

APRIL 2016

Coastalair

Your Quarterly Club Newsletter

CALIFORNIA CENTRAL COAST REGION ■ PORSCHE CLUB OF AMERICA



2016 Calendar of Activities
2016 Festival of Speed
Member Profile: Chuck Hoops
A Fun Trivia Quiz

◆ EXPERIENCE

- ✓ Service: Minor and Major Factory-Style Service
- ✓ Brakes
- ✓ Electrical Gremlins
- ✓ Engine and Transmission Overhauls

◆ COMMITMENT

- ✓ Race/Track Day Prep
- ✓ Special Project Cars
- ✓ Parts and Accessories
- ✓ Spark Plugs to the Special Set of Wheels You've Been Dreaming About

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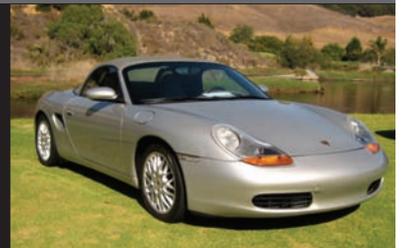


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Sa 9:00AM – 6:00PM Su 11:00AM – 5:00PM



Porsche Santa Barbara is a major CCCR sponsor, including our autocross, DE, New Members' BBQ and Holiday Dinner Party. Thanks most of all to Walt Branscome at PSB.

April 2016

COVER PHOTO



WC-GT3 at the PCA Zone 8
Festival of Speed 2016.

Photo by Chuck Jennings

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The Coastalaire and Coastalbreeze are 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:
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Porsche Club of America (CCCR/PCA)
278 Via San Blas
San Luis Obispo, CA 93401-6976

CCCR Name Badge

California Central Coast Member Name Badges. Your Beautiful 5-color CCCR Cost for standard badge with pin, swivel clip or magnet closure: \$15.00, First Name, Last Name, optional 2nd line, for example, your club office within the club, your Porsche model. To order: Print (or type) your First Name and Last Name the way you want it to appear on your name badge and send, together with a check for amount as determined above to:

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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Spring has just begun. Hope you all set your clocks ahead last month. We had an “El Nino” weather event this year, but it bypassed us for the most part. We did get enough rain to grow some wild flowers though, so if you want to take a drive out to Shell Creek Road in North County, you may still see some flowers.

Do you enjoy racing events? If you enjoy driving fast, we have a Drivers Education (DE) at Buttonwillow Raceway on May 13th. You still have time to register for this event at MotorsportReg.com. Our club received an invite from Ford to test drive the new Shelby GT350 Mustang at Buttonwillow Raceway on May 5. I know it’s not a Porsche, but this sounds like a fun event!

Sadly Chuck Stevenson, our Activities Director had to resign from the CCCR Board. He has done an outstanding job the past two years, and we wish him well. We are looking for a volunteer to serve as Activities Director for the remainder of the year. Since the calendar for 2016 has been nearly completed, it will not take much of your time. If you are interested, please let me know.

We had 9 CCCR members attend the Festival of Speed in Fontana on April 8-10. They had a great time and stayed dry. I hope everyone continues to participate in all our events this year. Don’t forget that our Board meetings are the first Wednesday of every month at San Luis Country Club. Please feel free to attend. New ideas are always welcome!

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 Ken Finnery to inform of your intent to attend at 805-542-9671.

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 meetings are posted for your review on our website at ccc.pca.org.



2016 CCCR Events Calendar Update



Look for reminders and updates via email.

