

# Coastalair

APRIL 2017

*Your Quarterly Newsletter*

CALIFORNIA CENTRAL COAST REGION ■ PORSCHE CLUB OF AMERICA



**Remembering Darlene Swain**

**Member Profile: Alfred Abken**

**Lego Porsche**

**CCCR Tours in April**

**More About "Mad Dog"**

**2017 Literature, Toy & Memorabilia Meet**





# Coastalaine

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October 2016

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Lego Porsche  
Photo by Bob Kitamura.

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The Coastalaine and Coastalbreeze are available to all CCCR members on the website at <http://ccc.pca.org/>.

## 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

### 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:

Questions? **Jack Ravin** at [jack2547@gmail.com](mailto:jack2547@gmail.com)

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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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February was our annual Pozo Saloon Tour event. We had a really great turnout this year. About 45 cars meet in SLO and took the drive to Pozo. No rain! 93 people dined at the brunch this year, which was one of the largest groups we have ever hosted. This is always a popular event for our club and it's members.

We are holding our first 2017 Drivers Education (DE) event at Buttonwillow Raceway on Friday, April 7th. This event is being co-hosted by our club (CCC Region) and the L. A. Region. This is the first DE they have participated in for several years.

Be sure to look at the calendar of upcoming events for next month. April has several different events, which should appeal to our members.

A reminder that April 21st to 23rd is the Festival of Speed at the Auto Club Speedway in Fontana, and volunteers are needed to make the event successful. So please consider volunteering if you plan to attend. See the ad in this issue for further details. Another reminder, please review your information on the PCA website make sure all your information is up to date.

Don't forget that our Board meetings are the first Wednesday of every month at San Luis Country Club. Please feel free to attend, but let us know if you plan on attending.

So long for now! 

## 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).**

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# SGS MOTORSPORTS

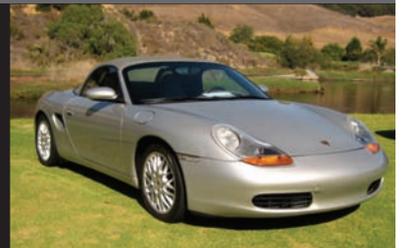


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Porsche recommends **Mobil 1**

## **The status quo, lapped again.**

A near seven-decade disdain for the expected continues with the new Panamera. Redesigned inside and out, it breathes new life into classic Porsche design cues. More powerful, more advanced, and more luxuriously appointed, the new Panamera is not just a new car, but a new benchmark. Porsche. There is no substitute.

## **The new Panamera 4S.**

### **Porsche Santa Barbara**

402 South Hope Avenue  
Santa Barbara, California, 93105  
805-682-2000  
santabarbara.porschedealer.com  
Showroom hours M – F 9:00AM – 7:00PM  
Sa 9:00AM – 6:00PM Su 11:00AM – 5:00PM



