

JULY 2016

# Coastalair

*Your Quarterly Club Newsletter*

CALIFORNIA CENTRAL COAST REGION ■ PORSCHE CLUB OF AMERICA



## CCCR's Growing Cayman S Fleet



**2016 Calendar of Activities**  
**Winery and Mission Tour**  
**Member Profile: Vicki Milledge**  
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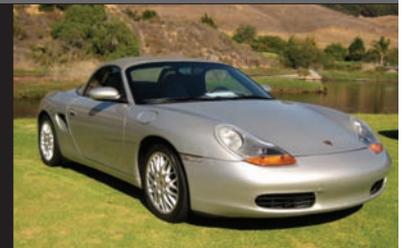
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Sa 9:00AM – 6:00PM Su 11:00AM – 5:00PM



**PORSCHE**

July 2016

COVER PHOTO



The CCCR fleet of 718 Cayman S:

1. Hamp Miller's
2. Bob De Vries'
3. Ken Finney's
4. Susan Foreman's
5. Chuck Jennings's
6. Tom Dobyns's

**Editor**

Chuck Jennings  
concoursechuck@gmail.com

**Associate Editor**

Art Trinidad  
pasotrin@gmail.com

**Staff Photography**

Chuck Jennings  
Art Trinidad

**Webmaster**

Chuck Jennings  
concoursechuck@gmail.com

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](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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### 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](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.



## **Ken Finney - President**

805-542-9671  
klf4slo9ers@charter.net



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

847-219-2964  
awinterbottom@sbcglobal.net



## **Sanja Brewer - Secretary**

805-541-9245  
sbrewer@eyesonly.com



## **Jon Milledge - Treasurer**

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



## **Activities Director**



## **Larry Lloyd - Membership Director**

805-925-1385  
lloyd.larry@gmail.com



## **Chuck Hoops - Safety Director**

805-674-6393  
fourhoopses@sbcglobal.net



## **Tom Dobyns - Motorsports Director**

805-458-8461  
tdobyns53@gmail.com



## **Warren White – Auto Cross Events**

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



## **Art Trinidad - Associate Editor**

805-712-1616  
pasotrin@gmail.com

Summer has officially arrived! We had a great tour to the Fess Parker Winery and then on to Mission La Purisma in Lompoc. Sorry more members didn't attend.

Recently, I received an e-mail from David Witteried, our Zone 8 Rep. He wanted to remind all PCA members that they should not use their spouse as an emergency contact on the PCA web-site. There was an incident at last year's Parade where both spouses were riding in the same car that was involved in an accident, and the PCA staff was not able to notify anyone of the accident.

Another issue I have noticed with the information on the PCA web-site concerns the vehicles our members have listed in their records. Some members have cars listed that they no longer own, and other members do not have their current cars listed. Also, some cars listed appear to be multiple iterations of the same car. Please sign-on the PCA web-site and make sure that all your information is accurate and update.

Don't forget to get your entries in for the Gathering of Friends car show on July 10th at Laguna Lake Park in San Luis Obispo. Show your car and enjoy the Santa Maria style BBQ. Please continue supporting our club. 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!

Later. Ken

## **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 Finney 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](http://ccc.pca.org).**



# 2016 CCCR Events Calendar Update



Look for reminders and updates via email.

Date	Time	Event	Coordinator	Contact
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 fundraiser 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		
8-18/21		Rolex Motorsports Reunion, Laguna Seca		
8-20	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

Werks Reunion 2016  
 Friday, August 19, 2016  
 Hosted at the Rancho Cañada  
 Golf Club in Carmel,  
 4860 Carmel Valley Road  
 Carmel-By-The-Sea, CA 93923

[https://www.motorsportreg.com/events/porsche-club-of-america-werks-reunion-monterey-rancho-canada-golf-course-pca-393082#.Vz39T\\_krJkg](https://www.motorsportreg.com/events/porsche-club-of-america-werks-reunion-monterey-rancho-canada-golf-course-pca-393082#.Vz39T_krJkg)



Also, on every 3rd Saturday of the month, join the local 356ers at 9:00 AM for breakfast at Scotty's

