

MARCH 2021

Coastal breeze

Your monthly update

CALIFORNIA CENTRAL COAST REGION ■ PORSCHE CLUB OF AMERICA



**Andy with the Navajos
If You Haven't Heard
Breakfast at Old Juan's
Editor's Farewell**

<http://ccc.pca.org>



MARCH 2021

COVER PHOTO



“The 356 was released in 1948 and was based on a Beetle chassis with a rear mounted engine that has of course featured on every 911 since.”

William Stoneham
The Classic Motor Hub

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The Coastalaire and Coastalbreeze are available on the CCCR website at

Coastalbreeze

In this issue

Club and Coastalbreeze Information

- 3 Board of Directors
- 3 Prez's Corner
- 16 Anniversaries
- 20..... Advertiser Index-Rates

Club Events

- 8 and 9 Club Social Events Calendars
- 11 Club Track Events Calendars

Articles

- 10 Editor's Farewell
- 12 Breakfast at Old Juan's Cantina
- 13-15 Pedro's Garage
- 17-18 If You Haven't Heard
- 19 Did you know . . . ?

PCA and Zone 8

- 21 Zone 8 Staff and Officers

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: Joe Shubitowski at

joseph.shubitowski@gmail.com.

The editor reserves the right to edit the ad if it is over 40 words. The ad is Free To Members.

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I am writing from Chinle, Arizona in the heart of the Navajo Nation where I am staying for ten days. I have not seen one Porsche. What I do see is a very high percentage of American brand vehicles -mainly pickup trucks. The roads here vary from passable to that where you wish you had a raised all-wheel drive truck with creeper gearing. Today I got stuck for awhile in deep sand.

The scenery here is breathtaking with our base elevation at 5500 feet and mountains to 9500 feet. This is certainly high desert. Chinle is about three hours northeast of Flagstaff. The Navajo Nation is huge and ranges into New Mexico, Utah and Colorado.

Emersed as I now am in the Navajo culture, I am learning about traditional structures such as Shadow Houses and Hogans which are typically round or octagonal and for religious reasons the entrance always faces the East and of course for the morning sunlight practicality. The local radio stations broadcast in the Navajo language with a sprinkling of English words. I have interviewed some of the locals and they are delightful people.

BTW, during WWII, Navajo soldiers were “employed” to communicate military intelligence in the Pacific theatre because the Japanese could not decipher the Navajo language.

The housing stock ranges from very nice to that of the bare necessities. We often find “compounds” where extended family members live in up to six or seven independent but nearby housing units and usually a Hogan as well. There are plenty of dogs plus often some cats, chickens and sometimes cattle, horses, sheep, pigs and such. Even in Chinle itself, we have to watch out for “free-ranging” cows and horses.

The folks here are practicing exemplary Covid protocol and maintain social separation of a distance of “two sheep”. Denny’s, Churches (chicken), Subway?, Pizza Hut and the “Junction” restaurant all are strictly take-out. Chinle does have a very nice supermarket- -Thank Heavens.

Arizona and New Mexico are in severe drought condition; significantly worse than California. So, what does all of this have to do with the California Central Coast Porsche Region? Well, I find a great respect for the Navajo culture and people and by the same token am remaining thankful for what we have in our region as well.

Andrew W.

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PORSCHE CLUB OF AMERICA



CCCR Social Events Calendar Update



<http://ccc.pca.org>

Event Planning Committee and Gil Igleheart, Activities Director, have developed a list of events for 2021. **Please note, these activities are planned subject to “clearances” from all PCA, Federal, State and local authorities.**

DUE TO COVID, PLEASE CHECK UPDATES VIA EMAIL, WEBSITE, and NEWSLETTER BEFORE LEAVING FOR AN EVENT.

The following events are **tentatively** planned for 2021:

MARCH 20th

We are being treated to a very special occasion by a very talented Chef! Ian McPhee is opening up McPhee’s Grill...JUST FOR US! That’s right, he has been closed except for dinner and wants to open on the 20th just for our PORSCHE CLUB... how special is this? We will arrive at Alfano Motors at 8:30 to sign all the waivers and have some coffee and donuts...leaving around 9:15 or so. Then, a drive through some of our fabulous twisty roads to Templeton for our annual feast at McPhee’s Grill. Sign up on MSR as he needs to know how many of us will be dining with him. \$26.50 per person. You won’t want to miss this one...believe me!





