

Sequoia Zeitung

JUL | AUG | SEP 2018



Equinox Tour

By Dave Ogden | Photos by Mark McElwain & Randy Ames

Sept. 22nd was our Equinox Tour that everyone seemed to show up early for!

By 8:30 a.m. we had 18 cars and 26 people gathering around for a drivers' meeting.

We had a nice alternate route for those wanting to avoid some winding roads going up to Shaver Lake.

At our first rest stop both groups pulled in at the same time so we chatted some and

headed to our next rest stop at McKinley Grove - which is a great selection of large Sequoia trees to walk under on a nice short hiking trail. We loaded up and finished the route to our picnic tables next to Courtright Reservoir. Here the air was clear, the sky was bright blue, and it was a crisp 65 degrees.

Everyone brought plenty of food , but I did
(continued) notice no fresh baked cookies,
(continued)



Equinox Tour

By Dave Ogden | Photos by Mark McElwain & Randy Ames

all store bought, *yuck*.

Several people headed back early for other events and many drove around other lakes in the area.

Great group of people and our next tour is the Tarantula Tour Oct 27th so leave the date open.

Regards,
Dave Ogden



President's Letter

By Ed Suarez

Club Members,

Time is flying by this year. It was a fun filled three months of activities.

We have had great dinners at Sakura Chaya, and Papi's Mexican grill. We also were part of Fresno Porsche's Barbecue which had a large showing of cars and plenty of food.

We had our first autocross of the fall, with good attendance. We had a mix of Porsche's, and other cars. Everyone had a great time and were able to have a lot of runs. It was a perfect opportunity for everyone to learn how their cars handle. Hope to see more people show up for our October event.

Our Octoberfest was the best we have had in many years. Please read the article in this edition.

Our Kars and Koffie continues to grow. We have a great spot where we can freely walk around and enjoy the companionship and cars. We have plenty of room to grow our event.

PCA had some great events with Monterey Car week and Rennsport. We are fortunate to live close enough to Monterey to visit these fun events. Visiting Laguna Seca and being able to walk the paddock is quite an experience.

We have had tours to Pismo beach, along with our equinox tour up to Courtright lake. Articles are included in this edition also. The tours always turn out to be enjoyable. It's always fun to take tours with fellow members and

experience the wonderful roads and scenic views that California has to offer. Our upcoming tours include the Tarantula Run on October 27th and our wine tour on November 17th. Keep tuned in, for more information on these tours.

Coming up on November 19th is the Porsche DE day at Laguna Seca. Reservations are now open, so sign up before it fills up. Fresno Porsche is hosting it with the Diablo Club. The runs are separated between beginner, intermediate and advanced.

Elections are coming up. We will have a new opening as Steve Williams will be stepping down from the board. He has been a very active board member for a number of years and will still be active with the club. Steve has supported us in the past with liaison for the dealership and supplying the club with wonderful photos of our events. We still look forward to seeing many of the photos that Steve provides us. When you see Steve, please thank him for all the support he has given the club over the years.

Kevin Davis has entered his name for a board position. Kevin and his wife has been very active with the club. Kevin is a very enthusiastic Porsche owner and has participated in many of our activities. If anyone else is interested in any of the positions, or wants to vote for someone other than those listed in the ballots, you can do write in votes during the election. Please read his Bio in this newsletter.



Articles Wanted on These Topics:

Question: What has been one of your most memorable drives anywhere in your Porsche.

Question: Why did you buy your first Porsche and how has the experience been.

Question: What is the most enjoyable thing about owning a Porsche.

Membership growth has been spectacular, especially in September.

We have grown from 336 to 355 total members so far in 2018.

Look forward to seeing you at one of our many upcoming events this fall.

Ed Suarez
Sequoia Region President

Please Help Us Welcome Our New Members - Since June 2018

New Members:

Mark Carter

Patrick Flint

Bernie Rapaport

Boni Villalobos

Vickie Lee

Keith Korth

Babette Jaire

Timothy Treguboff

Robert Fultz

Their Porsche models:

2014 Boxter S Agate Gray Metallic

2018 718 Boxter Guards Red

1970 911T Silver Metallic

2015 911 GT3 Black

2018 Macan GTS White

2014 Cayman S White

2003 Boxster S Silver

1976 911S White

2011 911 Carrera Cabriolet Silver



Stephen Davis posts:



"The love of Porsche starts..."

Save The Date: Southern California Tour

Friday, April 26 to Sunday, April 28, 2019

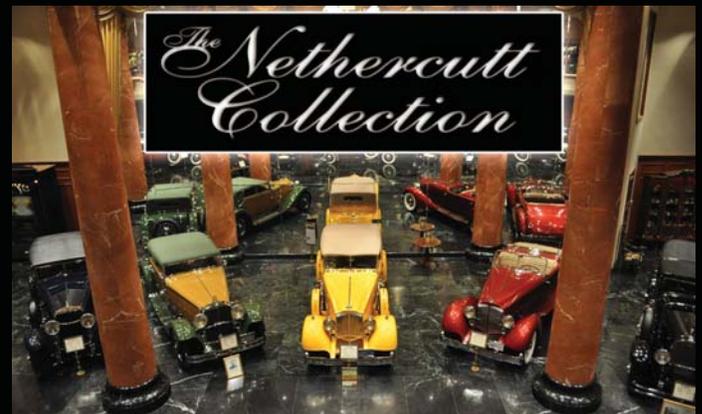
Randy Ames and Darrick Duerksen are planning a tour to Southern California on Friday, April 26 to Sunday, April 28.