*Don't Miss This Event Coming Soon!*



Porsche Club of America-Central Coast Region  
Central Coast Porsche 356 Club

present the  
tenth annual

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a show of

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- *Benefits "Jack's Helping Hand" and local youth organizations*
- *Enjoy a great BBQ lunch*

**SUNDAY  
JULY 10, 2016  
LAGUNA LAKE PARK  
SAN LUIS OBISPO**



CCCR -PCA presents



# AUTOCROSS 2016

At Santa Maria Airport



- Teststrecke XV: January 23**
- Autocross Academy: March 12**
- Teststrecke XVI: March 13**
- Teststrecke XVII: April 16**
- Teststrecke XVIII: July 23**
- Teststrecke XIX: August 20**
- Teststrecke XX: September 17**

Zone 8 Event

Zone 8 Event

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# Why Autocross? One Person's Thoughts

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We are talking about Sam Gardali who is a regular participant, with his beautiful 2015 GT3 in our club's autocross events. Sam is a PCA member in the Yosemite Region, but soon to be a CCCR member as he now lives in Nipomo. He recently retired and loves to drive his Porsche, play golf and likes sports. He says he loves to go fast.

Sam's history of owning Porsches includes a 1995 993, a 2005 Carrera S, a 2007 GT3, a 2014 991 C4S, but he says the new GT3 is by far the most involving car to drive. He says it is really better suited for the track rather than for autocross. His first autocross was in Stockton, where he tells me about having to dodge light posts in a parking lot. He says he likes our track much better. His first event with us was in September of 2013. He has since participated in 12 autocross events at Santa Maria Airport and is signed up for the next one on July 23rd.

Sam has attended our last two Autocross Academics. In the most recent academy, Tom Dobyms in the classroom and Steven Kraft in the car, must have done an excellent job with Sam, as Sam has greatly improved his lap times each time he runs. He attributes this to the car, several autocrosses and getting comfortable with the car and comfortable with driving faster. He wants to eventually get to the level of instructing. He feels the academy is a great opportunity to advance his skills and he highly recommends it to new and experienced drivers.

Sam has participated in many track events at Buttonwillow, Laguna Seca, Infineon and Portland International Speedway. He also entered autocrosses at 3 Porsche Parades. He just loves this sport. When asked why he autocrosses, he says he just likes to get on the track and improve his driving abilities. I asked him how he prepares himself before getting to the start line and he said while

waiting in grid, he runs through each and every corner in his mind. Prior to this he walks the course a couple of times. He says, in order to go fast, he must know and see the track way ahead of him.



I would say that is pretty good information, especially in a car that is as fast as a GT3.

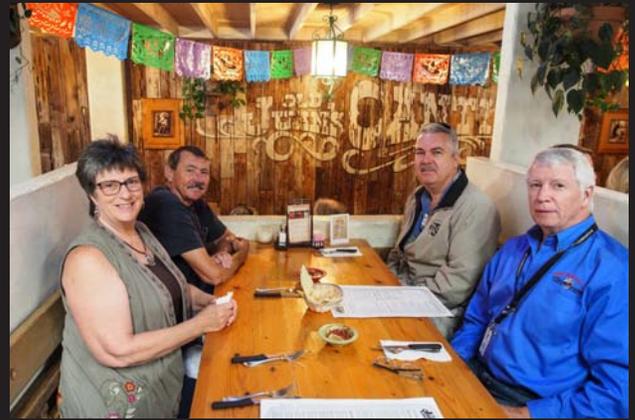
Let's all welcome Sam to our club. I feel like he is already a CCCR member.



Warren White  
Auto Cross Chair

# Breakfast at Old Juan's Cantina





Thirty-two CCCR members and twenty-six Porsches arrived at Old Juan's Cantina for breakfast on June 4. This was our first at Old Juan's, and it turned out to be a winner. Seating was chummy and the food was especially yummy. Everyone seemed to enjoy themselves. This venue deserves a repeat.

Welcome new members Robert and Patricia Bollinger.



