

October/November/December 2015

Coastalair

Porsche Club of America - California Central Coast Region



**New Column: Guy's Garage
Rennsport Renunion 2015
Parkfield Rally and Brunch
New Members BBQ**

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PORSCHE

Porsche Santa Barbara is a major CCCR sponsor, including our autocross in Santa Maria and our DE events on May 15 and November 13 at the Buttonwillow Raceway near Bakersfield.



COVER PHOTO



RS Spyder at
Rennsport

Photo by
Art Trinidad

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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. 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
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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

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



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warren_ap@charter.net

Prez's Corner

This will be my last Prez's Corner. In three years, much has happened, and some things have changed. Most significantly, our financial health has gone from a struggling minimal balance to an estimated year-end balance of approximately \$30,000 with a \$5000 reserve. This is mostly attributable to two changes: reduced printing costs of Coastalaire and a substantial increase in income from autocross and DE events. When we reduced the number of print issues of Coastalaire, there was some concern that we might have a decline in member participation. Remarkably, event participation and membership have increased well beyond our expectations. Membership is over 570, and we had a record 150 in attendance at the New Members BBQ. Our financial health also allowed us to increase our charitable contributions to Hospice and Camp Hapitok. With Art Trinidad as associate editor, we hope to increase the number of issues of Coastalaire in 2016.

In January, Gary Thies and Joe Korpiel will be leaving the Board of Directors. I want to give them special recognition for their stellar contributions to the functioning of the Board over the past three years. Two great fellows, Gary and Joe have been generously and consistently helpful and dependable. And I want to thank a very supportive, cooperative, and reliable 2015 Board of Directors. We have been a great team. Thanks to everyone for a wonderful three years.

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	Date and Time
San Luis Obispo Country Club 255 Country Club Dr. San Luis Obispo	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.

Events Calendar

2015

Date	Event	Coordinator	Contact
11-13-2015	DE @ Buttonwillow	Jon Milledge	motorsportsreg.com
11-14-2015	Brunch @ Loading Chute	Andrew Winterbottom	805-481-1973
12-6-2015	Annual Holiday Party	Sanja Brewer	805-541-6036
12-12-2015	Breakfast @ Carla's MB	Chuck Jennings	805-459-7416

2016

The 2016 activities calendar is in the planning stage.
The following is a working draft of the CCCR calendar for the first three months of 2016.
Look for updates via email and the first issue of Coastalaire for 2016.

Date	Event	Coordinator	Contact
1-9-2016	Breakfast @ Carla's MB	Chuck Jennings	805-459-7416
1-16-2016	Tour TBA	Chuck Stevenson	805-459-9493
1-23-2016	Teststrecke XV Autocross	Tom Dobyns	805-458-8461
2-14-2016	Valentines Breakfast @ Far	Western Tavern, Orcutt	
		Chuck Jennings	805-459-7416
2-27-2016	Pozo Tour/Brunch	Chuck Stevenson	805-459-9493
3-6-2016	Breakfast @ Loading Chute	Andy Winterbottom	805-481-1973
3-12-2016	Autocross Academy	Tom Dobyns	805-458-8461
3-13-2016	Teststrecke XVI Autocross	Tom Dobyns	805-458-8461



Breakfast at Carla's Country Kitchen in Morro Bay, 9:00 AM, January 9.

*Please Join Us for an Evening of
Holiday Music, Food, and Cheer!*

*6:00 pm
Sunday December 6, 2015
San Luis Obispo Country Club
Great Music
Great Food
Raffle Prizes*



Menu

Mixed Baby Greens
cucumber, tomato, carrot, radish, & croutons choice of dressing

and

New York Steak Diane
thick cut, served
with creamy Yukon
Gold whipped potatoes
market vegetables
Cognac mushroom
sauce

OR

Oven Roasted
Halibut
served with
citrus rice
market vegetables
Dill Chardonnay vin
blanc

OR

Vegetable Polenta
Stack
with fresh roasted
market vegetables
and
balsamic reduction



and

Chocolate Fondant Cake



**All Entres \$30
No Host Bar**

You may bring your own wine for a corkage fee of \$10
billed directly by the Country Club that evening.

Please checks payable to CCCR/PCA



Mail checks to
Sanja Brewer
1270 Peach Street
San Luis Obispo, CA 93401



**Checks must be received no later than
November 20**

2015 Rennsport Reunion, Mazda Speedway, Laguna Seca

by Art Trinidad



Chuck Hoops
Alison Edwards



Chuck Stevenson
Art Trinidad

You didn't have to be a Porscheophile to be at Rennsport Reunion V at Laguna Seca on a glorious weekend in September. It would help, but was not necessary. One could be a Can Am, or a Le Mans fan. A GT or vintage racing fan. One could just love beautiful new or beautiful old cars. In fact one could just be a petroleum products dealer and be thrilled at the amount of fossil fuels being consumed over just three days. As long as you got a zing up your spine when you heard the sound of an unmuffled six cylinder, there was a thrill available every minute until dark.

The guys (and gals) were going hard, with paint trading, spins and shunts. Race cars always look better with scrapes and black eyes. When ten 918s took to the track and finally the 2015 LMP, you had seen all the Porsche history compressed into three amazing days. The heritage of racing running through the whole DNA.

