

April-May-June 2015

# Coastalair

Porsche Club of America - California Central Coast Region



*Report: Festival of Speed  
Member Profile: Clint Smith  
A Cayman's Journey*

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COAST REGION  
PORSCHE  
club of america

*April-May-June 2015*

**COVER PHOTO**



Susan Foreman's  
new Cayman S

Photo by  
Chuck Jennings

**Contributors**

Tom Dobyns  
Susan Foreman  
Milt Worthy  
Joe Korpiel  
Gary Thies  
Ken Finney

**Editor**

Chuck Jennings  
concoursechuck@gmail.com

**Associate Editor**

Bob "Kit" Kitamura  
coastalaireeditor@gmail.com

**Staff Photography**

Chuck Jennings

**Webmaster**

Chuck Jennings  
concoursechuck@gmail.com

The Coastalaire is available to all CCCR members  
on the website at <http://ccc.pca.org/>.

# Coastalaire

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## Member Services

**Classified Ads**

Classified ads are posted in the CCCR PCA website at <http://ccc.pca.org/>. Submit your text and photo (if required) by email to: Chuck Jennings at [concoursechuck@gmail.com](mailto:concoursechuck@gmail.com). The editor reserves the right to edit the ad if it is over 40 words. The ad is Free To Members.

**CCCR / PCA Mailing Address :**

California Central Coast Region of  
Porsche Club of America (CCCR/PCA)  
278 Via San Blas  
San Luis Obispo, CA 93401-6976

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**Dave Mills, 1191 Vista del Lago, San Luis Obispo, CA 93405**  
Questions? Call Dave at 805-547-1191, or email [demills@charter.net](mailto:demills@charter.net)

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The deadline for submission of articles is the 5th of the month preceding the month of publication.



# Board of Directors



## **Chuck Jennings - President**

805-459-7416  
concourschuck@gmail.com



## **Andy Winterbottom - Vice-President**

847-219-2964  
awinterbottom@sbcglobal.net



## **Ken Finney - Treasurer**

805-542-9671  
klf4slo9ers@charter.net



## **Sanja Brewer - Secretary**

805-541-9245  
sbrewer@eyesonly.com



## **Chuck Stevenson - Activities Director**

805-459-9493  
chdesign1@yahoo.com



## **Joe Korpiel - Membership Director**

805-927-1244  
jkorpiel@charter.net



## **Gary Thies - Safety Director**

805-489-4535  
geta356@yahoo.com



## **Tom Dobyns - Autocross Events**

805-458-8461  
tdobyns53@gmail.com



## **Jon Milledge - CDI/DE Events**

805-704-8785  
jon.milledge@me.com



## **Warren White – Driving Events**

805-709-8455  
warren\_ap@charter.net

## **Prez's Corner**

This is our second issue of Coastalaire for 2015. I have to commend Bob “Kit” Kitamura for all the monthly issues he edited for so many years. Unless you have put one of these issues together, you have no idea the time and energy involved. It is truly a major undertaking. Much of the editor’s time and effort in putting together an issue is given to soliciting articles and photographs. Thanks much to all the contributors to this issue.

I beg you, all CCCR members, if you anticipate a Porsche related event, or if you attend one of our events, any PCA event, or any other Porsche related event, please consider writing an article and/or submitting photos for our next issue. It would be a tremendous help. You only need to send me the text and/or photos, not a complete article. I will edit and assemble the articles. The sooner I receive articles and photographs, the sooner I am able to begin working on the next issue.

Some good news: at this point, we have two potential volunteers to take the editorship of Coastalaire sometime in the near future. As soon as we have confirmation of that assignment, we will make an announcement via an email to you. And as per our current communications, you will continue to receive regular announcements, invitations, and reminders about coming events.

## **Board Meetings**

CCCR members are welcome to attend the Board Meetings. Time may be made available for non-board members to have input during these meetings. Due to limited time and space, please call Chuck Jennings prior to the meeting you wish to attend. 459-7416

### **Location**

San Luis Obispo  
Country Club  
255 Country Club Dr.  
San Luis Obispo

### **Date and Time**

First Wednesday of the month  
at 6:30 PM

**Minutes of all Board of Directors meetings are available for review on our website at [ccc.pca.org](http://ccc.pca.org).**