Date	Time	Event	Coordinator	Contact
5-7	9:00 AM	Breakfast @ Morro B. Golf Course	Jack Ravin	805-771-8739
5-13	7:00 AM	DE Buttonwillow	TomDobyns	805-458-8461
5-21	9:00 AM	Baja Cantina/Carmel Tour/Lunch	Art Trinidad	805-712-1616
6-4	9:00 AM	Breakfast @ Juan's Cantina, Oceano	Warren White	805-709-8455
6-18	9:00 AM	Tour: Fess Parker/La Purisma	Chuck Jennings	805-459-7416
6-25	9:00 AM	Swap Meet & Tech Session, SGS	Andy Winterbottom	847-219-2964
7-9	9:00 AM	Breakfast, Scotty's in Pismo	Ken Finney	805-542-9671
7-10	10:00 AM	Gathering of Friends, Laguna Lake Fund Raiser for Jack's Helping Hand for children with cancer.	Bern Singson	
7-23	7:00 AM	Teststrecke XVIII AutoX	Warren White	805-709-8455
8-6	9:00 AM	Breakfast, Scotty's in Pismo	Ken Finney	805-542-9671
8-12		Werks Reunion Monterey	TBA	
8-18/21		Rolex Motorsports Reunion, Laguna Seca		
8-27	7:00 AM	Teststrecke XIX AutoX	Warren White	805-709-8455
9-4	7:00 AM	Pinedorado Parade, Cambria	Sue Foreman	805-927-0547
9-10	9:00 AM	Breakfast Carla's Country Kitchen	Chuck Jennings	805-459-7416
9-17	7:00 AM	Teststrecke XX AutoX Santa Maria	Warren White	805-709-8455
9-24	9:00 AM	ProgressiveTech Sessions Tour Zone 8 Event	Jon Milledge	805-704-8785
10-8	2:00	Octoberfest Dinner	Hamp Miller	805-781-8605
10-22	11:00 AM	New Members BBQ	Ken Finney	805-542-9671
11-5	9:00 AM	Parkfield Tour/Brunch	Chuck Jennings	805-459-7416
11-19	9:00 AM	War Birds Museum, Paso Robles	Warren White	805-709-8455
11-14	7:00 AM	DE Buttonwillow	Tom Dobyns	805-458-8461
12-4	6:00 PM	Annual Holiday Party, SLOCC	Sanja Brewer	805-541-9245
12-10	9:00 AM	Breakfast Scotty's Pismo Beach	Ken Finney	805-542-9671

Don't Miss These Events Coming Soon!



June 4
Breakfast at Juan's Cantina
649 Pier Avenue, Oceano
No RSVP Need

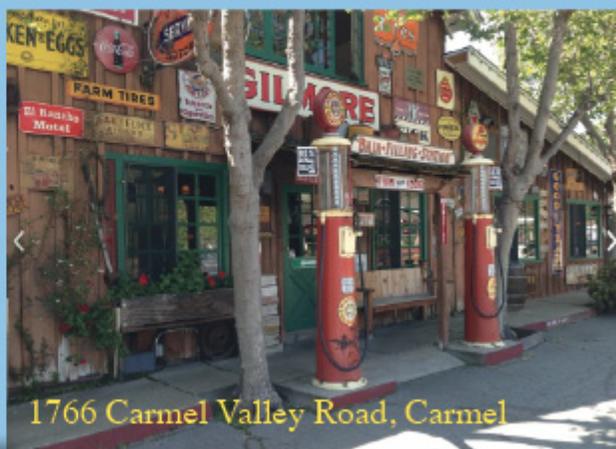


May 21



Join us for a driving tour up the Coast from Morro Bay to the Baja Cantina and Grill in the Carmel Valley. Depart the Taco Temple in Morro Bay at 9:00 AM. No RSVP Needed! Look for a CCCR email coming soon with more details
Call Art Trinidad 805-712-1616

Baja Cantina and Grill
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Driving Tour

June 18



Driving tour through Northern Santa Barbara County for lunch at the Fess Parker Winery and a walking tour of the La Purisma Mission near Lompoc. Limited to 30 CCCR members. RSVP no later than June 13 via email to Chuck Jennings at concoursechuck@gmail.com. Departing SLO Costco parking lot at 10:00 AM.



Fess Parker
Wine Tasting

La Purisma Mission
Historic Tour





CCCR -PCA presents



AUTOCROSS 2016

At Santa Maria Airport



Teststrecke XV: January 23

Autocross Academy: March 1

Teststrecke XVI: March 13

Teststrecke XVII: April 16

Teststrecke XVIII: July 23

Teststrecke XIX: August 27

Teststrecke XX: September 17

Zone 8
Event

Zone 8
Event

Join us for these great events to safely enjoy your Porsche unlike you may on public streets. It's great fun!

Details and Registration at motorsportsreg.com

Warren White – Auto Cross Events J.
805-709-8455
warren_ap@charter.net



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On Saturday, March 12 the Central Coast Region of the Porsche Club held its third annual Autocross Academy. It was again fully sold out with thirty participants, filled with anticipation for the full day event.

The morning started with a ground school, held at the Santa Maria Airport Jet Center. With a backdrop of corporate jets inside the center, Tom Dobyons led the group through a ninety minute classroom session. When asked what they hoped to learn throughout the day, students responded with “learning the limits of my car, seeing how fast my car will actually stop, driving the proper line through the course, and many other things that would enable them to become better drivers.