Main Street
Templeton

SATURDAY, MARCH 20

IAN MCPHEE IS GOING TO OPEN THE DOORS TO HIS RESTAURANT FOR THE CALIFORNIA CENTRAL COAST REGION - PORSCHE CLUB OF AMERICA. HE IS CLOSED FOR BUSINESS EXCEPT AT NIGHT BUT IS GOING TO HOST OUR CLUB AS A SPECIAL EVENT FOR US. IT WILL BE LIKE IT HAS IN THE PAST...GREAT FOOD AND A VERY UNIQUE ATMOSPHERE...AT MCPHEE'S IN TEMPLETON.

IAN IS GOING TO BE DOING TRI-TIP OR CHICKEN SANDWICHES WITH FRIES, SOFT DRINKS, ICED TEA OR COFFEE.

ALL MASK AND SOCIAL DISTANCING REQUIREMENTS WILL BE ENFORCED. THE COST FOR LUNCH WITH TAX AND TIP AND IS \$26.50.

CONTACT GIL AT: GIL.IGLEHEART@GMAIL.COM WITH ANY QUESTIONS.



Alfano Motorcars

1423 Calle Joaquin, San Luis Obispo

FIRST, we'll meet at 9:00am at Alfano Motors in San Luis Obispo to sign all required waivers, get the safety briefing and route directions. Then we'll depart for a drive through the back roads culminating at McPhee's on Main Street in Templeton for a relaxing lunch.



CCCR Social Events Calendar Update



<http://ccc.pca.org>

APRIL 10th

We will enhance your dining pleasure with a beautiful garden experience, while eating in the gardens of Lunada. This restaurant is located in CAYUCOS, One block south of the pier...directly behind the Post Office. We will arrive around 11AM for a quiet lunch experience...price to be determined on what you'd like to have!

APRIL 14th-16th - HOBO PARTY TO HEALDSBURG

We will meet somewhere in or around Paso Robles...to make it easier for the folks in the Paso area! We need to be ready to leave by 9:00, so be there by 8:15 - 8:30. We want to leave early so we don't get caught up in the Bay Area traffic. We're stopping off in Morgan Hill at a winery for some wine and potty stop. Lunch will be served and a menu will be coming soon. After lunch we'll drive another 2 hours to the quaint little town of Healdsburg. Dinner is on your own or you can join some of us, if you so like! Nothing is really planned...The next night we are having two possible wineries pour some wine for us and then we are having the Hotel Trio pick up our food from Valette's Restaurant...a local favorite! If things change...we might be eating in the restaurant. Website is up and running! Call me if you have any questions 805-710-0332 The rates are \$159.00 for two nights but if you want to stay longer... call Brooke at (707) 779-9905.

MAY 9th

Meet at Alfano Motors (8:30) for a brisk drive up and through the Paso / Creston area and back down Old Creek Road. We're having our lunch catered by Carol Kramer and will be eating at the Sea Shanty. We will be on their patio area. Price to be \$22.50 per person

MAY 16th

Breakfast at Dorn's. Arrive around 8:30 for a 9AM breakfast...it will be a first come/first served basis...unless things change. I'm checking on the use of the parking lot for all our cars...stay tuned!

JUNE 12th

We are going back to Dairy Creek Golf Course! Now under new ownership by the folks from The Siren in Morro Bay! The place is packed and I've heard excellent as well! I'll keep you informed as we get closer...



come join us for a....

HOBO PARTY to Healdsburg!

**April 14-16th
2-3 nights at Hotel Trio
at \$159.00 per night**

**Wine Tasting
then
Dinner at Valette's**

Contact Gil at: Gil.Igleheart@gmail.com



Tentative Trip Plan

4/14 - Meet at Alfano Motors at 8:30am, drive out at 9:15am to avoid congestion in the Bay Area. Arrive in Healdsburg around 2:30-3:00 pm. Dinner on your own.

4/15 - Wine tasting at one or two wineries, then dinner at Valette's (\$40-\$60).