**2015 Events Calendar** (Updated May 11, 2015)  
**California Central Coast Region**  
**Porsche Club of America**



<b>Date</b>	<b>Event</b>	<b>Coordinator</b>	<b>Contact</b>
1-10-2015	Breakfast @ Scotty's Place	Chuck Stevenson	805-459-9493
1-24-2015	Teststrecke IX Autocross	Tom Dabyns	805-458-8461
2-14-2015	Breakfast @ Scotty's Place	Chuck Stevenson	805-459-9493
2-28-2015	Pazo Run and Brunch	Dave Mills	805-547-1191
3-7-2015	Breakfast @ Carla's Morro Bay	Chuck Jennings	805-459-7516
3-14-2015	Autocross Academy SM Airport	Tom Dabyns	805-458-8461
3-15-2015	Teststrecke X SM Autocross	Tom Dabyns	805-458-8461
3-28-2015	Ghirnick Rally Tour Santa Ynez	Chuck Stevenson	805-459-9493
4-10/12-2015	Festival of Speed/Mission Inn	Chuck Stevenson	805-459-9493
4-11-2015	Breakfast @ Carla's Morro Bay	Chuck Jennings	805-459-7516
4-18-2015	Teststrecke XI SM Autocross	Tom Dabyns	805-458-8461
4-30-2015	356's North Meets South	Gary Thies	805-540-1640
5-2-2015	Tudor Series Monterey Grand Prix		
5-9-2015	Brunch @ Loading Chute Creston	Andrew Winterbottom	805-481-1973
5-15-2015	Drivers Ed @ Buttamwillow	Jim Milledge	805-704-8785
5-16-2015	Pedras Blancas Lighthouse Tour	Joe Korpiel	805-927-1244
5-31-2015	SLO Concours Madonna Inn	Sanja Brewer	805-441-1800
6-6-2015	Swap Meet/Tech Session	Chuck Stevenson	805-459-9493
6-13-2015	Breakfast @ Scotty's Place	Chuck Jennings	805-459-7416
6-20-2015	Teststrecke XII SM Autocross	Tom Dabyns	805-458-8461
7-11-2015	Breakfast @ M. Bay Golf Course	Chuck Stevenson	805-459-9493
7-12-2015	Gathering of Friends Car Show	Gary Thies	805-540-1640
8-1-2015	Teststrecke XIII SM Autocross	Tom Dabyns	805-458-8461
8-15-2015	Breakfast @ Scotty's Place	Andy Winterbottom	805-481-1973
8-13/16-2015	2015 Monterey Historics	Chuck Stevenson	805-459-9493
9-12-2015	Breakfast @ Scotty's Place	Chuck Jennings	805-459-7416
9-19-2015	Teststrecke XIV SM Autocross	Tom Dabyns	805-458-8461
9-25/27-2015	Rennsport Reunion V Laguna Seca	Chuck Stevenson	805-459-9493
10-10-2015	New Members BBQ	Chuck Jennings	805-459-7516
10-24-2015	Tour/Brunch Parkfield Cafe	Chuck Jennings	805-459-7516
11-13-2015	Drivers Ed @ Buttamwillow	Jim Milledge	805-704-8785
11-14-2015	Brunch @ Loading Chute Creston	Andrew Winterbottom	805-481-1973
12-6-2015	Annual Christmas Dinner Party	Sanja Brewer	805-541-6036
12-12-2015	Breakfast @ Carla's Morro Bay	Chuck Jennings	805-459-7416

## Warren White

*Annual CCCR Board memberships are normally elected by an all-CCCR members' election late in the previous year. For 2015, 11 candidates ran for 10 positions. One of those candidates withdrew his candidacy mid-election. Another elected candidate withdrew his membership shortly after the election. Our bylaws require 10 board members. In the case of a resignation, the Board may appoint a new member. Warren White was enthusiastically nominated and appointed unanimously by the board in February. Hence, Warren joined the Board without posting a profile in the October 2014 Coastalaire. Consequently, we offer his profile now for your edification and familiarity.*

**M**y interest in Porsches began in the sixties when my friends and I attended many of the So. California SCCA races at Riverside, Pomona, Dodger Stadium and Santa Barbara. I was absolutely amazed how the Porsche Speedster 4-cams were out-running Corvettes and most everything else for that matter.

I couldn't afford one of those cars at the time, and certainly not now, as they have increased in value way beyond my pay grade. So, my first Porsche was a used 1976 911 Targa in the late 70s. It was a lot of fun to drive, but not practical at the time, so I sold it, and besides, I was still very fond of the 356 style body.

Around 2000, I started looking around for 356 Speedsters and much to my surprise, a good example would run around 60K. In retrospect obviously, I should have jumped on it, but again, I didn't have an extra 60K laying around for toys.

Later on, I saw a 356 for sale and stopped to look at it. I was curious about the price until I realized it was a replica. To make a long story short, I had a 57 Speedster built, but it just wasn't fast enough. I sold it and bought another that had a much larger engine, and I made it look like the beloved 4-cam that I always wanted. That was fun, but it wasn't a Porsche, so I bought a 2005 Carrera S and joined the CCCR PCA Club.

It was a fun car and plenty fast enough, but there was something about that car that was not me. I sold it and bought a fellow member's 914. That was when I got into autocross and have not looked back. I have been very successful in autocross racing. I won nearly every time out in my class in our club, and I won my class in 2013 and 2014 with the Loma Prieta club. I then needed something different, and I really liked the mid-engine platform, so I bought a 2007 Cayman S and I'm having a ball.

I have always been a doer and a volunteer in helping with our events, and I suppose that is why our Board asked if I would accept a vacant position. I feel honored to have been asked to serve and will do my best to meet their expectations.

I retired from So. California Edison in 1998 as a Project Manager. I have owned 4 different airplanes and accumulated over 2000 flight hours in the past 20 years. And, I love to golf. We live on a golf course so that works out pretty well for me.

*Editor's Note: Well before Warren was appointed to the Board of Directors, he had been very involved in helping with the production of our autocross events. Since joining the Board, he has taken a significant leadership role, and has made a major contribution to helping us improve our production process. Warren demonstrates constructive initiative and enthusiasm. Welcome aboard, Warren!*



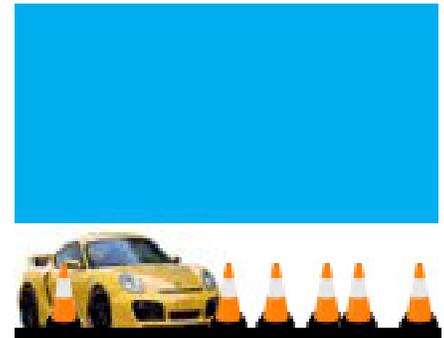
*CCCR -PCA presents*  
**UTOCROSS 2015**  
*At Santa Maria Airport*



- Teststrecke IX: January 24**
- Autocross Academy: March 14**
- Teststrecke X: March 15**
- Teststrecke XI: April 18**
- Teststrecke XII: June 20**
- Teststrecke XIII: August 1**
- Teststrecke XIV: September 19**

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# Gathering of Friends • Piedras Blancas Lighthouse

The annual Gathering of Friends, a European car show, is coming up on July 12th.