**PORSCHE**



# 2017 CCCR Events Calendar Update



*Look for reminders and updates via email.*

Date	Time	Event	Organizer	Contact
4-7	7:00 AM	DE, Buttonwillow Raceway	Jon Milledge	805-704-8785
4-8	9:00 AM	Breakfast, Centrally Grown, Cambria	Jack Ravin	jack2547@gmail.com
4-15	10:00 AM	Wild Flower Tour/Brunch, Creston	Bob DeVries	805-543-4880
4-15	9:00 AM	356ers Breakfast, Scotty's	Martin Howell	805-544-5389
4-22		356 North-South Event	Martin Howell	805-544-5389
4-21/22/23		Festival of Speed, Fontana	Dave Witteried	<a href="mailto:info@calfestival.org">info@calfestival.org</a>
4-29	7:00 AM	Teststrecke XXII, Santa Maria	Warren White	805-709-8455
4-29	9:00 AM	Model Railroad Tour, Santa Inez	Jack Ravin	jack2547@gmail.com
5-13	9:00 AM	Breakfast Carlos' Kitchen, Morro B.	Chuck Jennings	805-459-7416
5-20	7:00 AM	Teststrecke XXIII, Santa Maria	Warren White	805-709-8455
5-20	9:00 AM	356ers Breakfast, Scotty's	Martin Howell	805-544-5389
5-26	7:00 AM	DE, Buttonwillow Raceway	Jon Milledge	805-704-8785
6-10	9:00 AM	Breakfast, Inn at Morro Bay	Jack Ravin	jack2547@gmail.com
6-17	7:00 AM	Teststrecke XXIV, Santa Maria	Warren White	805-709-8455
6-17	9:00 AM	356ers Breakfast, Scotty's	Martin Howell	805-544-5389
7-8	9:00 AM	Breakfast, Centrally Grown, Cambria	Jack Ravin	jack2547@gmail.com
7-9/15		Porsche Parade, Spokane		
7-15	TBA	Legends of the Dunes Rally	Bob DeVries	805-543-4880
7-15	9:00 AM	356ers Breakfast, Scotty's	Martin Howell	805-544-5389
8-12	9:00 AM	Breakfast, Loading Chute, Creston	Andy Winterbottom	847-219-2964
8-17/20		Rolex Motorsports Reunion, Laguna Seca		
8-19	9:00 AM	356ers Breakfast, Scotty's	Martin Howell	805-544-5389
9-2	8:00 AM	Pinedoradoa Car Show, Cambria	Susan Foreman	<a href="http://www.pinedorado.com">www.pinedorado.com</a>
9-9	9:00 AM	Breakfast, Hunter Ranch Golf Crse	Jack Ravin	jack2547@gmail.com
9-16	7:00 AM	Teststrecke XXV, Santa Maria	Warren White	805-709-8455
9-16	9:00 AM	356ers Breakfast, Scotty's	Martin Howell	805-544-5389
9-23	9:00 AM	Monarch Dunes Car Show	Don Rutherford	805-343-0159
9-30	TBA	Black Hawk Museum Tour	Bob DeVries	805-543-4880
10-1	TBA	S.F. Bay Cruise on Yacht Potomac	Bob DeVries	805-543-4880



# The Driver's Corner a.k.a The Late Apex

CCCR-PCA presents



# Track Events 2017

At Santa Maria Airport and Buttonwillow



**DE/Buttonwillow**

**April 7**

**Teststrecke XXII**

**April 29**

**Teststrecke XXIII**

**May 20**

**DE/Buttonwillow**

**May 26**

**Teststrecke XXIV**

**June 17**

**Teststrecke XXV**

**Sept 16**

**Teststrecke XXVI**

**October 21**

**Teststrecke XXVII**

**October 22**

## Zone 8 Events

Details and Registration at [motorsportsreg.com](http://motorsportsreg.com)  
or contact Warren White at 805-709-8455.



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Events*



# SPRING WILDFLOWER TOUR LUNCH @ LOADING CHUTE



*Enjoy a beautiful afternoon  
drive and a great lunch.  
Special prizes for the best  
decorated Easter hat*

*Saturday April 15*

**Join us at Starbucks Coffee at 3971 S Higuera SLO at  
10:00 AM located next to Trader Joe's**

**April 15 2017**

For further information contact Bob De vries @ [slobob5@gmail.com](mailto:slobob5@gmail.com)

# FANTASTIC MODEL RAILROADING

**April 29**

**9:00 AM • Coffee**

**Coastal Peeks Coffee**

**3566 S. Higuera Street, SLO**

**Tour to Los Olivos**

**11:30 AM • Lunch**

**Los Olivos Grocery and Deli**



After Lunch Tour to:

Ken Kelly's Train Display

3556 Cimmarron Dr.

Santa Ynez

**\$10**

Minimum of 10 people

25 people Maximum

Contact Rack Ravin

jack2547@gmail.com

Ken has an extensive and impressive collection of miniature and model trains with the main train room that exhibits five different track layouts and an outdoor track exhibit with a 2.5 miles long loop, among many other items of interest to the history and function of trains as they pertain to our country's past. His collection has been appraised at well of \$1,000,00. For more information visit:

[thirdrail.com](http://thirdrail.com).

# IT'S NOT THE CARS, IT'S THE PEOPLE • THE SWAINS



**L**ife is nothing but a journey of memories, hopefully a long and happy one. Long time members of the California Central Coast Region, Darlene and Ed Swain are superb examples. Darlene passed away peacefully on Sunday, February 26 after a lengthy respiratory illness. With Hospice Care assistance and devoted care givers helping Ed manage, one of PCA's most enthusiastic members passed. She will be fondly remembered by all that knew her. Now for some of the memories.....