4/16 - Travel back home





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Teststrecke 45

May 1 *

Teststrecke 46

June 5

Teststrecke 47

July 24

Teststrecke 48

August 28 *

Teststrecke 49

October 2

Teststrecke 50

November 13 *

**Details and Registration at motorsportsreg.co
or contact Chuck Jennings @ 805-459-7416**

*** Zone 8 Events**

DE Events

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October 18

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CCCR Anniversaries



1 Year

Sondra Amendola
Brian Granger
Alain Neel
Stanley Schulte

2 Years

Gil Igleheart
Jon Tilley

3 Years

Claudio Baserga
Lynnda Christensen

4 Years

Tim Calabretta
Mike Dirkes
Geoff Straw

5 Years

Claude Corvino
Eric Kaltenbach
Urs Gretener
Rick Albo
Steve DuBow
Jack Moyer

6 Years

Nicholas Taylor

7 Year6

Steve Potratz
Harry Murphy
Joe Dervin

8 Years

John Larson
Randall Sherman

Anniversaries for March 2021

9 Years

Dennis Robinson

10 Years

Quint Stevens
Richard Wolfe

13 Years

John Cliff

15 Years

Sanja Brewer

16 Years

Roy Coffman
Gerald Hoodenpyl

19 Years

Maurice Heagren

21 Years

Martin Howell

22 Years

Brian Louw

23 Years

Terrance De Groot

24 Years

Ken Cooper

25 Years

John Eskelin
James Collins

26 Years

Chuck Stevenson
Sandy Keefer

28 Years

Robert Clucas

29 Years

Lawrence Thomas

30 Years

Glen Jensen

31 Years

Douglas Hendry

40 Years

Hampton Miller

41 Years

Richard Berg

47 Years

Jon Milledge

Breakfast at Old Juan's Cantina

by Bill Chadwick



What could be better than Mexican food at Old Juan's Cantina? Enjoying it with a few friends!

Twenty-two CCCR members and three dogs made their way to Old Juan's Cantina in Oceano on February 20. It was a great time to catch up with old friends and make some new ones. There was talk of Porsche adventures, travel, vaccinations, and the trying times we're in, even with the three dogs in attendance. Of course, the star of the event was this very young English Bulldog.



Diego at Old Juan's had a big covered outdoor area set aside for us with generous space for social distancing. The cool and breezy start to the event led to some jockeying for position under their heaters but everyone warmed up quickly. Old Juan's food and service were excellent.

There were fourteen 2-door Porsches in the parking lot which made for good "car talk" as we were leaving; new Porsches, old Porsches, first Porsches, options, road trips, autocrossing and racing. It all made for a good start to our Saturday.



FUEL INJECTION

by Pedro P. Bonilla (GCR PCA)

We all know that our beloved Porsche engines need air and gas to produce power, but how do the two come together since one comes from the outside and the other from the tank?

The first question is what year Porsche? And that's because throughout the years there's been continuous development in the way that gasoline is delivered to the engine and how it's mixed with the incoming air.

The air delivery is pretty basic. Outside air is sucked into the intake box, passes through a filter to make sure that it's clean, passes through the carburetor (early cars) or the throttle body (later cars) and then gets directed to the cylinders through the intake plenum manifolds. On naturally aspirated engines, the engine itself sucks in the air. On forced induction engines, the air is compressed or charged before it gets to the cylinders.

On the very first Porsches, 1948 – 1974*, air was pulled in, as described, and the carburetor would be responsible for providing the metered gas. Liquid gasoline does not ignite; only its vapors in the presence of oxygen, so carburetors use a set of jets to atomize the liquid gasoline in order for it to mix with the incoming air. These older engines used a completely mechanical system to try to obtain the optimal mix ratio (air - fuel) of 14.7:1 otherwise known as the stoichiometric point.

(*) Mechanical fuel injection was introduced for the first time in a Porsche in 1969, but it did not become standard until 1974, then evolving to digital management in 1984.

PORSCHE DOOR PANELS DAMAGED ?