We will visit the Nethercutt Collection in Sylmar on Friday and drive Angels Crest Highway on Saturday. More details to follow.

SAVE THE DATE!

Darrick Duerksen | djdurksen@yahoo.com

Randy Ames | amestr@att.net



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BY DIANE TIERBILD



Octoberfest 2018

By Ed Suarez | Photos by Steve Williams, Randall Plaucher, and Ed Suarez

This year's Octoberfest was one of the best that I have had the luxury of attending. We had 118 guests this year. It turned out to be a beautiful day all around. The weather couldn't have been better. We had a large variety of great Porsche cars to peruse at. Many new members joined us this time and I hope all of you had a great time. I heard lots of great discussions and laughter, and that's what it's all about. The catering was top notch with plenty of food for everyone.



This year the costume winners were Margie Back and Russ Weber. We had about a dozen members dress up in the traditional German attire. Thanks everyone for making the effort. Hopefully next year we can get even more to dress up, and that includes me.



I would like to personally thank Fresno Porsche for their participation. Arya and Dan both provided several great gifts for the raffle. They also brought several cars to show. Salena, thanks for providing photos of the event and dressing up in German attire.

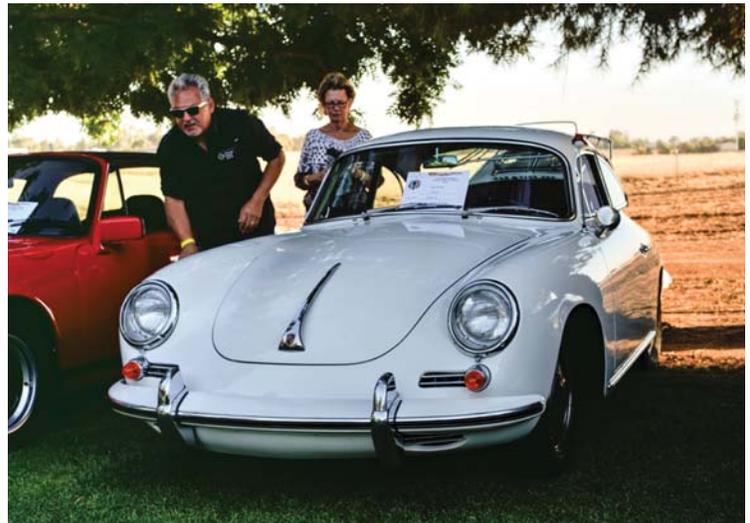
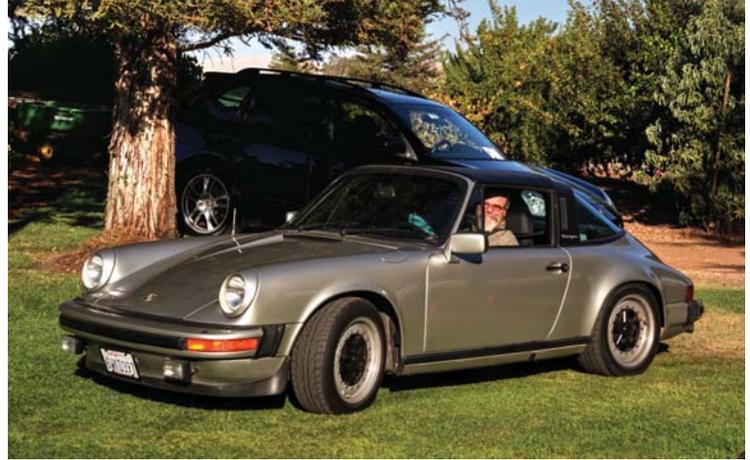
The car show was a great hit with three winners. For Best in Class for Classic was Daniel Escobar. For Best of Class Modern it was Randall Plougher. For Best of Show it was Wayne Hotzagorian. Thanks everyone for getting their cars looking great for the event. I have to say that having a smorgasbord of Blue colored cars side-by-side was also very impressive.

There was a lot of effort put in by many members to make this such a great event. The list is too long to denote, except that I want to give a very special thanks to Tami and Dave for offering their house and putting together a fun time for all. I know it was a whole bunch of work and we all appreciate your efforts.

Please check out all the great photos provided by everyone and those on our website provided by Steve Williams.

- Ed Suarez

Steve Williams' Photos this page, and next page



More Oktoberfest photos - by Steve Williams
(next page photos by Randall Plaughter and Ed Suarez)



Octoberfest 2018

Photos on this page by Randall Plaughter | Inset Photos by Ed Suarez



AutoX Round 2: Miata vs. Porsche

By Larry Kirlin | Photos by Ed Suarez





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WERKS

By Dave Ogden

In August, Tami and I volunteered for parking cars at WERKS and handing out goodie bags.