A 1960 Porsche RS60 that won the 12 Hours of Sebring and the Targa Florio in 1960, then won the European Hillclimb Championship and Hockenheim

Even the skies provided a show with amazing sunsets over the ocean and a blood moon on Sunday. If you missed the whole spectacle, don't miss it again. Chuck Stevenson, his son Gary and I camped in his trailer and had a great time with the Porsche people at the campground. I can safely say that the old joke of the porcupine and the Porsche is completely unfounded. Porsche people are just great.



in 1961. A factory works car, it was raced by Hans Hermann, Olivier Gendebien, Edgar Barth, Graham Hill, Heini Walter, and Wolfgang Seidel, and powered by a 1.6-liter flat-four with 166 hp.

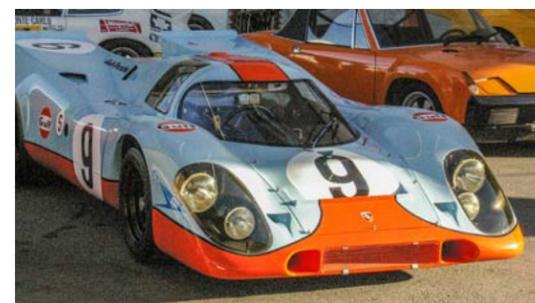


Racing was an on-going affair. Starting with early cars, 356s, Carreras, Formula Bs, Speedsters and Poopers (Porsche-Coopers) in the Gmund Cup all the way through GTS, Group 3 914s, 2.0l 911 and 912s to priceless Can Ams and Le Mans Prototypes.

The exquisite and delicate looking but remarkably durable 1953 Porsche 550 Coupe that began as a roadster and won the Nurburgring 1000K, then came second in class at Le Mans in 1953, finishing



behind its sister 500. It later raced in the Carrera Panamericana and the 1000-Kilometer Race in Buenos Aires. It's powered by a 1.5-liter flat-four with 98 hp and 79 lb-ft. It was here in its Panamericana livery, its last.



A 1969 Porsche 917K, one of the first 25 homologation cars, one of the first Gulf-Wyler 917s, and the first 917 to go a full race distance. The company engineer that led the team which created it: Ferdinand Piech. Originally powered by a 4.5-liter flat-twelve, that was increased to five liters, putting out 630 hp and 441 lb-ft. Its spaceframe weighed 92 pounds and it could go 220 mph. Driven by Jo Siffert, Brian Redman, David Piper, and Frank Gardener, it won the World Sportscar Championship in 1970 and 1971, it took victories at Le Mans, Daytona, and Sebring.

Mark Donohue's brutal 1973 917/30 Chassis 003 raced successfully around the world. So successfully, it was outlawed by Le Mans.



The stunning 1966 Carrera 6 210 bhp, Type 901/20 1,991 cc SOHC air-cooled opposed six-cylinder engine with dual Weber 46IDA 3C triple-throat down-draft carburetors, five-speed manual transmission,



independent front and rear suspension, and four-wheel disc brakes. Its jaw dropping from any angle.

The technological cutting edge 919 prototype featuring four cylinder gasoline and electric motors putting a combined 900 bhp to the wheels (KERS to the front). At slightly less than 2,000lbs and a shape so



slippery it's an ghostly quiet car, certainly good for a pole and win this year at Le Mans. Driver Nick Tandy gave an entertaining interview and many famous drivers were on hand for the fans.

Greetings to all fellow 'Porsche Pushers'. Art and Chuck have asked me to do a local monthly tech article (Chuck says he has compromising pictures of me, and Art brought wine) so here I am!

Since our club president's 996 Turbo is in our shop for a serious repair we thought this would be a good place to begin.



At the last autocross he had a large loss of coolant which turned out to be a cooling pipe fitting popping loose of the engine casting. Porsche turbo engines have about seven or eight of these types of fittings on the engine (Check out Chuck's pics).



These fittings are pressed and glued into the various castings and have been known to come out.

We had to remove the engine/transaxle assembly to gain access to this piece. Ouch! The logical decision at that point was to remove all of the cast pieces for some permanent repairs. Luckily a good friend of mine stopped by on his way to Rennsport for a meeting of the minds (mind). Steve Grosenkemper, from the San Diego Region, and I have known each other for a couple of decades, and both of us learned from one of the best, Dieter Vongehr. Steve has seen this problem before, too, and the advice from him and Jon Milledge was to remove all the castings that had cooling hose outlets and heli-arc them.



I have heard of some people pulling all the outlets and knurling them and re-gluing them with JB Weld type products. I know this would be a decent call, and would do it if that was my only choice. Nevertheless, I agreed with Steve

and Jon that the most worry-free solution was the heli-arc approach. We took all the pieces to Lesco Machine in SLO and they removed all the outlets by baking them in an oven and extracting. The castings and outlets were soda blasted to remove all of the so called German Adhesive. They did a beautiful job on the welding (Once again, check out the pics.)