**New members Patricia and Robert Bollinger (far left and far right) with Ken Finney and Larry Lloyd.**

# Driving Tour to Fess Parker Winery for Lunch and



**O**n June 18, a dozen CCCR Porsches with 24 club members, family, and friends toured Northern Santa Barbara County via Tepusquet and Foxen Canyon Roads to the Fess Parker Winery and Vineyard near Los Olivos where we tasted wine and enjoyed a tasty catered lunch. The weather was perfect, especially for a picnic under the shade of the cottonwoods. Several unopened bottles of Fess Parker's best made it to the Porsches awaiting the next leg of the tour.

From the winery, we continued South passing through Los Olivos and Ballard to Solvang, and turning West toward Buelton and our destination near Lompoc: La Purisma Mission State Historic Park.



This photo by Rosie Brancacio

# *on to the La Purisima Mission*



*Story and Photos by Chuck Jennings*

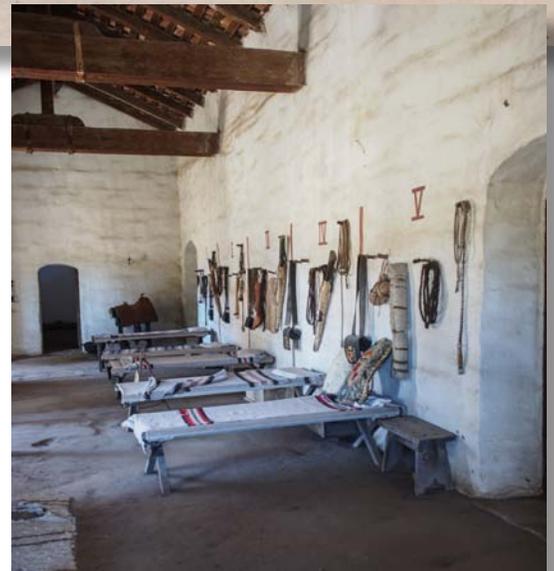
According to their website, “Founded in 1787, the La Purisima Mission land holdings once covered nearly 470 square miles. Bordered by the Santa Maria River in the North and the Gaviota coastline in the South, the land was home to the Chumash people and Spanish settlers.



The mission was best known for its hides and blankets, and at its peak inhabitants herded as many as 24,000 cattle and sheep. Today, history lives at La Purisima. The most extensively restored mission in the state, La Purisima hosts over 200,000 visitors each year for recreation and a chance to explore California’s heritage.”



The La Purisima Mission is a time transporter. The moment you step into the chapel, the padre’s quarters, or the soldiers’ bunkroom, you feel beamed back 200 years. It truly is not to be missed on our return tour in the future. 🇪🇸



# Member Profile: Vicki Milledge, a.k.a. Ms. Mad Dog Part 1

Note: Recently I was asked by (male) members of the CCCR Board what they could do to encourage more women members to participate in Autocross and Driver Education track events. They asked me because in the distant past I did do Autocrosses, Time Trials (competitive speed events on racetracks) and eventually went on to compete in SCCA racing.



## How I became interested in competitive driving and acquired my first Porsche

At first, or even second, glance, I did not have a lot going for me that would support success in competitive driving. I wasn't very athletic in high school. I didn't get my first driver's license until I graduated from college. (My father had to test drive cars for me to buy before I had my license.) There were not a lot of role models for women in either amateur or professional racing during the sixties. And, during my formative years in competition, I didn't have very much money.

What I did have were pretty good reflexes, what Mad Dog calls "a pretty good brain", a certain amount of creativity, a bit of stubbornness, and some competitiveness (however underdeveloped at the time) and a bone marrow deep feminism. I refused to believe that "girls" couldn't successfully compete with the "men." I also have a genetic background that supports a desire to go fast. Both of my parents were pilots in WWII. My father flew bombers and my mother was a Women's Air Service Pilot (WASP).

Before you read further, note that a commitment to making rational decisions is not included in the above list of attributes.

During the sixties and my first marriage, I acquired a used Triumph Spitfire and eventually a new MGB. The Spitfire was disappointing in many ways. In the Ohio winters I had to take my hair dryer out to the barn to thaw the carburetor before I could go to work. It also wasn't very fast and didn't handle very well. But it was a sports car. The MGB was a much better car. All we had to do with it was move the seat rails up so I could reach the pedals. I enjoyed those cars and they certainly sharpened my driving skills. Seriously, try driving a Spitfire in the snow! I never missed work because of the weather.