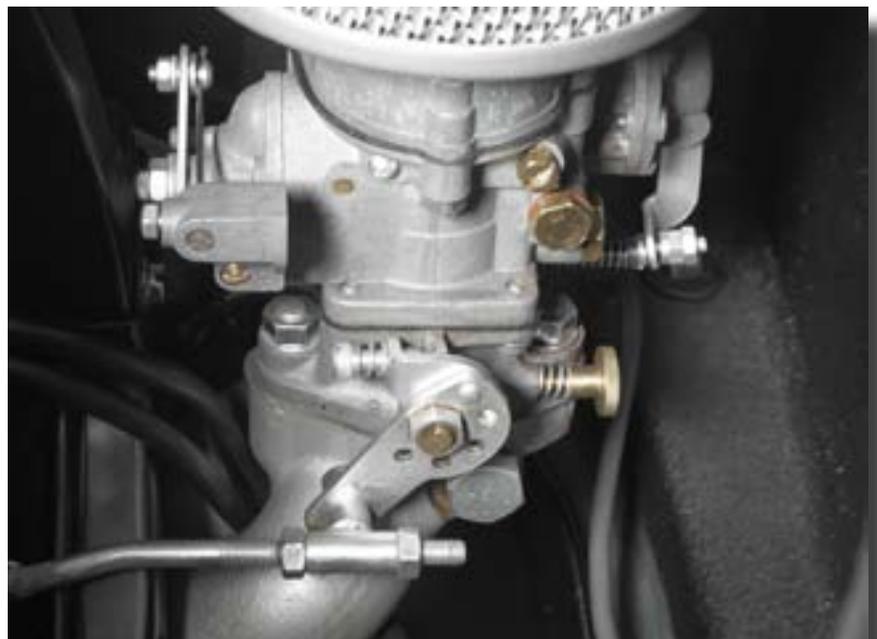


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As more efficiency in the engines was required, mostly to make more HP for racecars, better ways of mixing air and gas were developed. The next step after the carburetor was fuel injection.

The earliest and most basic type of fuel injection is the single-point. It simply replaces the carburetor with a fuel injector nozzle in the throttle body which is where the air inlet (butterfly) valve is located. Though not as precise as the evolutions that followed, throttle body injection (TBI) meters fuel with much better control than the carburetor it replaced.

But in 1969 Porsche chose to use the newly developed Bosch Jetronic System, which injected fuel into a port just above each intake valve. This system was widely used until the mid 70s. The injectors were all interconnected by a pressurized fuel line known as the fuel rail and dispensed fuel by opening and closing at precise times throughout the engine's cycle. Nominal fuel pressure in the rail is about 3.5 BAR or 50 psi. When more air was given by the driver when the accelerator was depressed, the Jetronic system answered by keeping the injectors open a bit longer by lengthening the pulse-width of the ground signal to the injector and thus obtaining the perfect mix (14.7:1). Typical fuel injector pulsewidths can be as little as 1.5 – 2.0 milliseconds (ms, or thousandths of a second) to over 20 ms at higher RPMs and loads. The positive terminals of the fuel injectors are always supplied with voltage, as long as the ignition is on. The switchable ground-path which completes the electrical circuit is controlled by a transistor in the electronic control unit (ECU).



Porsche has maintained their relationship with Bosch throughout the years and therefore has implemented most of their versions of fuel injection technologies, modified for the particular needs of the current Porsches at the time.

D-Jetronic was introduced in the four cylinder 914 because it was more than adequate for low-revving engines such as the VW Type IV used in the 914s which used a single throttle body and individual fuel injectors for each of the four cylinders. This system proved to be prone to mechanical wear and therefore inaccuracy in the mix so it was not used in the 6-cylinder 914s.

The next version was the L-Jetronic which used a mechanical airflow meter for the first time to determine the amount of fuel metered into the cylinders. This version was applied to the 1.8L 914s (1974 – 1976).

Measuring the amount of air proved to be much more efficient than the previous arrangements and determined the direction of further development.

In 1983 Porsche used the Bosch Motronic System which integrated the electronic ignition timing control and the fuel control into a single control unit. From that point on, both Porsche and Bosch refer to this unit as the DME (digital motor electronics) instead of the ECU (engine control unit), although you may see it used indistinctly even today. The first offering of the DME came in the 944 with the 928 and 911 following closely behind in 1984. This system required very precise measurement of engine speed and position, so various engine component position sensors were introduced (crankshaft, camshaft and flywheel). On later versions, oxygen sensors were also integrated into Porsche's Motronic Systems to obtain better catalytic converter function and to also correct excessive lean or rich conditions.

Many more developments were introduced into the Motronic Systems as time went by, such as onboard diagnostics (OBD), hot-wire mass airflow sensors (MAF) in the 32-valve 928, new onboard diagnostics (OBD-II) in model year 1996, additional oxygen sensors downstream of the cats, VarioCam technology (1997 Boxster and 1999 and Carrera), electronic throttle control (drive-by-wire in the 1999 Carrera and 2000 Boxster) but the fuel injectors remained basically unchanged for 40 years...

... until Direct Fuel Injection first appeared in a production Porsche in with the introduction of the new 9A1 engine of the 997.2 in model year 2009. As the name implies, fuel is injected directly into the combustion chamber, leaving just air being fed through the intake manifold. Injecting fuel directly into the cylinders (at pressures close to 2,000 psi) offers better homogeneity of the air-fuel mix.