Things got busy before 7 a.m. at both stations. No break until after 10:30 a.m. with a steady line of cars coming in.

We both got good active stations to work. I had the water-cooled 911s to park - which was over 6 rows of them to park.

Saw some nice Turbos and even a couple GT2RS!

Porsche and PCA really had a big time event and was nice to see all the Outlaws and the special cars being displayed.

At 1 p.m. we jetted to attend the Pacific Grove Rally / car show.

Got signed up a couple days in advance with a friend showing his '29 Ford pickup. This event is fun due to all of the different types of cars. We had a 1919 Franklin in front of us. They drove out from Florida, took them 10 days going 40 mph.

Show was from 2 p.m. - 4:30 p.m. then we fired up the cars and got escorted from PG to Pebble and back which was really fun as the streets were lined up with people cheering you on. After returning to PG we parked and had a fun BBQ in downtown.

Saturday we headed into Exotics on Cannery Row which was Nutz! So many people and so many Exotics.

Regards,
Dave Ogden

WERKS photos continue



WERKS 2018

By Dave Ogden



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PORSCHE

In The Zone

By Sandy Provasi, Zone 7 Representative

Please join us for the Zone 7 Year End Awards Banquet, which will be a casual Mexican Fiesta in Concord, California on November 10th beginning at 6pm. This is a central location to many of the Zone 7 regions. Zone Concours and Autocross awards will be awarded along with other Zone awards for the year and of course door prizes. Register at motorsportreg.com or email sandyprovasi@gmail.com before November 6th.

Rennsport Reunion VI is in the history books. It was quite an experience whether you attended for 1 day or all 4 days. Porsche put on a great show with the help of PCA volunteers. Klaus Zellmer, CEO for Porsche Cars North America, told us on Sunday they were hoping to push 70k in attendance for the 70th anniversary. They out did that with 81,550 attendees. Thanks to all the 325 volunteers who helped

through out the event including, working in the PCA Hospitality tent, the 70th Anniversary display and parking 1400 Porsches in the corral.

Most regions have elections going on now. Please take the time to vote. You can take it one step more and volunteer for your board, a committee position or step up to host an event. It is the people and volunteers who make PCA the awesome club it is.

Looking Ahead:

- Zone 7 Year End Banquet, Saturday, November 10th, Concord, CA
- PCA Treffen Santa Barbara, Hilton Beachfront Resort, April 3-6, 2019
- Zone 7 Tour with Shasta Region, June 6-10, 2019



- Porsche Parade, Boca Raton, Florida, Waldorf Astoria, July 21-27, 2019
- PCA Treffen Woodstock, Woodstock Resort, Vermont, Sept. 4-7, 2019
- Porsche Parade, Greater Palm Springs, California, June 21-27, 2020

Safe Driving,
Sandy Provasi, Zone 7 Representative
sandyprovasi@gmail.com
Phone: (408) 947-0980

<http://zone7.pca.org>



Mammoth Tour

By Dave Ogden

June 15-17th we headed over with a small group of cars from our Region.

We picked up a couple along the path to Yosemite so when we hit the Valley floor we had 6 cars in total.

After a couple pit stops and photo ops we stopped and waited for Diablo and other Regions at Big Oak Flat gas stop.

Shortly after we arrived we had over 40 cars roll in and start to meet and greet. I gathered our group and moved on to our lunch stop before we started to overfill the gas stop.

Just a 45 minute drive over Tioga pass we stopped for a picnic at Tenaya Lake. Here we gathered with many more Diablo and GGR members. Before we were done with lunch we had a chance to mingle and find out how many are doing Mammoth for the first time, over 70% that attended were first timers to Mammoth.

We gathered up and finished the drive to Mammoth Mountain but we had been tracking ahead of schedule so we took a turn and did the June Lake loop and got a taste of what the Alps must be like. If ever over there make sure you do this loop in both directions.

After getting into town we checked into our hotels before taking a rest /shower then headed out for meet and greet at The Eatery. Here it got large and loud. Many new faces and several familiar faces from other events and past Mammoth tours. We had our Zone Rep attend with her husband, Sandi & Tom Provasi. It was later determined that 7 Regions and over 80 cars attended this year.

(continued)



Mammoth Tour

By Dave Ogden



(continued)

We gave out instructions for Saturday's Tour/Lunch/Tour and dinner plans and all headed back to catch some zzz's before early breakfast meetings before the tour. With 80 cars rolling into Base Camp and getting staged for the Saturday tour, and a drivers' meeting - it got impressive and scary to look at all the coordination needed to pull this day off without an issue. After I went over the rules for the drive we broke out into 4 groups and departed for the best 120 miles of road (loop) you can find for a sports car. Stunning views, great road conditions and rolling hills that rival the best rollercoasters! We all ended up back at The Eatery for lunch which again got so loud with all the conversations and laughter. After a quick update for the afternoon's events, most departed for a short loop to see the Lakes of Mammoth then dinner and a car show, followed up by a short drive up the hill for the Minarets sunset viewing.