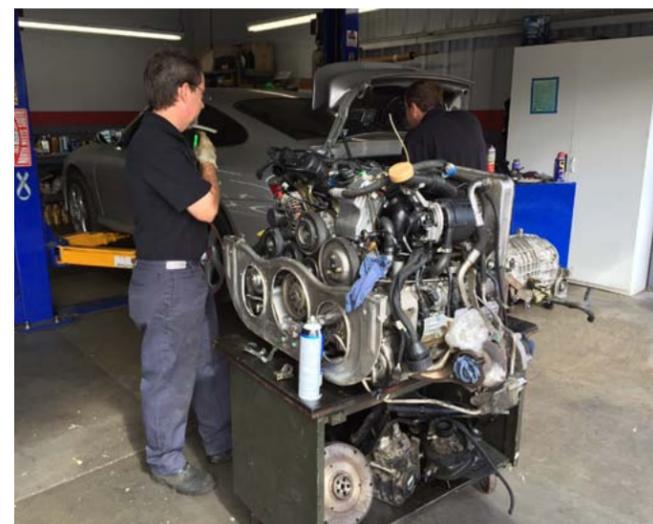
Thank you Stefan, Mike and crew at Lesco. You did a first rate job, and these bad boys will never pop out on Chuck again.

So, this problem begs the question. Should all 996 turbo, GT-3, and GT-2 guys prophylactically do this prior to a failure (like a IMS retrofit upgrade)? My answer is probably not. Brent Smith has a 1999 Cup Car with a 2005 engine, and I can see they glue those fittings in also. He has not had failures but his car is run at a higher rate of speed for longer periods of time. An autocross involves a very hard 60 second run followed by a wait in line and then another hot lap. This allows maximum cooling pressure to build up and puts that glue under a lot of stress. My advice to you autocross guys and gals would be to turn on the A/C after breaking the timing lights and getting those radiator fans running sooner.

Chuck's car did not experience a catastrophic failure. An expensive inconvenience – absolutely. Does this happen a lot? Not really. Obviously this is my first experience with it. However, if it does, should this be the approach?



Yes, once the engine has to come out and you have to remove the intake system, ad infinitum; it makes sense to do so, just like it would make sense to change the clutch if the engine is out even if you were at 50% life.



Jon Miledge was by our garage on the Monday before we reinstalled the engine/transaxle, and he said, "Wow, that is a very complicated engine". It is. Actually more so than a race car engine. Looking at the 962 engine, which is very much the same, it is easier to work on. Nothing is on there except stuff to make it go faster. Do I wish Porsche had welded the pipes in from the start? Yes, yes, yes.

Porsche does make mistakes, and in this particular era of its corporate life they made cost related decisions that it may not have before or since. Not a great call but we have seen worse ones. These are still amazing cars that can be pushed very hard on the track and then driven home with the A/C on and favorite music and navigation running.

Pretty cool.

So club members send in your tech or DIY questions to Art (pasotrin@gmail.com) and we will try to find a theme for the month or just plow through a bunch of questions all at once.



I thank all of you who use our shop and enjoy visiting with all of our PCA members. 🇮🇹

Until next month – Guy Ober



October 17, 2015 CCCR Annual New Members' BBQ

by Chuck Jennings with photographs by Bob Kitamura and Chuck Jennings

Nearly 150 CCCR members and new members attended the annual New Members BBQ held at Jim and Carlyn Eckford's barn.

In 2015 CCCR was joined by over 40 new members. This year, we topped 570 members.



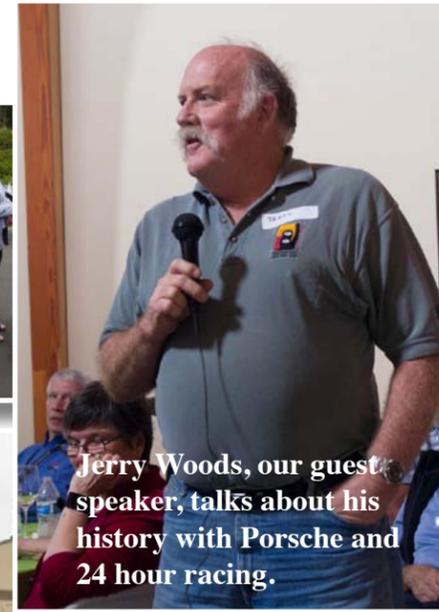
The Raffle



Chew Larry Kitty Joanna



Vicki checks in David



Jerry Woods, our guest speaker, talks about his history with Porsche and 24 hour racing.



Gary, Mary, Judy, George, Susan, Jim, Chris



Warren Renee Tom Karen



Awaka Dave Tom Warren Shelley



Enjoying wonderful weather and some super wheels.



The Porsche Grub Line!

And it's free!



Ginny Frank



Ashley Clint Craig Kathy Rick Rhonda



The Daniel Family, our chefs and servers of fantastic cuisine.

Porsche Santa Barbara donated all the Porsche wine glasses!



Tom Dobyns conducts the raffle with assistance from Fred Griffith.



Ken Rebecca Susan Celia Greg Andy Rennate Shu



Mack Susan Alice Guy Brent.



Dennis, Jerry, and Charlie



Walt and Rebecca Branscom of Porsche Santa Barbara.