After the ground school, participants were led through three driving exercises: a skid pad, braking exercise, and a slalom course. A quick break for lunch, and then an afternoon actually driving the course. All of this instruction with their very own personal instructor! That’s right, students received personal instruction from fifteen of the best drivers on the Central Coast!

Feedback, as it had been in the previous two academy sessions, was extremely positive. “I never knew my car could handle like that!” “Wow, what a rush! Everything happened so fast...All I saw was a sea of cones at first. By the end of the day, I was hooked. I am going to be a regular attendee at our Autocross events!”

As always, it takes a village to put on events like this. Many thanks to our dedicated members willing to help with course design and set-up, instruction, and all the logistics that are needed to put on a successful Academy. 

Tom Dobyons
Motorsports Director

The weather leading up to the autocross on April 16 was very windy. The day we set up the track, we could barely keep our balance, let alone keep our hats on. On the day of the event, the wind died down and while a little warm, it was a great racing day.

The track was set up a differently this time, which most participants said they liked. It took a little longer than usual to get around the track, as we had to keep the cars from getting too close to one another. This kept the number of runs to only 6, (normally we get 8 to 10 runs in). We had some equipment failure, which led to even further delays.

The Top Time of the Day (1:02.782) went to Larry Butler in his well prepared 1972 Datsun 510. The fastest Porsche time went to Bill Thorp in his 2000 Porsche Boxster. Bill had a 1:03.898, which was only 1.116 seconds behind Larry.

As always, we had a full field of 60 participants. Almost half of those cars were Porsches, so that number is increasing. I would like to see these events be mostly Porsches, so come out and have some fun with us. Some of the regulars did not make this event or we would have easily had 50% Porsches.

We are contemplating a special autocross day for Ladies. It would be a safe, fun and a non-intimidating environment to improve and hone your driving skills. It would probably be the day before or day after a regular autocross, as the course would already be set up. There would also be instructors available. If you have any interest or questions about this, please contact Allison Edwards at allison.edwards.11@gmail.com. If there is enough interest, we will take it to the board for approval.

We are also reaching out to our club members with pick-up trucks. In the past we have had one of the participants pick up the timing trailer and deliver it to the track and then had to get his car to the track to race. The trailer is parked in SLO and, of course, the track is at the Santa Maria Airport. If any of you would like to help us out with this, please contact me at wwhite41@charter.net or Ken Finney at klf-4slo9@gmail.com. 

Warren White
Auto Cross Chair

Festival of Speed and Mission Inn

This year's April 8-10th weekend getaway to the California Festival of Speed at the Auto club Speedway, and stay at the historic Mission Inn Hotel and Spa in Riverside was, once again a wonderful experience, and our Mission Inn hosts were very accommodating to us.



To describe the Festival of Speed as a Porsche enthusiast's dream is an understatement. In addition to seeing beautiful Porsche race and show cars all over the place, there was a Timeline Display of Porsche 911 Turbos which was amazing in that you got to see something unique in the automobile world, the evolution of a single model from its genesis to the current, and how the original DNA runs through the line. Included in the timeline was our own Chuck



Jennings' gorgeous Silver 2001 Turbo. There was also a very good vendor's row this year with some awesome upgrade parts and a swap meet for used parts. We also had the opportunity to sample delicious food from some of the best food trucks in Southern California.

One of the biggest draws of the event was the Parade Laps. For thirty bucks you could take your Porsche on the track for a few laps during the noon break. For me this was the highlight of the day. My son Gary and I took my Carrera S cab on the track, top down. It was his first experience on the track and even though speed limits were 'approximately' sixty-miles-per-hour with no passing, it was soon apparent that while the no passing rule was observed I can't say the same for the maximum speed limit. So we both had a blast.



The other highlight was our stay and meals at the fabulous Mission Inn Hotel. This historic place is not only a treasure to visit, but includes four great restaurants including the unfortunately named but truly four-star Duane's Seafood and Steak.



It was such fun to make new friends with our Porsche clan who came from all over the Zone 8 realm. The only negative for our weekend get-away was cloudy skies and an occasional bit of rain. However this only slightly took away from an otherwise great time and did not prevent events on the track.



This year we extended an invitation to other Zone 8 PCA members to share our block of reserved rooms at the Mission Inn Hotel in order to fill our obligation. As a result we made some new friends from Southern California and met our room obligation. All-in-all this was another fabulous weekend and one in which I will certainly go to again. We also need to give special acknowledgement and thanks to Chuck Jennings and Chuck Hoops for volunteering some time to help with traffic control in getting cars on and off the track.

