

# SequoiaZeitung

JAN | FEB | MAR 2018



PHOTO BY DIANE FERRELL

## Tour to Hollister, California

By Dave Ogden

Randy Ames led us on some great back roads in February –on Highway 198 and 25 - to Hollister for lunch.

Twenty-one cars gathered for the 8 a.m. departure from Krispy Kreme where Porsche of Fresno picked up the tab. Nothing like hot coffee and plenty of sugar before a Drive!

The first part of the journey was straight roads to Harris Ranch via Hwy. 41. We hooked up with a couple of cars from the South Valley, tanked up, and did a rest stop. Then, the fun began with 198, this road is

like a roller coaster. Many turns and lots of up and downs. We soon started to see another Region (Golden Gate) rolling in the opposite direction as they were headed TO Harris Ranch for lunch. We tried to coordinate a photo op earlier in the week but with 60+ cars on a narrow highway it just was not safe. So, we did the next best thing... honk and wave as we passed each other.

Our next rest stop was a great photo op and it was good to regroup for the next section - a ridge route -Hwy. 25. This nice piece of

*(continued)*





# Hollister Tour

(continued)

road has several farms and stunning views of the coastal range. Soon we dropped into The Grove for lunch in Hollister. The tour ended there so many could head to the coast for the afternoon or return back to Fresno on their own

Hard to beat bright sunshine and 60 degree weather and so many good people to share with.

Regards,  
Dave Ogden





# President's Letter

By Ed Suarez

Happy Easter to our Sequoia Region Members!

It's been a busy start of the year for our club this year. From the tours, to great dinners, 1st Saturday Cars and Coffee meet ups and a couple of wine tours, we have had a full schedule. I want to thank all the members that have helped with our activities so far this year. Please read the great stories by our board and regular members in this quarterly Zeitung.

Sadly, I need to report that we lost two great long time members. Gene Gilpen which was a very long time and very active member passed away in January. June McPherson Maslowski, age 95, died March 18th in Sacramento where she had been living the last few years. June and her husband, Tony, were actively involved in the Porsche Club for many years. A memorial service was held on March 23rd at Holy Spirit Catholic Church in Clovis. I apologize for not getting out the announcements in time for the services. Please read the articles submitted by Margie Back.

We still have a lot of activities coming up this year and hope you can join us for some of them. As we turn towards the warmer months, we have several great events coming up. Starting off in April, we have the joint Autos en Koffie at the dealership on April 7th. There is Big Hat Day in Clovis on that day, so we couldn't have our regular meet up. On April 10th, we have a great dinner at The Starving Artist. It's an outdoor event and well attended each year due

to the relaxing atmosphere and great conversations that are had. On Sunday April 15th, we will return to On The Edge in Clovis for our Koffie and Cars. We have not started the autocross which is normally on the 2nd weekend of the month, so this works out well.

As a reminder, with so many new members, we ask that you wear your name badges to all events and especially this one to receive your free coffee. If you are missing your name badge, or need a new one, please see one of the board members at the event to get your information and also to be able to get your free coffee.

On April 21st we have our Three Rivers Tour, headed by Dave Ogden. This is a fun tour and a great drive. We will make it enjoyable for all types of driving, from the adventurous to relaxed easy touring groups. Rounding out April, on April 28th we have our tech session at the dealership. Details are on our website and Facebook. An email blast will also be sent out soon. There are many more events throughout the year, so keep up with the website and the event calendar.

We have had many new members join us in the past year. I would like to welcome the new members and hope you can come to enjoy the many activities that we have. We are always looking to keep our activities current and looking for new fun ideas. So, please let our board members know of ways that we can continue to make this a fun club to be a part of. Noted on the



next page is a rough list of many of the new members and their cars. It may not be a complete list, so if I missed a new member, please join us on one of our events, so we can learn more about you, your family and your Porsche addiction!

