

Coastal

California Central Coast Region • Porsche Club of America

SPRING 2025



Cover Story



Spring has sprung
in the
California Central
Coast Region

Photograph
by
Tony Brizzolara

California Central Coast Region of the *Porsche Club of America*

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Classified ads are posted in the CCCR
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to: Joe Shubitowski at

CCCR / PCA Mailing Address:

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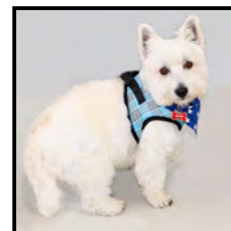


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Coastalaire

A Porsche Club of America Award Winning Publication

April 2025



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The Prez's Corner

Joseph Shubitowski • President

I was trying to come up with a good April Fools joke as I am writing this on April 1st, but decided that by the time you read it, the concept would be stale! Instead, let's look forward to all the activities we have planned for April! This coming weekend we have the Autocross Academy followed by Autocross #69 on Sunday. If you are new to the region and/or Autocross, I look forward to meeting you at zero dark thirty on Saturdays as I am the gatekeeper at the Santa Maria Airport track!

We have social events planned for every weekend in April. We begin with our Wine Class about wines of the Baden-Württemberg region of Germany followed by a classic German lunch of brats and sauerkraut! Next up is the great drive to Cold Springs Tavern in San Marcos Pass area, followed by equestrian jumping at the Paso Robles Event Center, and concluding with everyone's favorite, Porsche San Luis Obispo Cars & Coffee!!!



I was reading on MotorTrend yesterday that the new 2025 Porsche Taycan Turbo GT is now the fastest car they have ever tested from 0-60 mph. 1.8 seconds. Let me repeat that **one-point-eight** seconds from 0 to 60 mph. It took me twice as long to type the previous sentence (I never did take Typing in high school!). At breakfast with car guy friends this morning we were surmising how many Gs might one be subject to with acceleration at that level. We figured it must be almost 2G but testing shows it is 1.15G. That is still slamming you pretty hard into your seat back! Order yours now from our friends at Porsche San Luis Obispo before they sell out!

A close reading of your latest PCA Panorama reveals a couple of shoutouts about CCCR! First the region is congratulated for celebrating its 55th Anniversary last year, and further into the issue, there is an image taken at Porsche SLO of the drivers meeting prior to an event! Coastalaire Editor, Chuck Jennings, promises to get us into the From the Regions section as often as possible going forward.

It's not too late to register for Porsche Parade 2025 in Oklahoma City! Details on registration and all activities can be found here: <https://www.porscheparade.org/>

Looking forward to seeing many of you at an event soon!

Let's Drive!

Joe

<https://ccc.pca.org>



The Editor's Wind

Chuck Jennings

April is special for several reasons. When I was growing up in Central Indiana, April was when we hoped for robins to show up. Kites came out of the closet along with baseball gloves and bats. Into the closet went our boots and heavy jackets. And the trees started to sprout green leaves and white blossoms. Some of the same things happen in California, but I always look for those days after the last Winter storm passes through, leaving those cottonball puffs behind with an occasional shower here and there.

On this month's cover is Tony Brizzolara's beautiful shot of shiny Porsches all lined up like a marching band as if to collectively announce the bliss of April on the Central Coast reflected on their frunk covers.

For the California Central Coast Region, April means that the Coastalaire arrives as a solid hard copy in mailboxes and is lovingly hand-transported to kitchen tables, desktops and bathroom magazine racks. I like to think of myself as the CCCR Easter Bunny without the chocolate. In fact, in this issue I have hidden a dozen Easter eggs. Can you find all of them? *

It's about the people.

Chuck

**Next month I'll reveal the pages they are on.*

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CCCCR Events Calendar

Gil Igleheart and Joe Kuntze, Activities Directors
Fred Herr, Autocross Director - Bob Bruington, Drivers' Education Director

<https://ccc.pca.org>

April 19 • 9:45 a.m.		<p>Picnic and Equestrian Event at Paso Robles Horse Park 3801 Hughs Parkway, Paso Robles https://pasorobleshorsepark.com/</p> <ul style="list-style-type: none"> • Picnic in the spring air and watch world class equestrian event. Bring picnic and low back chairs
May 3	Drive 'N Dine	<p>San Simeon Beach Bar and Grill Depart Porsche SLO at 10:45 AM Drive up Highway One for Brunch</p>
May 10	Drive 'N Dine	<p>Long Branch Saloon, Creston Depart Porsche SLO 9:30 AM A scenic drive through the North SLO County Visit Paul Newman's garage A very tasty lunch at the Longbranch Saloon A mural signing party for Chuck Jennings</p>
May 17	Teststrecke #70	Autocreoss at Santa Maria Airport
May 18	Ladies Only Autocross	Santa Maria Airport
May 30	DE	<p>Buttonwillow Circuit (new track) See page 16</p>
June 14	Drive 'N Dine	<p>Ragged Point Depart Porsche SLO 9:00 AM Drive up Highway One for Brunch</p>
June 21	Drive 'N Dine	<p>Jalama Beach Depart Porsche SLO 9:00 AM Drive through South SLO County and Northern Santa Barbara County for the best burger on the beach</p>
June 30	DE	Weather Tech Raceway, Laguna Seca



