamos@towerusa.com
And you will have one for just \$8.
They will be delivered at an upcoming dinner meeting.

Contact Information

Board of Directors [List online](#)
Newsletter: Vern Simmons Sequoia.Zeitung@gmail.com
Zone 7 Rep: Larry Sharp larrysharp@comcast.net

SEQUOIA REGION

MEMBER SPOTLIGHT

1956 Porsche 356A 1600S Coupe

This is a re-print from the November/December 1983 VW Porsche Magazine – by Dean Batchelor.

Gene Gilpin was idly looking through the automotive classified section of his home-town (Fresno, California) paper one day in early 1974 when he came across the sort of ad that car nuts love to see: “1956 Porsche coupe, repossession, \$700 as is.” Now if that won’t get the old adrenalin flowing, I don’t know what will.

The coupe had been abandoned in a grape vineyard for untold years and was probably the dirtiest car Gene had ever seen when he finally got to inspect the car. The bumpers were inside and the cobwebs were so thick with dust and grime that you couldn’t look in the window on one side of the car and see out the other side. There was no engine, but everything else seemed to be there, and in fairly decent shape under all the dirt. Gilpin’s plan was to clean the car, find an engine and get it running, and sell the car to “make a few bucks.”

After taking his new purchase home and giving it a thorough inspection, the first plan went out the window, and Gene started a dedicated restoration project that was to take six years.



The first thing he did was write the factory to ask them for help in verifying the original specs – equipment, color, destination, etc. The letter he received from Porsche in Stuttgart-Zuffenhausen was not a happy one; it seems the records had been lost in a fire and they regretted that they were unable to help him. The decision was then made to restore the car, a 356A, as a European-delivery model.

Removing several layers of paint, Gene found the original color coat was green, and he found a spot that

seemed to be as close to original looking as possible, so he had a matching color made up, sprayed a small piece of metal and sent it to Jim Perrin (one of the more knowledgeable 356 experts in the Porsche Club of America). Jim identified the color as Lago Green Metallic, Porsche number 5605, Reutter number 606 (enamel).

That out of the way, the search was started for an engine and other missing parts. The

chassis serial number was 56717, which verifies it as a 1956 356A 1600S (1956 1600S coupes had chassis numbers be-



tween 55001 and 58311). Without factory records, there was no way to identify the correct engine number for this car, but 1956 1600S engines fell between numbers 80001 and 80756. The engine Gene finally located was number 80742.

After Gathering together what Gene thought was a complete engine, he took the parts to Tim Goodrich, at J&T Motors in Hanford, California. Tim found that many of the parts were unusable for that engine, if at all, but the engine was finally completed. One change was made, however, and that was to replace the roller-bearing crankshaft with a plain bearing shaft. The car was now destined for concours, rather than general driving or competition, so the sophistication of roller rod bearings wasn’t needed or desired – and you can’t tell the difference by looking at the outside.

Other parts were more difficult to find than the engine parts had been, but when Gene finally called Gary Emory at Porsche Parts Obsolete, in Costa Mesa, California, most of his troubles were over. With Gary’s diligent search for hard-to-get pieces, plus a visit or two to

(Continued on page 5)

SEQUOIA REGION

MEMBER SPOTLIGHT

(Continued from page 4)

Vasek Polak's Porsche store in Manhattan Beach, California, Gilpin finally got everything together that he needed; instruments that read in metric measurements, European lights and lenses, Rudge center-lock knock-off wheels and octagonal locking wrench ("winged" knock-offs are illegal in Germany and any knock-off wheel has either a hexagonal or octagonal nut to secure the wheel), and myriad small items that seem to be a

been bodyshop manager at Chick Iverson's VW & Porsche store in Newport Beach, California, before starting the restoration service in Fallbrook. Neil's partner this time was his son Don, with Neil doing the metal work and Don the painting (Don will be remembered for his "whaletail" 356, featured in VW & Porsche magazine in December, 1981). Don's brother, Gary, runs Porsche Parts Obsolete in Costa Mesa, California, so the restoration turned out to be a Gilpin/Emory family affair.



never-ending problem to find.

While the parts search was going on, Gilpin was inquiring of friends and fellow PCA members about who they thought was the best to do the bodywork and paint. Many names were mentioned, but the ones that seemed to come up most often were Neil and Don Emory's Porsche Restoration in Fallbrook, California. Neil had been a partner, with Clayton Jensen, in the Valley Custom Shop, in Burbank, California, when they did all those fabulous custom conversions in the 1950s, and then had

With the body and paint complete, the car went to Ocean Beach Upholstery in San Diego, California, where Chuck Lindsay worked his magic to duplicate the original leather on the seats and carpeting on the side panels.