Sunday was the casual day and most did breakfast together, others departed early and others went to the Main Lodge for a gondola ride up to the top of Mammoth for a stunning view of the Eastern Sierras.

I would like to thank Mark Coronado for handling all the food and hotel and City officials in Mammoth. Mark makes sure we are getting service and deals that normal tourists do not. He handles the stress of putting on a large event like this so all of us can enjoy what Mammoth has to offer.

If you plan to join us next year make sure you start asking around February as to what month and day we are going to head back over and enjoy this fun event again.

Check it out at:
<https://highaltitudeporschetur.com>

Regards,
Dave Ogden

Special Offer to Porsche Club Members:

One (1) free driving experience voucher for up to \$500 at the Porsche Experience Center (PEC), with the purchase of a new vehicle before December 31, 2018. Ask for Arya Omidvar if you have any questions.



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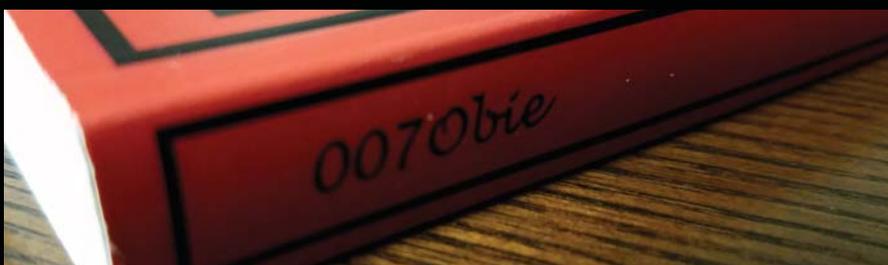


A Memoir

By

Obie R. Silverwood

Come ski the Swiss Alps, play in Monte Carlo and race Aston Martins. Enjoy the world's finest hotels and restaurants. Turn on your reading lamp, sit back and relax. You are about to live the "Bond Life!"



PCA Wine Run – July 21, 2018

By Obie Silverwood

It was hot (about 104 degrees), but it was fun anyway. Most of our group were the usual suspects: the Plaughers, Webbs, Williams, Duerksens, Deans, Pierces, Kulinas, Hotzakorgian and Joy and I, but we also had some newcomers – Laura Fenster, Doug & Jennifer Armey, Danny & Lynette Escobar, and Jim & Lori Medeiros, who drove all the way over from Los Banos.

The twenty-three of us assembled in our 13 cars and started-out from Starbucks heading to the Valley Oak Winery in Sanger. Well, we almost started out; one of the 911's would not start – dead battery. Fortunately, Richard Webb's jumper cables solved that problem. I had planned a somewhat round-about course to make our short drive interesting, particularly a couple of roller-coaster elevation changes on Riverbend road. But, as Murphy's Law would have it, we hit an unforeseen road closure and had to get creative to stay on course.

On arriving at the winery, we were greeted by Mike Ubick, the owner, who ushered us into his air-conditioned barrel room, where he had graciously staged tables for our lunch. His wife, Tanya, poured tasting samples for us as Mike commented on the wine qualities and how their harvest and production methods made them especially good.

My birthday (74th) being the next day, Joy had brought along a carrot cake to share, on which we placed a candle or two. It made a good dessert.

Surfeited with wine, lunch and cake, we bid adieu to the Ubicks, then several of us headed over to the nearby Marechal Winery, who provided us a private room and table for our diminished group, where we spent the remainder of the afternoon partaking of their wine offerings.

Thanks goes to Richard Webb for preparing the course maps, and to the Ubicks for their cordial hospitality. Be sure to visit and support this new winery.

Obie Silverwood
PCA Wine Drive Guy

Photos Continue...



PCA Wine Run – July 21, 2018

Continued - By Obie Silverwood





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Kevin Davis
Board Nominee Bio

My name is Kevin Davis. I grew up in the small farming community of Easton, CA. At the early age of 10 I learned how to drive tractors, trucks and other equipment. The first car I ever drove was a 1972 Porsche 914 at the age of 12. My parents have a circle driveway and that was my go-kart. Sure it wasn't the fastest car, but to a 12 year old it was awesome! That is where my love of cars especially Porsches began. We would take that car everywhere for day trips, family vacations and so on. My first car was a 1965 VW Bug. It had the original 1300 cc motor and a top speed of 62 mph. During that time I was commuting into town to high school with that car. It was like a traffic accident waiting to happen! I really wanted a 914 and found one locally in the classified section of the paper. It was sunflower yellow with a 2.0 motor. My parents loaned me the money I needed to buy the car and I made payments back to them. I loved that car! I was the only one in the high school parking lot to have a Porsche! During that time everyone else only drove trucks. I had the different vehicle and loved it. I would read Porsche magazines and I thought the Boxster S was the coolest car ever because it reminded me of the 914, but at \$65,000 I thought I would never be able to afford one. About two years ago I found a 2001 S Boxster with only 67,000 miles on it with a six speed manual transmission. I had to have it! A little bit later my wife, Emily Davis, and I found out we were pregnant with our first child, Westley. So after a little over a year of ownership, I sold the car and miss it. Over the last few years I've owned a few 914's, a 2001 Boxster and am currently working on a 1968 912. I joined the club in 2015 and have enjoyed being a part of the group. We are currently expecting our second child. She is due December 7th.