This is a benefit event for Camp Hapitok, a place where once a year for four weeks, very dedicated teenagers, "Tigrs," coach and mentor children with speech and learning disabilities. Dependent upon their special needs, each child is given one-on-one mentoring. In operation since 1970, Camp Hapitok was sponsored through the SLO County of Education.

This year, Camp Hapitok nearly lost their SLO County of Education sponsorship. After reconsideration, the Board had a change of heart and allowed the camp to operate this year for \$1. However, to operate next year, they need to raise \$55,000. See their website for more information: <https://www.indiegogo.com/projects/save-camp-hapitok#/story>

With the generosity of several vendors, and of course, your entry fees, this car show typically generates roughly \$4000-5,000 each year. CCCR is



one of the biggest donors, last year we gave \$1,000, this year even more was promised, \$1450.00! Big thanks to our local board of directors for that, we are doing our part to help fund one more year for Camp Hapitok.

CCCR's participation is largely due to the leadership of three individuals, Bob Devries, Hamp Miller and Ed Swain. They began the Gathering of Friends European Car show in 1997. Several of us are now sharing the torch to continue their good work. Our website for the GOF: <http://www.gofconcours.org/home.html>

Entry forms have been mailed to the last 3 years' participants. Additional forms are being distributed by hand by various car events. An on-line form can be found on the website if you have not yet been solicited.

**Gary Thies**



On a cool and crispy morning of May 16, thirty-six PCA-CCCR members uncovered their trusted and polished steeds, some gathering at the SLO Costco parking lot to head North on scenic Highway 1, to take in the sights and sounds of Piedras Blancas light station located on a rugged windswept point of land six miles north of Hearst Castle.

Meeting at 9:30, signing the PCA insurance forms by 10:00, Dave Mills gathered the attendees. Our board members, Andy Winterbottom and Ken Finney caravanned our group to the Manta Ray restaurant in San Simeon arriving around 11:00 for a hot lunch of grilled shrimp pineapple brandy pasta with garlic bread, served on linen-clothed tables! No paper plates here! Some of our members living in the north county, elected to join us here instead of leaving from Costco.

Afterwards, approximately 20 Porsches caravanned north to the Piedras Blancas motel to meet our guide, Jim Major, CCCR member, heading for the lighthouse for a wonderful tour of the scenic coast.

Since Marilyn and I had taken the tour previously and space was limited by the station, we elected to let another couple take in the sights & sounds.

I would like to thank everyone that helped to make this event possible. If I omitted anyone's name, I apologize. I could not have put this together without your help.

I trust a good time was had by all. And remember, it's about the people!

Life's short. Just drive.

**Joseph Korpiel**, Event Coordinator



## *Festival of Speed*

**Tom Dobyns**  
Autocross Chair

**I** had a blast at the Festival of Speed (FOS) event that was held on April 10-12 at Auto Club Speedway in Fontana!

I decided to sign up for the Time Trial and run my 2004 Speed Yellow GT3. I had never run at this site, and now that I'm writing this piece, I have to tell you it was the MOST FUN I've ever had driving my car in a race environment!

My wife, Renee, and I left Shell Beach at 7:00AM on Thursday, arriving in Fontana at noon. We were directed to the infield of the race track...it was awe inspiring! This is where they run NASCAR events. We were able to walk freely about the property, into the garage pits and the suite viewing areas.

Thursday was tech day for the cars, so after a laborious several hours (fire extinguisher not in the car and secured with metal clamps, seat belts improperly affixed), I was finally rewarded with the tech sticker, proudly displayed on my windshield. Whew! Next time I'll be better prepared.

Because I had never run on this track, I was required to have an instructor give me a check ride and sign off that I was good to solo. I was lucky enough to have the same instructor I had used last year at Buttonwillow Raceway. His name is Tim Smith, the Chief Driving Instructor for the Golden Gate Region of PCA. He also drives a GT3, and is not only an incredible driver, he is a very effective instructor.

There were 96 cars divided among three run groups...I was in the novice group of 32 cars. Since it was my first time on the track, it was the correct place for me to begin to learn the course and gain confidence.

The NASCAR guys run a 2.5 mile oval. You've seen it on TV as they either go straight or "turn left" all day. The FOS runs what is called the Roval course. We utilized about two-thirds of the oval course, and then transitioned onto the infield, where a road course was set up. Then, back on the oval. Road Course + Oval = Roval. Get it?!

Friday morning we arrived at the track at 7AM to begin final preparations. I have to admit, I was a bit nervous. Ok, I was VERY nervous. Thursday, everything was quiet as no cars were running...it was almost eerie. Race tracks are supposed to be loud. Well, now as I was preparing for my run group, it was noisy. Really noisy! I looked over at Turn One and Turn Two, where the track is banked. Let's put it this way...when you can see the TOP of the race car on the track, that is a banked course! Was I really going to be out there on that steep turn?



Tim Smith met me at my car, and we exchanged pleasantries. Then he said, "Ok, let's go over to the grid area and get staged." Gulp!

We used a two-way electronic communication device that connected to our helmets. Oh, did I mention that Tim used to be a naval fighter pilot? He's taking me out for my first "flight"...and he's in the passenger seat! I'm flying this thing?!