It's about the people.





Where did the Autocross season go? On September 19th we completed our sixth and final Autocross of the season. We also held our second annual (and to be repeated again in March of 2016) Autocross Academy in April of this year. Finally, we held a Driver Education event at Buttonwillow in May, and will hold our last DE event on November 13th.

This has been our most active driving season ever. We are finalizing our AX and DE calendar for 2016 at this writing. We will again offer six AX events at Santa Maria Airport.

I wanted to give you a little perspective as to how our events are financially funded. We charge our members \$50 to participate in an AX event. A couple of years ago, we had approximately 15-18 CCC Region members that regularly participated. Since we have held the two Academies, our Porsche club member participation has increased to 25-30 folks per event.

It costs us around \$1,500 to put an event on. Major costs are the rental of the airport facility, porta-johns, and miscellaneous expenses. In addition, this year we have invested in a new timing system, purchased new cones, and upgraded our computer equipment.



If we get 30 Porsche Club members participating at \$50 each, it basically covers our costs. But here is where we REALLY appreciate our non-Porsche friends helping us out. We have a "full field" of competitors with 65 entries. Non-members are charged \$60 each, so if we have an additional 35 entrants...at \$60...that is an additional \$2,100 of revenue, which is basically our profit margin for a typical event. Logistically, we need this many entrants to fill all the work assignments and put on a successful event.

So, we very much appreciate these non-members supporting our events. We have an excellent relationship with the Corvette Club, Vapor Trail Vettes. Several of their members help us with Friday course set up, and timing the day of the event. Many thanks to them for their regular support. Hey, and guess what? There are many non-members that have eventually purchased Porsches, and have become members!



Between the AX and DE events, it helps provide the funding to subsidize other social club events. A recent example of this was the New Member Barbecue, where we enjoyed a good old fashioned Santa Maria BBQ at Jim Eckford's beautiful estate... absolutely free to not only new members, but ANY member who signed up!! We had almost 150 folks at this great club event.

I want to sincerely thank all the club members who have supported our driving events throughout the year. I've watched so many of you increase your driving skills...and have a blast driving that wonderful engineering marvel...your Porsche!

See you next year!



Tom Dobyms
Autocross Chair



Photos by Chuck Hoops and Chuck Jen-

On October 24, forty eager CCCR members made our annual rally run to the Parkfield Cafe for brunch. It was a perfect day for a leisurely drive on the less traveled roads of Northern SLO County and Southern Monterey County. A fun gimmick rally challenged drivers and navigators to answer such tricky questions as "What plate will you be eating off of at the Parkfield Cafe." Parkfield sits on the North American Plate, no less than a quarter mile from the San Andreas Fault, and is hence proclaimed as "The Earthquake Capital of the World."



△Chuck Jennings awards wine to the top six rally cars.

▽ Jack Varian

Our route took us through Santa Margarita on Highway 58 to Highway 229 through Creston and Highway 41 through Shandon. A brief passage by the James Dean Memorial prompted a few trivia

questions about the James Dean mystique. Can you name one of his most famous movie roles? How about the year, make and model of the car he was driving when killed on Highways 41/46? If you weren't on the tour, you missed a lot of fun. And you missed the opportunity to win a bottle or two of great wine from the Cerro Calient Cellars.

Parkfield sits in the Northern end of the Chalome Valley. Its remoteness might suggest a less than interesting history. But longtime resident, rancher, and local historian, Jack Varian,

held our collective attention with a captivating backstory of the lure of oil and coal, and gold mining. With a deep respect for the preservation of this natural treasure, Jack subscribes to a philosophy of "holistic ranching" applied to the management of this 17,000-acre ranch. His son and daughter-in-law own and operate the cafe and lodge. Once a town of 900 residents, Parkfield has become devoted family affair.

The 911 has, for a long time, been a car of my dreams. Since that first ride in a new coupe in the mountains of West Germany in 1983, I have admired and desired these cars. As a young lad in the 80's owning a 911 was out of my financial reach (plus insurance would have been ridiculously expensive for my age). Then in the 90's having a family put a damper on the type of vehicle I could sensibly own. Just before the new millennium I started seeing a P-car on the road with a catchy name, "Boxster". I really liked the looks and design of this new Porsche and when I discovered the prices I got a little excited. It's not a 911 but I could raise a family and possibly afford a pre-owned Boxster... Someday.

Leap to 2004 ... After many months of waiting, dreaming, and searching on-line for the right color and condition, I purchased a clean pre-owned seal gray 2001 Boxster. I loved the design and performance but something seemed to be lacking to fill my desire for that flagship Porsche. Don't get me wrong, the Boxster is an awesome machine and I drive mine every day. There are no cars on the planet that handle like the Boxster (and the Cayman). In fact, I can honestly say my Boxster is the best vehicle I have ever owned. I now have over 280,000 on my Boxster, original motor, no rebuild, and that Porsche durability created even more desire to own that 911.