Because DFI can inject the fuel closer to the source of ignition (spark plugs), it produces a more even explosion in the cylinders. The fuel mixture is therefore burnt more completely, increasing efficiency, reducing emissions and improving power.



But it's not just benefits that DFI brings to modern cars. There have been a few issues.

Because of the extremely high fuel pressure needed to operate, fuel pumps have been not-so-reliable although getting better.

Another issue inherent to DFI is that because only air now flows through the intake valves, carbon deposits that were previously washed off by the gas-air mix now tend to create deposits on the valves.

It's ironic that Porsche and other manufacturers introduced "new" DFI technology in 2009 when Mercedes Benz had used it and discontinued it in the 50s. My Dad's 1957 300SL had DFI and he was always complaining about carbon deposits in the intake valves.

Like the old saying: Old is new again!

For more information on fuel injectors and more, please visit my website:
www.PedrosGarage.com.

Happy Porsche'ing,
Pedro

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“IF YOU HAVEN’T HEARD” by Robert “Kit” Kitamura

Starting this month, this new column will be updating you on the latest items of information related to Porsche. Hopefully it will be good news every month. If you see or hear of anything related to Porsche then just let me know and I will research and verify it. Some months it may not be as long as this one. There has been a lot of news the last two months so here it is.....

Porsche Considering Entering F1

If you are wondering why Porsche has temporarily pulled back from IMSA, it has been reported by the Chief F1 writer that Porsche and VW Group are considering entering Formula 1. Of course a lot depends on the sport’s next engine regulations. This is not until 2025 so we have a while to wait. The Porsche Motorsport vice-president Fritz

Enzinger stated that, “It would be of great interest if aspects of sustainability, for instance, the implementation of e-fuels play a role in this. Read the next story in this article to hear about Porsche and e-fuels. Now which team would Porsche and VW join with? If Volkswagen Group (VAG) did commit to entering F1, it would likely be with its Porsche or Audi brands.

They could be a full entrant or just supply the engines.

They have been in talks with Red Bull, McLaren and Williams. It is interesting that Williams recently hired Jost Capito as their chief executive. He was an executive at VAG for many years. Capito was the head of VW Motorsport for a few years and also worked with Porsche. Also, McLaren team principal is Andreas Seidl, who was the former head of Porsche Motorsport. Another bit of trivia, the new F1 president Stefano Domenicali was a former VW Group executive.

The New Porsche Synthetic Fuel

I have recently been hearing a lot about this new synthetic fuel from Porsche or eFuel. Porsche believes that conventionally-fueled engines that use synthetic fuel will turn ICE-equipped cars into “machines” that are as clean as EVs. They are expecting a CO2 reduction of 85%. Porsche is claiming that all of their current lineup of cars with internal combustion engines, including the 992-generation 911 GT3 could use eFuel without any modifications needed. Testing trials are suppose to start in 2022. They are saying it is too early to tell but it is nice to know there may be an environmentally friendly alternative. Of course cost could be an issue. However this will only be an alternative to Porsche’s electromobility program. They are planning on 50% of its model range to be electric or hybrid by 2025.



To show you how serious they are about this, Porsche, Siemens and the German government have invested in a new eFuels plant in Chile. The basic idea is that the wind power will produce green hydrogen by electrolysis, which will then be filtered to form synthetic methanol. Since it is Porsche doing it there is a very good chance eFuels could happen. No one thought that a rear-engine 6-cylinder engine could push a car to over 200 miles per hour either.



For those of you that did not know, Porsche has had a stake in Rimac Automobili since 2018. They recently increased that stake to 24%. Rimac, a Croatia-based technology company, works with many of the major manufacturers producing advanced electrified powertrains, batteries, infotainment and other components related to electrification. Especially showcased on electric hypercar prototypes. Rimac is currently working with Hyundai, Kia, Porsche, Aston Martin, Automobili Pininfarina, Koenigsegg and many other. Porsche says, “with many OEMs across the world being Rimac customers, it is important, both for Rimac and Porsche, that we remain an entirely independent business. Our projects and our shareholders are – and will always be – entirely separate, allowing us to maintain the information firewall that our partners rely on”.

Conflicting Articles About Manufacturing Porsche Outside of Europe

Recently there were articles only a few days apart out of Porsche that conflicted with each other. There will hopefully be an explanation that we will hear about shortly.