We are a car club, which means that we drive our cars and do car related events, and we are truly lucky that the PCA organizes so many opportunities in California that are truly world class for us to do both. The Festival of Speed is an annual Not-to-be-Missed happening, particularly when it is teamed up with the Mission Inn, wine tasting and tours. So put it on your calendar for next year and see you at Duane's.



CCCR Members Doing What We Do



**Jerry Alexander
at
Festival of Speed**



Martin Howell's New Cayman



Steve Potratz entering a turn to the finish line.



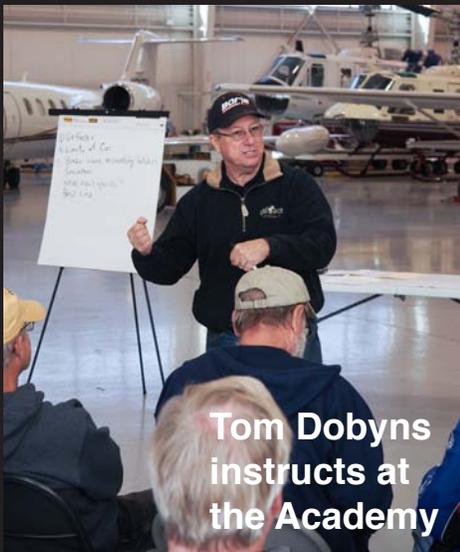
CCCR breakfast at the Loading Chute in March



New members
Eric and Candice Kaltenbach
with their GT3



Chuck Jennings looking for his keys.



Tom Dobyns
instructs at
the Academy



CCCR members serenaded at the
Far Western Tavern on Valentine's Day



Ken Finney and Joe Kuntze make announcements
at Carla's Country Kitchen in April.



Zone 8 Rep
Dave Witterired
at autocross in Arpil.

When I sat down to chat with Chuck at Blackhorse, a table away from a group of CCCR club members who regularly swap lies there, I thought I would ask him the standard question; “When did you start getting interested in Porsches?” But I changed my mind and instead described my first realization that I would always be a car nut. It happened to me at age seven with my first car collection, or more appropriately, model car collection. This was before Hotwheels, and a British die cast company called “Dinky” made 1/48 and 1/64 scale models. My parents indulged me excessively and seemingly every week my father would come home with a new one. So I had about 100 cars that I would spend hours playing with, setting up villages, elaborate crashes and if a friend came over, wanton bloodshed accompanied by requisite tire squeals and spittle enhanced explosions.

What fun.

Well, wouldn't you know it, Chuck had the same experience. The bug got him early too and resulted in a life time condition of autoitis, an affliction I would venture to guess is rampant in our membership. As with all infections that go untreated, autoitis typically settles into a chronic condition that eventually manifests itself as one's first cool car. The condition can branch into other symptoms of course, but typically remains as one that can best be described as either sports or sedan. To explain more clearly, if one considers his or her first cool car a Mercedes S class, one is a sedan sufferer. If it's an Lancia, you are afflicted with the sports car variant. From time to time the disease jumps tracks, so we must be ever vigilant.



For Chuck, his first cool car was a red and black Fiat X1/9, right out of high school in 1985. He would have actually preferred a Ferrari, but since his job working in a photo lab didn't provide the pecuniary necessities for a Modena product he was content with a “Ferrari trainer”. Hey it was mid-engined, designed by Bertone and made the right noise (minus eight notes) right? Chuck describes himself as a dork. He stood around and stared at his X1/9, not girls. However, he did have posters of Farrah Fawcett and Cheryl Tiegs in his room.

In 1986, a Porsche 944 came his way. It was for sale in Santa Maria and the guy selling it wanted \$3,500. Chuck forced himself to be cautious and wonder what was wrong, as that seemed too cheap. When he went to see it, it looked great. Sure it had 210K miles on the odometer (could have been what was wrong), no frills and was certainly not a turbo.

But again... it looked great. By the time he got to the end of the street on the test drive it was over. Chuck had to have the car. The seller said that it had been maintained at Guy's Independent Porsche, so he did a modicum of due diligence and called. Guy said he knew that car and could vouch for the routine service, so the 944 went to a new home where it happily lived until a 90 year old pulled out of a driveway one day without looking and put a fatal end to the Porsche.

That started the long dry spell of uncool but sensible cars for Chuck. Kids came and budgets were reapportioned and Chuck settled into responsibility. But the bug was not dead, just dormant.