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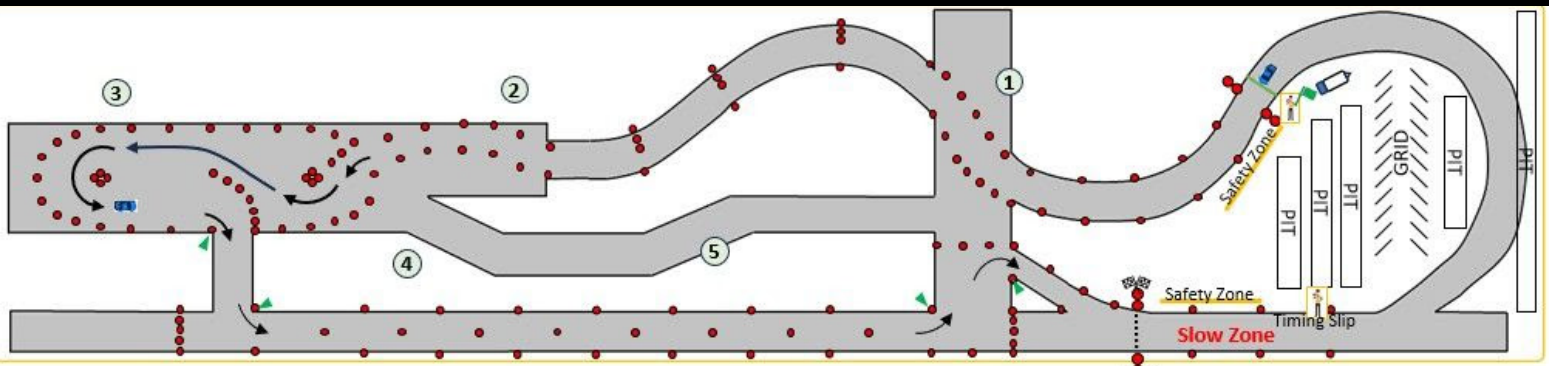


Autocross2025

Autocross Academy	April 5
Autocross #69	April 6
Autocross #70	May 17
Ladies Only Autocross	May 18
Autocross #71	June 21
Autocross #72	July 26
Autocross #73	Aug 23
Autocross #74	Oct 25



#69 Track Layout at Santa Maria Airport for AutoX



Details and Registration at
MotorsportReg.com
or contact Fred Herr
Autocross Director @ 805-720-2070

**Porsche San Luis Obispo
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*Our major sponsor for our
Autocross and Drivers
Education Events*

Thanks to all who attended our first AutoCross (AX) of 2025. Gorgeous weather, no issues or incidents, big smiles and eleven laps completed! I'd say it was a success.

We had a lot of newer drivers, many from our previous day's AX Academy. I hope you had a great time and will be new regulars. If you have any questions about why we did something, how to improve driving a certain obstacle, car tips, etc., please reach out. I want you to be successful. Big thanks for arriving on time, everyone was teched, had walked the track and was ready to go for our 8:30am driver's meeting. Starting on time allowed us to run eleven laps and finish by 4pm.

We have a lot of dedicated volunteers, and these events would not happen without them. Thank You to all those who helped setup the course on Friday, instructed students, and worked our registration with run groups and work assignments.

As sampled in December '24, we ran the new Grid/Run format. Rather than alternate sides, one side completed all runs and followed by the other side with a much quicker turnaround time. We averaged about seven minutes between runs vs. our previous fifteen minutes. I heard nothing but positives on this format, with warmer tires, driver's mentally engaged, and it even gives an extra rest/social time. If you have a contrary opinion (someone did mention their car temps were climbing) let me know, otherwise this will be our new format for 2025.



- **59 Drivers Participated**
- **11 Laps Completed**
- **Top Time of Day was 40.100s**
- **Just 2.142s Difference from 1st to 10th**
- **Extreme Car Diversity: 4, 6 and 8 Cylinder Engines mounted in the Front/Middle&Rear, Naturally Aspirated, Turbo and Supercharged**

The track layout was another new design that incorporated the previous day's Academy Exercises. I heard nothing but positives on the layout, I truly hope you enjoyed it. There was no section where high horsepower could really help. The first half gave you high speed turns of varying radius and forced you to be smooth to keep the car at the limit. The second half forced you to not over drive the car, steaming too fast into a tighter element often results in a much slower exit ... that clock keeps on ticking. I should know, I watched it while I botched the last turn on more than one occasion!

Final results for AX 69 have been posted on the *MotorsportsReg AX69 Events Results* page. Results are grouped by Class, by Best Time and for Porsche cars in CC01 - CC18 there is the just for fun Overall Indexed Results. All results are posted in PDF format.

This season will continue with a variety of new track layouts. If you have an idea for a layout, please submit. If you're interested in volunteering to support one of our AX teams (track setup, timing, etc.) please reach out. We can always use extra help. *Fred*

Autocross #69 • April 6 • Santa Maria Airport

Photos by Chuck Jennings



8:30 AM Drivers' Meeting



Jeff Bartel at the Finish Line



Tom Meyer waits at the Start Line



Starter, Bernard Jones watches as Mark Schilling and Bob Bruington sweep away loose gravel at the Start Line.



Ce Zhou and Amy Smith tend to timing

Guy Ober's and Sonny Brown's Caymans



Autocross drivers check tire pressure frequently between runs in order to optimize traction.

Introducing the Inaugural Ladies Only Autocross!

by Fred Herr

Photos by Chuck Jennings



Late last year, we tossed about the idea for a new Lady Driver's Only AutoCross (AX) event. With all the positive feedback received, we are making it a reality. The Lady Driver's Only AX will be held on Sunday May 18th, a day after our regularly scheduled AX on May 17th.

The emphasis of this Lady's Only AX event will be on making a non-intimidating environment with a focus on just having fun, safely. This will be similar to a regular AX event but unlike traditional AX events, this will not have car classes, no points awarded and no official results; just good fun. We will still count hit cones (2 sec penalty) and give timed results for each lap. To make this event possible, we will have our dedicated AX Team present to run the event and in car Driving Instructors will be available.



