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California Central Coast Region Porsche Club of America



February 2022 Issue

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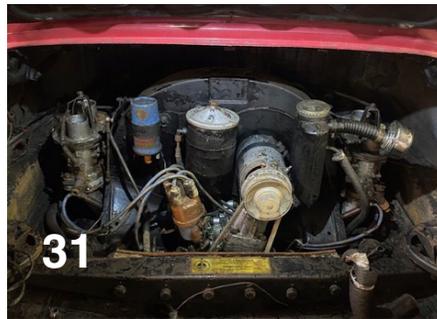
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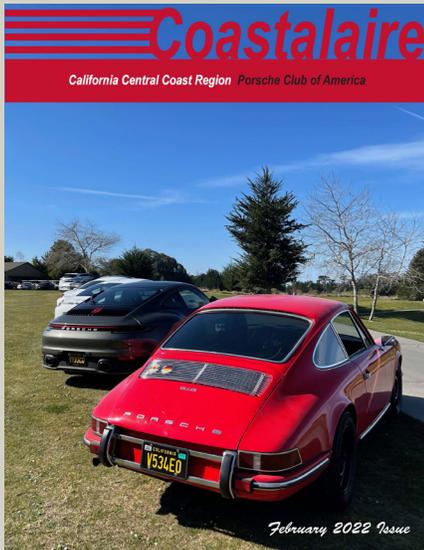
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PCA Sim Racing - online racing



Cover Story



Photographer
Bob Kitamura

This month's cover shows Mark Sheffield's 1969 Porsche 912. The "outlaw" look is inspired by Mark's love of the vintage auto racing style. This photo was taken at Cypress Ridge Golf Course where the gimmick rally ended with a great lunch for the group.

California Central Coast Region of the Porsche Club of America

Editor

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The Coastalaire is available on the CCCR website at <http://ccc.pca.org/>.

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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: 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.

CCCR Name Badge

California Central Coast Member Name Badges. Cost for your beautiful 5-color CCCR standard badge with pin, swivel clip or magnet closure: \$20.00. First Name, Last Name, optional 2nd line, for example, your club office within the club, your Porsche model. To order contact Joe Shubitowski at joseph.shubitowski@gmail.com

CCCR / PCA Mailing Address:

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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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The Prez's Corner

by Andy Winterbottom, President

This time around, I want to thank both Chuck Jennings (Autocross and Gimmick Rally Guru) and Gil Igleheart for organizing some great activities. Chuck has gimmicks galore and Gil knows just how to weave them into our social events. The most recent event, ending at Cypress Ridge was a big hit for the 30 odd folks who participated.

Also, to Gil's credit, he continues to find great venues during the COVID "Crisis", when many of our restaurants have severe staffing problems. When we bring thirty or more people to a destination, they seem to want to eat food all at the same time! This will put substantial strain on any restaurant's staff. Nevertheless, we are continuing to score fun events such as the upcoming Valentine's "Tour" and lunch at Dairy Creek coming up on the 12th of February.

Bob Kitamura is entering us in the PCA Newsletter Contest and we would appreciate it if you could help select a favorite Coastalaire issue and / or a favorite Coastalaire cover from 2021. Please write Bob at bob.kitamura@gmail.com and give him the "lowdown" on your favorite issue. Bob has done a stellar job of creating, designing and publishing our Coastalaire / Coastabreeze in recent years.

Before Bob was editor, we had Chuck Jennings creating, designing and editing the Coastalaire. Did you know that Professor Jennings has been our CCCR President four times, edited the Coastalaire, and is presently the Gimmick Master and Autocross Meister?

Ron Green continues as Vice President and keeps our bylaws, annual continuity report and Regional Procedures Manual (RPM) up to date. Sanya Brewer, our Past President and Past Secretary, this year is overseeing the Membership area and is our Historian.

Carol Walker continues as Secretary and assists in many of our social activities. Our minutes are precious. Bill Chadwick is our Treasurer this year and keeps our financial affairs in order and protects our non-profit status. Bob Bruington has organized three Drivers Education events this year ("Big" Willow, Buttonwillow and Laguna Seca) Also, Bob has organized the parade lap(s) at the track events so that the "untracked" can get the feel on being on a race course just a warning, it is contagious!

Joe Shubitowski continues as Webmaster and all-around good guy working many/most of our social and motorsports activities. Bill Gibson is our new Safety Director and I have never felt more

"safe"; Bill is on it. Joe Kuntze is our Porsche 356 advocate and organizer, as well as contributing to our social calendar.

Lori DeCristo is our new Zone 8 Representative (succeeding Jeff Peck) and she is doing a great job already. That leaves me to continue enjoying working with our "Crack" staff. Many Thanks to our 2022 Board of Directors; I feel very lucky.

Let's go out and have another great year!

Andrew W.





Get Out & Drive

by Bob Kitamura, Editor

Here it is February already! I hope all of you are having a good and healthy start to 2022. I am excited about the great slate of events Gil Igleheart has planned for 2022. Some of the events are coming soon so watch your email for details especially for the Valentine’s Luncheon, Canepa Museum and Shop tour up in Santa Cruz and the “World Famous” Healdsburg Trip also known as the “Hobo Run”. You too could become one of the “Healdsburg Hobos”! The Canepa trip can

only have 30 members so sign up soon! I have been there many times and I am still in awe every time I have gone there.