*I really don't know why more women don't drive competitively, because cars are the great equalizer. You don't need extraordinary strength, just good reflexes, some intelligence, and determination. It may be that, even in this more enlightened age, most young women are not put in go carts' or taken to car events by their parents. And we still don't have many role models.*

*I want to encourage women to explore the limits of their cars through Autocrossing and DEs. A Porsche has such high design standards that you really have to work to find its limits, and the only way to do, that, at least legally and safely, is off the road and on a track. When you are a confident driver you are a relaxed driver. And when you know what your limits are you develop that confidence. The best thing about competitive driving, though, is it is simply so much fun! Autocross is a low pressure way to introduce yourself to it, and you just might get enthused enough to go on to DE's and beyond.*

*It is the editor's and my hope that the stories of some of my track adventures might inspire you, or at least make you laugh.*

I was also influenced by the media. If you are old enough, you might remember the British TV series "The Avengers." I lusted after Mrs. Peel's Lotus Elan. And then, in 1966, I saw the movie "Grand Prix." The opening sequence that shows a very close up image of the bundle of snakes exhaust system on a Grand Prix car, and then splits the screens many times grabbed my attention. But the incredible, wonderful noise is what grabbed my heart. And the on track sequences were phenomenal. Of course, only men were portraying drivers. James Garner in lead role made that palatable. Shortly after seeing Grand Prix, I saw a very bad TV show that showed women racing what looked like Formula V cars. Of course, it was a women's only (PowderPuff in the parlance of the time) race. But it was my first images of women on the race track. Being able to visualize yourself or others like you doing what you want to do is important. The movie about Shirley Muldowny (the first woman championship drag race driver) didn't come out until 1983.

Shirley Muldowny and Janet Guthrie became my real life role models. (Google them.)

In the mid seventies I was a single mother and working as a career counselor at Cal State Sacramento State University. At the time, I had an Audi Fox that I loved. It was pretty peppy and had room for my son and my 80 pound, blond Chesapeake Bay Retriever named Hollywood. I was also co-chair of a conference at Cal State for career counselors. As part of that role I was in charge of finding employers' representatives to speak at the conference. One male HR manager in a Bay Area company had been featured in a Time magazine article discussing working parents. He was divorced and had custody of his kids so he represented the male outlook on being a professional and caring for children. I contacted him and he agreed to be a speaker at the conference. The conference was cancelled, but he suggested that he could still come to Sacramento and take me out to dinner. I accepted.

Then dinner conversation was the usual banal stuff that people who haven't met before talk about until he asked me how much and why I liked my Audi. I told him that I liked it a lot and that it was as close to a race car I could get at the time. I also told him about my fantasy of actually racing sometime, somewhere. He replied "I can make that come true." Up until then, that was the best pick up line I'd ever heard!

It turned out that he had a 914 1.8 Porsche, and he would be willing to lend it to me and help me get enrolled in a Time Trial weekend with the Golden Gate PCA Region at Sears Point. I cautiously considered his offer for about 5 seconds. Yes, this was the beginning of the loss of rational judgment. As they say about drugs, the first one is always free.

He did lend me the 914 to drive around for a couple of weeks before the Time Trial, which helped me a great deal. Part of our agreement was that he absolutely would never be in the car with me. I was assigned a woman instructor (Stephanie) who had a lot of Time Trial experience and I was quite comfortable with her. She became a role model as well.

Time Trial weekend dawned. I was incredibly nervous and excited. My Instructor did all the preliminary conversation with me (went over the track map, rules for beginners etc.) and at last I put wheels on a race track. Well, I was terrible during the first session. Stephanie was patient and clear. There were more sessions that day and I began to learn the track, and slowly increase my speed. By the end of the day I was doing pretty well for a first timer who had never even been to an Autocross and was driving someone else's car.

I started the Sunday sessions feeling pretty good. Not actually confident but not in a complete froth of panic either. Then, Stephanie had a problem with her car and was fixing it. So, I would either have to miss a session or have the car owner go out with me. Of course, missing a track session was unthinkable! I was already hooked, you see. I humbly, sort of, asked him to go out in the session with me.