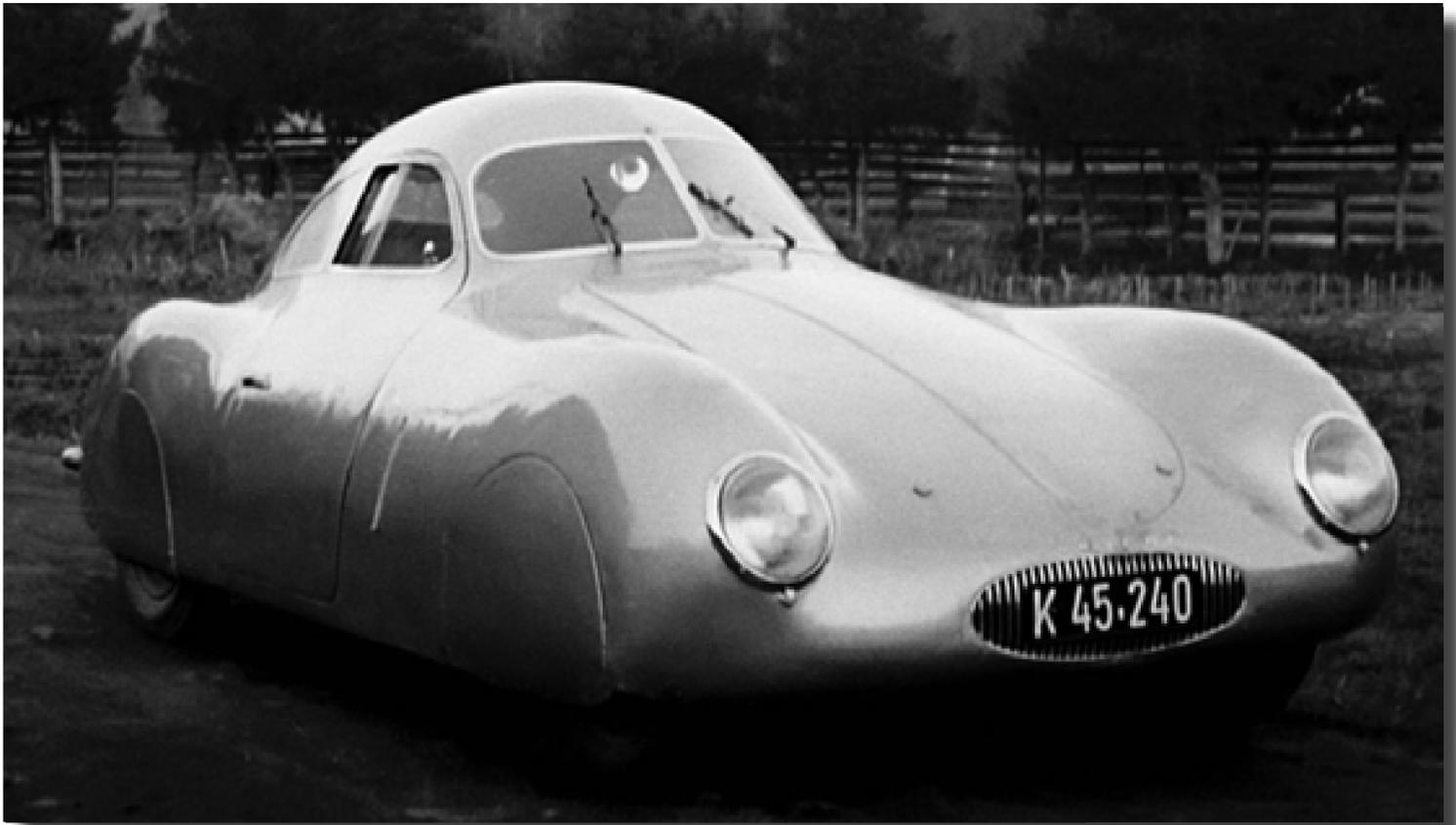
Due to the steady rise in demand in the Far East, Porsche reported that they are seriously considering setting up an assembly plant in Kedah, Malaysia, in partnership with Malaysian conglomerate Sime Darby Bhd’s subsidiary Inokom Corporation. They are already a distributor for Porsche in the area. This plant would be the only Porsche plant outside of Germany with one also in Slovakia. Local assembly in the region would help Porsche to reduce import duties and logistics cost. Porsche sells over 110,000 units annually in the region.