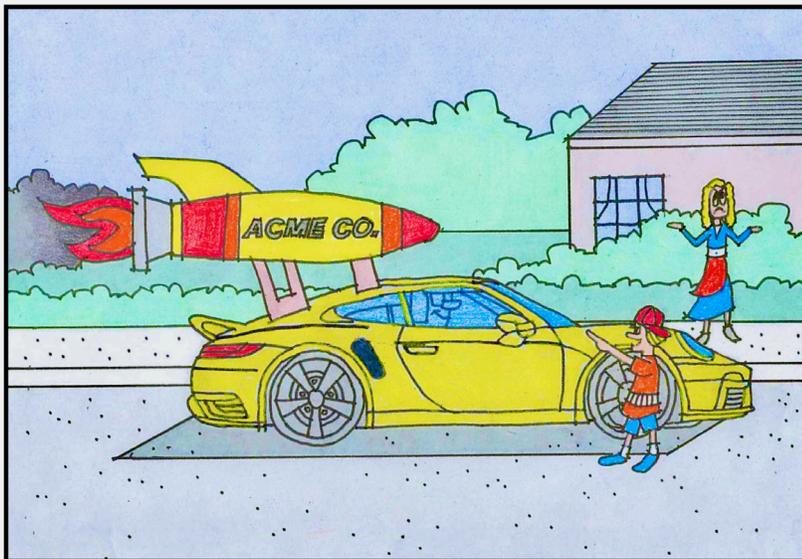
Then there are our great track events; there are not many of the regions our size that have the amount of track opportunities we do. We are extremely lucky to have both a great autocross program and a great drivers education program, both within an easy drive of our location. Chuck Jennings, our Autocross

Director and Bob Bruington, our Drivers Education Director/Chief Driving Instructor are among the best there are in the Porsche Club of America. Take a look on pages 14 and 15 for the list of upcoming track events and start signing up for some or all of them. We have some great instructors for those of you that have not been on a track yet or want some additional instruction. They will help you to get the most enjoyment out of your Porsche.

Lastly, but certainly not the least, we have been selected as the host location for the 2022 356 Registry West Coast Holiday on September 14th-18th. Last year it was in Bend, Oregon. They have had yearly Porsche 356 gatherings for about 46 years both on the East and West Coast. The last time we hosted one was in 1990, which was amazing to go see in Morro Bay. One of the questions that keeps being asked is how many 356s have survived? According to Porsche, from 1950 to 1965 76,000 356’s were produced. I have seen and heard guesses ranging from 20,000 to 50,000 survivors left in the world. What is your guess?

Don’t worry about numbers just remember to..... “Get Out and Drive!”

Bob K.



**Hey dad! Your Porsche is already a turbo!
How much faster do you want to go??!!!**

Kit’s Kar-Tune



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CCCR Events Calendar

Gil Igleheart, Activities Director - Joe Kuntze, Asst. Activities Director
Chuck Jennings, Autocross Director - Bob Bruington, Driving Events Director

<http://ccc.pca.org>

FEBRUARY 12th	VALENTINE'S DRIVE & DINE (see page 12 for more details)
MARCH 12	CANEPA TOUR - Meet Bruce Canepa (more details to follow)
APRIL 3rd	DRIVERS EDUCATION - Big Willow - See page 15
APRIL 12-14	ANNUAL TRIP TO HEALDSBURG - details coming soon!
APRIL 16	TESTSTRECKE 51 - See page 14
APRIL 23rd	DRIVE & DINE to Cypress Ridge (more details to follow)
MAY 7th	AUTOCROSS ACADEMY - See page 14
MAY 8th	TESTSTRECKE 52 - See page 14
MAY 13th	DRIVERS EDUCATION - Buttonwillow - See page 15
JUNE 4th	TESTSTRECKE 53 - See page 14
JULY 23rd	TESTSTRECKE 54 - See page 14
AUGUST 27th	TESTSTRECKE 55 - See page 14
SEPT. 14-18	356 REGISTRY WEST COAST HOLIDAY - watch for details
OCTOBER 15th	TESTSTRECKE 56 - See page 14
OCTOBER 24th	DRIVERS EDUCATION - Laguna Seca - See page 15

Please note, these activities are planned subject to "clearances" from all PCA, Federal, State and local authorities.



CANEPA TOUR



Saturday, March 12
More details to follow
This will be limited to
30 people.

We are taking a day trip up to Santa Cruz to tour the Canepa Shop and Museum. It has some of the greatest collection of race cars, custom cars, and historic cars as well as an incredible workshop.

Don't miss our
Annual Trip to Healdsburg
April 12-14

Go to Motorsportreg.com for
more information



National & Regional Events for 2022

Valentine's Day Lunch at Dairy Creek Golf Course

Saturday, February 12

Meet at Mercedes Benz of SLO at 8:30 AM

Depart at 9 AM for Dairy Creek

arrive about 10:45 AM

We will be parking on the lawn area

Cost - \$28.50 per person

sign up on [Motorsportreg.com](https://motorsportreg.com)





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Insider



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Insider podcasts feature opinions, news, and conversations about your favorite automotive brand, from fellow PCAers that you trust. 16-year veteran Executive Director Vu Nguyen and Technical Director Manny Alban are the hosts of the podcast that includes regular guests like *Porsche Panorama* Editor-in-Chief Rob Sass and PCA Digital Media Coordinator Damon Lowney.

www.PorscheClubInsider.com

PORSCHE CLUB OF AMERICA

4.9/5 Rating



"I've been a casual member of PCA for years but the podcast has really brought the club alive for me... who are the PCA staff, what's new or upcoming in *Panorama*, what's new with PCA, new Porsche cars, classic Porsche car insights. I think you have stumbled onto the perfect mix of banter and real news and commentary. It is EXCELLENT!"