Once the car was returned to Fresno for final assembly, Gene realized he hadn't undercoated the chassis. This would normally be done before the paintwork was

(Continued on page 6)

SEQUOIA REGION

MEMBER SPOTLIGHT

(Continued from page 5)

completed, but he did it *very carefully* by putting the car on stands and crawling underneath. Hearing his description of the job, we gather he wouldn't want to do it again.

Since completion in 1980, the car has been judged first in class and Best of Show at the Fresno Vintage Concours d'Elegance in May 1980; first in class, Peoples Choice, and Honorary Judges Choice at the 1980 Porsche Parade in Portland; first place in full Concours class at the 1980 356 registry West Coast Holiday; first place 356S class at the 1982 356 West Coast Holiday, and second in class at Pebble Beach Concours in 1982 (the winner was Tim Goodrich;s new and original 356C).

Now the story really starts to get interesting. Gene had heard that the Porsche company was looking for cars for its museum in Stuttgart, so at the 1982 356 Registry meet, he approached Jurgen Barth about the possibility of selling or trading his 356S to Porsche – dropping the offhand remark that he'd be happy to trade if for a 911SC Cabriolet.

Barth, and other Porsche representatives, looked at Gilpin's car at the meet, but nothing more was said about acquiring it. A few months later a letter from Porsche indicated that yes, they were interested in his car, and they might even trade him a new Cabrio straight across for the restored 356A.

Many months later, after many reams of correspondence and Porsche internal paperwork, the trade will take place – in mid-June in Gene's home town. He will receive on of the six pre-production 911SC Cabriolets that were built for the U.S. long-lead press introduction. This gives Gene a very low serial number car which, even though built in 1982, is listed by Porsche as a 1983 car.

The Porsche museum then will soon display a 1956 Lago Green Metallic 356A 1600S coupe that was carefully restored in California. Everybody's happy. As a footnote to the story, we don't think the Porsche factory wants to hear from every Porsche owner who now wants to trade his car for a new model. It is our understanding that the factory has just about every model or version of a Porsche that is wanted for display.

Gilpin would like to extend special thanks to California Auto Restoration, Gary Emory at Porsche Parts Obsolete, John Lichti, Gary Silley and Tim Goodrich.

What a great story! This was reprinted from the November/December 1983 VW Porsche Magazine. Good Job Gene!

356A (1956-'59)			
ENGINE			
Design	Air-cooled flat (opposed) four		
Type			
1300	(Oct. 1955-Sept. 1957) 506/2		
	3-piece crankcase, plain bearing crank		
1300S	(Oct. 1955-Sept. 1957) 589/2		
	3-piece crankcase, roller-bearing crank		
1600	(Oct. 1955-Sept. 1959) 616/1		
	3-piece crankcase, plain-bearing crank		
1600S	(Oct. 1955-Sept. 1957) 616/2		
	3-piece crankcase, roller-bearing crank		
1600S	(Oct. 1957-Sept. 1959) 616/2		
	3-piece crankcase, plain-bearing crank		
Bore x stroke, mm/inches: 1300, 1300S	74.5x74.2 93x2.91		
16, 1600S	82.5x74.3 25x2.91		
Displacement, cc/cubic inches: 1300, 1300S	1290/78.7		
1600, 1600S	1582/96.5		
Valve operation	Single camshaft with pushrods & rocker arms, inclined exhaust valves		
Compression ratio: 1300	6.5:1		
1300S	8.2:1		
1600	7.5:1		
1600S	8.5:1		
Carburetion: 1300	Two Solex 32 PBI		
1300S	Two Solex 32 PBIC or 40 PICB		
1600	1958-59: Two Zenith NDIX, 1956-57: Two Solex 32 PBIC		
1600S	1956-57: Two Solex 40 PICB, 1958-59: Two Zenith 32 NDIX		
CHASSIS & DRIVETRAIN			
BHP (Mfr): 1300	44 DIN/50 SAE @ 4200		
1300S	60 DIN/71 SAE @ 5500		
1600	60 DIN/70 SAE @ 4500		
1600S	75 DIN/88 SAE @ 5000		
Frame	Boxed-section pressed steel in unit with floor pan		
Component layout	Rear engine, rear drive		
Clutch	1956-57: Fichtel & Sachs single dry-plate, 1958-59: Haussermann single dry-plate		
Transmission	Porsche four-speed, all synchronized (all gears indirect)		
Axle ratio	4.43:1		
Rear suspension	Independent (swing axle) with transverse torsion bars & telescopic shock absorbers		
Front suspension	Independent, with parallel trailing arms, transverse laminated torsion bars, telescopic shock absorbers & anti-rollbar		
GENERAL			
Wheelbase, mm/inches	2100/82.7		
Track, front, mm/inches	1306/51.4		
rear, mm/inches	1372/50.1		
Brakes	Aluminum drums with iron liners		
Tire size, front & rear	5.60-15		
Wheels	Bolt-on steel disc		
Body builder	Coupe, Cabriolet, Speedster, Reutter Convertible D (1959) Drauz		