Schedules have not been solidified yet, but we expect a later start time around 9am. Driver's will get about 75 min of drive time, a lunch break and then one more 75 min round of laps. We expect to complete the day no later than 3pm.

What's needed to participate? A Helmet with SNELL 2015 or newer rating (or you can rent one of ours) and a vehicle in good working condition with no leaks and nothing falling off! Tires should be no older than 5 years of age.

Lady Drivers and Volunteers will be able to register at www.motorsportreg.com. Registration will open for PCA members on Monday April 14th and to everyone else on Monday April 28th. This event will be limited to 40 Lady Drivers.

Volunteers will be needed for this event. We will need approximately 20 volunteer workers (Cone Fetching, Grid, Starter, etc.) and at least 4 instructors. If you are one of our AX regulars, please consider volunteering for this special event.

Last, this event will come with some added perks. A free lunch will be provided to all Lady Driver's and Volunteers. Our own Chuck Jennings will offer free portraits of you and your car! Questions? Reach out to our AX Director Fred S. Herr (Fred-PCA-CCCR-AX@comcast.net).



Drivers' Education 2025

Bob Bruington • Drivers' Education Director



Registration Is Open! CCCR's DE, Parade Lap and Track Experience at Laguna Seca Raceway on **June 30th**

Registration is now open for CCCR's yearly track day at the famous Laguna Seca Track in beautiful Monterey. We have a 92db sound day for Monday, June 30th. CCCR is the only PCA Region to host a Drivers Education event at Laguna Seca this year! Please take advantage of the fantastic opportunity to join us for a fantastic day.

As usual, we will have four run groups, with a limited number of instructors available for novice drivers. The instructors will be assigned on a first come first served basis, don't procrastinate too long, this is a very popular event.

Along with the DE, we will have a Parade Lap during the noon time break. The Parade Lap is very limited speed, you will follow a qualified PCA driver on the track for 25 minutes. You don't need a helmet and passengers are encouraged. Everyone who runs the Parade Lap loves the experience. Who would not? An opportunity to drive your own car on a world famous track, there can't be a much better experience than driving your car down the Cork Screw, maybe the most famous track section in the world!



May 30 Buttonwillow

June 30 Laguna Seca

Nov 1 Buttonwillow

If you want something a little more exiting, or maybe you want to join the DE portion of the day, but are unsure if you would like the speed on the track, we have a very limited number of spaces for the Track Experience program approved by PCA.

You will ride a full session at track speed with an approved PCA instructor in the instructor's car. During the ride, the instructor will explain to you the basics for driving the line, dealing with traffic, how to pass, where to brake and accelerate, and you will have a true race track experience. Most passengers will tell you they did not know cars were capable of the heavy braking, or how fast a corner can be taken by an experienced driver. You will have a true track experience and a new appreciation of the professional drivers you see on television and in your own personal Porsche.

Registration for the DE is at MotorsportsReg.com. Please type **CCCR Laguna Seca** in the search bar. For the Parade Lap or Track Experience, you should type in **CCCR Parade Lap**.

Don't forget, we have a DE at the new Buttonwillow track, **The Circuit**, on May 30th with the same programs as above. Type in **CCCR DE The Circuit** for the full DE, and **CCCR Buttonwillow Parade Lap and Track Exp**, in the search bar at MotorsportReg.com.

Any questions, please feel free to contact, Bob Bruington at, Aircooled911sc@gmail.com. We are always looking for members to donate a little time to help with the driving programs. If you are interested or have question of what this may entail, please let me know.



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PCA-CCCR New Members • March

Welcome New Members

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Craig Eisenber Homewood, CA	2024 911 Carrera
Maximillian Faulkner San Luis Obispo	2018 Macan Turbo
Servet Fidan San Luis Obispo	2014 Boxster
Kami Griffin Arroyo Grande	2021 718 Boxster
Jeff Hacker Arroyo Grande	2017 911 Carrera S
Jerry Hsu San Luis Obispo	2014 Cayman
Dave Krause Paso Robles	2010 Panamera Turbo
Amanda Lathrop San Luis Obispo	2009 911 Carrera
Edgar Mendoza Nipomo	1980 911 SC Targa
James Murtaugh Templeton	2008 911 GT3

<https://ccc.pca.org>



CCCR PCA Membership

Primary Members 528

Affiliate Members 309

Total Regional 837



National Primary 107,538

National Total 163,400

PCA-CCCR Anniversaries

1 Year

Aaron Morano
Bob Ingersoll
Mari Jane Costello
Breian Polkinghorne
Chris Palte
Sally DuFlot
Will Adams
Dean Furukawa
Tim Roberts
Robin Cegelski
Faye Russo
Steve Himmelrich
Rock Kreiger
Raja Roy-Choudhury
Bob Walker
Maia Kinsinger
Adam Zaninovich

2 Years

Kenneth Green
Lorraine Sterkel
Christie LaRussell
Todd Tipton

3 Years

Pat Kelley
Scott German
Ryan Edwards
Patrick Loftis

4 Years

Emile Naccasha
Edward Haight
Matt Pearce

5 Years

Ronald Barber
Fred Buenrodre
Robert Maisto
Piet-Hein Eldering

6 Years

Owen Kalland
Thomas Steffora

7 Years

Carole Zepeda
Darren Gertz
Carol Walker
Time Ziegler
Bill Deviny
Iantha Miner

8 Years

Mark Schilling

10 Years

David Jansen
Felix Hernancez Jr.