Ed Suarez

President,  
Sequoia Region Porsche Club





PHOTO BY DIANE T JERRILD

# Meet our Newest Members Partial L-ist, since March 2017

New Member	Porsche Model
John Paul	2003 911 Carrera 4S Black
John Ballinger	1965 356 Cabriolet Light Ivory
Ganga Hematillake	2000 Boxster Silver
Robert King	2001 Boxster S Metallic Black
JoeAnna Todd	2013 Panamera GTS Black
Susan Darsey	1966 912 White
William Tatham	2010 911 Carrera 4S Black
Peter Cleveland	2015 911 Carrera 4S Black
Eldridge Evangelista	2015 911 Carrera
Jaime Reyna	2002 911 Carrera Speed Yellow
Nathan Lange	2017 Macan Black
Bethany Taylor	1966 912 White
Elizabeth Chu	2017 911 Carrera White
Amedalhi Papias	1998 Gold

New Member	Porsche Model
Nader Assemi	2005 911 Carrera S Silver
Joe Berberian	1960 356 Cabriolet red
Paul Mayfield	1987 911 Carrera Granite Green
Chris Giannola	2014 Cayman S
Mark McElwain	2001 Boxter S Speed Yellow
Nathan Hoekzema	2015 911 Carrera GT White
Michael Elkins	2014 Boxster S Red
Timothy Timmons	2006 911 Carrera 4S Black
Dennis Foley	1988 911 Carrera Targa White
David Long	2003 911 Carrera 4S Arctic Silver
Ron Cortopassi	2017 911 Carrera S Agate Gray
Darrick Brinkman	2011 Cayenne
Russel Tuazon	2012 911 Carrera S Black
Timothy Harris	1997 Boxter Black



PHOTO BY DIANE T JERRILD





## PCA Winter Wine Run - Kings River Winery January 20, 2018

Review and photos by Obie R. Silverwood

With a chill in the air, twenty hardy PCA souls rendezvoused at the Blossom Trail Café in Sanger to begin our Winter Wine Run. Release forms signed and safety guidelines reviewed, our ten gleaming Porsches caravanned a few miles to the Kings River Winery (KRW), which had reserved its fenced and paved parking lot for our private tasting. There, the owner, Bob Bagdasarian, greeted and led us into his first-class tasting room, where glasses and cheeses had been staged for our visit. After treating us to a flight of four estate wines, we walked through the barrel room and enjoyed wine thief drawn samples from the yet unbottled selections. We then toured KRW's entertainment facilities, which include a large stage and lawn area, and a newly constructed five thousand square foot event building.

Our trunks partially filled with KRW's delicious nectars, we headed off through farmlands and across the Kings River to the Cedar View Winery/Bed & Breakfast. There, the new owners, Israel and Mirella Lopez awaited us with a long table, set replete with wine glasses, drafts of water and endless trays of savory hors d'oeuvres. Starting with their rich Viognier, Israel sipped us through two whites and two reds, ending with the winery's signature varietal, Alicante Bouschet.

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# Kings River Winery

Review and photos by Obie R. Silverwood  
(continued)

Palates surfeited and trunks now bulging with bottles, our merry group motored a short quarter mile on down to The School House Restaurant - the area's finest dining establishment, owned and operated by Ryan and Michelle Jackson. Trained at San Francisco's Culinary Institute, Ryan honed his cooking skills at swank eateries throughout the Napa/Sonoma region. We are very fortunate to have his gastronomic creativity here in our little agro-community. Our tour members, now whittled down to five couples, grabbed a table together in the bar - the restaurant not being open until five. There, we partook of Ryan's selection of gourmet hamburgers, chicken nachos, roasted artichokes and other delectable treats.

Wow, what a day! How lucky we are to have such local entertainment and PCA friends with whom to enjoy it.







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# PCA Tour to Marechal Winery

Story and photos by Obie Silverwood | March 17, 2018

Well, it was another vintage wine tour producing a barrel of good times. Our eleven Porsches and one guest Corvette staged under a sunny sky in Clovis at Starbucks at Fowler and Herndon Avenues. Included in the mix was Randall Plaughter's new 911 Targa, fresh off the showroom floor.

Handshakes and hugs done, liability forms signed and maps distributed, we headed off on Highway 168 into the foothills, taking Sample Road to Pittman Hill Road to Watts Valley Road and back down into the north Sanger farmlands, arriving at our destination – Marechal Vineyards, which had

set tables for our basket lunches and a private tasting of five varietals.

In addition to good wines, Marechal regularly stages holiday and theme dinners (catered by Rev's of Clovis) and summer music concerts. A thank you goes to Marechal owner, Josh Marshall, and his staff for accommodating our group, and for bringing a great new entertainment, culinary and wine venue to the area.

And, as always, thank you to Richard Webb for the excellent tour maps.







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# Porsche Golf Tournament 2018

By Dave Ogden



This February, Tami and I traveled to Scottsdale, AZ for the National Round Play for the Porsche golf tourney.