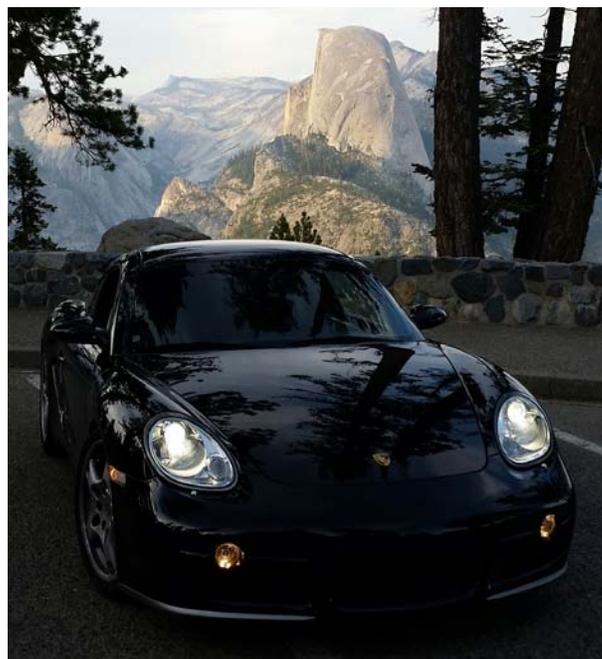
About that time SGS had opened on Upper Higuera and Chuck was looking for a new ride. He needed a truck and so went browsing with his kids. For kicks he stopped by the SGS showroom and the disease kicked in causing palpitations, tachycardia and at least one premature ventricular contraction. There in the showroom was a 2012 black Cayman with red calipers. He knew better than to go inside and instead drove down to the dealers on LOVR to look at trucks. But he was still in a daze and found himself driving back to SGS. "I need a truck" he remembers saying to himself as the Sirens named Porsche and Caymen beckoned him (remember the part of him being a dork). He texted his kid for backup, but he was of no help and soon he found himself at SGS. Fortunately there was no salesperson available but unfortunately the finance guy was and told him he would take him on a ride.

Chuck was correct in his prior assessment of, "If I drive it, I'll want it." He wanted it but let himself cool off and left the dealership. He told his son about the test drive and it became worse as now there were two excited teenagers in the room. Needless to say, the purchase was made and Chuck currently drives the black Cayman with red calipers. "It may not be my last cool car, but it will always stay with me, and when I'm done driving I'll give it to my kids,"



he pronounced to me with seriousness and conviction. I suppose that says as much about brand dedication and genetic love of driving as does about the engineering brilliance that allows a car to be passed on from father to son. It's not an uncommon thing. This author's son and daughter have already told me that the 993 cabriolet better be in the will.

As far as great drives in the car, Chuck and his lady friend Allison have done quite a few club events, and others, just the two of them. "The back roads in the Gold Country and to Yosemite are some of the most exciting and beautiful in the world. Thank goodness Allison packs light," he laughs.



Chuck is an officer with the California Highway Patrol. So driving is in his DNA. While Ferrari was his first love, and back in the day Porsche wasn't even on his radar (although it is often now – literally). But after buying the Cayman and Guy recommending he join the local PCA chapter he is not looking wistfully back at the prancing horse. Porsche is now in his blood which he gets to boil at autocrosses from time to time. "I drive all day," laughs Chuck. "But I can't wait to get in the Porsche and really drive."



Hello again to all of you Porsche Pushers...looks like I get to answer a few more questions this month. Two of the questions were regarding upgrading brake pads and using drilled rotors.

Warren White, a very enthusiastic auto crosser and Driver's Education guy asked about brakes and racing, autocross or extended spirited driving. If you change the brake pads to racing pads that do not have factory sensor fittings what do you do with the wear sensor wires? Before I answer, please note this is for race day pads only, not for normal driving. Your brake wear sensors should always be connected to the correct street pads if your modern Porsche was designed to have them.

When we install these types of special compound pads we usually remove the old sensor but keep it plugged into the sensor loom and tie it back with a tie-wrap. This will mean that you, as the owner will have to monitor the brake pad wear the old way, with a visual inspection. Most pads have a place for the sensors and can be used in less competitive track day events. Padgid and Textar come to mind. For track day pads we like the Porterfield pads as the brand manufactures a lot of compound choices.

The other brake question was my opinion about drilled brake rotors. Do they really cool the rotors better or are they just for looks? Short answer is yes they are functional and Porsche uses them on their street cars often. The down side is the newer Porsches wear out rotors much faster than the old days due to larger calipers and pad surface area and heavier, faster cars. Drilled rotors are very difficult to machine correctly and your average auto parts store will refuse to even try. Typically, if you have to surface your drilled rotors they are usually too far gone beyond the minimum thickness. On the club racer cars they tend to crack and eventually have to be replaced when the cracks start connecting. This will happen on even street driven cars, so grab a flashlight and check yours out.