In the grid area, they have three lanes. Honestly, this is what it says on the three lanes: Fast, Faster, and Fastest. I need to know which lane is for First Time, Nervous, Rookie drivers? Well, I thought to myself, "I've been on other courses before, so I'm probably not in the Fast lane, and I'm not going to be egotistical enough to go to the Fastest lane, so I'll go to the Faster lane, and get in the middle of that group." Which is what I did.

The whistle blew, and we were off. The calming voice of Tim guided me onto the track. We entered mid-way on the oval, following the car in front of us. Here I was on the apron of the track, and I quickly looked down at the speedometer. We were doing almost 90 mph! I wasn't even racing yet!

Soon we turned left and entered the road course portion. Ahhh, much more at ease! Given that I have had several years of Autocross experience, this twisting and turning of the road course was much more comfortable to me. And then, all of a sudden, we were back on the oval, headed down the final straightaway.



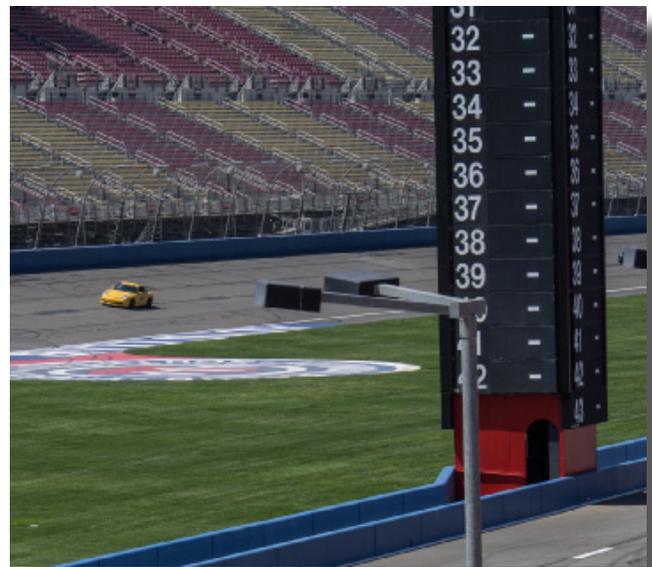
The cars in front of me took off. I had to keep up. Third gear, fourth gear, fifth gear. Dare I look down? It says 140 miles an hour!! Yikes...I've never been that fast (on the ground) in my life! And guess what? Here comes the banked Turn One and Turn Two! I lift. Tim calmly guides me through the oval. Turn One...got it. Turn Two...got it. Whew!! I made it. On the gas. Golly, I need to slam on the brakes and make a hard left onto the road course again. From 130 mph down to 40 in about three seconds. And so it went.

After the 25 minute run session, Tim and I debriefed. He was spot on with his comments and suggestions. He told me that I drove like an Autocrosser! I needed to smooth out my inputs. He mixed constructive criticism with just enough praise that I was exhilarated! Tired after 25 continuous minutes of highly concentrated effort, but anxious to get back out there and do it again!

I drove two more 25 minute sessions on Friday, and another three on Saturday. My times continued to drop, and I broke the two minute barrier. Hey, I was getting the hang of this! As my confidence grew, I went from the Faster lane to the Fastest. I was the second or third fastest driver out of my 32 person novice group.

When it was all said and done, and overall times were ranked, I ended up right in the middle of the pack out of 96 drivers. I was thrilled with my times, my progress, and my overall placement. My top speed was eventually 145 mph, and I took the oval at 125 mph. I found myself talking out loud as I approached the oval, saying, "Trust the car. Look ahead". A little more experience, a little more intestinal fortitude, and a lot more knowledge, and I know that my times will continue to drop on that track.

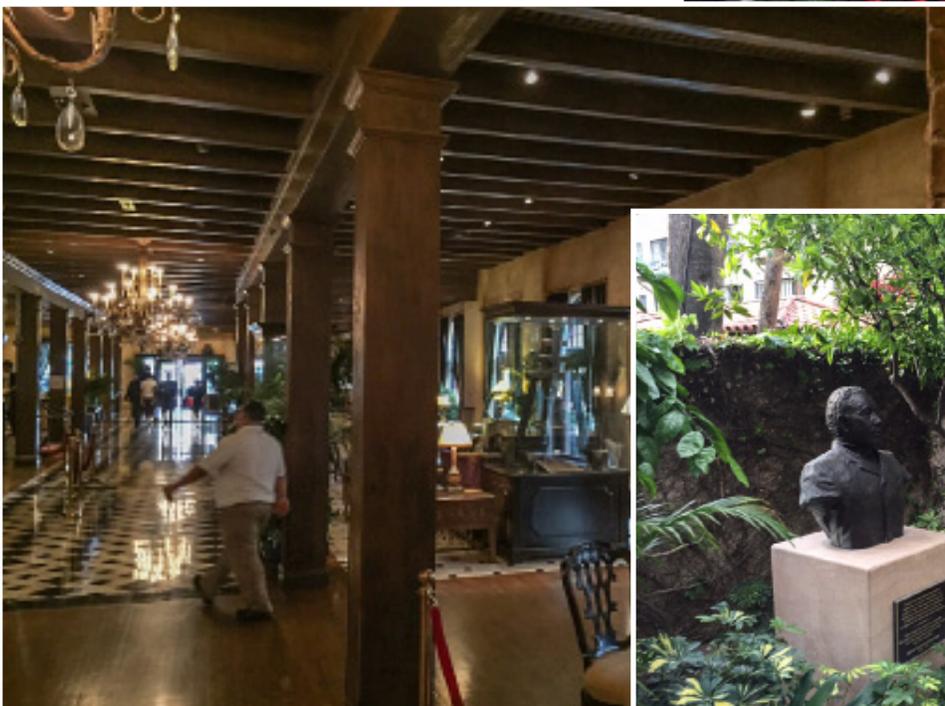
It was great to have other CCCR members come out and cheer me on. Hopefully next year we will have more folks sign up to drive in the Time Trial.