Trip started off really rough, typical Fresno flights - we got cancelled/delayed/stand by and held at the end of the tarmac. This made us arrive over 9 hours late and missed the opening reception. Porsche was tracking us and had a driver in a new Grand Turismo pick us up at the airport. (Did I mention it was raining in Phoenix?)

We made it to the Fairmont Princess at 10:30pm where 3 ladies waited up from Porsche, checked us in and updated us on Thursday's events along with handing us gifts for attending.

Thursday was the Practice Round and the shuttles to Troon North started at 6am, tee off was 9am. We had every hole covered with 4-somes and a couple stacked up with another set of players that brought guests. My group was all California.

*(continued)*







## Porsche Golf Tournament 2018 *(continued)*

Stevenson Creek dealerships GM was playing with his customer who won the Olympic club tourney and another winner from southern CA. We took over 6 hours to complete for several locations were food buffets and open bars. The weather was cloudy and 60 degrees, the week before had been 80 degrees. Tami was signed up for a follow/lead tour and got to demo 3 new 2018 models (911S/caymanS/CayenneTurbo). Golf finished up around 3:30pm and we headed back to the Hotel for a 6pm Western Theme dinner outside. Porsche went all out on food, décor and entertainment for this night. And Trent Jones spoke on course designs and a Golf channel host talked about the direction golf is heading.

We had to head in early for tournament play which started at 9am so shuttles to Troon started at 6am again. Let me just say Troon is not a typical California course. There are no fairways next to each other, you drive 500 to 1,000 yards to get from one hole to another. Fairways are lined with multi-million dollar homes. Needless to say I had to visit the golf shop for a few more sleeves of balls!

My game was off and I struggled all day. My 4-some had a couple of 6 handicaps and they did well until the final 4 holes - and then they blew up...

Tami found some ladies from Philly and spent the day with them, just so happens both of their husbands won their region and both of them won the overall and A group for this tournament! So now they'll travel to Spain in May for the finals. The overall winner - Steve - shot a 69... he never even pulled out his driver to manage the course, impressive!

The final big event was the Awards dinner. Here again Porsche knows how to put on a fancy party, formal attire, beautiful tables and settings. We sat with the eventual winners and had some great food. The PCNA marketing director showed us what Porsche is coming out with and it was short of nothing but amazing... from the GT2RS to the Mission E and the Panamera /Hybrid Turbo S, this will have over 650 HP! (Rocketship)

Saturday was check out and departure. They shuttled Tami and me to Avis where we grabbed a car and drove to Sedona for the weekend. This needs to be on one of our tours!

We are very thankful for Fresno Porsche for putting us in the Olympic Tourney so we could experience this event. This was a once in a lifetime experience and we were blessed to have been involved.

*Regards, Dave Ogden*



# To the Members of PCA Sequoia and their "closest" friends...

Because of our recent success with NEW CAR sales in March we now have an overflow of some very nice certified pre-owned Porsches. Either come in to the dealership and do a walk around of our inventory or go on line to [porsche-fresno.com](http://porsche-fresno.com) and see what you think may look good in your garage.

"We are excited about our relationship with PCA Sequoia and will do all we can to make your customer experience - ENJOYABLE."

CJ Wilson, Principal

**BONUS: A \$500 Credit to our Life Style Boutique for any member who purchases a car from Porsche Fresno by April 30th, 2018.**



**Porsche Fresno**  
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# In The Zone

By Sandy Provasi  
Zone 7 Representative

What is Zone 7? Zone 7 is one of 14 Zones within Porsche Club of America. PCA divided up the country to better communicate between the National board and the regions. The Zone Representative is the go-between. As of February 2018 we had 6,000 primary members in Zone 7 among the 10 regions. We have an addition 3,299 co-members for a total of 9,299.

At the end of February, Zone 7 Presidents from the 10 regions in the zone met in Livermore. We went over the new Minimum Driving Tour Standards, upcoming events in PCA and shared what is working in the regions so others could get new ideas. Aaron Ambrosino, PCA National Treasurer, joined us and covered how we are insured for all PCA events and volunteers. The Presidents also approved changes to the Concours and Autocross Rules for 2018. You can find the new rules at our website, [zone7.pca.org](http://zone7.pca.org). Thank you Presidents for spending the day with me.

Spring is coming and it is time to join us on April 15th at the Concours

Judging School and Car Care Clinic. Go to [www.motorsportreg.com](http://www.motorsportreg.com) to register.

The 2018 Zone 7 Autocross series begins with a weekend event at Marina on April 21st and 22nd hosted by Loma Prieta Region and Golden Gate Region. Register at [www.motorsportreg.com](http://www.motorsportreg.com).