11 Years

Kelley Sander

12 Years

Robert Wong

16 Years

Robert Bollinger

19 Years

James Yocum

17 Years

John Cliff

20 Years

Charles Amian

26 Years

Scott Mularoni

28 Years

James Howell

29 Years

David Betts

32 Years

John Wimer

46 Years

Gary Swauger

48 Years

Doug Brown

61 Years

John Kepler



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It's About The People • Cars and Coffee

Photos by Tony Brizzolara





It's About The People • Cars and Coffee

Photos by Tony Brizzolara





It's About The People • Cars and Coffee

Photos by Tony Brizzolara





It's About The People • We Drive and Tour

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It's About The People

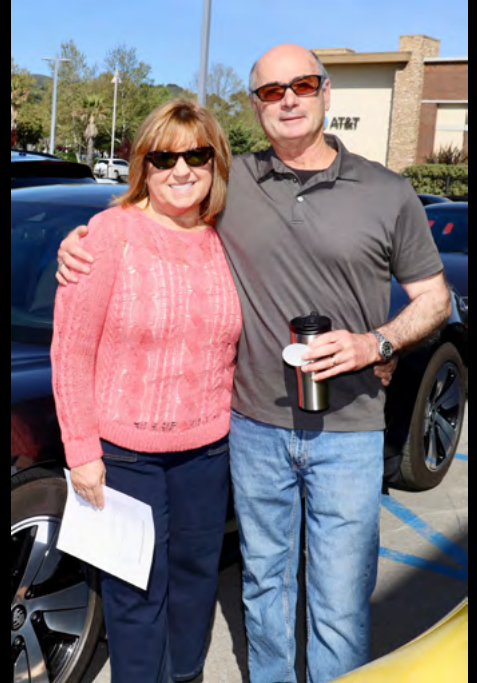
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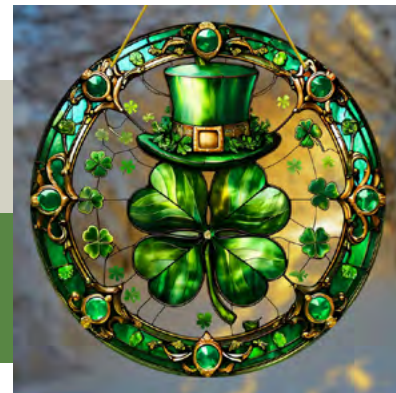
It's About the People





Saint Patrick's Day Drive

Story by Joe Kuntze
Photos by Alfred Abken



We, the Porsche Faithful, set out Saturday, March 15, for our Saint Patrick's Day drive. Did you know that Saint Patrick drove the snakes AND Corvettes out of Ireland? I digress. Well, as we gathered at Porsche SLO for coffee and donuts we were treated to a number of unique Porsches.



The dealership featured a 2008 GT2 with only 1000 miles on it; absolutely flawless. CCCR member Jim Gerpheide brought his just delivered (literally the night before) one of one special wishes 964 Cassis Red Targa. What a treat!



We started out on a new route incorporating Turri Road then back to SLO town and the ranch land east of Highway 101 through Arroyo Grande to Avila Beach.

Unfortunately, about 15 minutes after we left the landlord informed Woodstone Market that we could not have our event. Hmmm.

Well, undeterred, we worked with the hosts and just parked in front of the market. The crowd was very excited and appreciative of the Porsches. There were vendors, wine, beer and a live band.

Lunch was great and we all enjoyed the music and the atmosphere. The 964 won a nice bottle of Tolosa wine as a prize for the peoples choice show and shine and it was an afternoon well spent.



An advertisement for Tolosa Winery. At the top, there is a logo consisting of a square with a cross-like pattern, followed by the word "TOLOSA" in a serif font. Below this, the text "VISIT TOLOSA AND ELEVATE YOUR JOURNEY." is written in a bold, serif font. Underneath, the tagline "Where the road ends, the experience begins." is in a smaller, italicized serif font. Below the tagline, it says "TASTING ROOM OPEN DAILY". The main image shows the rear view of a yellow Porsche 911 driving away on a paved road that winds through a vineyard. In the background, there are rolling hills and mountains under a clear sky. At the bottom left, the address "4910 Edna Road, San Luis Obispo, CA" and phone number "805.782.0500" are listed, along with the website "www.tolosawinery.com". A QR code is located at the bottom right of the advertisement.





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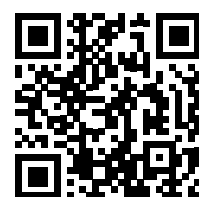
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PCA Video Celebrates 70 Years!

2025 marks Porsche Club of America's 70th anniversary, so PCA decided to create a video to share our celebrations with the automotive enthusiast community at large. With club community scenes captured on video as far back as the 1950s through today, we hope you enjoy looking back and recognizing how far our members have taken the club.



Watch the video: [PCA.org/news/pca70](https://pca.org/news/pca70)



PORSCHE CLUB OF AMERICA

A Wife's Perspective

Spring Mountain Track Day, February 2025

by Paula Herr

Early on a Saturday morning in February, one of the guys in our group suggested I should win a “Wife of the Year” trophy just for showing up before the sun came up at the Spring Mountain Motor Resort for the Las Vegas PCA, Charleston Peak track event!! It was cold and dark but very interesting once all the drivers (both men & women), various model cars, trucks & trailers, giant RV’s, pop-ups, tool chests and stacks of tires all showed up for the event too!! As the sun started cresting the surrounding mountains, some still snowcapped, there was a bright yellow & green striped hot air balloon wandering across the desert skyline to a landing pad nearby.

Meanwhile, drivers of all sizes were busy getting registered, pink paper dots applied to approved helmets, tech checks performed with accompanying paperwork, filling car tanks with high octane gas and drivers cheerfully milling about, while sipping that last bit of Starbucks coffee or downing a Kind bar before the call to the Drivers Meeting.



All at once the paddock cleared out and went serenely quiet as the morning revved forward except for that one driver, engrossed in last minute tinkering filling the paddock with an intermittent clanking sound!! When everybody returned from the meeting, the talk shifted into low gear and jitters of excitement were expressed in anticipation of the time on track.