Leap to 2014 ... All the kids are out of the house (yay!), I can now own, and afford, a 911 (hooray!). Not a new 911 (prices keep climbing out of my reach... darn it) but I would be very happy with a good example of a pre-owned 911. But which model to buy? Working with my limited budget put me in the 993, 996, and 997 model years. I could handle the IMS bearing problems on the 996 since I have replaced two of those bearings on my Boxster, so that was not an issue. The 996 Turbo was also on my radar but finding a six-speed in the right colors and the right price was a challenge. I did test drive two 996 Turbos, one was a six-speed, the other a Tiptronic, what a rush. Those two test drives put a smile on my face that lasted a week. I also liked the more modern interior of the 997, the change to the more modern interior was very appealing

I read many articles in Excellence magazine and Panorama magazine on purchasing pre-owned Porsches, all recommending to be patient, do your homework, and look at and test drive a number of vehicles before making your purchase decision. Scanning the internet, visiting web sites like Autotrader.com, Craigslist, and Cars.com was a daily ritual for me. My wife Cathy and I would take journeys south to LA to look at 911's posted for sale, only to be disappointed by the bad condition and poor maintenance on the vehicle. One trip I rented a car trailer and towed it to a dealership with my Chevy Tahoe thinking "This Is the One!" only to be disappointed by the terrible condition of the car. Thoughts ran through my mind like, how can someone buy a 911 and not take care of it? And, what did the previous owner not do to this 911? Never wash and wax it? Never change the oil? Obviously these previous owners were not PCA members.

One of the dealerships we visited had multiple 911's on the lot. My hopes were high but when we got there found that every 911 had been keyed by vandals the week before. The salesman said, we will pay to have the hood repainted on the Turbo. I looked at it and said, "No thanks". It had been lowered too much, cheap aftermarket wheels, and had an aftermarket exhaust system on it. No telling what other improper mods had been done to it. The unfortunate thing about all the 911's at this dealership, if they had repainted them to make them look nice, vandals would have probably keyed them again. There were more than a few occasions a great deal on a 997 S or 996 Turbo would show-up on Autotrader or Cars.com, and I would contact the dealer or owner only to find-out the car had already been sold. That of course was always disappointing and at times discouraging. Obviously there are other buyers out there looking for a Porsche 911 and they are ready to jump on a good deal.

Leap to July 2015 ... I had not given up, I'm still searching on-line every day, Cars.com and Autotrader. And there it was... Price lowered on a 2006 C4S located at a McLaren dealership in the SF Bay area. Hmm... McLaren dealership, this might be a nice 911. The photos looked good, options were what I was looking for, color slate gray. 70,000

miles on the odometer, low miles for a 2006. The more I looked at the photos the more I liked the looks of this 911. I sent an email to the dealership asking if there were any dents or scratches on the vehicle. The email reply the next day stated, no scratches and no dents. The Porsche is still available. It was a trade-in on a new McLaren. I had to see this 911, but it was a long drive to Palo Alto. And what if I purchased it? How am I going to get it home? Then my wife asked a brilliant question, "Why don't you rent a car one-way"? Of course! That was a great idea (actually it was my idea months ago, she just reminded me of it)! So I went on-line to look for the nearest car rental business to the dealership. Behold, Avis was less than 1/2 block away.

The journey didn't start until after my dental cleaning appointment the next morning. I mention this because my dentist is also a Porsche owner, he has an early 911. He seemed to be more excited about my trip to Palo Alto than I was.

With a pearly white smile I went to the Avis counter at the Santa Maria airport and informed them that there was a possibility that I might have to drive the rental car back to Santa Maria. The attendant behind the counter, with a brighter smile, said to give them a call if that happens. Great, so off to Palo Alto, in a Mazda sedan (I believe this was the first Mazda I have ever driven... No comment).

It took about four hours to get to the McLaren dealership. Traffic on the 101 was surprisingly heavy as I got into San Jose, then Santa Clara. It kind of reminded me of LA traffic without all the cars. I walked into the dealership and the view of a dozen McLarens filled my eyes. Interestingly, I had no desire to look at any of them. I was there on a mission and asked for Andrejs, the online salesman.



As Andrejs walked into the showroom floor I was surprised at how young he was. I introduced myself and said I would like to look at the Porsche. He said absolutely and grabbed the keys. I did not forewarn Andrejs of my arrival because I wanted to hear that 911 start when it was cold. I know enough about these Porsche motors that early signs of issues can be noticed when the motor is cold and started. As Andrejs and I walked towards the 911 I asked him how long he had been working there. He said five months. I thought hmm... I will be talking to someone else when it comes time to do business.

When we came upon the 4S I started looking closely at the body, along the sides, up and down the front and back bumpers. I could not find a scratch or dent anywhere, Andrejs was correct with his email response. I was shocked, this 911 looked awesome! I was also pleasantly surprised to see new tires, Bridgestone Potenza's, a nice plus. Then Andrejs opened the door, I started looking closely at the leather, corners and

edges of the seats, no noticeable wear, how can that be? I studied the dash, console, shifter, and then the rear seats. Wow, this is a real nice 911. Whoever owned this vehicle took very good care of it. I said, "Andrejs, I want you to open the lid so I can look at and listen to the motor when you start it". He said, "OK". He popped the lid release and I opened it... Wow, the motor was spotless. I said, "OK, start the motor". About that time sounds I have never heard before came roaring out of that Sport Exhaust, a very loud BARK, BARK, BLAP, BLAP, BARK, I jumped back then started to smile. I was hearing one of the most beautiful sounding engines I have ever heard. Right away I said, "Time for a test drive". Andrejs said he had to make a copy of my driver's license, so while he was back in the office I was texting my wife, THIS IS A BEAUTIFUL CAR!