With the start of the season, comes the Zone 7 Autocross School also held at Marina and sponsored by Porsche Monterey. This will be a great weekend on April 28th-29th. The school could sell out soon, so if you are interested, don't wait. For more info check on [zone7.pca.org](http://zone7.pca.org) or [motorsportreg.com](http://motorsportreg.com)

## Upcoming Events:

Zone 7 Concours School at Porsche of Livermore April 15th

Zone 7 Autocross weekend at Marina, LPR/GGR April 21st-22nd

Zone 7 Autocross School, Marina, April 28th-29th



Zone 7 Sierra-Desert-Pacific Tour, Postponed

Treffen Tamaya, Santa Ana Pueblo, New Mexico, April 25th-29th

CRAB 37-Sacramento Valley Region, May 18th-20th

Shasta Region Tour- June 8th-11th (Sold out)

Lake of the Ozarks Porsche Parade, Tan-Tar-A Resort, Osage Beach, Mo, July 8th-14th

Werks Reunion, Corral de Tierra, August 24th

Rennsport Reunion VI, Laguna Seca, September 27th-30th

Safe Driving,  
Sandy Provasi, Zone 7 Representative  
[sandyprovasi@gmail.com](mailto:sandyprovasi@gmail.com)  
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## **ZONE 7**

### ***Two-Day Autocross School***

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**PORSCHE**  
**Porsche Monterey**

This exciting event is hosted by Zone 7 Porsche Club of America. It is designed for people new to autocrossing. If you have wondered what it is like to experience driving your Porsche on the edge (but safely in control) then this is for YOU!

Saturday we will concentrate on basic driving techniques by doing driving and braking exercises. On Sunday you will learn how to work and drive a typical PCA autocross course. Elements from Saturday's exercises will be included in the course. Two people can share a car as half the students drive and half work, watch, and learn, then drivers switch places.

The event is limited to PCA members. The cost is \$120 per person and includes lunch, an event T-shirt, a copy of "Secrets of Solo Racing" by Henry A. Watts, and two days of instruction from the best and most experienced autocross instructors in the US.

Registration opens March 1, 2018 on line at [www.motorsportReg.com](http://www.motorsportReg.com) PCA-Zone 7 Autocross School

The school is limited to 50 students. For more info contact:

John Seidell at [johnseid@astound.net](mailto:johnseid@astound.net) or Howard Yao at [howard@aberrance.com](mailto:howard@aberrance.com)





## **Diablo Region/PCA Zone 7 Concours d' Elegance #1 and Car Show**

**Sunday, May 6, 2018 8:00AM to 2:00PM**



Hosted by Porsche Livermore  
3100 Las Positas Road Livermore, CA 94551

Registration Opens: 8:00am

Registration Closes: 9:30am

Judging starts: 10:00am

Concours Judged Car Entry Fee: \$35.00 per car. Includes lunch for 2 people per car

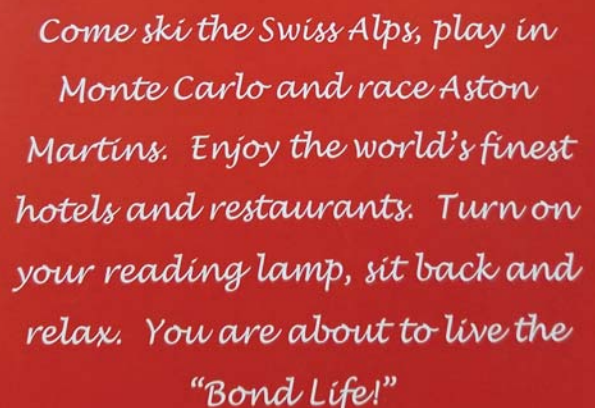
Car Show Display only (Not Judged) : \$25.00 per car. Includes lunch for 2 people per car

Registration available from the Diablo Region site and through eventbrite

[www.diablo-pca.org](http://www.diablo-pca.org) or [www.eventbrite.com](http://www.eventbrite.com)

For more information, contact : Marc Giammona @ [mgcls@sbcglobal.net](mailto:mgcls@sbcglobal.net) or Bob Hilton @ [RobertDHilton@comcast.net](mailto:RobertDHilton@comcast.net)





## **2018 968 West Coast Gathering**

**June 29-July 2, 2018**

There will be a gathering of 968 owners this summer in Sonora, CA, June 29<sup>th</sup> to July 2<sup>nd</sup>.