– Craig S., PCA Member





K5a

CCCR-PCA presents

UTOCROSS 2022



Coming Soon in 2022!

- | | |
|--------------------------|-------------------|
| Teststrecke 51 | April 16 |
| Autocross Academy | May 7 |
| Teststrecke 52 | May 8 |
| Teststrecke 53 | June 4 |
| Teststrecke 54 | July 23 |
| Teststrecke 55 | August 27 |
| Teststrecke 56 | October 15 |



PORSCHE

Santa Barbara

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**Details and Registration at
MotorsportReg.com
or contact **Chuck Jennings**,
Autocross Director @ (805) 459-7416**



Drivers Education



For any questions, you can contact Bob Bruington,
Drivers Education Events Director
at aircooled911sc@gmail.com

The mission and purpose of the Porsche Club of America's Drivers Education Program is to provide a safe, structured and controlled teaching and learning environment. The PCA DE Program is designed so that participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety. Participants will experience first-hand the capabilities of high performance automobiles in a controlled, closed-course environment and acquire skills that will enhance safer vehicle operation in all driving situations.

2022 Dates

Go to Motorsportreg.com to sign up

Willow Springs Raceway

April 3

Buttonwillow Raceway

May 13

WeatherTech Raceway Laguna Seca

October 24



Rustic Fire Restaurant / Ecluse Winery

by Bob Kitamura and Gil Igleheart

The first drive, dine and “sip” of 2022 was a great success! For those of us that were tired of watching football found it was a great day for a drive up to North County. We started out at the Gannon’s restaurant Rustic Fire in Paso Robles. It’s so nice to have a member of our club associated with a restaurant with great food! We had 30 members with their 18 (mostly) Porsches join us. It is nice that we have been able to go up there a few times. However, if you haven’t been able to go with us on any of our jaunts please head over there yourself sometime and enjoy their meals. They are located at 1145 24th St D in Paso Robles, right by the fairgrounds.

And then if you thought that was good enough it got better! Another member, Steve Lock, owns a great winery in North County, Ecluse Wines. He gave us a complimentary wine tasting at his winery after our meal. He also gave a one time, 10% discount for PCA members that were at this event. Next



Photos by Jeff Koskie and Alfred Adken



time don't miss our events, you never know what perks you get! When you are up in North County wine tasting, make sure you drop by Ecluse Wines at 1520 Kiler Canyon Rd, Paso Robles.

Nothing is better than being able to have a great meal, sip some great wine and be able to drive your favorite car on the Central Coast.

I hope we will see you at our next event. In the meantime "Get Out and Drive!"



Rustic Fire Restaurant / Ecluse Winery

continued



Annual Zone 8 Awards and Recognition Banquet

Story & Photos by Alfred Abken



Alfred Abken



Lori DeCristo
Our new Zone 8 Representative



Saturday, January 15 turned out to be a truly magical day. It started out by me leaving home about 8:30, heading south on US 101. About a mile from my home, I stopped at a traffic signal and as luck would have it, I was behind a Cobra. The license plate frame cracked me up. It had "VIPER EATER" written across the bottom of it. I know PCA frowns on drivers taking photos while driving, but as I was at a complete stop, I snapped a quick shot of the back of the car. The photo does not do it justice. As it was still cold, and the heater in my car had not yet taken effect, I was kind of shaky. Also, the person driving it must not have been too far from their home as the condensation coming out of the exhaust pipes was pulsing alternately out of opposite sides of the car through the side exhaust pipes. I found that very entertaining. Unfortunately, the photo does not capture this. I kept pace with the Cobra until it exited at Highway 41.

As I was nearing Nipomo, I got hit by about half a dozen drops of water falling from the sky. When I got past Highway 154 it started to rain. The rain apparently did not have much water content. Each drop that was hitting my windshield looked like it was 8 or 9 very tiny drops of water. If it had been colder, I would have thought it was snowing.

As an aside, the windshield of my car is treated with McKee's



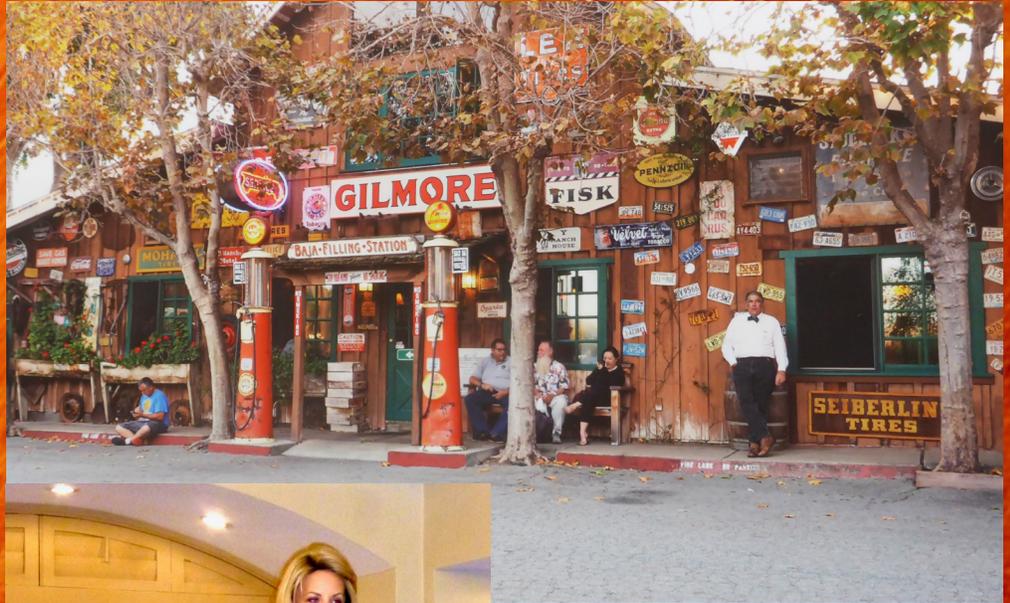
37 Glass Coating. This is a Nano-Based Super Hydrophobic coating that usually does not allow water to sit on the glass. (If you are not familiar with this product, think Rain-X.) Not so this morning. I drove for a good 5 minutes before there was enough moisture built up for it to start running up the windshield. (Perhaps I should have been going faster...)