(continued on page 21)

A Tale of a “Mad Dog” (part 2)

This region of PCA is loaded with some amazing talent and some very interesting stories. I suspect that's true of all regions. It's the nature of the folks who appreciate the qualities of the marque. After much cajolery, the following story was reluctantly submitted to me for publishing in Coastalaire. Its author claims a lack of confidence in his writing skills. But as they say, (Whoever “they” is.) once you get ‘em started, you can't shut ‘em up. Consequently, this interesting story has several chapters. This is the second installment. Just for fun, the Mad Dog's identity will not be revealed until the last chapter is published. Your Editor

It was the winter of 1963/64. I had spent most of the year doing just enough work to keep General Dynamics happy while helping Gene Borlin with his AH 3000 SCCA race effort. We had gone to a number of races in 1963 and had determined that, although powerful, the Healy didn't put that power down in a usable fashion. Specifically, it would spin the inside rear wheel a lot in slow corners and some in medium speed corners. Gene planned to purchase a limited slip differential from Hollywood Sports Cars to correct this problem.

When not helping Gene, I was plotting just how I could start racing too. I was driving a 1964 Pontiac GTO 4 to speed back and forth to work but this wasn't appropriate for racing in SCCA. When not helping Gene on his car, we would retire to his cousin's house to bench race, watch TV and drink an occasional beer. I think, although I am not absolutely sure, that Gene didn't drink but his cousin did. Another racer, Charles McCarty (Charley as we called him jokingly referring to the ventriloquist dummy) worked for UPS as a delivery driver. He had been to England doing Formula Junior at a racing school and had scraped up enough money to purchase a Gemini Mk4 Formula Junior with a Cosworth engine and, I think, a Jack Knight 6 speed gearbox. Most rear engine Formula Juniors of that time used a Hewland gearbox based on a VW Beetle gearbox case but they had either 4 or 5 speeds. Anyway, this FJ as they were called, was very advanced for its time with inboard disc brakes both front and rear for lower unsprung weight.

Charlie had aspirations to be a professional race car driver and felt F Juniors were his best chance within oh, say 150% of his annual earnings if he didn't do anything else like eat. He was desperate for money and had a Cooper Formula 500 car powered by a V twin J.A.P. motorcycle engine. As I mentioned, Charlie had been to England, the mecca of road racing after WWII and observed car preparation. From this, he “knew” that between every race, the car had to be stripped to the last nut and bolt, inspected, and re-assembled. There was some truth in this as the quality of the English bolts was low and they could stretch and become loose. Maybe. His Cooper Mk X was, of course, literally in several baskets as it had been stripped down to the last nut and bolt removable. And it was for sale!!! It came with a trailer made just to haul the Cooper and the price was only \$2500.

There were several Formula 500s being raced in Cal Club SCCA based in Los Angeles so there was a class and competition. I didn't have \$2500 but could scrape up \$2000 so I made an offer. It was immediately accepted as you might imagine. Now, I just had to have a Garage. I was living in an apartment building in Pacific Beach (beach town suburb of San Diego) and had an open parking spot for my Pontiac. Maybe I could put the trailer where motorcycles were supposed to park but there was nowhere to assemble the Cooper. I found a duplex with an enclosed garage and moved. The Cooper was in the garage and the trailer in the drive in front of the garage with the Pontiac parked on the street.

Time passed and not much assembly of the Cooper happened. I was busy at work and helping Gene with his Healy. After this was done, I helped Charlie with the Gemini. Conveniently, no time was left for the Cooper. I think I was overwhelmed by the boxes and boxes of parts that accompanied the bare tube chassis. It had nice light magnesium wheels though. Really cool!

I really wanted to race and Gene offered to allow me to go to SCCA drivers school at Del Mar in the Healy. This was extended to two follow-on novice races at events where he was running. I forgot about the Cooper, I was going racing!

I don't remember a lot of details from the driver's school at Del Mar parking lot. If you read the first story, you have some idea of the “track”. From that story, “The track was laid out with hay bales marking the inside and outside of the course and, where there were no hay bales between corners, there were limed edges of the track. This was a very short track with top speed on the one longer straight maybe 90 mph with the fastest cars. Most of the corners were 25 to 35 mph in second gear but hey, it was “racing.” I was assigned an instructor and drove him around the course at “reduced” speed. All the student closed wheel cars were on the track at the same time, maybe 10 – 12 cars. I knew it was important to go through this school with an un-blemished record and had been told speed wasn't the most important thing. Safety and proper driving on the correct line was most important. When we came off the track after that first session, my instructor named me “Mad Dog.” We became good friends. I managed to complete the school with no mishaps and within a couple of weeks received my SCCA Novice License. I was on my way.