Sonora is located on historic CA Highway 49, at the foothills of the Sierra Nevada Mountains!

Think Winding Mountain Roads!



In the beautiful Sierra Nevada Foothills, in the heart of California's "Gold Country" lies Sonora, named after the miners from Sonora Mexico who settled the City in 1848. Known as the "Queen of the Southern Mines", Sonora still holds onto its historic downtown charm while thriving as the commercial, government and cultural center for the region. This should be a great base for scenic drives, social time with fellow 968'ers and exploring the local region!



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For those who made the 968 Gathering in S. Lake Tahoe, this is a little southwest of that and we will have an opportunity to enjoy some of the same styles of roads and scenery! Stops are being planned at several nearby historical venues.

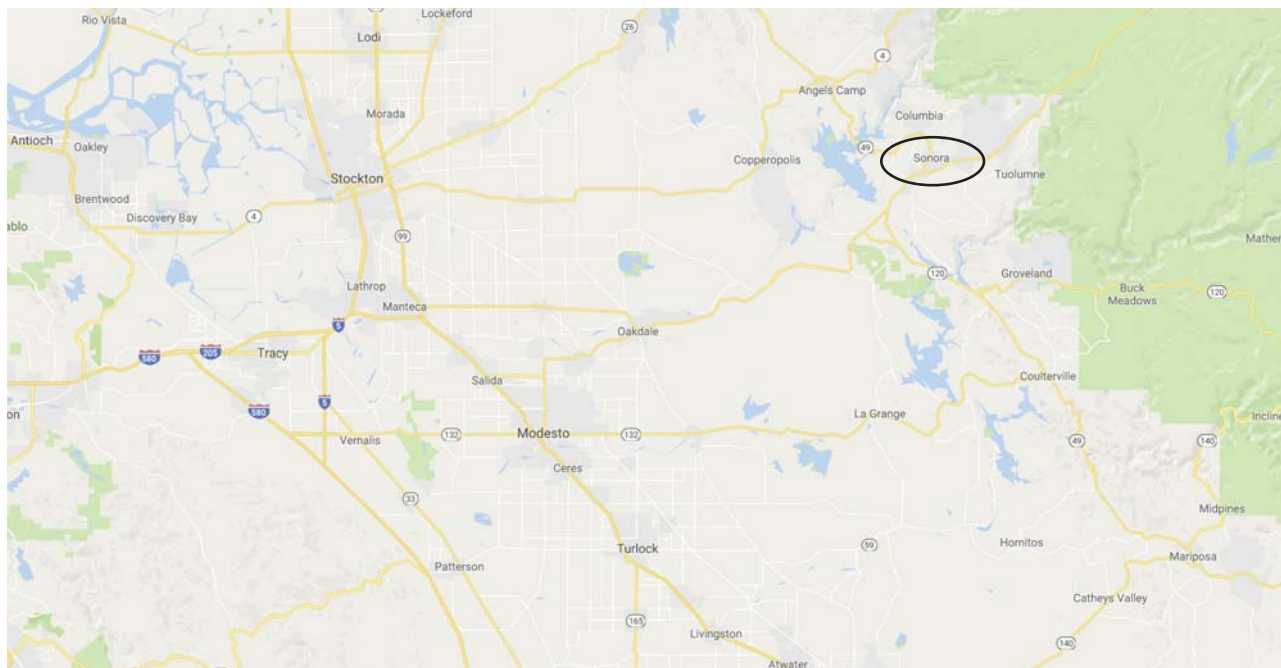
The base hotel is the Sonora Inn (<http://www.thesonorainn.com/>) with discount rates of between \$135-\$145 per night; depending on room type. There are other higher-priced hotels/inns/B&Bs and some lower-priced lodging to suit all pocketbooks and tastes. One caution, there are no first floor rooms at the hotel and the elevator is under repair and may not be operational. If this is a concern, they have an adjacent property with first floor rooms that you can book.

Make your reservations no later than May 29<sup>th</sup> to check-in on Friday, June 29<sup>rd</sup> and check-out on Monday, July 2<sup>nd</sup>

The block of rooms will be released after May 29<sup>th</sup>.

Ask for the “Porsche Club 968” special rates. Reservations should be direct to the hotel at 209-532-2400

For more details and to let us know you are coming, contact us at [oy-koh@comcast.net](mailto:oy-koh@comcast.net)





## Retrospective ... STORIES OF OUR MEMBERS

Submitted by Margie Back, Historian

During June of 2017 two new babies were born to members of our Region, and I just can't pass this up without introducing their families. In a club like ours, we are usually talking about new *cars*, *not new babies*.