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(Circle Number)

Porsche Lemon

By Bob Kierejczyk

It was late 1969 or early 1970 (since I'm now 73 I sometimes can't remember what I ate for breakfast and occasionally dates run together).

I had recently been discharged from the U S Navy @ NAS Lemoore, Lemoore, CA and was contemplating whether I would return home to Rhode Island where I was born and raised or stay in Fresno taking advantage of the GI Bill @ Fresno City College and working flipping hamburgers at a local iconic lunchtime restaurant called Trolley Car Carole's located in Fresno's downtown industrial area.

One customer that frequented the Trolley was an outdoorsman and rock climber by the name of Roger Derryberry. Over time I had gotten to know Roger not only for his interesting take on life, but frankly and more importantly, by the car he drove which I came to know was a 1958 Porsche Speedster. On occasion I would talk with Roger and often (like every time I spoke with him) the subject of his Speedster came up. One particular day Roger walked in and I could tell he had something on his mind so I asked if he was okay. He said he was fine but he was thinking about selling his Speedster at which point I neither heard nor cared about what was on his mind. Oh of course out of courtesy I may have looked like I wanted to know, was listening and cared but in reality my brain was scrambling to figure out how I was going to buy it and how much it was going to cost me.

There I was, attending a junior college on the GI Bill, cooking hamburgers, recently married and not knowing if we were going to live in Fresno or Providence..... Then there was the issue of what I



was going to tell Joyce (my wife) and where we were going to come up with the money to buy Roger's Speedster.

So after I pretending to be listening to Roger's reasons for selling my immediate response was "really, you're going to sell that old tired beat up car" followed by, "so how much are you asking for it"? Roger's reply was sheepishly "I suppose I'd take a thousand dollars". A thousand dollars I said to myself, are you kidding me – where the hell was I going to get \$1,000.00?

In hindsight I'm guessing Roger knew I had legitimate interest in his car and he knew he had set the hook in deep as he went on to tell me a bit of history about the car. According to Roger he had bought it (or was once owned by) from Milt Mitner (I think Roger was of the assumption I actually knew who Milt Mitner was at that time) and that it was Milt's personal car which he would occasionally take to various tracks and automotive events. Roger pointed out the engine was "oversized" (whatever that meant) and the rear tires were "cambered" (again?). This all went in one ear and out the other as I had zero mechanical aptitude then, and probably a slightly more now. But whatever he was telling me it sounded good and helped make the car go fast and it would handle well!!!!

For sure I wasn't letting Roger out of the restaurant without him selling his car to me so I calmly said "no problem Roger, I'll buy it" --- Geeeee, what did I just do, a thousand dollars!!!!

Roger said great, it's yours. I then told him I'll need a week or so to gather the money but not to worry, I'll take it – for sure. Roger had no idea I had zero dollars

(continued)

Porsche Lemon *(continued)*

saved nor did i have a resource for getting \$1,000 anytime soon. But that's a story for another time.

Less than a week later Joyce and I found the money and we bought Roger's car. The sweetest car I have ever owned - ever. I had grown up in Rhode Island where for \$10.00 you could buy a running rust bucket of a car, drive it for six months or a year then simply leave it on the side of the road when it died and go buy another one. But here – damn – we're talking about \$1,000 for a '58 Porsche Speedster. Just typing this today still give me goose bumps.....

We drove the car for years and on the few occasions when we had a mechanical issue we would take it to a local mechanic that I had come to know by the name of Gary Solley. At the time Gary worked out of a garage attached to his house in Central Fresno. Frankly, quite close to where we were living at the time. I always found Gary to be welcoming and felt he paid special attention to our car of which we were extremely fond of. My vague recollection is that Gary would actually try to explain to me what the issue(s) was and how he was going to repair it – assuming – I actually knew what he was talking about. None the less Gary humored me and all was well.

Years later Joyce and I made a conscious decision to sell the Speedster along with a '57 Speedster we also happened to own at the time as we (I) wanted to move into a different direction (a "special" local Ferrari became available and we (I) couldn't pass it up). However, to buy the Ferrari the Speedsters needed to go. My wife said are you CERTAIN you're making the RIGHT decision!!!! I never liked it when she takes that tone but I proudly replied – as my dad might have done back in the day – absolutely!!! Hindsight is always 20/20 – right!!

The story of the Porsche Speedster and the lemon takes place in 1969 or early 1970. Since I'm now 73 I sometimes can't remember what I ate for breakfast, and occasionally dates run together, but I remember I had recently been discharged from the U S Navy at

Naval Air Station Lemoore in central California, and at the time I was wondering whether I would return home to Rhode Island where I was born and raised or stay in Fresno to take advantage of the G. I. Bill at Fresno City College.