Drivers are split into run groups based on self-defined experience levels from advanced to less experienced. First out on track was the “advanced group” with their fastest, eye-candy racing machines, loud and stinky on firing up then chugging laboriously out of the paddock toward the line up. Then moments later drivers are released out onto the 3.2-mile circuit to experience for some, driving nirvana ahead of the pack, for others stuck behind a slower car waiting for a point by and still others, bringing up the rear thinking they may change to a slower group. In any case, each driver is eager to test their driving skills against the challenging track layout with 4 main straights of varying lengths, several elevation changes including a 40-foot drop with a 5-foot off camber, twists and turns into and out of 18 corners complete with exhilarating ‘G’ forces while trying to best their previous lap time.

The day proceeded with orderly groups of cars firing up on cue, heading out of the paddock toward the line up with excited drivers in tow, while the previous group ambled off track back to their respective paddock parking spaces with visions of ways to improve the driving line or questions on the best approach angle and placement for certain corners. Technical mechanical difficulties were addressed by small affiliated committees and driver comradery abounded.

Some of the paddock humor of the day started in the morning with my husband thinking he'd obtained a new Pit Crew Manager when he returned from tech inspection and miraculously found our trailer floor had been nicely swept clean of debris, normally his next job. On asking our group he learned that his wife had done the sweeping, not because she wanted a job but just to stay warm in the chilly 40 degree morning!! Did you know the trailer cabinet top has plenty of room to accommodate a large goodie bag with my breakfast foods plus snacks and a Hot Pot for heating water AND a racing helmet, tool chest and other driver nick knacks? Yep, my husband didn't either, ha ha! Are musical chairs being played all day in your group with the someone who was out of a chair finding their folding chair at the end of the day? Can you guess where?



That's a happy Fred!

Another perspective



In the paddock, people took their dogs for short walks or potty breaks. Folks wandered around taking pictures of the sexy cars, interviewed their neighbors for advice and enjoyed the sunshine with cool desert breezes. Pre-ordered lunch boxes were picked up and consumed by groups campfire style complete with stories on the triumphs and tribulations of the morning runs. Personally, I brought my latest knitting project, a cabled cowl made with a soft cotton yarn in robin egg blue, got a lot of knitting done in my trailer office by close of business.

Being an observer, I was encouraged in the afternoon to climb the 6-story observation tower to watch the spectacle. From the tower, most of the circuit is visible but with the steep elevation changes at the Charleston Peak track much of it disappears from time to time with cars reappearing in different locations. The day time view from the tower of sandy beige desert floor scarcely dotted with green plants sweeping up against the high rising, tan and gray, jagged mountain range and the wide-open blue sky with ribbons of white clouds overhead proved to be peaceful and quietly reflective, except for the constant rumbling of race cars zipping by!

Beware: Rodents Eat Porsches

by Chuck jennings



Betty and I live in a well-kept neighborhood of homes from twenty to thirty years old in San Luis Obispo. Our nearest open land is about five blocks away. In the twenty-two years we have occupied our home, we have had three major episodes of rodent infestations. The first critters were “roof rats.” They typically crawl up rain gutters and enter your house via vents under the eaves. They can squeeze through an opening the size of a quarter. They let us know they were there with a variety of scratches and nibbles above our bedrooms on the second floor. After our exterminators plugged all the possible entries and emptied our attic of poisoned carcasses, we thought we were safely defended.

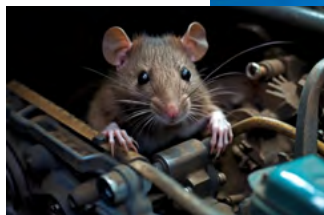
A few years later, we were invaded again. This time, the “roof rats” transmogrified into “wall rats.” Again, scratches and nibbles gave away their presence. But access to their habitation and routes of passage was more difficult to determine and to bait. We had to lure them out of the walls, and we did, with peanut butter and rat bait. But unfortunately, a carcass or two were unretrievable from inside the joists between the ceiling and floor above. The putrid sweet-sore stench penetrated the sheet rock. Fortunately the odor was localized to a rather small area of our living space. We managed to disguise it as best we could. No house guests were admitted until the smell of roses returned.

The second infestation was surely our last. And our cars in the garage were never victimized. We were vigilant for quite a while, and our preventative measures seemed to be effective . . . for about five years.



A little more than two months ago (as I write this) I noticed two concentrations of rat scat around the inside of our garage. And we began to hear that all too familiar scratching in the garage walls.

Now, my Cayman has been parked safely and comfortably in our garage for the past nine years. As far as I know, it has never been attacked by more than a few errant insects on the road and a neighbor’s male Labrador with an obsession for irrigating rubber. I have had no paranoia about its possible demise in the garage. And I frequently and naively left my driver side window open while parked therein.



Not long after the rat excreta was discovered, I found a neat little nest of insulation foam and rubber scraps on the passenger side's floor of the Cayman. And to my dismay were discrete little teeth marks on the leather arm rest. As I sat there red faced and uttering words that rats would unfortunately not understand, I gazed out the windshield through clustered sticky rat footprints and tail trails. Disgusting! The windshield tracks were also prominent on my Mustang Mach E parked next to the Cayman. This went on for a week or two as I set all manner of scientifically proven successful traps, and I dispensed poison and rodent repellent. I demonically kept a record of captures and kills. When my efforts appeared to render little evidence of success, I employed the services of professional exterminators at \$600 for the initial inspection, a bold war plan, a stock of weapons, and weekly tactical assessments. We are now on an ongoing monthly service at \$65 a month.