We have also lost two long-time Porsche members recently, so a word about them.

**Kevin and Emily Davis**, and Kevin's parents, have become involved with our Region during the last couple of years. They have enjoyed their 914s: Kevin with a 1972 and his dad with a 1971. There is now a new family member/PCA member: Westley Stephen Davis, born on 6/16/2017, 11:49 PM, at 7 pounds, 6 ounces. They chose Stephen for his middle name because both of their dads are named Stephen ... wonderful way to pay respects to both Dads!

### Here is Kevin's story:

My love for 914s started with my Dad. I actually remember the day we went to look at the funny looking Porsche 914 in Visalia. We took the car for a test drive and it broke down, so we had to get it towed back to the owner's house. I can remember telling my dad at the age of 10 not to buy the car because it broke down. I'm glad he didn't listen to my advice because he bought it anyway and was able to negotiate the price because of the break-down. So 1,200 dollars later we were the proud owners of a Porsche 914 that I really didn't care for. But after some time I started to fall in love with our little weird car. The 914 was the first car I learned how to drive on at the age of 12 years old.

We lived in the country with a circle driveway that was great for a go- kart! I would drive the car for hours around the house going faster, faster. I can't believe I never crashed the car doing this. We did everything as a family in that car. My father added a center seat belt and all three of us would go camping, on car trips, name it - we did it. In 2003 the car had a bad oil leak coming from a case plug. We pulled the motor to have it fixed. We ended up fixing the oil leak but never putting the motor back in the car. I guess life got busy. I moved away, and so on. The car sat outside under a cover for 10 years sitting idle until I decided to install the motor which had been sitting in the garage for the last 10 years. It took me about

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a month to get the car running. After I got it running it brought back many memories for all of us and we had forgotten how fun that little weird looking car was.

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**Antonio and Bethany Panzera** became Porsche club members in 2016, when they purchased their first Porsche, a 2001 Boxster S. Antonio quickly became a valued “tech” guy for our club’s tasks. Their first child, baby Gwendolyn, was born June 30<sup>th</sup>.

### **And here is Antonio’s story: My First Driving Experience**

I had just finished measuring a client’s house to begin plans for a remodel and pulled into my office’s parking lot when I saw it: A brand new 2004 996 C4S. I get out of my car and check it out. It’s silver with tan interior, Tiptronic transmission, and a sunroof. Looked like it had just come from the wash as there was not a spec of dirt to be seen.

I walk into the office, it’s a small office -- just myself, my dad, and a single employee -- and I see my dad talking to a longtime family friend and client, Jim. I hand out pleasantries and tell my dad how the job went, then start talking to Jim about his Porsche and how nice it is. That’s when it happens. I get tossed the keys and he said, “Let’s go for a drive!”

As we get in, I notice how nice it is inside and how comfortable the seats are, and I haven’t even adjusted it yet. I start it up and the sound, oh the sound it made! It was music! I ask him, “Where to?” and he suggests the freeway as it is just right there behind the office. I get going nice and slow as it’s not my car nor have I driven anything with this much power before. We get on the freeway and we get talking. I don’t remember much about the conversation as I was a little nervous about driving around in a car I could only dream about owning. We come up to Hwy. 43 from 198 east and I decide to turn around on the clover on-ramp. I get onto 43 and head towards the 198 west. I get on the onramp, and Jim says, “Punch it!” and punch it I did! The CS4 stuck to the ground and just shot off that ramp like a rocket! I get to merging onto the freeway, look down and realize I’m doing 95 before the onramp ends. Blink! And now I’m up to 120! I’ve got the steering wheel in a death grip and I let off the gas, all I can say is

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"Wow!" I let the car settle back to cruising speeds as we head towards 12<sup>th</sup> Ave to turn around and head back to the office.

Now, I pride myself on being a very observant driver, making sure not to bring myself or others to harm, little did I know how being observant would pay off in a big way. We are approaching 12<sup>th</sup> Ave. exit ramp and I see we have the green light up ahead. Jim is still talking to me and only slightly paying attention to traffic. I approach the green light and this van to the left catches my eye. Two girls are in the front seat and I notice the driver is looking right at her passenger. I still have the green light but she doesn't seem to be slowing down. So I decide to stop at my green light. Jim notices I slow to a stop and starts to ask what the problem is, just as we watch the van go right through the intersection. I had just saved us and his Porsche from being T-boned. My light turns yellow so I stay stopped. We sit in silence for a bit as we both come to terms with what just happened. Jim thanks me for stopping and we head back to the office and tell my dad about the adventure.