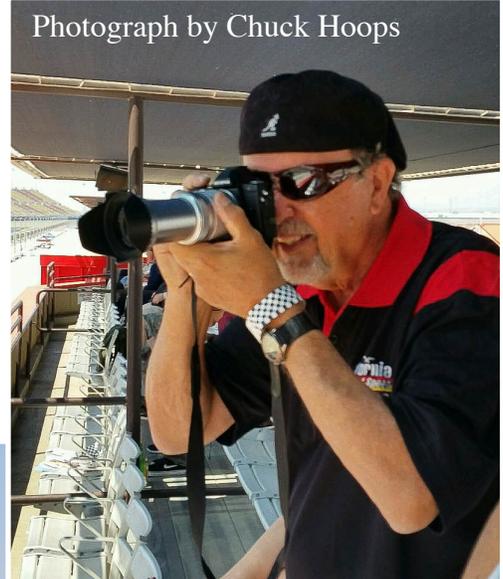
As I said at the outset, I had a blast, and I can't wait until next year's Festival of Speed to do it again!

# *The Mission Inn and Spa*

While attending the PCA Zone 8 Festival of Speed at the Auto Club Speedway in Fontana on April 10, 11, and 12, approximately 30 CCCR members enjoyed the luxurious and historic accommodations of the Mission Inn Hotel and Spa in Riverside. Chuck Stevens masterfully arranged and reserved 15+ rooms in this 5-Star hotel at Motel 6 rates. This was a very special treat, indeed.