The rain finally let up around Refugio State Beach. Then it started again near El Capitan. It continued off and on this way all the way down to Westlake Village. When I arrived there it had stopped raining, but before I got to the lobby of the hotel, it had started raining again.

I was there early to attend the Concours Judging School. Usually the judging schools are more of an all-day affair. It was good to see quite a few first-time attendees for this. I am curious to see if any of the Regions will be able to actually hold Concours events this year. Fingers crossed...

Following the school, I checked into the hotel, and got ready to attend the awards banquet. At the banquet, outgoing Zone 8 Rep Jeff Peck introduced his replacement Lori DeCristo. The featured speaker was Los Angeles Dismantler owner Sara Porsche Dakarmen.

As the evening was drawing



to a close, I got called for a door prize. At this time, the choices were limited to a 911 parking sign, a copy of the Porsche Classic Originale 06, which I already have, or a photo of the Baja Cantina in Carmel Valley. I selected the photo of the Baja Cantina. After I got back to my seat, I let out a little squeal as I realized I was sitting on a bench in front of the restaurant! What are the odds of that? The photo was taken by Stephen Krupnick and is dated 2015. At the time, I

did not recognize who I was sitting with. After I got home and had a chance to look at the photo in brighter light, I realized I was sitting with John and Joyce Barone. They are SGVR members. John, unfortunately, has since passed away. I think this photo might have been taken when the Porsche Parade was in Monterey in 2014. Needless to say, I was stunned.

Sunday morning, I was on the road heading home before the sun came up. It was a treat watching the sky change colors in my rear-view mirrors going through Ventura. When I was near Refugio, there was the tiniest arc of a rainbow visible through the cloud cover. At one point, this was reflecting off the surface of the ocean. Actually, it turned out to be a magical pair of days.

Gimmick Rally to Cypress Ridge Golf Course

by Hamp Miller

Photos by Bob Kitamura

In further pursuit of greatness, the infamous Rally Team of Miller and Miller once again hit the roads for fame. The two 85 year olds have been rallying since their first event back in 1962 in Chicago. Over the years, the intrepid duo has competed in various SCCA Nationals, PCA Parade events, all night events like The Frostbite 500, and the Tri-State Championship covering Wisconsin, Illinois, Indiana and Michigan. Additional experiences led the team to events in Nebraska, Kansas, and Colorado. All in all, the Millers have probably competed in over six hundred events over the past sixty years. While an occasional trophy has been garnered at times, the Team is most famous for its lack of success. However, it should be noted that the duo has remained married for sixty-five years as of this coming April. This is a fine testament of the internal harmony normally prevalent in the cockpit of a variety of performance vehicles starting with their humble VW Bug named Olde Blue graduating to Sunbeam Alpines, Triumphs and Porsches ever since 1980.

So on the fateful morning of January 22, the Duo saddled up Old Yeller, their Racing Yellow Cayman S. When the team first started rallying (1962), various things presently taken for granted such as GPS, iPhones, pocket cameras, ball point pens and credit cards didn't exist.



Gimmick Rally to Cypress Ridge

Back in the “good old days” serious rallyists had clip boards, pencils, slide rules and MAPS to pursue the correct routes. Upon arriving at the starting site, for this event, each entrant was given a sheet of paper with photo images of a variety of structures located in random order around the south county area. The stated goal was to visit and photograph each structure in the shortest mileage possible. The Millers are strict traditionalists and rely totally on their endless and boundless experience. In retrospect, if you didn’t know where a structure was located you had the option of asking SIRI to provide you with specific guidance. The Miller’s mantra is electronics! We don’t need “No Stinkin’ Electronics!”

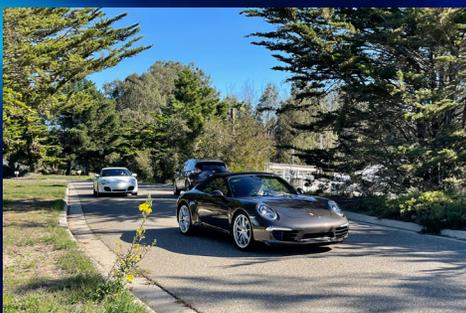
The first suggestion of difficulty surfaced prior to leaving the start when the one and only pencil somehow slipped down between the seat and the console. The Navigator was totally uninterested in possibly ruining her recent nail polish, leaving the driver the privilege of scrambling around under the seats. Vigor and optimism then took over and the team set off fully and totally confident, assured of their future success. The first structure on Hwy 227 at Edna was easily found but my navigator had never used her cell phone to take pictures. Since the event concluded at 11:30 AM, time was of the essence and so the