Ever since that day I told myself I would buy myself a Porsche, it took a while but I finally did. And that is a story for another time!

---

A few months ago, long-time active PCA member

**Gene Gilpin**

passed away following a long illness.

This remembrance has been written by his friend, Glenn Pierce.

I first met Gene in 1972 at the "Gardner Porsche & Audi" store on Blackstone. I had just started as a new salesman and he rolls in, in his 1967 911s, green metallic with checker black and green hood. It was the "epitome" of ugly, but it was fast. It was friends at first sight. I took him out back to show him my 1964 356SC, red, much better than green, and he agreed. I met him, Marilyn met Cheryl, and then Marilyn and I got married. We both had blended families so had a lot in common. At the "Gilpins" abode on Sierra, we had many family events and Porsche events. Porsches in the garage, two speedsters stacked on each other, Gene thought they were breeding.

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PHOTO BY DIANE TIERRELL

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He restored his 356A coupe that now resides in the Porsche Museum in Germany. It was traded in 1982 at Laguna Seca for a prototype 1983 922sc Cabriolet – hence the California License plate he had said “Traded.” It has been restored and is/was for sale at John Wilhoite’s in Long Beach.

Back to Gene. He had “Porsche” in his blood, owned many. His last one was a 2004 911 Cab. He was very active on the national PCA scene for the national Parade. In 1990 he chaired the national Parade held in Monterey. It was a great Parade and he worked hard at making it a success. We were all involved in parts of it and have some great memories. They were “Family of the Year” in the 1980’s, Enthusiast of the Year, also in the 1980’s. He was President of the San Joaquin Region many times. That was the name of our Region before we had to change it, which is another long story. Gene had a few trick Porsches: a slant nose 914, and one of the first 930 Turbos in the USA and California, 1976 black/cork beast (this was before they named the 930 “Widow Maker”). We as a family did the autocrosses at Madera airport, Marchbank Raceway, Hanford, and Lemoore NAS. You can see those photos in the albums at the Christmas parties with the Gilpin and Pierce kids selling cold drinks on the tarmac, and Cheryl and Marilyn running the stop watch timings and running the times to the drivers.

Gene and Cheryl were very close with the “Porsche family” in Germany. He was a flight surgeon in the Air Force in Germany and he related the story to us many times about his pilot friend, Mike Adams, Ansel Adams’ son. When there was a Grand Prix in Europe they would order up a Jet, saying a VIP was en route to wherever, and Standard Operating Procedure was an M.D. had to be present. So Gene and Mike made most of the Grand Prix in Europe and Silverstone, England. When back in the states, he settled in Fresno, his hometown. Check out the back road from North Fork to Bass Lake and you see “Gilpin Road” towards the lake. By profession he was a Radiologist with a local practice, then worked at Sierra Hospital, and retired from Kaiser.

Thank you, Gene and Cheryl, for all of your contributions to the local Porsche Club. Gene will be gone but not forgotten. It has been a rough five years for him, but he is now at peace. We will miss our monthly dinners and his saying, “The Pierces are here.”

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And now, just as this Zeitung is being put together,  
another dear member of this Region has died.

### **June McPherson Maslowski**

June died March 15 in Sacramento, where she had been living in a care home near her daughter. June came into the Porsche club family when she accepted a "first date" with Tony Maslowski and accompanied him on a club tour led by Dave Goerlich -- a Hobby Tour that ended up at Milt Jansen's car collection near Reedley.

Tony, always enthusiastic, loved telling their story. In the early '80's, his wife Eve died after a long illness. Tony, a contractor and builder, grew up in the same Fresno neighborhood as June's husband, and had actually built a house for June and her husband some years earlier. When her husband died, June - an attractive retired teacher - caught Tony's eye. He waited an appropriate amount of time — then made his move! June accepted that first date, a ride in his beautiful orange 914, and a new chapter in their lives began. They were married at the Carmel Mission and settled into a busy and active life. The Porsche Club took high priority among their many commitments and both Tony and June were always ready to help and to participate. June was fun-loving, a great friend, and a wonderful partner to Tony.

After Tony's death, June moved to a retirement home near Turlock.

We miss them both.