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As you might have guessed, this did not go smoothly. I didn't hit the apex on one turn and he grabbed the steering wheel. I missed a shift and he slapped my hand. I did something else wrong and he rapped me on the helmet. I then proceeded carefully into the pits, calmly shut off the ignition, and then calmly told him that if he ever did anything like that again, he would end up wearing his steering wheel and swallowing his gearshift. I then got out of the car without slamming the door and marched purposely off into the paddock.

One of the car owner's friends whom I had briefly met saw me walking and cheerfully asked me if I was having fun. I muttered, "Well, I was having fun." He then asked if I would ever do a time trial again. I then said in an unladylike way "Not until I get my own expletive deleted car!!"

As it turned out, that fellow and his wife, who was a very accomplished driver in her own right, volunteered to help me find a car. Since I knew absolutely nothing about preparing a car for competition, it was necessary to find an already prepared but still street legal car. I couldn't afford to keep the Audi and have a track car too.

I finished the Sunday sessions with Stephanie as my instructor and went back to Sacramento to ponder my automotive future.

My rational self said, "You are a single mother with not much money for luxuries. You had an interesting experience and that should be the end of it." My other (much more fun) self said "It was great! I can do this!! I'll figure it out somehow."

Meanwhile, the Bay Area couple identified a car for me and gave me the contact info for the fellow who had physical custody of the car in the San Jose area. The owner lived in San Francisco and I never did meet him in person. I called the guy who had the car and arranged to see it. It was a beautiful sapphire blue 914 2.0. It had Scheel racing seats

with competition harnesses already installed. It had a 2 liter motor with oversized high compression pistons. I immediately fell in love. The price was \$7,000. I was crushed. There was no way I could find the money to buy this car.

I made my depressed way back to Sacramento and brooded. While I was brooding, I took my son, Scott to see the 1977 hot film for kids, *Herbie Goes to Monte Carlo*. This iteration of the Herbie movies was striving for a bit of political correctness in that it actually had a woman driver! Of course, she crashed (the bad guy in the Porsche bumped her off the track as I recall). Herbie and his male driver rescued her and went on to beat the bad Porsche driver and win the race.

This is where rational decision making completely disappears. I never did get it back completely.

For reasons that only a very gifted psychiatrist might be able to figure out, that movie gave me the resolve to figure out a way to get the 914 2.0 and feed and clothe and house my kid at the same time. I did consult Scott. I told him that if I bought the car, we wouldn't be taking trips to Disneyland and other places for a while. As my number one supporter, he said he thought race tracks would be fun.

All I had to do now was find the money. So I did. This was 1977, remember, and banks were sending functional credit cards to the customers who had even average credit ratings. My bank sent me two credit cards with pretty high limits considering my low salary. I called the guy who had custody of the 914 and asked if it was still available. It was.

I took my credit cards to my bank and stood in line. When I got to the front of the line, I told the nice young man who was the teller that I wanted a cash advance on the credit cards. He asked me how much advance I wanted. I said, I want all of it on both of the cards. He turned a little pale and said he didn't think I could do that and he had to call the manager. The manager came over, looked

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at the credit cards, looked at me (I was wearing my most trustworthy look and a suit) and said “We gave her the credit, we have to give her the money” and walked away. I then had the cash transferred to my savings account.

I found out that I would need to have the car available for inspection when I applied for the car loan I so desperately needed. So, I called the owner in San Francisco and said I would send him a \$7000 check, which he couldn't cash until I said he could, if he would authorize me to pick up the car from its keeper and drive it to Sacramento. Unbelievably, he agreed. So I drove down and picked up the Blue Beauty.

I had an appraisal on the Blue Beauty from Carlsen Porche Audi in the Bay Area. (Little did I know how big a part Carlsen's would play in my future.) It listed all the special items the car had including the Scheel racing seats, the motor and the oversize pistons, and more. It also put a quite generous value on the car.

At this point, I looked pretty solvent on paper, what with that savings account. As a state employee, I belonged to the Golden 1 Credit Union. It had good rates on car loans The G1 was my next stop.