I chose the latter, and went to work flipping hamburgers at a local—and iconic—lunchtime restaurant called Trolley Car Carole's, located in Fresno's downtown industrial area. One customer who frequented the Trolley was an outdoorsman and rock climber by the name of Roger Derryberry. Over time I had gotten to know Roger and appreciated not only his interesting take on life, but frankly and more importantly, the car he drove: a 1958 Porsche Speedster.

On occasion I would talk with Roger and often—well, more like every time I spoke with him—the subject of his Speedster came up. One day, Roger walked in and I could tell he had something on his mind, so I asked if he was okay. He said he was fine but he was thinking about selling his Speedster, and at that point I neither heard nor cared about what was on his mind. Oh, out of courtesy I may have looked like I wanted to know, was listening, and cared, but inside I was scrambling to figure out how I was going to buy it—and how much it was going to cost me.

Again, I was attending a junior college on the G. I. Bill and cooking hamburgers for a living. I had recently married and didn't know whether we were going to live in Fresno or Providence. And then there was the issue of where we were going to come up with the money to buy Roger's Speedster—and what I was going to tell my new wife, Joyce.

But I wanted it. So after pretending to listen to Roger's reasons for selling his '58 Speedster, my immediate response was, "Really, you're going to sell that old, tired, beat-up car?" followed by, "So how much are you asking for it?" Roger's reply was sheepish: "I suppose I'd take a thousand dollars," he said.

(continued)

Porsche Lemon *(continued)*

A thousand dollars! I said to myself. Are you kidding me? Where the hell was I going to get a thousand dollars?!

In hindsight, I'm guessing Roger knew I had a serious interest in his car, and he knew he was setting the hook in deep when he went on to tell me a bit of its history. According to Roger, Milt Minter had owned it before he did—I think Roger assumed I actually knew who Milt Minter was—and it had been Milt's personal car, which he would occasionally take to various tracks and automotive events. Roger pointed out the engine was "oversized" (I didn't know what that meant) and the rear tires were "cambered" (I didn't know what that meant, either). This all went in one ear and out the other—I had zero mechanical aptitude then, and probably only slightly more now. But whatever he was telling me, it all sounded good and like it probably helped the car go fast and handle well!

By that point I wasn't letting Roger out of the restaurant without selling his car to me, so I calmly said, "No problem, Roger, I'll buy it." Geez, I thought, What had I just done? A thousand dollars!

Roger said "Great! It's yours." I told him I'd need a week or so to gather the money, but not to worry, I'd take it for sure. I can't imagine Roger had any idea I had zero dollars saved, and I didn't have any way to get a thousand dollars. Oh, I did manage to get it. But that's a story for another time.

Less than a week later, Joyce and I had the money, and we bought Roger's car. It was the sweetest car I have ever owned. Ever. I had grown up in Rhode Island where for ten dollars you could buy a barely-running rust bucket of a car, drive it for six months or a year, and then simply leave it on the side of the road when it died and go buy another ten-dollar junker. And now... Damn! I and my wife had paid a thousand dollars for a '58 Porsche Speedster. Just typing that still gives me goose bumps today.

We drove the car for years and on the few occasions

when we had a mechanical problem, we would take it to a local mechanic I had come to know named Gary Solley. At the time, Gary worked out of a garage attached to his house in central Fresno, quite close to where we were living at the time. I always found Gary welcoming and felt he paid special attention to our car, of which we were extremely fond, as you might have gathered. Gary would try to explain its current trouble(s) to me whenever we brought in our beloved Speedster, and how he was going to repair it, as though I actually knew what he was talking about. He was kind enough to humor me, and all was well with the car.

Years later Joyce and I decided to sell that '58 Speedster—and a '57 Speedster we also owned by then—because we (I) wanted to move in a different direction: A "special" local Ferrari became available and we (I) couldn't pass it up. To afford the Ferrari, the Speedsters needed to go. "Are you certain you're making the right decision?" my wife asked. She said it in a tone I never liked to hear but I proudly replied, "Absolutely!" with a certainty that I learned from my father. All I can say is that hindsight is 20/20.

We decided to sell the Speedsters with the help of a relative of Joyce's, a local radiologist named Leo, to a young man who was working for him at the time, Gene Gilpin. Leo told us that Gene was into Porsches and he might be interested in buying ours, and sure enough, he bought them both. I've since learned that Gene might have sold one or both of them to someone in Florida, who appears to have owned the cars after he did, but I have no idea as to when, or even if that took place.

There you have it. Our first Porsche Speedster story, with some local flavor.

Oh, by the way, that Ferrari is long gone and we're in part, back in the Porsche community with two (2) replacement Speedsters—a '54 and an '89—and a fabulous driver-quality '67 912.