A memorial service was held for June on March 23<sup>rd</sup>.



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# 1956 PORSCHE 356A 1600S COUPE



## 1983 Article - Featuring Gene Gilpin

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

Submitted by Vern Simmons

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.

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# Gilpin Story

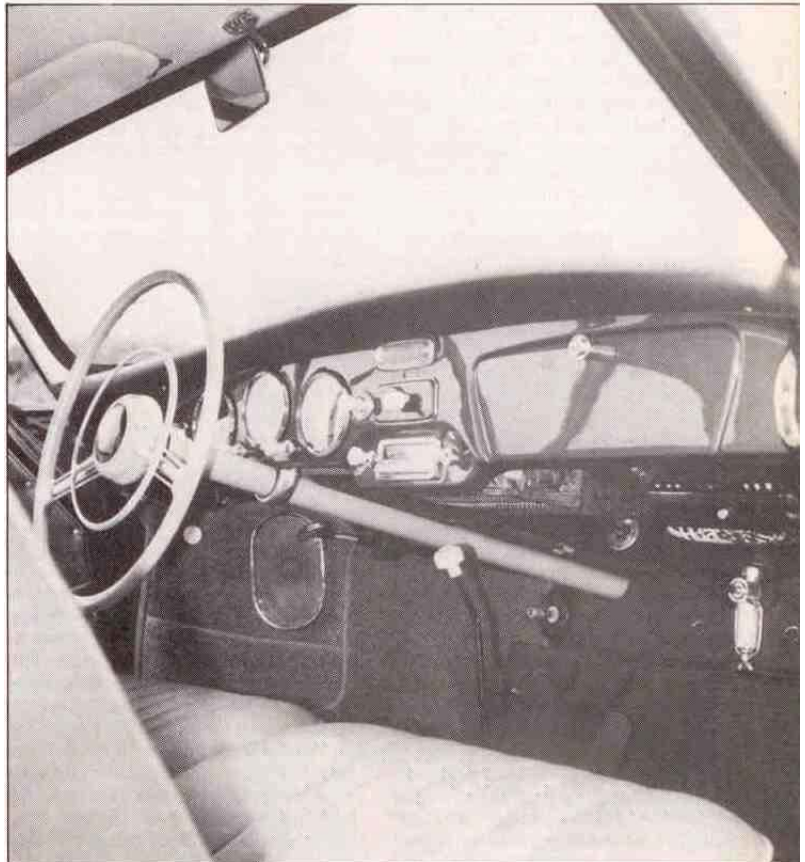
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Removing several layers of paint, Gene found the original color coat was green, and he found a spot that seemed to be as close to original looking as possible, so he had a matching color made up, sprayed a small piece of metal and sent it to Jim Perrin (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 between 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



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# Gilpin Story

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his troubles were over. With Gary's diligent search for hare-to-get pieces, plus a visit or two to 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 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 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.

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 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

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# Gilpin Story

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place – in mid-June in Gene's home town. He will receive one 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! Good Job, Gene! - Vern Simmons*



# Calendar of Activities

To check the Sequoia Region Club Calendar, click this link: <http://seq.pca.org/calendar/>

	BOARD MTG	DINNERS	TOURS	TECHDAY	AUTO-X	FIRST SAT COFFEE	track/events
<b>April</b>	2-Apr	10-Apr	21-Apr		cancelled	15-Apr	
	Vern		Three Rivers		tbd		
<b>May</b>	1-May	8-May	19-May		12-May	13-May	
	Ed's		Boyden Caves		tbd		
<b>JUNE</b>	5-Jun	16-Jun	15-17 june		NONE	10-Jun	
	Debi's		Mammoth				
<b>JULY</b>	3-Jul	10-Jul	21-Jul		NONE	15-Jul	
	Vern		Big Creek/				
<b>AUG</b>	7-Aug	14-Aug	18-Aug		NONE	12-Aug	
	Steve's		Coastal tour				
<b>SEPT</b>	4-Sep	11-Sep	15-Sep		8-Sep	9-Sep	
	Margies		Equinox		tbd		
<b>OCT</b>	2-Oct	9-Oct	27-Oct		13-Oct	14-Oct	
	Ed's		tarantula		tbd		
<b>NOV</b>	6-Nov	13-Nov	Obie?		10-Nov	11-Nov	
	Stevens		Wine Tour		tbd		
<b>DEC</b>	TBD	1-Dec	NONE	NONE	NONE	9-Dec	
	Verns	Belmont					



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