At the G1, I headed straight for the gray-haired woman with the 25 years of service plaque on her desk. I told her I was there to get a car loan and handed her the appraisal. She looked at the appraisal and then looked at the Blue Book. She tried very hard to find the racing seats, the pistons, etc. in the Blue Book. Finally she decided that they were fancy accessories and sent the in house appraiser out to look at the car. He came back in, asked me some more questions about the accessories, and then gave her the thumbs up. She gave me a very generous loan, which, along with my savings account, covered my check. I called the faceless owner and told him to cash the check.



### I HAD MY FIRST PORSCHE!!!

Two weeks later, I had the Blue Beauty and Scott out at Sears Point for a Time Trial. The Blue Beauty was completely financed.

When I got back home from Sears Point, I went back to the G1. They had a great low interest loan so that you could pay off your credit cards. It was a signature loan, no collateral needed. I received a loan that fully paid off the credit cards that I had taken the advances on. I went to a different nice lady, of course.

When I proudly told my younger brother the banker the story of how I financed the Porsche, he was not amused. He made sure his bank was using stricter criteria for choosing whom to send credit cards to.

Forthcoming Chapter 2: The Blue Beauty Plays Matchmaker: How Mad Dog and I met, and I learned how to get an 8 year old boy and an 80 pound dog into a 914. 🇮🇹



*The following is quoted from an article published in The Orange County Register on June 22, 2016.*

“Let’s go cruise.”

The invitation was too tempting for high-end car buff Bryan Casella to pass up.

That the late December drive would lead to his dream car being impounded indefinitely, or that he and other car collectors would be investigated as possible street racers, or that a GoPro camera might provide evidence in a criminal investigation, wasn’t yet known.

So on the morning after Christmas, Casella, 29, accepted the invitation from a guy he says he barely knew, jumped into his \$117,000 lime green Nissan GTR and headed to the Market Place in Tustin. The 15 other cruisers came driving a Lamborghini, a couple of Corvettes, a handful of BMWs and other high-performance vehicles.

Their plan was to take a circular path and eventually wind up at Duke’s restaurant in Huntington Beach – to enjoy some scenery, to be seen.

“Cruise,” Casella said, wasn’t intended to be about speed. “It’s more to just use the car, show off.”

The first glitch in the cruise came about 10 minutes into the drive, in Orange, when a bicyclist and a gray Mustang GT 5.0 collided. Initially, it didn’t seem serious, more a bump than an accident. Casella said the cyclist declined medical care at the scene, a fact confirmed by at least one witness. And police at the scene said the bicyclist was at fault. Soon, the cruise was back on track.

The second glitch didn’t even seem like a glitch at the time. The driver of the white Lamborghini got a speeding ticket in Huntington Beach.

Still, Casella, a real estate broker in Rowland Heights, said it was generally a good time.

A few weeks later, his view on that started to change.

In mid-January, Casella and the other cruisers were contacted by Orange police Detective Craig Brown. He had questions about the accident: What did they see? Who else was at the scene?

Then, in mid-February, the Orange Police Department began confiscating cars – 16 in all, including Casella’s green GTR. But police didn’t share any information; the drivers from the after-Christmas cruise were in the dark.

Casella said police and prosecutors still won’t say why they’ve kept the cars, some for as long as four months, other than to point out that they are part of an active investigation.

Lt. Fred Lopez of the Orange Police Department declined to comment. Susan Kang Schroeder, chief of staff for the District Attorney’s Office, also declined to comment Wednesday because the office had not decided whether to file criminal charges.

But a search warrant affidavit, filed by Orange police, suggests investigators believe the cruisers and their muscle cars were involved in criminal racing on public streets, leading to a collision that resulted in injury.

The warrant, obtained by the Register, also indicated that a GoPro camera system was found in one of the vehicles – the white Lamborghini that got the ticket in Huntington Beach – and that a recording made by that equipment was turned over to Orange police.

According to the affidavit, the recording shows the cruisers racing and jockeying around slower-moving vehicles in Tustin and Orange, among other cities. It also shows the drivers using the traffic signals as pseudo-flagmen, meaning they floored it away from green lights.

# You Never Know Who or What Is Watching

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“The vehicles were jockeying from lane to lane,” said the affidavit. “The vehicles would rapidly accelerate at times, then brake hard as they approached controlled intersections with slower moving traffic.”