A few days later another article that read, Porsche Rules Out Factory in China Because “made in Germany” Matters to Chinese Buyers. Automobile manufacturing has long been a part of the German economy and today it helps solidify the consumer viewpoint of a premium vehicle being “Made in Germany”. China is Porsche’s largest profit center. The country is responsible for the majority of the automaker’s sales. Porsche CEO, Oliver Blume said, “It is a quality and a premium argument still to produce from Europe for China. Today it doesn’t make any sense”. He did say that things may change in 10 years.

2020 Consumer Reports Annual Owner Satisfaction Survey

Why I like this annual survey about cars is that it’s what the owners are saying about their vehicles. Granted, there are many loyal fans of certain cars out there and I am one of those. However, I am interested in why. Once again in 2020 it was Tesla who reached the top of the list. Not surprising but it means a lot because EVs tend to have more problems than most internal combustion vehicles (ICV). So their loyal followers continue to stick with them and increase. Porsche was number 7 in 2020 down from number 4 in 2019 which is still very high because of the price category they are in along with the expectations of its owners. Surprising to me is that Lexus is number 19 on the list. There must be a good story out there when Porsche finishes ahead of a great dependable and luxury model like Lexus. How CR rates satisfaction comes from surveying 369,000 vehicle owners. They analyze the data from 2018 to 2020 model years including a few 2021 models that were obviously sold in mid-2020. Remember this survey is not about reliability although it does play a part, it is about how satisfied the owner is with their car. Porsche owners like us are very, very loyal to the brand. You can go to their website for more info.... <https://www.consumerreports.org/car-reliability-owner-satisfaction/most-and-least-liked-car-brands/>. 🇺🇸

Did you know . . . ?



“The 356 was released in 1948 and was based on a Beetle chassis with a rear mounted engine that has, of course, been featured on every 911 since. However, what is less well known is that the first car built, the prototype Porsche 64, also known as the Type 64 or Type 60K10, which is considered by many to be the first automobile from what was to become the Porsche company, and a true design precursor to the post-war production model. The model number comes from the fact that it was built mainly from design drawings for the Type-64 “record car”.



“Like Lamborghini, Porsche also produced tractors when they were merely a manufacturing company including this petrol powered tractor designed specifically for coffee farmers so the diesel fumes wouldn’t disrupt the flavour.”

William Stoneham
The Classic Motor Hub

Editor's Farewell by Chuck Jennings

This will be my last issue as editor of the Coastalaire/Coastalbreeze. No, I'm not going away. Just taking on new responsibilities. As of January I have assumed the directorship of our autocross events.