We first met Darlene and Ed standing on a street corner in Chatham, NJ in the early 1980's. We were attending a Concours Preparation Tech Session sponsored by the Northern NJ Region, PCA. They were standing in front of a black Porsche 911 with California license plates. I commented that it seemed a long way to drive to attend the event. Ed told us they had just moved to NJ due to a promotion to Woolworth's Headquarters in NYC. My company, Johnson and Johnson, was experiencing some difficulties with private label offerings from Woolworth. Voila! Two days later, I was at Woolworth's achieving a highly satisfactory resolution of the problem due to Ed's help. This was the beginning of a 35 year friendship.

Darlene quickly introduced my wife and myself into the wacky, anal retentive world of concours car preparation and competition. Ed is the creator of "task delegation" and had "taught" Darlene the ins and outs of preparing a show car for major concours competition. Crawling around cleaning inside a

Porsche, especially the back seat area, windows, under the dash, seats and flooring area was deemed to be best handled by.....who else..... the Wife. Ed on the other hand was content to wash and wax the exterior and clean the wheel wells. Darlene did have an opportunity to help on the outside. At one time Ed had all 4 wheels positioned so the Porsche emblem was perfectly aligned with the valve stem, a preferred show element the judges liked. He then asked her to move the car around and chewed her out for ruining the symmetry. One fine spring morning he dispatched her to the local gas station to change the air in the tires from winter air to summer air. Such was life at the Swains.....for well over SIXTY THREE YEARS! They were devoted partners working together. They competed successfully with Porsche 356's, Carreras and 928's. The two of them won the annual PCA Zone One Concours multiple times and continued their winning ways upon retirement to the Central Coast in the mid-1990's winning various Zone Eight and Porsche 356 Registry events and annual championships. Darlene always had her "secret helper" dog "Mitzie", numbers 1 thru 3 succeeded by her Yorkshire "Abbey" to charm the judges and event attendees.....and garner extra Peoples Choice votes.

Starting in 1997 the Swains and the Millers took over as Co-Chairs for the CCCR-PCA's annual all Porsche Zone One concours event. In 2006, Ed suggested the addition of other makes of European cars and motorcycles be included and the GATHERING OF FRIENDS EUROPEAN CAR SHOW charity oriented event started. This long running annual car show ultimately has contributed over fifty thousand dollars to local youth charities. Darlene counted ballots, collected lunch tickets, ran the information booth, served food, mailed flyers and ran endless errands on behalf of the Club. She also managed the Club's Annual Christmas parties for four years.

California Central Coast has lost a devoted member but she will be long remembered.