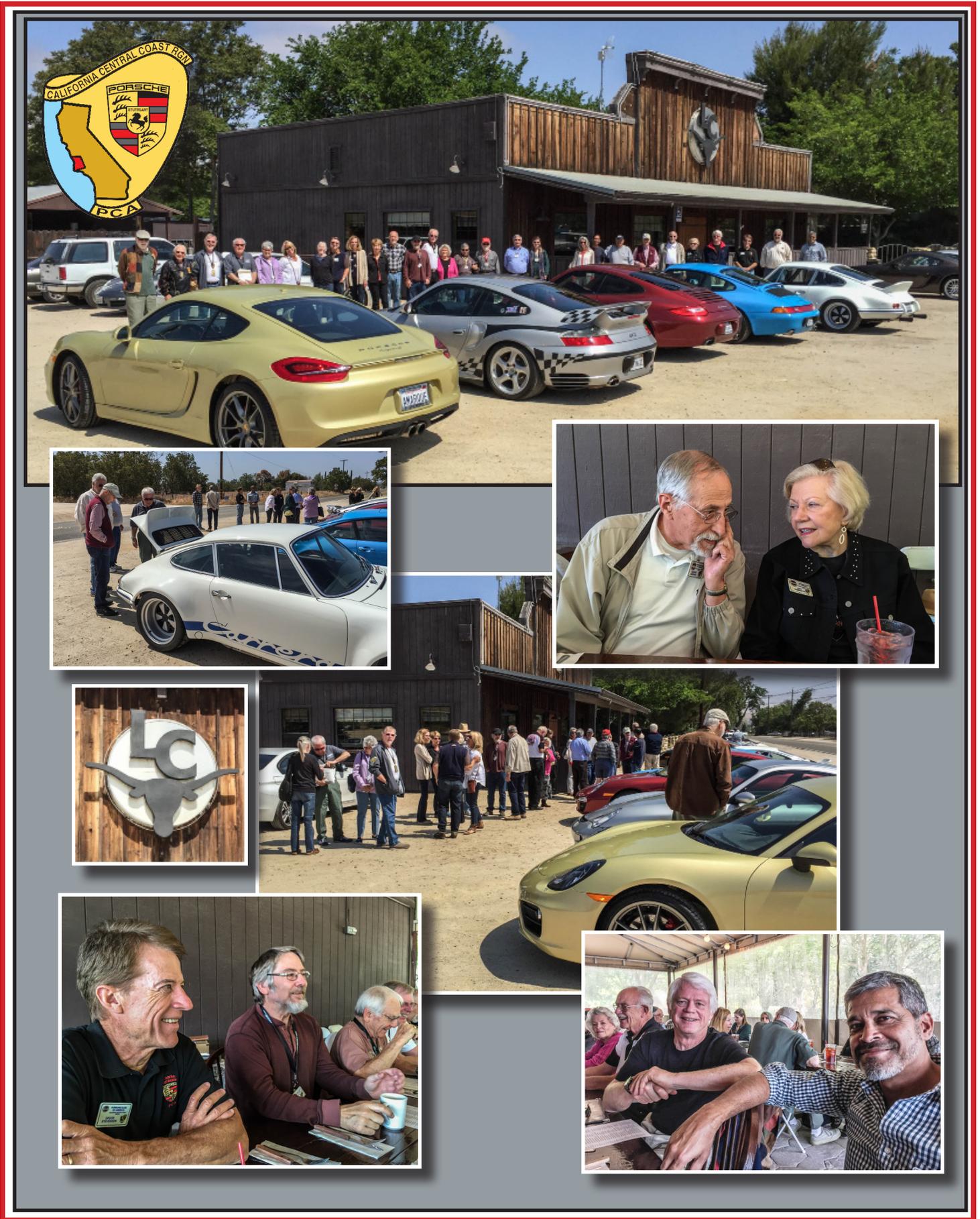


# *The Festival of Speed*

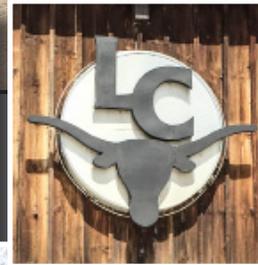
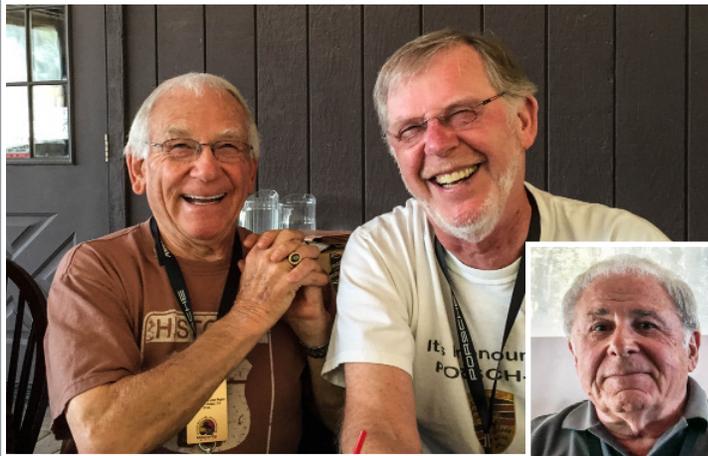


*In* the past, few of our CCCR members have attended the Festival of Speed. It was great to see so many of our members participating. Some of us paid an extra \$20 for a couple of laps around the track. We suspect that the Mission Inn had something to do with increased interest. We plan a repeat of this event in 2016. Don't miss it. **Chuck Jennings**

# May 9, 2105 – 30 CCCR Members



# 17 Porsches at the Loading Chute



# Susan Foreman's Porsche Journey



**I**t's in my garage...my new 2015 Cayman S. And I love it!

And here is how my love affair with Porsches began, culminating in this, my most recent and possibly most exciting purchase yet.

When I first started driving in 1964 I thought the perfect first car would be a light yellow XKE. My dad thought otherwise. I got a Falcon, but it did have the 289 and fancy hubcaps! Actually I don't even remember ever paying attention to Porsches.

Fast forward to 1973. . . Hollywood, California. My late husband, Jay, and I had just purchased a home high in the Hollywood Hills, under the D of the famous sign. The road to the house was curvy, and so we decided we needed a sports car. By then, believe it or not, I was driving a Dodge Charger. Remember the slogan? "A charger cause it's larger." Well, that was one long car. So, off to Bob Smith Porsche in Hollywood. And thus the first Porsche entered our garage – a silver 914.

It wasn't long before we decided we really wanted a 911. Bob Smith's son, Pete, ran the Porsche dealership, and in addition to buying cars from him, we became friends. Hardly a week would go by without our stopping by to see what was new on the Porsche front. When the first 930 Turbo was introduced, we had to have one. It was white. Then we added a 1957 Speedster to our garage. It was Pete that first invited us out to Riverside to watch him race his 908. We were hooked. Jay and I signed up for the five-day Bondurant high performance driving school at Sears Point. Soon we had two SCCA Porsches.

And there were many other Porsches that found their way into our garage over the years. But for several reasons, I am so excited about my new Cayman. First, it really is the first car I built exactly like "I" wanted – no husband, father, brother or anyone to offer their opinion. Second, I had the enjoyment of placing my order on January 8th with Walt Branscom at Santa Barbara Porsche, tracking "my" car as it went into production, then on March 12th hearing that it had reached the port of Emden where it was loaded on the Cygnus Leader ship. From there I could check daily to see the ship's progress across the Atlantic, past the Cayman Islands (that seemed appropriate), through the Panama Canal, and finally ending up in San Diego where it was off loaded and transported by truck to Santa Barbara Porsche. When Walt called on April 14th to say it was ready, I immediately bought an Amtrak ticket from San Luis to Goleta, departing the next day at 1:30. By 5:30, April 15th I was on my way back to Cambria in my Lime Gold Cayman S. It is fabulous . . . and it's all mine. I am so excited!

PS. About the meaning of my new personalized plate, AMARQUE: In addition to my passion for Porsches, I have a passion for antique dolls. On January 8th, when I placed my order for my new Cayman S, I was en route to Newport Beach to attend an antique doll auction. One of the dolls being sold was sculpted in 1913 by A. Marque. With just 100 made, it is considered rare. I do not have one. But each time one is offered, the auctioneer, who I have known for years, says this is my chance. Well, when I saw him at a cocktail reception Friday evening prior to the Saturday auction, he said "this is your chance to add an A. Marque to your collection." I told him I just bought a car instead. When I got back to my room it occurred to me that AMARQUE would be a great license plate – a marque can represent either a car or a doll. Got on the DMV website and at midnight, and for \$49, AMARQUE was mine. The next morning, prior to the auction, I said to the auctioneer, "I have an A Marque," and showed him the picture of the license. The doll ended up selling for \$310,000!

One of the exciting aspects of special ordering a Porsche directly from the factory is the ability to monitor its progress as it goes into production and eventually arrives at the docks in Emden, Germany then transported by specially built car-carrier ships. I began to check daily the progress of my Cayman on the Cygnus Leader (which I called “my boat”) via *marinetraffic.com*. I tracked it through the Azores, across the Atlantic, passed the Dominican Republic and the Cayman Islands, through the Panama Canal and eventually to San Diego. From San Diego it went on to Long Beach, then Port Hueneme, from which it headed to Nagoya Japan. After making several stops in Japan, it was on its way to Canada.