Coincidentally during the discovery of rat droppings and windshield tracks, I was in the process of buying and mounting a new set of rims and tires for my Cayman before the track season began in January. It had been a wait with great anticipation. The day after my rims and tires were mounted, Jon Milledge and I decided to take the Cayman out for a highway-speed test to feel for any vibration or steering anomalies. We drove out Orcutt Road towards Lopez Lake. Just before we reached Biddle Ranch Road, my instrument panel lit up with an orange declaration warning that my coolant was below critical levels and that I should immediately stop. My coolant temperature was 261 degrees! Foolishly, instead of calling AAA for a tow to the Stable, I decided to continue driving directly there. After all, it was only a couple miles further. By the time I pulled into the Stable, steam was pouring out of the side engine vents and from under the rear deck.

I had heard stories of rodents chewing up electrical systems because the wire insulation consists of derivatives of soy. I had not considered that coolant fluids were on their list of their culinary preferences. Nonetheless, those voracious little gnawers did very annoying damage to my Cayman. After three weeks of numerous pressurizations to locate all the coolant leaks near the front radiators and in the engine compartment, and \$3000 in parts and labor,



I've put about 600 miles on the Cayman with no more panic messages on my instrument panel. But occasionally I can still get an anxiety inducing whiff of residual coolant. Odors can be very powerful stimulants of good and bad memories.



Beware: Rodents Eat Porsches

Among several reasons I had for buying an all-electric vehicle as my daily driver was the promise of simplicity. My 2022 Ford Mustang Mach E requires no gasoline, no engine oil, no transmission oil, and no coolant, so I thought. It requires very infrequent servicing. Plug it in for a while and go.

Right?

At night the Mach E humbly sits next to my Cayman in the garage. As my daily driver it therefore is moved in and out of the garage at least once every day. It should not be an easy morsel or tasty target of the rats that leisurely dined on the Cayman, also I thought.

A project in Creston requires somewhat frequent one-hour roundtrips in the surprisingly agile Mach E. I am accustomed to its effortless acceleration. Near the end of February on my way to Creston on Highway 41, I noticed some uncharacteristic hesitation in the throttle. By the time I arrived in Creston, an unexpected but all too familiar warning blinked on my instrument panel! The motor coolant was below the critical level and the motor was overheating! *Motor coolant?*

Fortunately, the owner's manual could be accessed via the onboard computer and viewed on the digital display. Much to my embarrassment, I learned that the Mach E displaces motor heat by circulating coolant from the front to the motor in the rear of the car. Unfortunately, access to refill the coolant is by removing the frunk liner, and I had no coolant to refill it anyway.



I called AAA and an hour later the Mach E and I were hauled to my house in San Luis Obispo. Three weeks later and out an additional \$1240, the Mach E was returned to my garage. In the three weeks that my Cayman served as my daily driver, the garage sat empty but not abandoned. I discovered two access holes of the rats' engineering and demolition. One hole was in the sheetrock at the base of the wall inside out hot water heater closet. The other hole was in the side door's frame and threshold. This was the primary access into our garage at night. I plugged both holes with expanding foam. I applied a new sweep along the bottom of the door. I bought, baited and set four different types of traps in a dozen different locations throughout the garage. I placed bags of rodent repellent at the base of the side door and under both my cars. And I bought and placed rodent repelling electric ultrasound emitters in every electric outlet. You could say, I'm armed to the teeth! And both cars are parked in the garage for the first time in almost two months.

In my conversations with many folks, including suppliers of rodent traps and repellents, San Luis Obispo County (and perhaps much of California) during the Winter's colder temperatures has been experiencing unusually high infestations of rodents of all varieties and sizes. The exterminators have been quite busy.

If you detect any signs of rodent droppings or tracks in or around your vehicles, take immediate and serious measures to protect yourself from expensive and frustrating damage. A stealthy and underfed feline mercenary might be a wise addition to your homestead and Porsche's vault, if you don't have one already.

One last thought: In a way, I was lucky. By not calling a tow truck to move my Cayman to the Stable, I risked severe damage to my engine. If you get a warning message from your Porsche, heed it.

Tails From the Crypt

from the internet

Rats are eating my Cayman

"My CEL came on. At first I thought it was just the gas cap issue. I tried tightening it, but the light came back on. I decided to take it to the dealer. The short 2 mile drive there was disturbing; previously with the CEL warning, the engine sounded fine, but now the engine rumbled and shook like it was about to break loose and drop out the bottom.

Well, the tech reported that it was rodent damage. They found a nest, and damage to an air intake hose. \$740 to replace a \$30 hose:mad: The worse part is, the rats are still out there (the rodents not the service department;)

I immediately went to the hardware store, bought classic mouse traps and adhesive traps. My girlfriend tried to convince me to buy humane traps so I can release the vermin elsewhere (to wreak more havoc). I gave her a stare that cut her off in mid suggestion. I should've told her I'd be happy to go humane if she agreed to pay for every repair the rats cause.

After the first night with my CS back in the garage, with traps set under the car and around the 4 corners of the garage, I found that I'd have to go more aggressive. Of the 4 adhesive traps set in the corners, no catch, but they were definitely moved. Of the 4 classic springloaded traps, 1 was missing, another was set off and moved, and the final 2 were in their original location, traps still set... but all the bait (peanut butter) was licked clean off:mad: Smart rats. The only consolation was that there appeared to be a small amount of blood in place of the missing trap. But now they know there's a war on. I've lost the element of surprise."

"So I took my Cayman into the dealer yesterday to have a chip in the window repaired and apparently a technician spotted a rat running out from under my car. When I returned to pickup my car later that day a significant amount of gas was leaking from the front of the vehicle. I left the vehicle at the dealership to determine what the issue is. The story I am being told is that I have a significant amount of rodent damage to my car, which is not covered under the warranty. My insurance should cover this if it is indeed true, but it sounds a bit hard to believe. Especially the whole fuel line thing. Could a rat really chew through a fuel line on the Cayman??"