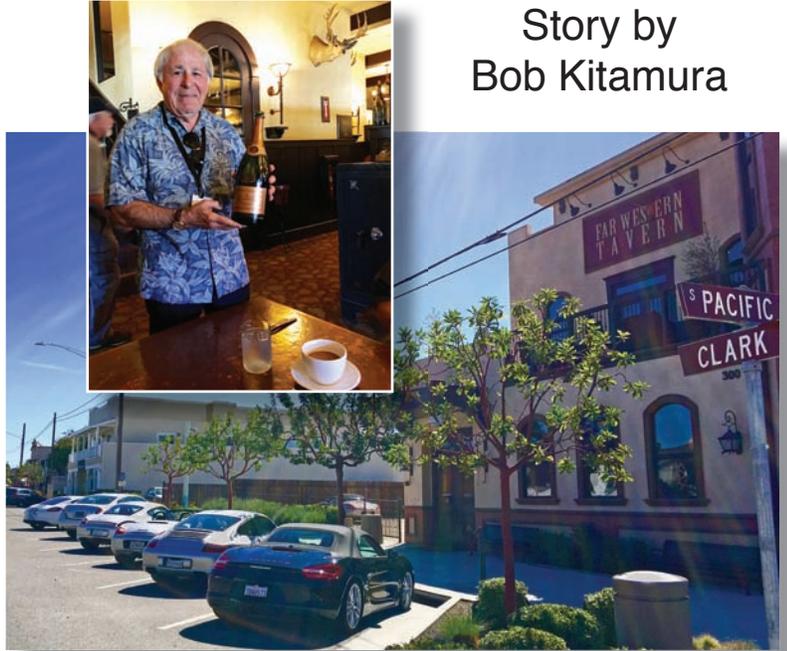


Hamp Miller

# Breakfast at Far Western Tavern

Story by  
Bob Kitamura

The monthly breakfast for CCCRPCA club took us to the Far Western Tavern in Orcutt on Saturday, March 11th. It was a beautiful day for a drive no matter where everyone came from in the CCCR. The food and the service was superb as usual...at least mine was. There were 34 of us who filled the main dining room and filled the parking spaces with our Porsches. Chuck Hoops dropped by in his CHP unit for a few minutes while we were waiting for the restaurant to open. President Ken Finney along with Jack Ravin filled us in on upcoming events. It was another great breakfast for club members, I hope to see you at our next breakfast in April. 🍷



# Member Profile • Alfred Abken

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**I**t would be old hat to start a member profile by saying that he or she has always been a “gearhead” wouldn’t it? Well, sorry, but I can’t break with tradition. While Alfred Abken may not have always had a thin line of clean grease under his fingernails, the urge to tear, modify, improve and simply repair his ride did come early.

Alfred Abken’s father was a car mechanic and as a six year-old Alfred was his gopher. It was way before metric tools became a necessity and since numbers were still pretty much a mystery at that age, Alfred learned by rote and size of tool. What a cool way to learn fractions! He learned the different tools, knew how they were laid out and when his dad yelled, he would bring him the correct size and tool. At first he brought a spread of sizes and quickly learned that certain parts all used the same size and that certain sizes were common.

It was much later of course when he got his first real ride, a 1956 Volkswagen his dad bought in 1958 and sold to him for \$330 for his high school graduation in 1966. It had been wrecked when he bought it and when they started pulling it apart to get it running found that the body was thick with Bondo and that the engine needed a



rebuild. Alfred’s dad was an American car mechanic and in those days there was a lot of room in the engine compartment of American sedans. So you could do most of a rebuild with the engine right in the car. Dad insisted that this was the way they would rebuild the VW. It infuriated Alfred but he bit his tongue and suffered through a complete engine rebuild on a flat air cooled motor completed through the hood and under the car. What a nightmare.

Alfred started autocross after high school. Wherever they would allow him to run his bug, he ran. He had souped up the engine and tested it at the old Irwindale drag strip, typically running against a thumping big block V8. He didn’t care how much later he finished the race. He was just happy to be putting his foot to the floorboard and that at the end of the run it didn’t sound like a broken dishwasher.

He went to college and got a degree in Art and Photography. This stellar preparation for the job market landed him his first position working as a clerk for UPS. No one can call Alfred a quitter. He stayed with UPS and retired from them 30 years later. However, the job allowed him to buy his first Porsche in 1990. It was an Alpine White 1980 924.



It was a revelation in handling even through off the line he was usually smoked by Hondas. He caught them in 3rd gear though and if the road was twisty or long enough could outrun most cars easily. Sadly that first foray in the world of Porsche didn’t last long as the car was T-boned by someone who ran a red light.

## Story by Art Trinidad

---

The Porsche bug stayed with him though and his next ride was a Diamond Blue 944 with a two-tone interior. It was beautiful. So pretty he registered it in the Portland Porsche Parade and planned on driving it up from California. Sadly six weeks prior to the event he embarrassingly drove it up the rear end of a sedan and that was that. Alfred figured that was the end of his Porsche adventure and it was time to settle down into sensible sedans.

However, fortune struck. He was at a car swap meet in Palo Alto and saw a sign advertising a 1982 924 for \$350. No other details. He called the number and bought it over the phone, violating every rule of car buying. But it was his. It had been hit good and hard, and often. So he had to rebuild it, all without having a garage. But Alfred is and was an affable man and had a friend who promised to store it and allow him to rebuild it in his garage, which was a great arrangement until his wife finally screamed at him that the garage was for her car, not a friend's wrecked Porsche that was mostly in boxes. Alfred was stuck. He had a deadline, and he had to move on the car. What made it more of a puzzle was that the car was mostly in boxes and he hadn't dismantled it. It was also long before the internet and online forums. Porsches were also pretty rare and most mechanics had no idea how to help.