I like the slotted rotors a lot and they seem to work well for cooling as they will effectively release hot gas from between the pad and rotor, you just don't see them as much. Maybe they don't look as classic or cool. One of the big things to do for brakes is providing them air directed onto the rotor. Our Porsches come from the factory with some very clever ducting that works up to a point. A full racing car will have engineered cooling ducts retrofitted. It's that important. Be sure you keep an eye on the ducting as it can get beat up and broken.

Track cars should have braided stainless steel brake lines and for the hard street driver/auto crosser DOT legal braided hoses are a nice touch. The engineering behind braided steel sheaths is that they prevent pressure expansion of the hoses thus avoiding sponginess and improving feel. One of the most important things to keep up on is flushing the brake fluid much more often and to upgrade the fluid to a higher boiling point than even DOT4 fluid. A few years ago Jon Miledge showed us a fantastic fluid: GS 610, and we have lots of positive comments from the customers that use it. Go on-line to get the details or come by the store and check it out.



Larry Lloyd had a couple of good questions this month. Larry asked about changing a battery out of the more modern Porsches (meaning for me 993 and on). His question was related to all the “quiet” electronics and codes that could be negatively affected if all power was cut.

The best thing to do is to keep a 12 volt power source on the car at all times. Remember, you are just keeping electronics alive, not turning any motors, so at the shop we do it with a very low amperage 12 volt battery with a permanent power plug we push into the cigarette lighter or accessory socket. By doing this the car retains the radio codes and prevents power codes and warning lights from coming on.



We get many calls reporting a dead battery in the car and an inability to open the front trunk on Boxsters, 996, 997, Cayman, etc. Usually the car is stuck in the owner’s garage and panic is setting in as it is a conundrum since that is where the battery is located. The way to get into the trunk is to back-feed power into the car to allow the process to begin. Once power is fed into the car through the accessory plug you often have to cycle the key pad (lock and unlock the car).

Now that you can get into the front trunk the battery can be replaced. I would caution you against jump starting the car and driving around to re-charge that battery. This will make the alternator work very hard and can cause early alternator failure. Try re-charging the battery with a good charger and then have the battery tested to see what its storage capacity percentage is. If you are one of the people who let the car sit more than a couple of weeks then

invest in a good smart charger and leave it on the car until you are going to use it, and be sure to disconnect the charge before leaving unless you have the super, super long Costco power cord!

Another thing to do when you park your Porsche is to lock the car with the remote even in the garage. It sounds stupid but this will decrease the draw from as much as .9 amps to about .3 amps or less. Kind’a like the difference between leaving your home computer on ‘stand by’ instead of ‘shut down’. Now, after saying all of this about storing your car, there is a much simpler way to avoid all this monkey business. **DRIVE THE CAR.... AGAIN...DRIVE THE CAR.** It is amazing how many of our Porsches sit in garages feeling sad and neglected. They aren’t going to appreciate and they really aren’t any cheaper to own by not using it. They were meant to be driven and driven hard. They will stay healthy when exercised. We have the roads, a great club with lots and lots of fun events. Pick a few or just treat yourself and your Porsche to a great drive on a back road....maybe up Big Sur or just the long way home from SLO to Paso (look out Old Creek Road, LaPanza and Hwy 41 East out of Creston, here we come)! You will feel better and your car will too.

Oh, I almost forgot Larry’s last question re: tire pressures at the autocrosses. Most folks are dropping them 3 to 4 pounds and then watching how far the tire tread is rolling over. You may see some very small triangles on the outer part of the tread. Don’t let the tire go past those. For back road driving use the factory settings. Most newer 911s are 36F and 40R. Boxsters and Caymans seem to like 36F and 36R. See what feels best for you, how your tread reacts and just be sure to check your tire pressures monthly.

See ya’ at the track or on a back road.
‘Till next month.....
Oberwerks.....Ober and Out.



Cars in Movies: Do You Remember?

On Higuera, at the Black Horse Coffee, from 9:00 to 10:30, a motley assemblage of car guys, after discussing some of the subtler points of Kant's concept of the Categorical Imperative or the semiotics of existentialism in our androgynous world, will direct the talk to topics of automotive nomenclature, mechanics, and esthetics.