continued



Driver undertook the responsibility for the photos. The next stop was well known to the intrepid team, the Portuguese Hall located on 13th Street in Arroyo Grande. Arriving at the site the team learned it was The Filipino Hall. It was later learned the sought-after Portuguese Hall had been passed without discovery until the return home after the event. Again, in retrospect, the team has driven by the correct hall approximately one thousand times over the past twenty-five years without ever being noticed. The good news occurred next as two more structures were in the immediate area for the lost team and optimism once again flourished. Photos taken and onward and upward. In fairness and honesty, there was a rather spirited discussion as to a right turn versus a left turn to seek out the two structures. At this point “negotiating” with a Norwegian Navigator was like trying to talk Putin into pulling his troops back home from the Ukraine. Fortunately, the whole team knew where the Peacock Winery and Jockos Steak House were, and smiles prevailed in the cockpit.

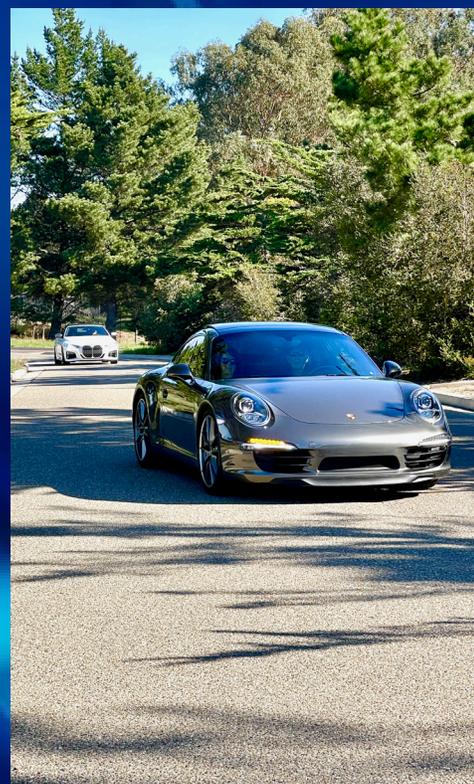


The next structures to be discovered took the rallying further south to Betteravia Road. Passing by the single biggest structure in the county, the Windset Hydroponic 3 million square ft. site followed by



Gimmick Rally to Cypress Ridge

a quick stop at a now defunct sugar beet refinery led the team to downtown Guadalupe in search of a park. After driving up and down the Main Street of this fair city for fifteen minutes, desperation set in as time was running out and the final buzzer was getting ready. When all else fails, ask another entrant. The day was saved when the Adneys stopped by and asked if the Millers were lost. Directions were provided along with tons of ridicule. The team was out of time and a typical Porsche Fun Run ensued to make a quick return to Cypress Ridge for a great hamburger celebration on the patio. After experiencing a long list of failures previously, the team's record remains intact until the next event. We can hardly wait.



continued



Gimmick Rally to Cypress Ridge





Updated and Got Belted!

by Pedro P. Bonilla (Suncoast Region PCA)

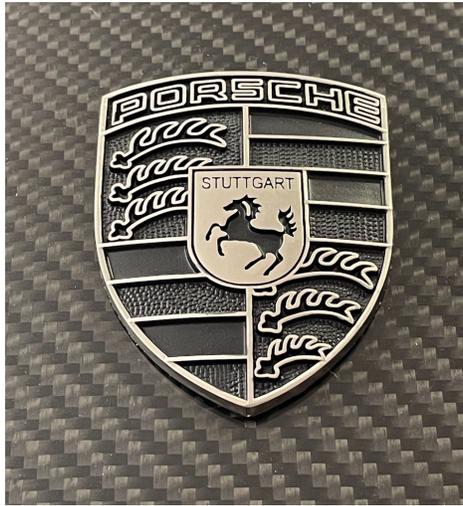
During the last year and a half (through most of the Pandemic) I've finally been restoring my 1998 Boxster. She's 24 years old now and with 300,000 miles on the clock it was due time.

I had done a lot of the "invisible" work already: Performance upgrades such as fully modified air intake, equal length headers, Pedro Sport Exhaust, ECU tuning, larger brakes, adjustable suspension and droplinks among others but now it was time for the eye-candy!

I decided to restore it to my vision of what I would have wanted the car to be from the factory. That meant some exterior mods (adding side skirts), removing all the dings and full-body paint, but keeping the same Glacier White color. A new convertible top was also now a must. I never liked the small glass rear window, so I kept the original top with the big, clear plastic window, and finally a new carbon-fibre hood with a monochrome Porsche Crest to point the way.



Sideskirts



CF+Crest



Interior

Then it was time for the interior. Here I decided to create a unique Wolfsburg edition 986. I searched high and low for the specific material I had in mind and finally found it. The interior was originally full graphite gray leather. I decided that to better integrate the fabric inserts she needed a two-tone leather restoration so black and gray it is.



Orange Seatbelt



Wolfsburg Edition



She Likes It





Finally for the “*pièce de résistance*” I wanted deviating color seatbelts! Obviously, with the interior changes, orange was the obligatory color.

Because I am a Club Racing Scrutineer, we are trained to look at every racecar’s seatbelts before every race while doing the mandatory safety checks. In a racecar, seatbelts cannot be more than 5 years old and they cannot show any signs of abrasion, stretching, or any other type of damage. If they do, the racecar owner must replace them by the next race or they can’t go on track until they do. It’s that important.