Alfred though was part of the network of Porsche-ophile gearheads and knew a guy in Texas who had turned a 924 into a 944 and this inspired him. He started a tribute 924 Carrera GT. It was an amazing journey of scouring, scrounging and delving the underground parts railroad. He found a drive train from a '94 968 and started with that as his foundation. And he was not shy to show it unfinished and drove it as much as possible, even to Boise for a Parade. Sure it was incomplete and it was red and white with a tan interior, but it did sit on the concourse.

Eventually Alfred did finish the car and painted it Arctic Silver. He shows it now and then and plans to take to the Parade this year in Spokane. No, it's not concourse, but it is a remarkable conversation piece and always draws a crowd. He likes shows so much now his retirement goal is to become a judge and so he is learning as much as he can, shadowing the pros and hoping to get a break. Alfred says he is not too proud to work for food. His love affair with



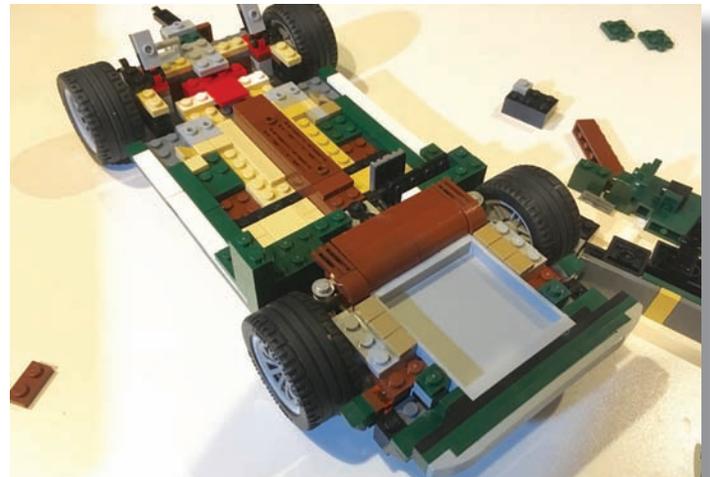
Porsches has always been limited to the front engine water cooled branch of the family. He loves the look, the classic styling of the long nose and short rear deck and the wonderfully balanced handling and controllable rear end. "People have to understand the 924," he says. "Yes 911 people sniff at it, but it is a gem in its own right."



# A Hard Way to Build a Lego Porsche

by Bob Kitamura

Okay, so a good friend of mine asked me why would I take a perfectly good Mini Cooper Mark VII Lego model and turn it into a Porsche Carrera? All I could say is because it seemed like a good idea at the time. \$100 and 50 hours later, I can say that I will never try that again! Oh, I forgot to say that the instructions to convert it to a Porsche that I found on the internet were an additional \$25. Like most instructions they were mostly correct, the part that I interpreted incorrectly cost me the 40 extra hours including rebuilding parts of the car 4-5 times. However, I am glad that I took this on once in my lifetime, and the final product actually kind of looks like a Porsche. Although I think the Mini would have looked much better! One last thing, I know it is sacrilegious but without model glue, I never could have finished this car. 🛑







# More About Our “Mad Dog”

(continued from October 2016 Coastalaire)

I had moved into a duplex in Santa Clara, CA that had a 2 car garage for both apartments. I talked the other apartment owner into renting her half to me so I could have the whole garage. This

apartment was previously rented by another Lotus S7 owner, Mike Watson and his wife. I met Mike at my first Laguna Seca race. I believe he won CP at that regional race. Mike was from England and his wife was Canadian. They divorced which put the duplex on the market. They had many cats. The cats urinated into the carpet everywhere. The stench was unbearable so I used bleach on the spots. The bleach smell overwhelmed the cat urine. The smell was bearable because I had a 2 car garage to work on the Lotus.

I needed to finish two more SCCA Regional races to get my National License. The next Regional race was at Cotati. I had been to Cotati before but the engine had failed in practice. Now, the engine seemed solid, the gearbox problem was fixed with the Lotus Elan close ratio gearbox, and the rear end had a limited slip differential. The chassis didn't understeer as badly as previously due to some negative camber in the front suspension. I felt the car was ready to win. I entered the Cotati Regional.