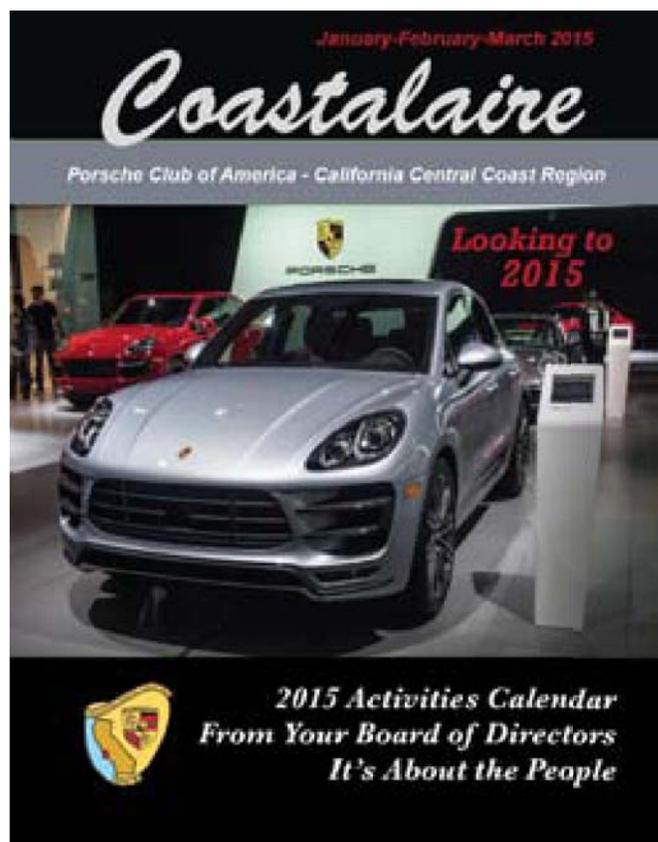
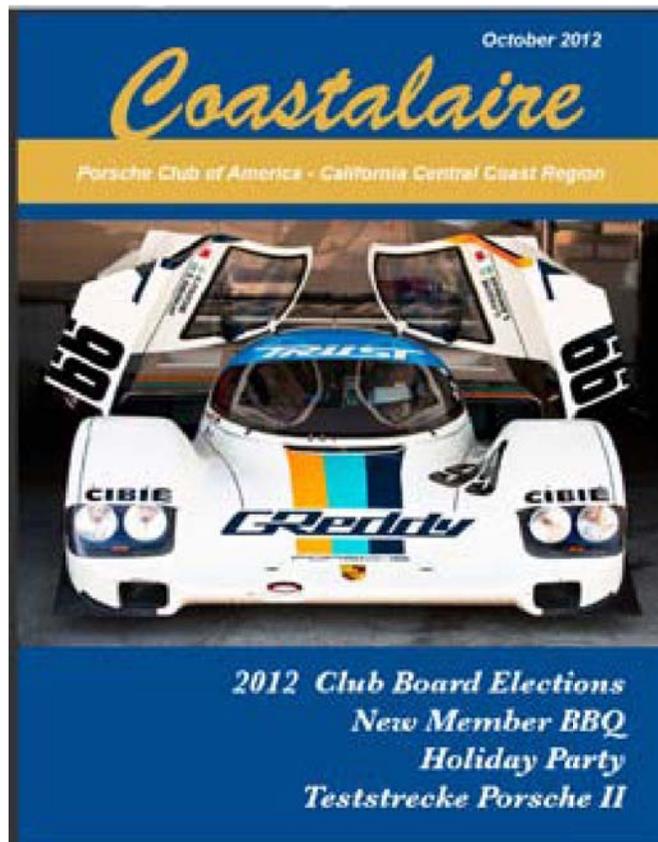
My first introduction to CCCR was as photographer for Bob "Kit" Kitamura, the editor of Coastalaire in 2011 and several years before. As I hung around more Porsche people and events, the more I became interested in the marque and the people. Even before I bought my first Porsche and joined PCA, I knew quite a few members of CCCR. Shortly after I joined CCCR I was elected as President, and I continued contributing photographs for Kit to use in the Coastalaire. At the right is one of my first cover photos in 2012.

I took over the editorship of Coastalaire from Kit while I was still President of CCCR in 2014, (Yikes! Has it been that long?) At that time, the Board of Directors decided to publish a quarterly hardcopy but with digital copies each month. We agreed that the digital-only publication would be called the Coastalbreeze.

When Ken Finney was elected President in 2015, I continued on as editor for 2015 and 2016. I was again elected President for 2017 and 2018, and still served as editor. Sanja Brewer was elected as our President for 2019 and 2020.

That brings us to January, 2021. I wanted to continue to serve our club, but I needed a change. Most fortunately, Bob Kitamura agreed to be phased back into the editorship. The front page header and the overall design of the Coastalaire were originally his design, and for seven years, I simply created variations on that design to coordinate the colors and theme with the primary cover image that changed every issue. Hence, Kit will step right back into his own design and format, making for an easy transition into his resumed role.

Now, I'm pretty sure Kit will update the overall design, if not immediately, over time. He's a very talented and creative designer with a lot of great ideas. I'm sure the Coastalaire/Coastalbreeze will evolve and continue to improve. Look for good things to happen. I sure will.



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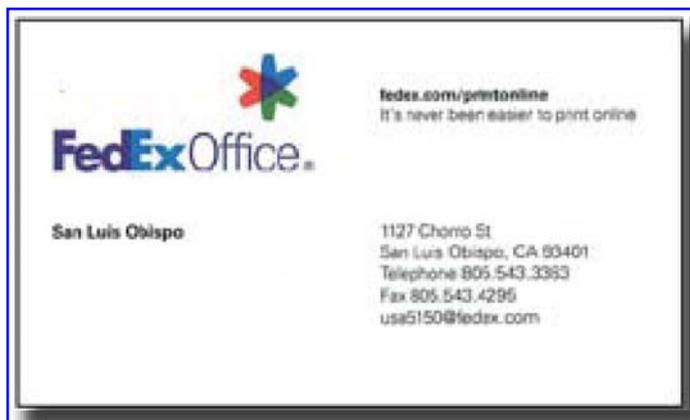
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