Trying to correlate that to my car, my OEM seatbelts were 24 years old and because it’s a convertible, they’ve been subjected to many hours of direct UV light and probably rolled and retracted close to 15,000 times! (I figure, to be conservative, twice a day times 20 years). So the decision to replace was a sound one.

Since I’m a one-man-band and a DIY’er, I figured that I would find out the length of each side of the seatbelts, go online and order the 2 inch webbing material from the many resellers, pick the perfect orange tone and replace it myself since I have a sewing machine and some strong thread material. Piece of cake well, not so fast.

It turns out that the vast majority of the 2” webbing material sold online (and offline as well) is not intended to be used for seatbelts, but rather as strapping and or towing material. Some of them, many from China may even have “DOT Approved” stamped on them. Anyone not knowing the whole story could think it’s legit, but DOT regulates tire manufacturing, not seatbelts.

Seatbelts are regulated by the Federal Motor Vehicle Safety Standards (FMVSS) which are issued by the National Highway Traffic Safety Administration (NHTSA) and can be very, very complex and very difficult to comply with. Because of those regulations there are just a handful of legitimate seatbelt-webbing manufacturers worldwide. Those regulations require, among others: G-Force testing, Tilt Lock testing, Webbing Abrasion testing, Salt Spray testing, Tensile test at 10,000 lb., Tensile test at 5,000 lb. as well as Retractor Cycling test. To be approved, seatbelts must comply with:

- FMVSS Safety Standard #209 which specifies requirements for seatbelt assemblies. The requirements apply to straps, webbing or similar material, as well as to all necessary buckles and other fasteners and all hardware designed for installing the assembly in a motor vehicle and to the installation, usage, and maintenance instructions of the assembly.

- FMVSS Safety Standard #302 which specifies burn resistance requirements for materials used in the occupant compartments of motor vehicles. Its purpose is to reduce death and injuries to motor vehicle occupants caused by vehicle fires, especially those originating in the interior of the vehicle from sources such as matches or cigarettes.

- Society of Automotive Engineers - SAE #J386 which establishes the minimum performance requirements for pelvic restraint systems necessary to restrain an operator or passenger with a rollover protective structure (ROPS) in the event of a machine rollover.

The FMVSS also regulates the type of thread material used to finish the belt at the anchor points as well as the type of sewing machine used and the pattern of the stitching to finish the belt.

It also requires that the manufacturer and the date of manufacturing be sewn into a tag at the bottom of the belt.

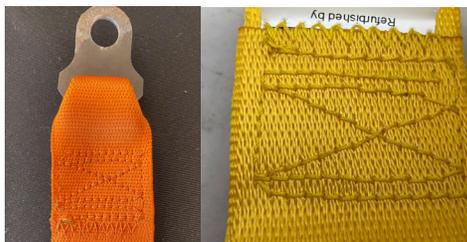


Replacement Belt



Updated and Got Belted!

continued



Stitching - Orange
Stitching - Yellow

By the way, the OEM supplier to Porsche for seatbelts is the Berger Group which was founded in 1968 in Alfdorf, Germany by Johan Berger and now has factories in Belgium, Spain, Germany and China. They are also the OEM supplier to: Audi, Volkswagen, Lamborghini, BMW, Mercedes Benz, Mini, Ford, Jaguar, Volvo, Opel, Skoda and Hyundai among others.



Berger

After having learned all this I have been carefully inspecting my customers' seatbelts, especially those that have aftermarket (deviating color) belts. I have found that in every case (8) of these aftermarket seatbelts were non-compliant with the FMVSS regulations. None of them had a manufacturer's label, the sewing pattern was not the approved one and I'm sure the

stitching wasn't either. I urge you to check yours if you have an aftermarket seatbelt and also if you have an older (20 years or more) vehicle. Look for that label and carefully inspect the belt for abrasions or wear areas. If you find any anomalies, please feel free to contact me and I'll make recommendations based on your needs.

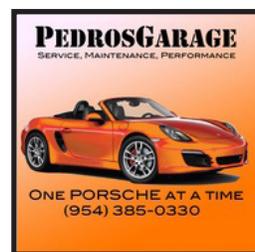
Seatbelts can save your life as well as the lives of those riding with you!

For more information on Porsche restoration and more, please visit my website: www.PedrosGarage.com