I'm pretty sure I haven't mentioned towing a trailer through the hills of San Francisco with a Pontiac with close ratio 4 speed transmission. The stop lights where I was forced to stop going up a steep hill were especially fun. Even going up hill towing a trailer, I could spin the rear wheels. Lots of fun there and fortunately no nice policemen were observing.

At Cotati, the car was unloaded and checked. I changed into my driver's suit in the Pontiac and drove the car to the pre-grid area. This was called the pre-grid because the races had standing starts and the grid was on the track. A few years later, SCCA adopted rolling starts so there was no grid on the track but the pre-grid was still called the pre-grid. Anyway, I went out for the first practice.

The layout of the track at this Cotati race was different but that didn't matter because I hadn't had any laps of the prior layout at speeds. This would be my eighth racetrack including driver's school and every one of them was different. I am sure that this contributed to my ability to learn new courses faster. The second practice was also qualifying and I qualified fastest in CP. The race was uneventful and I ended up winning. Now, I only needed one more regional race to apply for a National License.

San Francisco Region and the San Francisco Junior Chamber of Commerce collaborated on a race at Candlestick Park. To attract a large crowd, they enlisted (paid) Jim Hall to come to San Francisco with his Chaparral for an SCCA sanctioned spectator race. There were also regional races scheduled. This was my chance to complete my four regional races. I entered and was accepted.

The race track was laid out around the periphery of a huge parking lot between San Francisco Bay and the Candlestick stadium. I remember arriving at Candlestick Park and driving into the infield with routing on a portion of the racetrack. I couldn't believe how undulating the track surface was in some places. What would this be like at racing speeds? Regional entrants were forced to park far from the pit lane. I ended up against a wooden picket fence at the exit of a corner near the bay. There were hay bales at my paddock location between the picket fence and the track.

Across the race track was a repeat of the hay bales lining the outside of the track with extra hay bales around a light stanchion but no picket fence, presumably because there were no spectators or entrants there. I didn't want think about the danger this presented and really, this wasn't any more dangerous than many other places on other race tracks of the day.

At the scheduled time, I drove out onto the race track, going cautiously to learn the track. It was un-believably bumpy as I gradually got up to speed. By the third lap, I was confident to go full throttle down the straight toward the bay. As soon as I shifted into 4th gear, the chassis bottomed unbelievably hard, smashing the bottom of the tube chassis onto the road surface. The S7 veered hard to the right and I was lucky not to crash off the course. I slowed way down but the S7 wouldn't go where it was steered like it had a mind of it's own and that mind wanted to crash. I slowed way down and crept around the course and into the pit lane, then back into the paddock to my assigned spot. As soon as I stopped, I checked the front suspension. The right front lower A-arm inner pivot point at the front of the chassis had been broken off. I had dynamic toe, camber and caster in the right front. I was crushed because I needed to finish this race and I haven't even qualified.

I knew no one that could repair this damage, not at the track or outside of the track. The front lower A-arm pivot point was a bolt welded into a chassis tube running across the bottom of the chassis that protruded forward. I had an electric drill and some bolts long enough to go through the chassis tube. I found power in the paddock and drilled the broken stud out all the way through the chassis tube, then inserted a through bolt with washers to properly space the lower a-arm and tightened a lock nut snugly. This was to be my repair. The repair had taken much of the day and qualifying for my race had already happened. Because I hadn't run qualifying, I went to the stewards of the race and asked if I could start at the back of the grid for my race.

I had only been in the San Francisco region for a short time and certainly wasn't well known but I pointed out that I had won the previous regional race at Cotati and they relented, allowing me to start last. This was to be the scariest race of my life.

My race started with me at the very tail end. I didn't try to go fast, I tried to go as slow as I could and complete the race. After just a few laps, the leaders passed me. I moved over and waved them by while trying to stay on the track. My repair was obviously slowly failing. The steering was becoming more and more difficult. I couldn't wait for the race to end. This was a 20 minute race that seemed four or five hours long. I did notice that I wasn't going to finish last because I passed many cars that had broken or crashed out. Finally, the race was over and I had finished. I returned to the paddock to watch the feature race from my pit space.