This, along with serious sidewalk ogling, devolves into the latest news of plans of Ferrari and Porsche motor car companies or the latest Formula One news or the endless virtues of Porsches.

One fine day someone mentioned going to a car show of "Bullett" type fastback Mustangs being held in Orange County. This led to the general topic of Cars-In-Movies; not just IN movies, but as an important PART of the plot or even as a "character" in a movie. The suggestions and example came fast and furious; this topic went on for several days. Everyone at the table added new and interesting examples. As the self-appointed amanuensis of the Black Horse Car Guys, I tried to record this almost endless deluge of car movies. There were just too many and they covered the gamut from silent movies (e.g., W.C. Fields' "The Road Hog") to present day cinema masterpieces such as "Fast and Furious: No. 18."

Automobiles and motion pictures both came of age in the last years of the 19th Century. The art, the economics, and the technical development of cars and movies have progressed together and in parallel for over a hundred years. Cars became integral to plot and background of countless films in this country and in movie producing countries around the world. The automobile made it possible for millions of suburban and rural movie goers to get to the elaborate Cinema Palaces that sprang up all over the country.

It was a marriage made in Detroit and Hollywood heaven. Cars, taxis, trains, buses, and, since the 1920's, airplanes, have been iconic visual devices for introducing scenes, transitioning from place to place, and for providing thrills in that oldest of movie spectacles: The Car Chase.



Cars in movies have also served as important sub-text elements in most movies, even after 100 years of movie making. One of the first shots of early motion photography in the 1890's was of the first generation motorized carriages careening around the streets of belle epoch Paris. The obvious car flicks such as "Le Mans" with Steve McQueen in 911 and 917 Porsches and Steve's

nemesis—the Ferrari 512, or "Grand Prix," or "American Graffiti," or "Bullett," (with everyone's favorite car chase sequence) were quickly given as examples. We take street action scenes and cars as a given— they are little visual subliminal transition elements that move the plot along; they go unnoticed, usually, unless a car guy is watching (that's a gender neutral noun), then you will immediately hear yourself or someone nearby say something like like, "Hey, look, Clark Gable is driving a 1936 Dual Cowl Duisenberg, Model J Convertible."

The next phase of our car guys' discussion turned to lesser known car films, and then to favorites only known to dedicated car/movie people, and finally to the really obscure cars featured in obscure movies. The list grew to several pages; too many to fit into a story (and also probably too boring for most readers). Instead the editors of Coastalaire thought it might be more in keeping with the latest trend in audience participatory media to involve it's readers in this discussion. Therefore we have turned the cars-in-movies data retrieval exercise into the some reader quizzes shown on the next page.

Story by Milt Worthy

There are thirty questions ranging in difficulty from Easy to Difficult. Score One Point for a correct answer IF you have to use the Wikipedia or other Internet cribs; Three Points if you can dredge up the answer from your own cerebral database.



EASY QUIZ: Which Car Was Featured in?

1. Rain Man 1988 (Dustin Hoffman)
2. Ferris Bueller's Day Off 1986 (Matthew Broderick)
3. Back To The Future 1985 (Michael J. Fox)
4. Bonnie and Clyde 1966 (Fay Dunaway— with Tommy Gun)
5. Thelma and Louise 1991 (Geena Davis)
6. Bullett 1968 (Steve McQueen—NOT the Mustang or Dodge Charger)
7. The Love Bug 1968 (Dean Jones)
Bonus: What was the car's name?
8. Doc Hollywood 1991 (Michael J. Fox)
9. Christine 1983 (Keith Gordon)
10. The Italian Job 1969 1st Version, (Michael Caine—cars used in robbery)

LITTLE HARDER QUIZ

1. The Birds 1963 (Tippi Hedren)
2. Harper 1966 (Paul Newman)
3. Thomas Crown Affair 1968 (Steve McQueen, et al) Four Parts:
 - a. Car at the Cemetery;
 - b. Car used after robbery
 - c. Car at the beach house;
 - d. Single seat vehicle
4. The War of The Roses 1989 (Michael Douglas)
5. Two-Lane Blacktop 1971 (James Taylor)
6. Repo Man 1984 (Emilio Estevez)
7. Risky Business 1983 (Tom Cruise)
8. Double Indemnity 1944 (Barbara Stanwyck)
9. Must Love Dogs 2005 (John Cusack)
10. Vertigo 1958 (James Stewart)