Happy Porsche'ing



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If You Haven't Heard

Story and Photos by Cole Miller

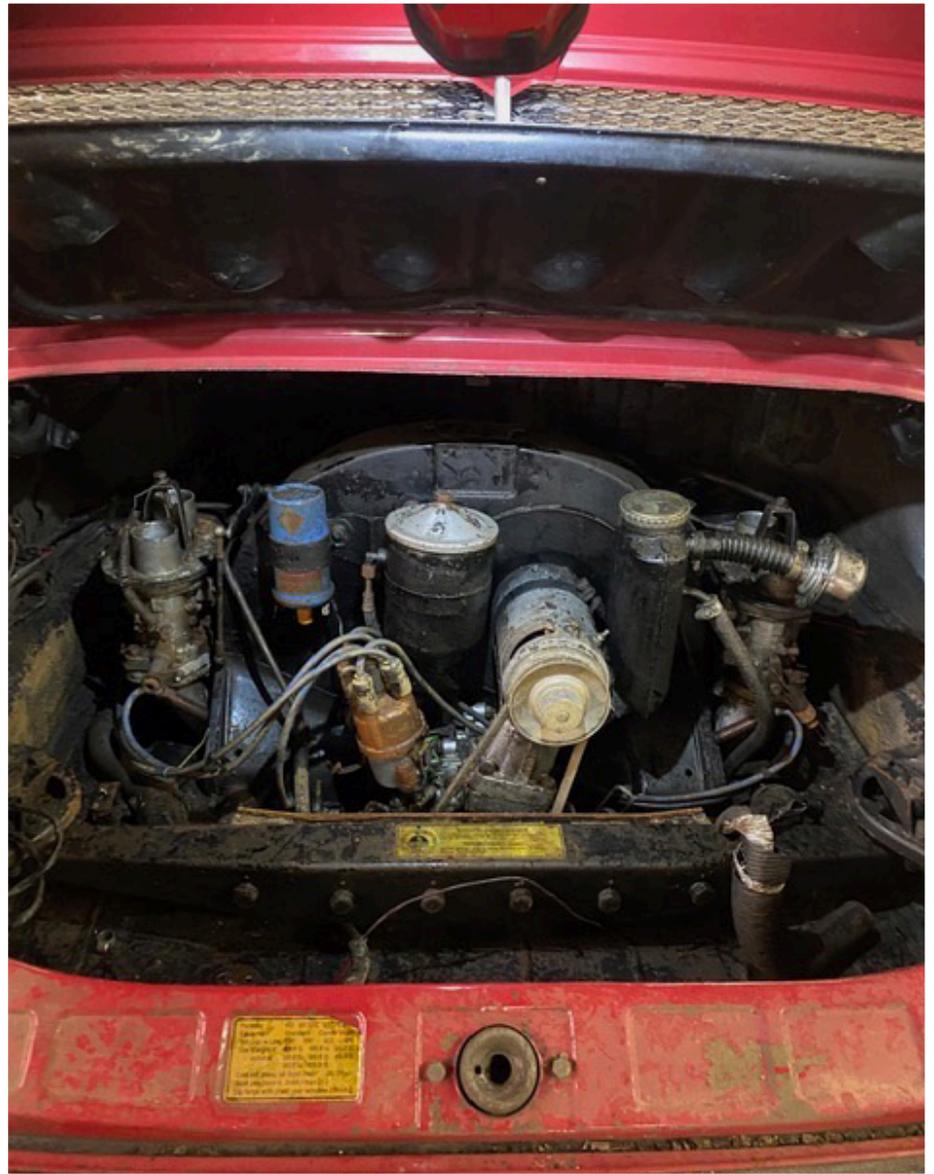
UPDATE ON THE 912 *Cleaning up the 912*

Here is the latest update on the 912 by Cole Miller

“The 912 is cleaning up nicely and revealing more of its story as I go along. The car was clearly restored before it was put away and done seemingly correctly. This adds to the factors that save this car. The places that rusted were due to either a scratch or some nick in the coating and it rusted. Even with that being said, the rust isn't very bad at all.

The engine is numbers-matching to the chassis, as is the transmission. All wheels have a 68 stamp on them as well as being painted gray where the hub is, indicating that they are most likely original for the car. Like I said before, it has its original Bilstein jack. Keys have not been found for it but I did find the owner's manual with all the pages stuck together.

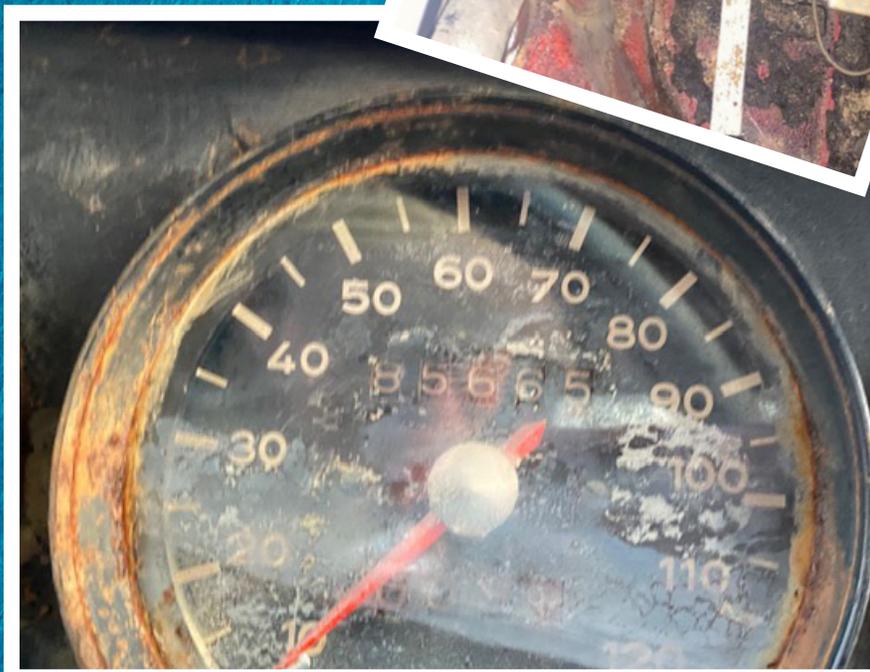
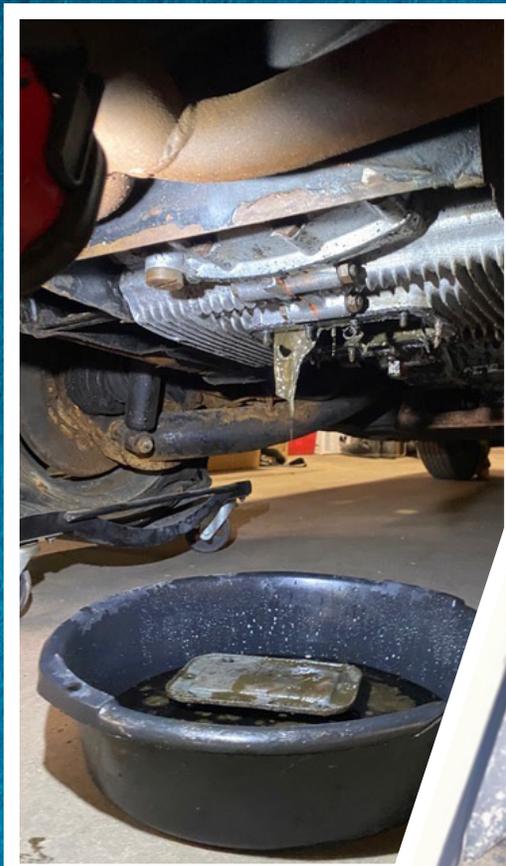
The engine is locked up solid but the transmission