The feature race was going to be exciting. Jim Hall had qualified on the pole but a local driver, Bart Martin had qualified at a barely slower time so we were going to have a race. Little did I know.

I will admit that my memory of this race may not be exact but this is what I remember. The race started and into the corner near where I was pitted, Jim Hall led, rounded the corner and he, with Bart Martin very close behind, raced away toward the Start\Finish. On the second lap, entering this corner, Bart Martin made a very brave pass under braking and took the lead. On exit from the corner his car bottomed and sparks came out from under his car. His car swerved off the course toward the outside and spun into the light stanchion. It immediately caught fire and burned furiously with Bart trapped in the wreckage. The race was red flagged (stopped). After what seemed like 10 minutes, a fire truck arrived, then an ambulance. The fire truck put out the fire but the damage had been done. The car had burned to a molten mass with the driver in it. I was standing at the temporary picket fence not more than 50 feet from the accident. This was gut wrenching. I had driven in only 8 races and was witnessing my first death. It was so visceral. Bart Martin burned to death right in front of me.

Did I really want to continue racing? 

# 2017 LITERATURE, TOY & MEMORABILIA MEET



by Alfred Abken

**I**t's March already, and you know what that means. No, I am not talking about college basketball. I am referring to the Literature, Toy and Memorabilia meet at the L A Airport Hilton hotel. It was held Saturday, March 4. This is the 34th year this event has been held. In years past, Prescott Kelly was one of the co-organizers of this event. 2016 was their last year, and this year, the folks at Stoddard stepped up to carry on the event. A casual observer might not have noticed that there was a different organization putting on the event this year. To my eye, it was a quite seamless transition.



The event is held in two of the ballrooms of the hotel. You have an option of waiting until 9:00 AM to enter, or for three times the money, you can enter at 7:00 AM with the vendors as an early bird. I recommend doing this, as it gets so crowded at 9:00 AM you can barely walk around. Over the years, vendors have offered for sale way more than just literature, toys, and memorabilia. The focus is primarily 356 models, and early 911's, but lots of other parts and services are being offered. Plus, it is a great place to run into people you know.

For quite a few years, the first weekend in March has been lovingly referred to as the Lit Meet Weekend. Typically, various Porsche shops have open houses beginning on the Thursday before the event. This year was no different. California Porsche Restorations in Fallbrook is open both Thursday and Friday. Even when I was living in L A County, I did not feel like dealing with the traffic to drive down to San Diego County, so I have no personal experience with their open house. They do, however, show up at the Hilton, and for the past several years, they also show up at the Phoenix Club in Anaheim on Sunday for the So Cal All-Porsche Swap and Car Display. Also open on Thursday, was Sierra Madre Collection at their Los Angeles warehouse location, and the Justice Private Automotive Collection, in Duarte, were not only open on Thursday, but also Friday and the following Monday. (Ed Justice Jr. is a PCA member.)

There are so many different shops open, it would be hard to mention them all here. If you are interested in going next year, check out this website to see who, and when they are open:

<http://www.lalitandtoyshow.com/related-events.html>



Something that was new this year, that I did not stop by, was the new Porsche South Bay Classic Center in Hawthorne. They were open Saturday afternoon. I might have to try to stop by next year. There are several shops in Orange County that are open in Costa Mesa that I have been going to for the past several years. They include Carparc USA LLC, Jim Liberty's shop, California Porsches, and European Collectibles. They are all within about 3 blocks of each other. There are also several other shops that have open houses in and around Costa Mesa, if you have the time to visit them all.



Sunday morning, the 356 Club of southern California held their Porsche swap and car display at the Phoenix Club in Anaheim. There is a car corral where you can park your Porsche, for a small donation, and when I arrived, it was almost full. There are two different parking lots turned over to swappers, and an interior courtyard where groups of 356, 912 and early 911's are parked. There is also a large tent where commercial vendors display their products.



The Phoenix Club also serves up a very hearty breakfast, and at a reasonable price. All too soon it was time to head back up north for home. My wholehearted thanks to all the shops that opened their doors, and provided food and drink to throngs of Porschephiles!