"I guess my concern is that it ate through the fuel line. There was no damage to any wires in the vehicle, only the fuel line. I have not inspected the vehicle myself yet, but I am just having a hard time believing that a rat would or could chew a hole through a fuel line. My vehicle is parked underground in a cement garage. There are no fields or grassy areas near my home. Insurance should pay for it regardless, but it's gonna be sometime before I see my car again..."

"WORST PROBLEM EVER!!!! These rats always go in to our cars. My dad drives his car everyday for about 50 miles and the rats still went in there and messed up the wiring harness, it cost us \$900 to fix it. Also the rats would go into my brothers Ferrari, so we put sticky paper around his car, we caught a whole mess of these rats."

"... although Southern California is not considered 'tropical,' rats do love it here in San Diego. and they seem to gnaw on almost anything available. we had five mimosa trees in our yard for fifteen years - then one summer, after a particularly wet winter, all of them had their bark gnawed so badly that none of them survived. the arborist we consulted confirmed that the damage had been caused by rats."

Firehawk Series: Chapter 4

by Jon Milledge

Prologue by Chuck Jennings

Prologue

*The first chapter of this series, **PCA Members Win Inaugural Firehawk Series**, was published on pages 18-21 of the December 2024 Coastalaire. The second chapter was published on pages 26-28 in the February issue of Coastalaire. Chapter 3 was published on pages 28-31 in the March 2025 issue. You may wish to re-read those chapters once again.*

Sears Point Raceway, July 19-21, 1985

We had won the prior race at Lime Rock Park, mostly due to superior pit service by the crew. We had been the only team to do split pit stops under yellow flag conditions which had gained us several laps on the competition. By virtue of a point awarded for qualifying on the pole, Walt Maas was leading the driver's championship with me in second. Walt and I had a plan to tie for the driver's championship but to accomplish that, I had to qualify on the pole. Sears Point was my turn to try, and I had years of experience there with lap records in several different classes dating back to the first race in 1968. Looking at the schedule going forward, this would be my best chance for a pole position.



Practice

Practice went well, Firestone engineers put a throttle opening recording device on our 944 and were astounded to discover we had over 80% WOT (Wide Open Throttle) every lap. The many corners of this track scrubbed speed as fast as the engine could add power resulting in an almost binary throttle position. Only during braking and shifting was the throttle not on the floor. Current Indy cars, with ground effects running qualifying fuel load can go around the Indianapolis track with the throttle wide open 100% of the time. The drivers never brake or reduce engine power during qualifying but on a road course with many slower corners and the need to brake, turn and accelerate from slower corners, having a WOT exceeding 70% is highly unusual and over 80% unheard of. Both of our drivers were doing this as this was what was required to turn a fast lap time with our car which had relatively high cornering speeds and low power.

Qualifying

Qualifying started with my wife, Vicki, perched at Start/Finish with her trusty stopwatches to time me and the competitors that we felt would be most likely to challenge for pole position. Vicki had been timing me and my competitors for several years. She was proficient, much better than I was. I was too excitable. She was calm while operating up to 5 stopwatches, two for my times every lap and three for competitors. Our testing between Sebring and St. Louis had shown that properly shaved tires had more grip in the corners and in fact lasted longer, probably due to lower temperature due to less tread squirm. Shaving was an art that required a specific profile to be optimum, different in the front and rear. Because the operator of the shaving machine was a human, there were small variations of profile and tread depth. I selected the four tires I thought were best and went out for qualifying. My first timed lap was OK, but I knew I would need a faster one. The second lap was faster, but I made a small mistake. Ugh. The third lap was really good. On the fourth lap the tires overheated from the heavy loading of the first three laps and were slower. On the radio from Vicki, I had been getting information about competitors, and I knew one was close. As it turned out, not close enough, and I had the pole.



The Race

The pit spaces at Sears Point were a bit odd. The equipment setup was between the track and the pit lane. This writer drove racing cars for 35 years and have been watching other's race for the last 25 years. I have never seen a track with the pit equipment next to the hot track and the pit lane further away from the track. This is not done mostly because of safety for the pit crews. When Sears Point was built, just to the left of the pit lane was an embankment, so the constructors created a space between the hot track and pit lane with concrete Jersey barriers where the re-fueling and tire changing equipment and crew would reside. This meant, to all of the 944s' advantage, 944s could again use the short re-fueling hose from the fuel tank to the car which results in a several second shorter re-fueling during a pit stop.

We had the fastest car starting from the pole, the best crew and drivers with extensive knowledge of how to win at this track. What could go wrong? Well, a lot, but nothing much did go wrong. The race was a regular six-hour affair, the pace car lap time was long because of the track length and layout with twelve numbered corners and many others not numbered. We didn't need any secret advantage on pit stops, just regular quick and reliable. This was our home track where I held the track record in a similar SCCA class, and we were expected to win. Sometimes, not very often, you just have a crushing advantage. Think of the Mark-Donahue-Unfair-Advantage. We won easily by several laps. Walt and I were now tied for the lead. The next race was to be at Riverside International Raceway on August 11.

Chapter 5 will appear in May Coastalaire.

Torque vs. Horsepower

Have you ever wondered why “torque vs. horsepower” has always drawn so much debate? I think it’s because since the definitions involve trigonometry and physics most people don’t want to go through the hassle of deciphering it all. Let me try to simplify it a bit.

Here’s the short of it: Horsepower (HP) doesn’t really exist, just torque!

You don’t believe me?

Here’s definition: $\text{Horsepower} = (\text{Torque} \times \text{Engine Speed}) / 5252$.