By now, Gene had his SCCA National License and planned to run only National Races in 1965. His first two of 1964 were to be at Phoenix International Raceway and at Tucson airport. Normally, no novice races were held at National races as they were larger more important events. But, Phoenix and Tucson were really small regions in SCCA and had few events each year. To attract more entries, they were having two Novice races each, one for open wheeled cars and one for closed wheel cars. I entered.

I vaguely remember the hours of flat towing the Healy behind Gene's 1960 Chevy tow car. All our spares and tools were in the Chevy's trunk, the back seat or piled into the Healy.

I had a tool kit I had purchased from my father's hardware store while I was in high school. It was mostly complete but had no “Whitworth” wrenches so Gene purchased a set of Whitworth open-end wrenches for us. The Novice race was run first early on Saturday morning after one practice session, probably to clean off the track that was situated in the desert surrounded by sand, rock and cactus. In my practice, I qualified third behind a 289 Cobra and a Roger Bursch prepared 356 Speedster. In those days all races had standing starts and I was lined up behind the Cobra. Because of my prior drag racing activities, I thought I could at least pass the Speedster before the first corner. The flag dropped and I thought I got a good start but the Speedster stayed ahead to the first corner, a banked right hand corner that joined a straight that went off into the desert. This corner is in use today as the last corner for NASCAR when they run the Phoenix oval track. As the race progressed, I could keep up with the Speedster (I felt I was really driving fast) but the Speedster would pull me down the long straight. This straight had a kink as it passed over the oval track into the infield, followed by a slow second gear corner.

Every lap I would slightly out-brake the speedster but just couldn't quite pass. Then on one of the last laps, the Speedster had a shifting problem on this straight and I stayed really close. This was my opportunity and I pulled out and out-braked him into the slow corner at the end...and slid two wheels off of the course on corner exit. I was furious with myself and drove much harder after that. Two corners later, I passed the 356 easily. The race ended a couple of laps later and I couldn't even see the 356 in my mirrors. A lesson learned about what was fast and what was faster. I would have sworn I was going as fast as possible before going off track, then learning I could go much faster. The Cobra was untouchable. I had finished 1st in class! (Just as a side note, the Cobra was an A Production car, the Healy was a D Production car and the 356 Speedster was an E Production car so we finished just as we were classed by capability.)

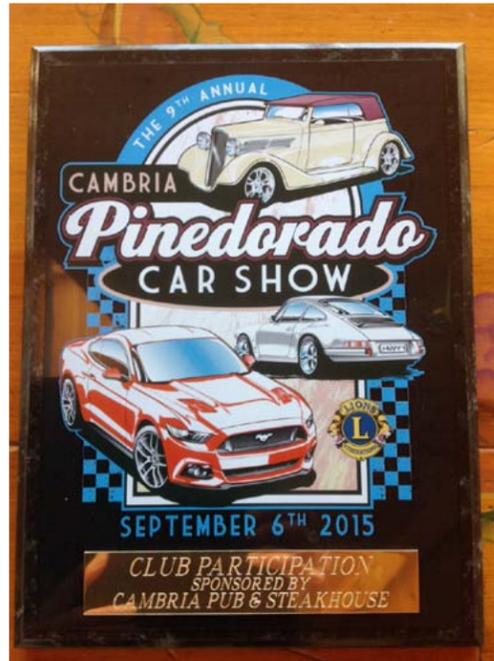
(continued on page 21)

Since 1949 Labor Day Weekend has meant “Pinedorado Days” in Cambria.

I have always said that the entire “Pinedorado” weekend reminds me of a Norman Rockwell painting, starting with the Parade on Saturday. Nine years ago an additional event was added to the usual barbecue, kids games, food booths and art show...that event was a car show.

Having participated in many different types of car shows over the years, including the famous Pebble Beach Concours de’elegance, I can truly attest that the Cambria Pinedorado Car Show is one of the most fun. Oh, I’ll admit being on the viewing stand at Pebble Beach and winning the Pebble Beach Cup is an ego trip. But when it comes to a car show with less stress Pinedorado wins. Now in its 9th year the Pinedorado show continues to attract a wider range of cars with entrants coming from greater distances.

There were 165 cars participating. While still predominately “American”, this year we “Europeans” put on a great exhibit, and California Central Coast Region of PCA garnered the “Best Club Participation Award”!



There were eight Porsches lined up in front of Vets Hall (we allowed a couple of Ferraris and one Jaguar to park with us). The Porsches pretty much represented every style and included John Whitworth’s 1958 356 Speedster (he purchased it in 1967), John Eskelin’s original owner 1965 911, George Shepard’s beautiful Riviera Blue 911, Jim Major’s 911 Cabriolet, Joe Korpiel’s 2002 GT2, Ken Cooper’s 2004

Turbo (formerly my car so I still feel I have a vested interest...I just let Ken drive it), Charlie Windisch’s Panamera, and my 2015 Lime Gold Cayman S.