May 2009 Photo Contest Answers

- Wayne Hotzakorgian 1977 930
- Scott Radtke 2005 997s w/carbon fiber brakes
- Pete Cowper 1974 911
- Carl Kassabian 1987 Carrera
- Vern Simmons 1988 944
- Dave Goerlich 1997 993 TT
- Mike Vanhooser 2006 Cayman
- Jack Back 1978 911sc
- Bob Madrid 1974 914-6 Race car
- Bo Boehringer 1964 356 SC

All cars identified by Glen Pierce.

SEQUOIA REGION

Belmont Concours d'Eleganza



The Belmont Concours d'Eleganza was held on June 6, 2009. There were over 40 Porsches parked in the corral. In the show were 3—356's and 3 newer Porsches entered in the exotic class.

It was a great event and some really interesting cars. Notice the breaks on the Hearse...it's a strap of asbestos/leather wrapped around the "outside" of a drum with a device that applies tension.....not exactly Brembo Big Reds although I bet they get red hot.

SEQUOIA REGION

AUTO-CROSS

Spring & Summer Auto-X

Some members have never attended an auto-x event. You could be a new member or racing has never been your thing. Just about everyone who has attended an auto-x event has ended up having a blast. Auto-X is fun for Sunday drivers as well as the hardcore racer.

Here's how it works: We generally show up between 7:30 & 8:00 a.m. Kevin Molineaux, our board member in charge of competition has pre-drafted a drawing of the course—it changes every event.

The course that the club uses is a large parking lot in Kerman, CA. Just 5 miles east of hwy 99 on the left. If you've made it to hwy 145, you gone too far (turn back and go about a mile). The course is easy to see as the 10 acre parking lot with 3 large warehouses on it is in the middle of grape vineyards.

Everyone pitches in setting up the course which will consist of hundreds of small orange cones, a timer system, the main tent where the score keepers keep track of your racing times.

Before the races begin, Kevin takes everyone on a quick walk thru the course and explains the rules.

Rules? Yep, there are a few. Drivers race one at a time. You get to do one practice lap and then a timed lap immediately following. Each car gets to do a set of 5 practice/timed laps. The goal is to race thru the course as fast as you can without knocking over any cones - each knocked down cone adds a second to you time. The cones are really small so as not to cause any damage if they get run over (and it always happens).

The drivers are split into two groups (a & b). While group a races, group b monitors the course and calls in any knocked down cones (we all get walkie-talkies and a safety flag)

Each driver is required to wear a helmet and if you don't have one, the club has several that can be loaned out. *That's about it - it's fun!*

Auto-X Schedule

September 19th
October 10th & 11th

All events begin at 7:30 - 8:00 a.m setup
Races generally run till about 2:00 p.m.