DIFFICULT QUIZ

1. Diva 1984 (Frederic Andrei)
Used by police and bandits alike
2. On the Road 2012 (San Riley)
Cassidy and Kerouac's car
3. The Long Goodbye 1973 (Elliot Gould)
Got you into Malibu Colony
4. Lawrence of Arabia 1962 (Peter O'Toole)
the armored version
5. O Brother, Where Art Thou? 2000 (George Clooney & propelled by Nestor)
6. The Letter 1940 (Bette Davis)
7. The Fugitive Kind 1959 (Marlon Brando)
8. The Last Run 1971 (George C. Scott)
9. Dr. No 1962 (Sean Connery)
Bond first movie car
10. Love Finds Andy Hardy 1938 (Mickey Rooney) 1st Production rag top



Answers on page 21



The “car guys” of Black Horse Coffee in SLO have a bit of friendly competition for car talk by another informal group. On nearly every Tuesday morning, several CCCR members of Northern SLO County, including Susan Foreman, Joe Korpeil, Barry Berg, and John Eskelin join a few other car folk for coffee at Centrally Grown in Cambria. An occasional casual but twisty drive off the beaten path of Highway One is added to the spontaneous agenda. On one of those drives on a bright & sunny day, six brave souls jumped into (what they believed) to be their trusted chariots: five Porsches & one Corvette, for a liesurely run up Santa Rosa Creek. Great idea!



But they encountered broken pavement, rocks as a result of slides, loose gravel, dusty pavement, running water crossing the road, drop-offs, one lane passing, steep inclines, etc. It was first & second gear for Joe the entire distance until he arrived at Hwy. 46!



“Just what I love”, says Joe. “Hey, but what did I know? I’m a team player so I went along with the program. Besides overheating, brakes fading & a flat tire, (not my car), we all had a great time enjoying the camaraderie all the while getting a nose full of burning brake smell, oil, fumes & a good mix of dust! All in all, a fun morning, looking forward to the next run (not necessarily the same road) unless I can borrow a Jeep or an off-road SUV! Life’s short. Just drive.”



THE ANSWERS TO *CARS IN MOVIES*

EASY QUIZ

1. 1949 Buick Roadmaster (with tag line: "I'm really an excellent driver.")
2. 1961 Ferrari 250 GT California Spyder
3. 1985 DeLorean DMC-12 (several were used in the series)
4. 1934 Ford V8 sedan
(Bonnie wrote a famous letter to Henry Ford extolling the get-away power of the V-8 engine)
5. 1966 Ford Thunderbird Convertible (the thunderbird icon used by many native American nations as symbol of freedom)
6. 1963 Porsche 356 Cabriolet
7. 1963 Volkswagen Beetle
8. 1956 Porsche Speedster
9. 1958 Plymouth Fury (Christine was the main character of the movie)
10. 1969 Austin Mini Coopers and S versions

LITTLE HARDER

1. 1954 Aston Martin DB2/4 Drop Head (Hitchcock's choice, martin is also a bird)
2. 1956 Porsche Speedster
3. 1968 Rolls-Royce, 1967 Ford Station Wagon, Dune buggy, and Sail Plane
4. 1961 Morgan Drop Head Coupe
5. 1955 Chevrolet 150 and a 1970 Pontiac GTO Judge
6. 1964 Chevrolet Malibu
7. 1983 Porsche 928 (some claim it was a 1980)
8. 1940 LaSalle Sedan (It was used in the murder)
9. 2004 Toyota Prius (used in the frantic hunt for protection)
10. 1957 Jaguar MK III

DIFFICULT

1. 1954 Citroen Traction Avant, Big 15 version (maybe)
2. 1949 Hudson Commodore (Carried Jack Kerouac across the USA many times)
3. 1941 Lincoln Continental Convertible
4. 1916 Rolls-Royce Silver Ghost MK 1 Pattern
5. Circa 1900, 3-wheeled railroad car, also called pump trolley, jigger, velocipede
6. 1939 Buick 4 door Sedan Convertible
7. 1958 Jaguar XK150 Roadster (driven by Joan Woodward as an alcoholic tramp)
8. 1959 BMW 503 Super Charged V-8 Sports Coupe (Not the 507)
9. 1962 Sunbeam Alpine Series II
10. 1938 Chevrolet Master Convertible (first mass produced Automatic Rag Top)

We got lots of help from the Black Horse Irregulars, especially Jason Len, Ken Finney, and Bob Kitamura. They turned up a couple hundred interesting cars in interesting (mostly) movies.

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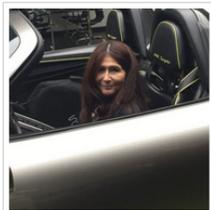
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