The recording also shows the driver of the Lamborghini discussing whether to leave and not “deal with the cops.” In the recording, the occupants of the Lamborghini can be heard challenging a driver who was not part of their cruise to a race. At times, according to the affidavit, the recording shows that other motorists and pedestrians were angered by actions of the Lamborghini.

Casella said he doesn’t remember any racing during the cruise, saying only that there were “short bursts of speed.”

According to the affidavit, the GoPro recording shows that the collision involving the Mustang and bicyclist Alan Lee Darnell occurred in Orange, on northbound Jamboree near Canyon View Avenue. Darnell, a 63-year-old lawyer from Tustin, signals with his left hand and then moves from the bicycle lane over toward the dedicated left-turn lane.

The Mustang, driven by David Collin Berry, 22, of Huntington Beach swerves to avoid Darnell but still collides with the bicycle in a turn lane. Police say the impact was slight and that a 5-foot-tall tumbleweed hampered Berry’s vision.

But the affidavit also shows that a few days after the incident, Darnell told police that after he left the scene he was treated for a broken right clavicle, a broken finger on his left hand, and lacerations and contusions throughout his body.

While Berry and other cruisers said he was driving about 25 mph at the time of the incident, police – based on the recording from the GoPro – estimated the vehicle was traveling closer to 50 mph.

In an interview, Berry said the bicyclist was at fault and denied that he was racing. His car remains impounded.

Casella, who could face several misdemeanor speeding charges, said he and other car owners are hiring an attorney to sue Orange to get back their vehicles. A hearing is scheduled for Friday on Casella’s motion to get his car back.

“I just don’t want to be labeled as a street racer,” Casella said. “If I get charged and I lose, I lose my (real estate) license.”

*Editor’s Note: On June 24, three of the sixteen cars were returned to their owners. At this time, I have no other information on the status of the other thirteen cars.*

*This incident demonstrates what can happen when a group of drivers of high performance cars even slightly yields to the temptation of “competitive” driving on public streets, roads, or highways. Let’s face it, our cars attract attention, especially by folks of the bias that high performance cars and their owners must be dangerously breaking the law. As a friend of mine once said, “It’s not how well you do something. It’s how you look doing it.”*

*Over the past three years, our club officers and tour leaders have tried to promote safety over the aggressive driving during club events. If only one or a few of us even appear to defy reasonable and safe driving practices, the whole club is at risk. And as seen in this case, all participants may become victims of the appearance of a few.*

*We all love our Porsches for their tradition, design, engineering, and performance. Drive as you may on your own adventures. But during club activities on public roads, remember that you represent the marque and all of us who treasure it.*

*For questions and concerns regarding safe driving, contact Chuck Hoops, CCCR Safety Officer at: 805-674-6393  
fourhoopses@sbcglobal.net*



# Observations of the Ford North American Track Tour

by Andy Winterbottom

*A disclaimer: I was employed by Ford Motor Company for 15 years and still drive a Ford (as well as our Boxster). Andy*

**T**his event was staged at the Buttonwillow Racetrack on May 5th and the attendees in our group were scheduled from 1 to 4PM. After registration, we attended the Ground School and Safety Instruction; seating demo, vision, fundamentals of cornering techniques (this part was almost completely skipped). We were advised that the Mustang GT350s must be taken beyond 6000 RPM to truly appreciate the acceleration available up to redline (8,250 RPM or so).

Then our subgroup was hustled over to an area where we were regaled with 30 minutes of marketing hype and mumbo-jumbo (some of which was actually interesting).

(Note to the bottom line: We spent only 9 minutes driving or riding on the track and 3 hours and 30 minutes listening to instructions/instructors/marketers/administrators.)

This event exceeded my expectations in scope, displays, temporary infrastructure, Ford Vehicles, presentations and staffing. As you may see from the images, there were display Mustang GT350s, Focus ST and RS, Fiesta ST, Ford GT(only 250 will be built and distributed among 10,000 dealers?) and a F-150 Raptor. Audio/Video storyboards were distributed in that main “hall” along with the Mustang GT350 balanced on its side so we could better appreciate its underside mechanicals.