The weather was ideal, the cars beautiful, and the joy of socializing with participants and spectators alike made for a perfect day. 🏆

Two weeks later, we towed to Tucson, AZ from San Diego. Because Gene and I both worked at General Dynamics, we had the tow car hooked to the race car at work and left directly from there. I don’t remember how many hours driving it was but we arrived in Tucson to look for a motel at about midnight. What, you thought we had called ahead and reserved a motel? No internet then so we just drove to near the Tucson Airport and stopped at a cheap motel. Gene was on very limited budget which was why he had no trailer. Our motels tended to be close to the cheapest available. I have no specific memories of bad motels but definitely no memories of luxury either.

The Tucson Airport track was flat. Well, it was an airport after all but featured some concrete taxiways and some asphalt connecting strips. The concrete had a rough surface that I thought would offer more grip. The asphalt was hastily laid but smooth. I was wrong, the asphalt had more grip. There were several corners where the surface changed in the middle of the corner. Challenging. The same 356 and Cobra were there to run the Novice race. I was determined to beat the 356 again but didn’t think it possible to beat the Cobra. I had seen Cobras run in 1963 and 1964 that were Shelby factory cars with very good drivers. They were really fast, especially on courses with slow corners and short straights. They accelerated faster than the Corvettes so even if they were slightly slower at the apex of a corner, they were faster out of the corners and down the straights. Of course, I told myself, this Cobra was driven by a novice like myself and might not be mistake proof in the race.

This time, I qualified second. When the race started the Cobra roared away but I held second place easily. The race was pretty boring for a spectator (there weren’t any anyway) although very exciting for me. At about half way the Cobra went way off course and I passed him. A lap later he passed me back on the main straight but didn’t pull away as fast. I think he was having brake problems because his lap times weren’t much faster than mine. At the end he had to slow up but he was still in 1st with me in 2nd and the 356 in 3rd.

Gene drove really well in his race to finish 2nd behind Ronnie Bucknum in the Hollywood Sports Cars MGB prepared by Doane Spencer, reputed to be the worlds fastest MGB.

A week after returning to San Diego, I was emotionally crushed by the death of my Grandfather on my mother’s side. He had been great to me all my life and I loved being with him. But, I also learned that he left me several WWII savings bonds in his will. I had begun to suspect the Cooper was not a complete car and could never be assembled and race (I don’t know this is true but I felt that way).

In the next short story, I buy another race car. 🏆

Jerry’s 911 (from page 17)

The test drive could not have gone any better. I waited for the motor to warm-up to temperature before getting the RPM’s up to 6500 in 1st and 2nd gear. I told Andrejs to hold-on I was going to do some slalom maneuvers. He smiled as I started moving the steering wheel back-and-forth, everything was tight, great shifting, and no strange noises. Time to buy this 911.

I won’t bore you too much with the negotiation details. But I was correct on my assumption that another individual, Tom, the Sales Manager, would handle the business side of deal. As he approached me the first thing out of his mouth was, “We don’t like to negotiate here.” I said, “Great, I don’t like to negotiate either,” as I slid a printed page of the Kelly Blue Book Fair Price numbers on the desk in front of him. I said, “How close can you come to that number?” as I pointed at the price on the paper. He said, “We are already losing money on this vehicle”. I said, “No you are not, I know how this works.” I said, “If I were rich I would write a check right now”. He said, “If you were rich you would be buying one of these McLarens”. I said, “No I wouldn’t, I would be buying a Porsche 918”. He smiled and went into another office to make a phone call. After it was all said and done, I ended up paying \$500 more than my original offer, which I was very pleased with considering the exceptional condition of this 911. 🏆

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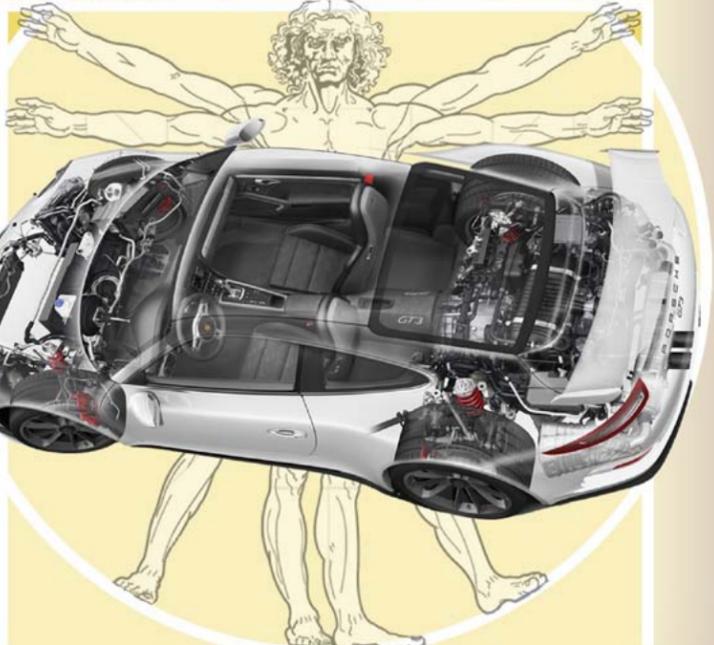
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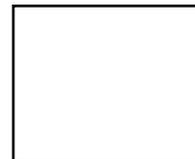
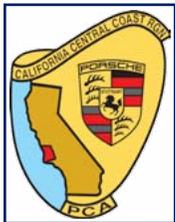


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