# California *Festival of Speed*

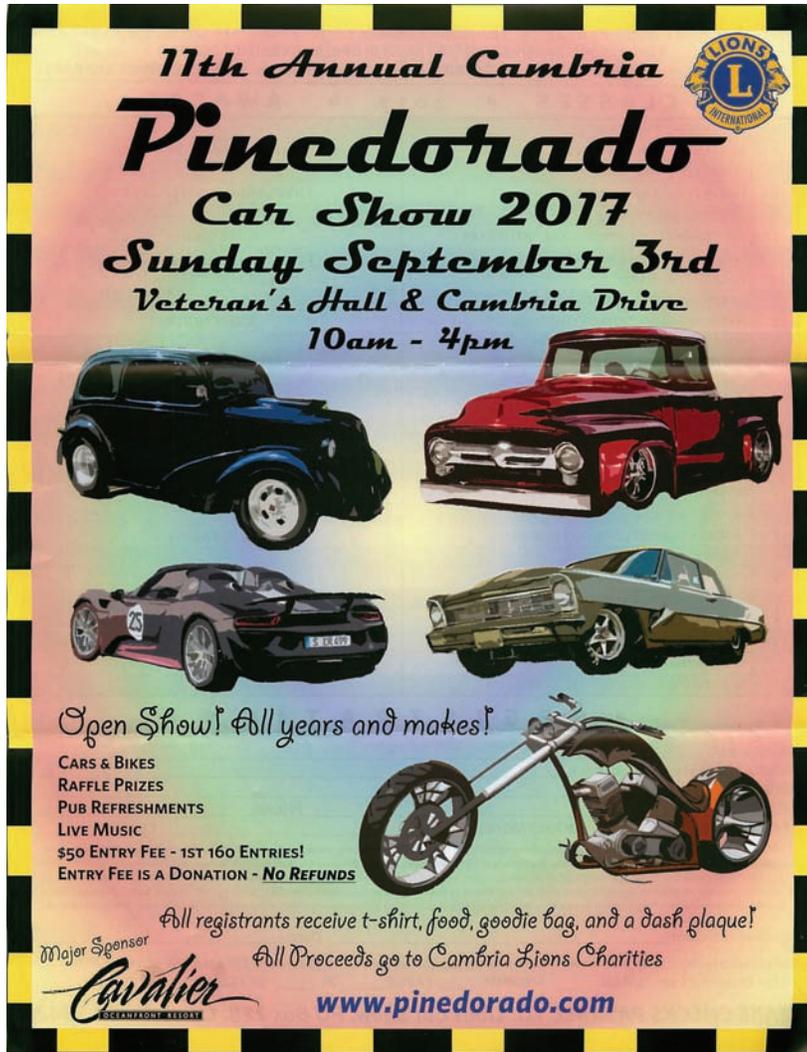


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# Pinedorado Car Show by Bob Kitamura



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The 11th Annual 2017 Pinedorado Car Show will happen on Sunday, September 3rd in Cambria. The details and entry documents are included or can be found on their website, [www.pinedorado.com](http://www.pinedorado.com). They have two classes for Porsches, (Air Cooled) Thru 1998 and (Water Cooled) 1999 to Present. I am not sure where the 924's and 944's fit in but I am sure you can ask them! I participated in my first Pinedorado show last year, and was fortunate enough to win my class. I don't think you can win two years in a row.... but you never know! It is nice that they place our cars right on Main Street. This is a great opportunity to show your Porsche locally with other great looking cars in a very nice setting. I hope to see you there. 🇺🇸



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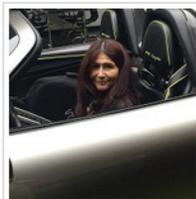
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The advertisement features a photograph of a person's midsection, specifically the waist and hip area. A hand is shown pinching a small amount of fat on the side of the waist. To the right of the image, the word "coolsculpting" is written in a blue, sans-serif font with a blue starburst icon to its left. Below this, the phrase "FREEZE THE FAT" is written in large, white, bold, sans-serif capital letters on a blue background. Underneath, the name "ADARA" is written in a large, brown, serif font with a green leaf icon to its right. Below "ADARA", the words "MED SPA" are written in a smaller, green, sans-serif font. At the bottom of the advertisement, the text "ARROYO GRANDE" is written in a brown, sans-serif font, followed by "AdaraMedSpa.com" in a green, sans-serif font, and "805.473.3530" in a brown, sans-serif font.