(continued)

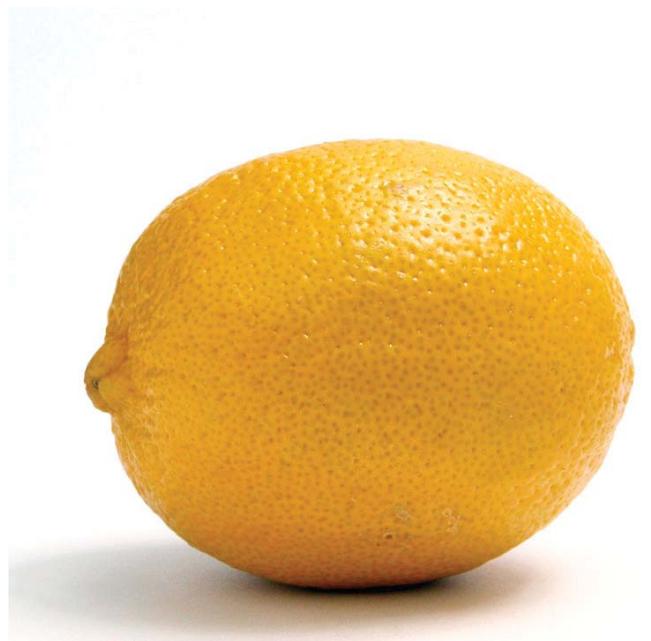
Porsche Lemon *(continued)*

It sure would be fun to see where “EKH456” is today. Unfortunately, all the paperwork we had was destroyed years ago, and all we have remaining is a single picture we found in a discarded file folder with the license plate still showing. Attached is that remaining picture of Roger’s ‘58 (EKH456) Speedster.

Ah, I almost forgot the “lemon” part of the story! If you look closely at the picture, you’ll notice something hanging from the rear view mirror: That’s an actual dehydrated lemon, which was there from the day we bought the car. The reason, you ask? On the day I bought the car from Roger, I wanted to take it out for a spirited drive, since I was now a Porsche owner and obviously ready to drive in the 24 Hours of Le Mans. So I left the restaurant, literally running through the front doors, and jumped into the driver’s seat, looking cool for the customers who could see me while they were enjoying their lunches and staring out of the windows. I started the Speedster, revved the motor a few times, threw the gear shift into first, gave it full throttle and popped the clutch. Except I hadn’t shifted into first. I had shifted it into reverse.

I blew apart the transaxle in front of everyone. To add to my embarrassment, my sister-in-law came out thru the front doors weeping with laughter and threw a fresh lemon into the car. And after that, a handful of patrons took time out from their schedule of powering down their hamburgers to give me a standing ovation. I was humiliated, but not to be outdone I found a carter pin, stabbed the lemon with it and, by means of a small chain, kept the lemon hanging from the rear view mirror for the entire duration of our ownership to remind me daily who I was. And what my capabilities as a race car driver probably were.

Bob Kierejczyk



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IN MEMORIAM - James Leahy

Submitted by Margie Back, Historian

Jim always loved cars. But it was 2015 before he bought his first Porsche, a 2015 model Macan. Then in 2016 he bought a 2012 911. That same year Jim and Diane became members of the Porsche Club. Jim chose not to autocross, but rather to simply enjoy the car for both short and long excursions.

Jim was born into a military family, his father an Army Colonel. At age six, his family was posted to the Philippines, then back to eastern US Army bases. When Jim was a senior in high school, his father was promoted to Brig. Gen. and they moved to Saudi Arabia. Jim and his sister went to boarding school in Ankara, Turkey. Then, after one year at Columbia Military Academy (part of the Tennessee State University System), he voluntarily went into the Army. After basic training, he was sent to Vietnam, and following that to Saudi Arabia. In 1968 he finished his Army service, returned to college and became a mechanical engineer. He went to work for Bechtel Power Company, headquartered in San Francisco in 1973. In 1977 he served as project manager for a power plant being built in Boardman, Oregon, and that is where he met Diane. They were married in 1979 and Jim was assigned back to the home office in San Francisco. They lived in Novato, and that is where their four children were born. When the youngest (twins) were age six, Jim accepted a five and a half year assignment in



Jim Leahy driving - with his dog.

Europe. They lived just outside of London, with Jim traveling all over Europe and Asia. This was a wonderful time for their family, traveling and exploring. They returned to the Bay Area as their children grew up and went off to college. During his last twelve years with Bechtel, it was just Jim and Diane and they moved four times.

When retirement came on the horizon, they wanted to be back on the West Coast, particularly where it would be warm, and so the Fresno area drew them, and they bought a home at Quail Lakes in Clovis..

They picked up the 911 in Colorado Springs, and enjoyed a long journey to bring it home. They drove to Philadelphia, then to Frederick, MD,

then south to Charleston, New Orleans, San Antonio, and Galveston....a wonderful trip. Jim died too soon for the family he left behind. He and Diane were married forty years.



Diane & Jim Leahy

Porsches to Pismo

By Randy Ames

On Saturday, August 5th we had twelve brave souls once again follow me to Pismo Beach. The goal was to see blue sky and feel cooler temperatures. I was looking forward to going down one of my favorite roads as well to the coast. We met up at Cars and Coffee to meet with our group for the month and then left around 8:45am with our first scheduled stop in Kettleman City. Along the way we picked up car number twelve around Lemoore.