I had never given a great deal of thought as to how all the imported cars actually made their way from the original factory to the garage of its new owner in another country. But now I was intrigued, and I went on Google to learn more about these amazing car carrier ships. On Google, you will find 283 ships, 125 owned by the Japanese shipping giant NYK Line of which the Cygnus Leader (built in 2007) is one.



NYK (Nippon Yusen Kabushiki Kaisha) was founded in 1885. The company has 877 vessels with 125 specifically to transport vehicles. They specialized in transporting automobiles manufactured in Japan to overseas destinations, but eventually branched out to other countries, including Germany. These ships truly are amazing. I found an interesting article about these carriers, specifically the Andromeda Leader, a sister ship to the Cygnus Leader, written by Ken Belson for the New York Times in 2012. His article provided some additional fascinating details. Each ship holds thousands of vehicles (with the larger ships holding up to 8,500 vehicles) in a layer cake fashion composed of 13 decks. The cars are lashed to the steel floor just inches apart.

The Andromeda Leader is two football fields long, 105 feet wide (the largest dimension that will fit through the locks of the Panama Canal), and has a cargo capacity of 21,443 tons. Maximizing the number of cars a ship can carry while minimizing the damage to those cars is complex. Until the 1960s, cranes were used to transfer cars, one or two at a time. The introduction of dedicated car carrier ships changed that. Like ferries and military transports, so-called ro-ro ships have built-in ramps, often at the stern, which let vehicles be easily rolled on and rolled off. Cars need at least 4 inches of overhead clearance, so their height determines which deck they are parked on. On the Andromeda Leader, the shortest deck has too little clearance for a tall S.U.V., but two of its 13 decks can be raised to more than 16 feet. The spacing between the cars is just as critical. About a foot, separate the front and rear bumpers of the cars, and there is a gap of some 6 inches from side to side. The mirrors are folded in to make more room. And the cars are strapped to the floor.

Belson's article talked specifically about transporting Toyota and Lexus vehicles from Japan to Newark. The details are fascinating: “The Andromeda Leader arrived in the early evening, and the 22-person crew immediately set to work refueling, doing maintenance chores and buying provisions for the return voyage. The next morning, about 120 stevedores arrived at 7:00 a.m. to begin driving nearly 3,000 cars to their parking spots. An advance team boarded the ship first to start removing the straps. A second wave of teams arrived to stage the cars. They find the key car — marked with a sign on its windshield — that must be removed first so the others can follow. The windows are rolled down and the cars are driven away from the tightly packed rows and into an open space nearby. Within moments, more drivers arrive in vans. Supervisors in yellow safety vests direct them down the ramps that run through the ship to the unloading ramp at the ship's stern. The drivers snake their way through the parking lot to an assigned space, walk to a meeting point and board another van for the ride back into the ship. The stevedores were removing 450 cars an hour.”

## Member Profile: Clint Smith by Milt Worthy

We are now in the bow wave of the Millennial Generation. The Boomers, the Beat-Gen, the X-Gen, and the Y-Gen all have had their day; many are starting to get old or merely slouching toward middle age. Lately many writers have been pontificating in print: will this new Mil-Gen just muddle along like all the previous generations with continuous wars, bad politicians, and the willful trashing of our planet? But other commentators and futurologists are counting on the Mil-Gen to save us— to decrease war, terrorism, and taxes; increase income for the middle class; fix the environment, cure cancer, find more water; and bring back the Twinkie and find a football team for L.A. The optimistic thinkers would find hope in a Millennial like Clint Smith.

Clint is, statistically speaking, a perfect Mil-Gen specimen: he was born in Morro Bay in 1981, graduated from Morro Bay High School at the end of the 20th century, came of age in the 21st century— went to a technology institute in Phoenix, AZ, came back to the Central Coast and entered CalPoly in the new century's first decade. Then started his own business while at Poly, and is now the owner of a growing and successful business with global customers in this second decade.

Clint's company, Rebel Racing Products, designs, manufactures, and markets Porsche performance and enhancement products. The entire design and production process are heavily dependent on Clint's experience in years of racing, his formal engineering education, and importantly, his almost innate skills in computer technology. (He grew up when household computers were as common as TV sets.) Currently his marketing and sales are by word-of-mouth, and casually from the Internet. But for growth in the near future, Clint plans to increase his national and global sales mainly through the Internet.

Clint grew up with sweet smell of motor oil on hot metal in the air—quite literally: his father, Craig S. Smith (maven extraordinaire of hot air Porsches) has his famous shop only a piston's thrown away from Clint's bedroom. His earliest sounds were from Dad revving up 356 engines. Clint's other memories include waving his mother, Kathy, off to her teaching job at Paso Robles high school in her silver 1973 S 911. (She has become a legend among the police and CHP along Highway 41 and 46.) It isn't surprising that cars, and especially Porsches, were part of Clint's life from the beginning; his first Porsche was a 1970 911 which he bought in 1999. Under the tutelage of Craig and Kathy (they both

race Porsches, but that goes without saying), he learned to drive his 911 fast and with skill. He still drives his 1970 911 but it has also become his "mule" for testing his latest performance products.



During his senior year at high school he entered an automobile trouble-shooting contest; he did so well that he earned a full scholarship at Universal Technical Institute in Phoenix which is sponsored by several major automobile companies. There he excelled and completed his education at an adjunct program paid for by Ford. When he finished, he was offered a job with Ford. But Clint's heart was with his family, California, and the beach (the Smiths are demon surfers). He returned to the Central Coast and enrolled at CalPoly as an engineering major in order to acquire some more intellectual skills. While at CalPoly he continued racing and upgrading his 35 year old 911. He began to install after-market performance parts in order to improve the handling and braking of his car.