SEQUOIA REGION

TOURS - Dave Ogden, Tour Director

JULY - 2009

PARADE IN KEYSTONE 27-4TH

18-19th 2-Day tour – Mammoth Mtn. Tioga pass—*see below*

AUGUST - 2009

14-16 TH HISTORIC OPEN

17th DRIVERS ED LAGUNA SECA

29th Tour – day trip to Morro Bay

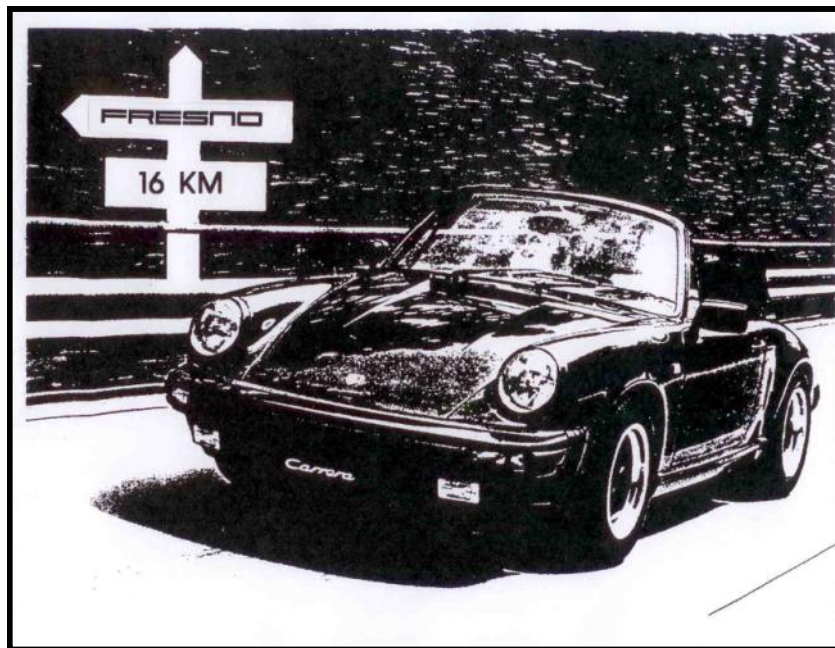
SEPT - 2009

19th AUTOCROSS

LATE SEPT PICNIC COURTRIGHT

OCT - 2009

10-11th AUTOCROSS & OCTOBERFEST



POSSIBLE DAY TRIPS

HUMPHRY'S STATION

168/245 LOOP

COULTERVILLE – CHILI

198/25 HOLLISTER

180 TO BOYD'S CAVARENS

MORRO BAY 41/46

MAMMOTH POOLS VISTA

YOSEMITE VALLEY

2 — Day Trips

Tahoe 49/4/88

Death Valley

Pismo — Bodega Bay Hwy 1

If you've got an idea for a road trip, contact Dave Ogden

MAMMOTH MOUNTAIN 2 DAY TOUR

JULY 18-19TH, 2009

- July 18th depart Fresno by 6:00 am from Starbucks in front of REI in Riverpark on [Blackstone ave.](#)
- Drive the Yosemite valley up Tioga pass and then down 395 to Mammoth Mtn.

[Beautiful high country with great winding roads.](#)

Hotel Info—Rooms contact -Leina'ala Kailiawa

groups@TheMammothCreek.com

Phone: (760) 934-6162 Fax: (760) 934-1632

www.TheMammothCreek.com

\$123 plus tax. - All need to book asap for themselves.

Sightseeing that afternoon- mammoth lakes/devils postpile/earthquake caverns. Dinner at Gomez in Mammoth.

Sunday the 19th depart by 9:00 am from mammoth.

Up 395 to Sonora Pass to Sonora for lunch and then down 49 to Oakhurst to 41-fresno. Return eta 5:00pm Sunday

Please contact Dave Ogden so I can keep a head count. Thanks.....Dave
559 233-0876 Ext#25—Cell 559 250-1611

PCA EVENTS

Mark Your Calendars - Great Party Coming Soon!

Achtung!

Sequoia Region

PORSCHE CLUB AMERICA

Oktoberfest

WHEN: Saturday, October 10, 2009 4pm - 8pm ??

WHERE: Barry and Annelie Lockton's home
5264 Horseshoe Bend
Clovis, Ca. 93611

WHAT: Authentic German Dinner - Music - Beer

****Bring your favorite mug or stein****

Porsches displayed on lawn

GERMAN AUCTION - wrapped "White Elephant"

****One item per person****

PRICE: \$22 per person!!

RESERVATIONS: RSVP by Monday Oct. 5, 2009

Marilyn Pierce

551 E. Menlo

Fresno, Ca. 93710

SEQUOIA REGION MEMBERSHIP

We have new members *Welcome to All*

February 2008:

- Amber and Kanwar Mahal
- Gaila and Gerald Peloian
- Ron and Sharon Reese
- David Sumpter

March 2008:

- David and Mary Ann Bluhm
- Lora and Brent Looney

April 2008:

- Brad Bordwell
- Bryan Boardwell
- Nancy Boone
- Beverly and David Kennedy
- Jim and Linda Parnagian

May 2008:

- Mia and Thomas Lockton
- Jim Makofske
- Lawanna Phillips
- Jeff and Katherine Rogers

June 2008:

- Scott Radtke

July 2008:

- Paul Aleman
- Christina Cardenas
- Cynthia and James Gong
- Claudia and Gordon Tischler

August 2008:

- Keith and Patricia Harrison

September 2008:

- Sean Henley
- Sonny Henley
- Michael Wukits
- Richard Wukits

October 2008:

- Victoria Stotts
- Russ Weiss

November 2008:

- Brian Banerdt
- Zhengyu Li
- Craig Winstead

December 2008:

- Daniel Kuitu
- Kirsten Zumwalt

January 2009:

- Tom Lee

February 2009:

- Dave Johnson

March 2009:

- Paramjeet Gill
- Skip Lynn
- Charles Warnes

April 2009:

- Randall Plaugher

SEQUOIA REGION

2009 BOARD OF DIRECTORS

• President—Fred Scott



• Vice President— Dave Ogden



• Treasurer—Marilyn Pierce



• Secretary—Shari Walker



• Competition—Kevin Molineaux



• Membership—Roger Mariast



• Tech-Safety- Dave Goelich



• Tours— Dave Ogden

• Social—Carol Lillian & Christine Richard



• Historian—John Simpson



• Porsche Pantry—Tony Maslowski



• Web Master—Gary Smalz



• Zeitung Editor—Vern Simmons