Things went smoothly until we ran into a traffic jam about five miles out from Kettleman! The backup was due to the other half million people leaving the valley for the coast and the time it took for cars to cycle through the traffic light in Kettleman. This added about thirty minutes to our arrival. We finally got to Bravo Farms for a rest stop and regroup. Due to the added time in getting to this point I shortened the drive to make it a direct shot to Pismo Beach after we got back on the 101. Once again headed West to where the fun would soon begin.

Well, not quite. Just beyond the James Dean memorial where there is a passing lane heading west we once again hit stop and go traffic for about twenty minutes. The backup was due to the slow lane merging back into the main line. we were able to get off where 41 splits from 46 and this is where the fun begins!

Kinda. Yours truly, the fearless leader missed the quick right after the turnoff and so we went investigating the countryside until I recognized the error. In turning around Ken Vaughn took over to get us back on track. This is the fun area. It is newly paved and great turns with good sightlines so you can see ahead. The hills just add to the fun! The only challenge here was a car in front of Ken decided he was not going to move over. At least it was not a pair of U-Hauls like last year! We finally lost the infiltrator when we turned on to 229. This is also a fun run that in a lot of places is not quite two cars wide. It is quite curvy and very easy to make a mistake if you are not paying attention. Ken once again demonstrated his technical skills in making me look bad - driving school here I come!

We leave 229 and turn on to 58 West which is still a lot of fun. About that time we got a call from Ed wondering where we were? While we missed the turn at 41 he did not and said he had open road and was able to demonstrate to Cindy what their new car can do (this of course in a safe manner and obeying all traffic laws as Ed always does)! So they were a bit ahead of us on the trip. We told them to push on and we will all get together at the outlet mall. Traffic was not bad once we got on 101 South but I think we just hit it at the right time. We pull into the outlet mall with fans cheering and once again I find my way to Pismo Beach!

After visiting for a while we say our goodbyes and head our separate ways. Most of us ended up going to Finn's in Grover Beach where a lot of us ate last year. it is on the beach and we sat outside where it got a bit warm for the area - maybe eighty degrees! Still better than Fresno! It was a great trip and lots of fun other than the congestion. I am sure that was because of the heat and pollution in the valley that drove people to the coast. Once again a fun day and thanks to Ken for helping out, Ed for being the observer, and Larry for being the sweep.



Diane's Photo Essay: Pebble Beach Concours d'Elegance 2018

I love the shapes and curves of vehicles! Here are a few of the beautiful details I saw in Pebble Beach.

Images Copyright Diane Tjerrild 2018





REMEMBERING Dr. Forrest Young

Submitted by Margie Back, Historian, with help from Gary Solley

Dr. Forrest Young and his wife, Nancy, were active members in San Joaquin Region days. Forrest was a Fresno dentist ... and he loved to race. His 356 speedster was well known along with other local amateur racers — among them Jim Kilpatrick and Jon Koobation, as well as professional driver and life-time member of our Region, Milt Minter.

Forrest started out with a Triumph, but always wanted to own a Porsche. He bought a 356 GT speedster 1959 Carrera. He raced it just five times, and one time at Laguna Seca a man came up to him and said, "Why are you racing that car? Aren't you afraid you might wreck it?" Forrest apparently answered, "No. Why?" "Don't you know that this car is one of just thirteen ever made with the Super 90 Engine?"

Forrest put the car under wraps, and in 1967 bought another 1959 Carrera coupe but with a push-rod engine. He raced this car for a number of years in E Production, racing SCCA at Riverside, Sears Point, Laguna Seca, Willow Springs. He was a good driver, but not aggressive. He raced for fun, often racing against friends such as Jim Kilpatrick. For all of his years of racing, Forrest only won one race. That was at a Catotti Enduro in the mid '60s

In early days, his car was kept in racing condition by MC Engineering, owned by fellow PCA member Mel Conway. Later Forrest rented a small shop on Maple, and at that time another PCA member, Gary Solley, began taking care of the car. Behind the shop was a "beer joint" with a pool table, which gave them a place for a beer and a game after working on the car on the weekends or after work. Gary later had his own shop on Blackstone and McKinley. Our club held several Halloween parties and tech sessions there.

In later years, Forrest sold both of the 356's to a Los Angeles investor who still has these cars. The first car he purchased for \$15,000 was sold for \$35,000. Each is worth over a million dollars today.

Forrest died on May 29th and a memorial event was held on June 30th. His wife Nancy lives in a retirement community.



Calendar of Activities

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

OCT	2-Oct Ed's		27-Oct tarantula		13-Oct Madera	6-Oct	
NOV	6-Nov Steves	13-Nov	17-Nov Wine Tour?		10-Nov madera	13-Nov The Bear Cub	19-Nov laguna
DEC	TBD Verns	1-Dec Belmont	NONE	NONE	NONE	1-Dec	



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