# Featuring the Mustang GT350s and GT350Rs

As for the drive/ride sessions, they were . . . well . . .  
. . . underwhelming.

Rules for the “Track Tour” included:

**ABSOLUTELY NO ALCOHOL**

**OBEY THE DIRECTIONS OF THE  
PROFESSIONAL DRIVERS**

**NO RACING OR PASSING**

**MAXIMUM SPEED OF 100 MPH**

**NO BURNOUTS OR HOTRODDING**

I/we only got two laps of the foreshortened Button-willow track (we took the Zorro cut-over as laid out probably for safety considerations). My instructor didn't issue any instructions on the track positioning but he was very vocal about my “delayed” braking. After that, we switched me to the passenger seat and he to the driver's seat for a “hot” lap. Now, it started raining a bit. I was very comfortable with his driving technique and didn't say anything but to complement him after the lap.



In preparation for the driving part, we were fitted with a head sock, a corset sort of HANS device, and a helmet. (We had previously been advised to wear long pants and closed toe shoes). Then we sat in a racing car seat on a platform to have our gear adjusted. After a bit of standing around waiting for a prior group to finish their track time, we were ushered out to the GT350s; luckily, I got a GT350R (with carbon fiber wheels, no less). A Go-Pro had been fitted to the windshield pillar and I was advised to show it my name tag and pronounce my name as the drive session was to be recorded. We were told that later we'll receive a video file which in my case will include the instructor screaming brake, brake, brake, brake, BRAKE!!!! as he and I approached the braking zone. Obviously, he and I had a different opinion of where to start braking.



All in all, this event was worthwhile (it was no cost to participate) and I appreciated the passion that the event people displayed. The displays, presentations and vehicles were overall to a high level.

As for the track time; well, not very much. It was billed as 40 minutes of track time; actually it was less than 10 minutes. Now if only the Ford stock price would appreciate. 🇮🇹

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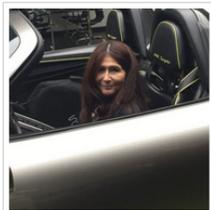
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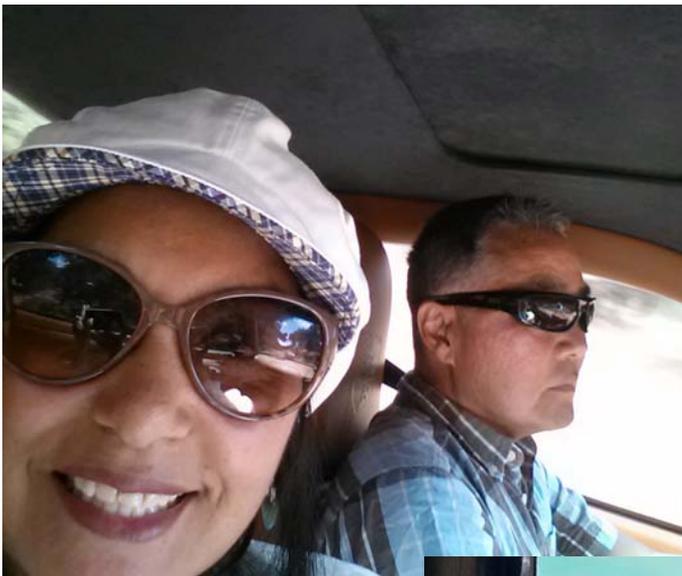
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Ken and Celia Shinpo, in their 2001 911 Turbo, depart Fess Parker Winery and Vineyard onto Foxen Canyon Road. Celia takes a happy selfie while Ken concentrates on the cars ahead. Celia then takes this shot of the side mirror reflecting Ken Finney's and Tom Dobyns' white Cayman S's in caravan other CCCR Porsches departing the parking lot behind. How do you keep a dozen Porsches in line for 115 miles without losing one? Give them directions for the best windy roads in Santa Barbara County, and make sure the navigators are careful readers.

Checkout the front cover for more pics of CCCR Cayman S's and a picture story inside about the tour to Fess Parker Winery and La Purisima Mission. Those of you who missed the tour missed a great time complemented by wonderful weather and even more wonderful people. The wine tasting was pretty good, too. Let's keep liven' and driven".