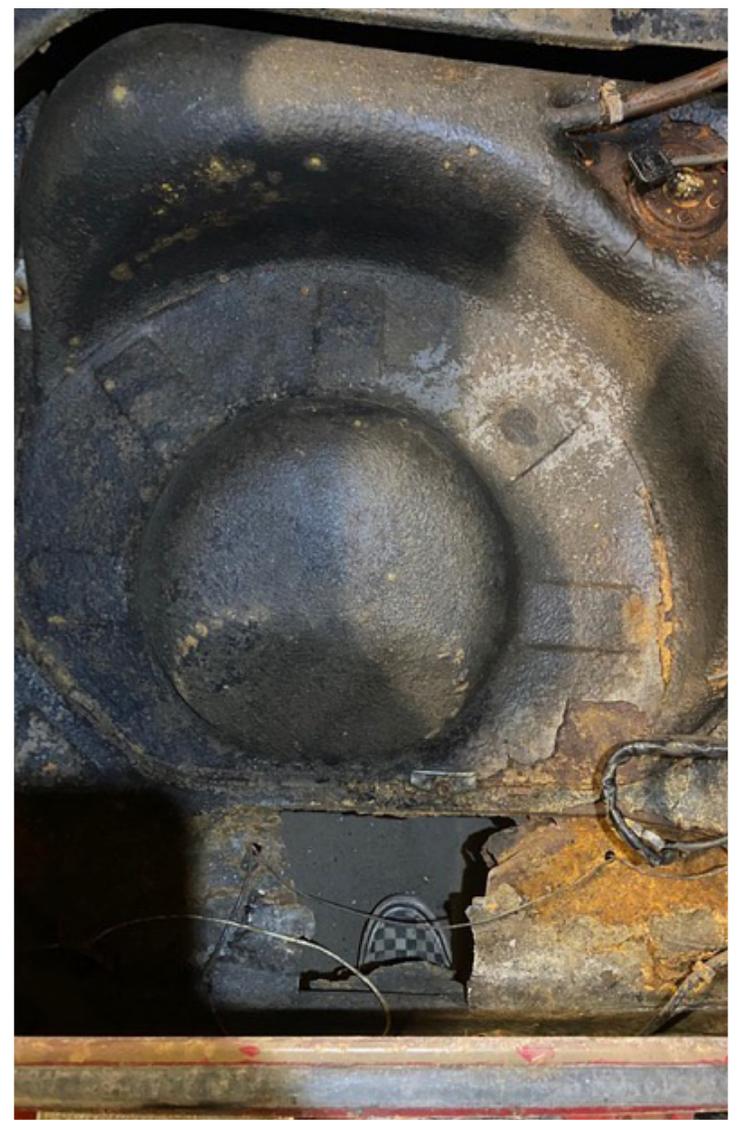
goes into all gears nicely. I will be able to rebuild the engine that is in it, at my shop in California as my boss has offered to let me work on it there. I will also have

to repair the front pan as it was ripped out previously and therefore, it has the most rust damage. The engine rebuild may be costly but I will hopefully be able to salvage pieces

If You Haven't Heard



continued



from our 356 SC engine in storage. Machining will also be costly but not my main concern.

The basic plan for the car is to make it light and be able drive to work as easily as I can drive it on the track. Ultimately, I would love to

build a 2.8 RSR. engine and put it in the car in the future but that is far down the road.” - Cole Miller

We will continue to keep you updated as Cole moves along toward restoring the 912.....





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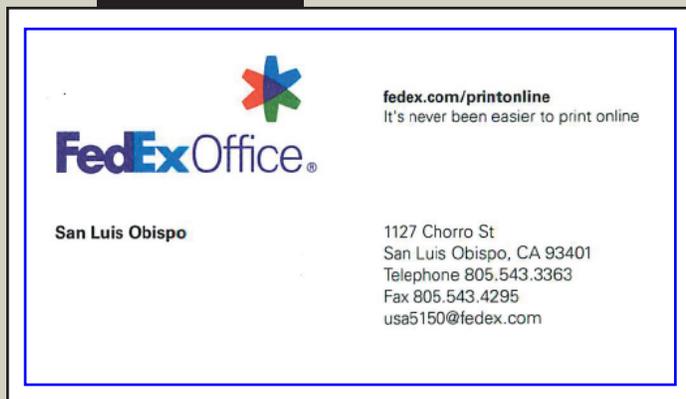
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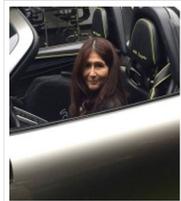
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