He quickly became aware of the shortcomings, the shoddy quality, and high price of the parts he bought. As he worked on his 911 many improvements came to mind. Clint was also aware of the competition in the market place for such equipment.

But youth will not be deterred. He decided he could do better, and while at CalPoly he designed, built, tested his first component--installing it in his trusty 1970 911 for a weekend race. It measurably improved performance. This hobby suddenly became a business when he made several more and sold them to his friends and racing buddies.

The business began to grow as he added more products to his original one. A heavy engineering course load at CalPoly and his burgeoning business began to conflict. He faced a crucial life decision; he put school on hold to concentrate all of his energy and time to his company. Clint saw a window of opportunity that he couldn't pass up. He would go back and finish his last semester later.



Now this difficult decision had been made, he would devote full time to engineering, designing, testing, manufacturing, and marketing his line of Porsche racing and street improvement products. Clint started with one product and he now has 70 in his on-line catalog; he had several more in mind and in the production pipe-line. A few years ago he decided to go into business to improve on one of the greatest engineered sports car in automotive history! This is chutzpah of a high order! He did and he is succeeding and prospering.

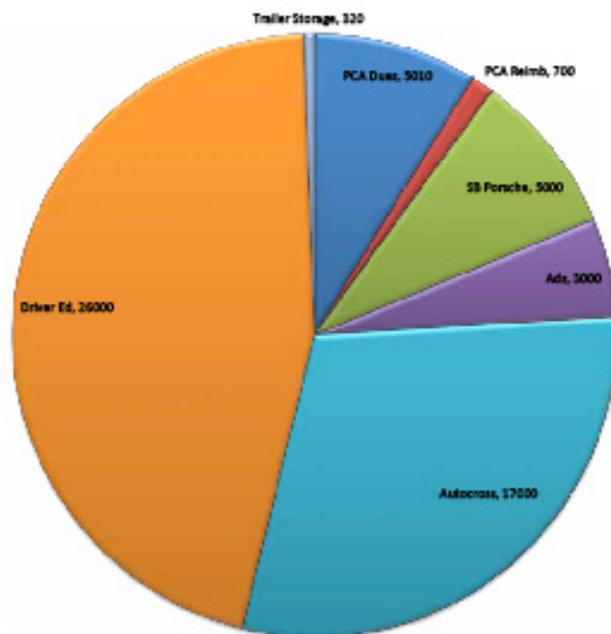
Clint has located his company in Los Osos. Here he has his design, engineering, and prototyping elements close at hand. He is using all the latest computer hardware and software systems to make his job easier. For example, Clint invested in a 3-D printer long before they became a news item. Using a very sophisticated software design and engineering application, he can quickly transfer an idea into an engineering drawing on the monitor screen. An accurate image of a future product can be tested on the screen using virtual stress algorithms and other engineering tools. When he is satisfied, Clint "prints" an accurate physical copy of the new component in plastic, using the 3-D printer. Clint will use the 3-D model to fashion a working metal prototype in his machine shop, It is then installed on his test "mule" and verified whether it's ready for production or for re-engineering. The plastic and metal prototypes, the engineering drawings, and specifications are then sent to the a vendor machine shop for production. When the parts are returned he performs quality control. Then they are ready to ship. That's controlled by computer also. But Clint still has one foot in the old century; he say he also may begin additional marketing the old way: magazines and the print world—the best of the old and the new. The Millennials are flexible.

But in spite of all the technology, the computers, the Internet, probably the greatest single factor to Clint's success is his family: a caring, loving, and supportive home. These elements in a well lived life are universal and timeless. They have been successful in all eras and in all cultures. Craig and Kathy, and his own drive, intelligence, and personality have made for a exemplary citizen of the new century and the new millennium.

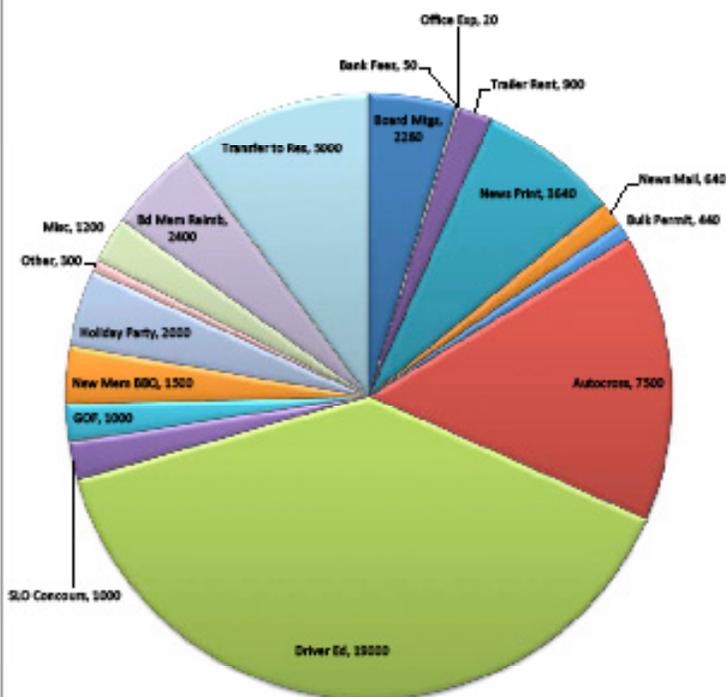


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