So, HP is just a function of Torque.

But first we need to understand a few concepts:

Force is the pressure of one mass against another. In the metric system force is calculated in “Newtons”. Gravity is an easy example of a natural force and in the English system its unit is pounds. So we also use pounds as a basic unit of force.

Work is defined as force over distance and is calculated as $\text{Work} = \text{Force} \times \text{Distance}$. Work is achieved when a force causes an object to move. The force placed on the object and the distance it moves is the work done.

Power is the amount of work that can be done in a certain amount of time and is calculated as $\text{Power} = \text{Work} / \text{Time}$. Power was originally defined by James Watt (inventor of the steam engine) who noted that a horse could lift at a rate of about 550 lb-ft per second in an 8 hour shift.

Torque is the tendency of a force to rotate an object about an axis and is defined as the force at any one point on the edge of a circle in the exact direction of rotation, multiplied by the radius (distance from the center).

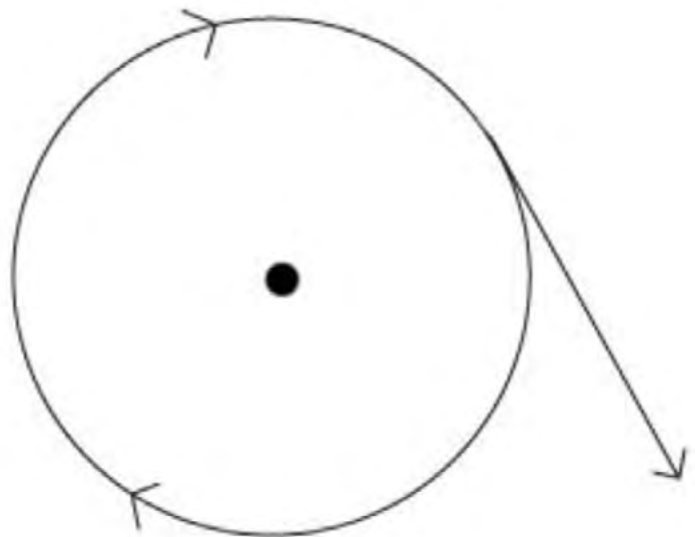
As we explained above, in the metric system, force is calculated in Newtons, and distance is in meters, so the standard torque unit is Newton-Meter (N-M). In the Standard/English system, force is calculated in pounds and distance in feet. So the torque unit is lb-ft, usually called “foot-pounds” and sometimes also written as “ft/lb”.

Torque is the measure of the turning force of an object, such as a flywheel or a bolt. For example, pushing or pulling the handle of a wrench connected to a nut or bolt produces a torque (turning force) that loosens or tightens the nut or bolt.

Horsepower is a unit of power. It can be defined in multiple ways, but in its basic sense, it is defined as work done in a straight line as described above under “Power”. When the work is not done in a straight line (as in an automobile engine), it must be defined in a different way:

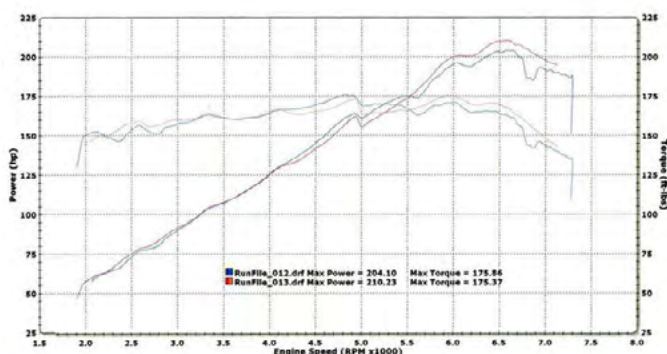
$$\text{Horsepower} = (\text{Torque} \times \text{RPM}) / 5252.$$

It’s worthwhile noting that horsepower is not recognized in the International System of Units.



The reason Horsepower started being used was to compare the output of horses (which everyone understood) with that of the (then new - 1702) steam engines that could replace them. In a study done in 1993 to try to prove (or disprove) the theory it was found that one horse could produce a peak power over a few seconds as high as 15 hp. However it was observed that for sustained activity a work rate of about 1 hp per horse is consistent with what was determined in 1702.

Going back to the formula: Horsepower = (Torque x RPM) / 5252 we can see that at an engine speed of 5,252 RPM Torque and HP are equal. That's why when we see a graph of Torque / HP we see the lines always cross exactly at 5252 RPM.



But where does the 5252 come from?

Watt's definition for HP says:

$$1 \text{ HP} = 550 \text{ lb-ft} / \text{sec}, \text{ or } 1 \text{ HP} = 550 \text{ lb} \times 1 \text{ ft} / 1 \text{ sec}$$

If we convert straight-line work to its rotational equivalent the formula becomes:

$$1 \text{ HP} = 550 \text{ lb-ft} \times 1 \text{ rad} / 1 \text{ sec}$$

(a rad is a unitless measure of a circular distance)

When we convert radians (rad) to revolutions and seconds to minutes the formula again evolves. Note: 6.28 rad per revolution (2π) and 60 seconds in 1 minute or:

$$1 \text{ HP} = (550 \text{ lb-ft} \times 1 \text{ rad} / 1 \text{ sec}) \times (1 \text{ rev} / 2\pi \text{ rad}) \times (60 \text{ sec} / 1 \text{ min})$$

Multiplying and canceling, the formula simplifies to:

$$1 \text{ HP} = 5252 \text{ lb-ft} \times 1 \text{ rev} / 1 \text{ min} \text{ which is the same as: } 1 \text{ HP} = 5252 \text{ lb-ft} \times 1 \text{ RPM}$$


So, Horsepower = Torque x RPM / 5252.



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