

January 2016

# Coastalair

Porsche Club of America - California Central Coast Region



*2016 Calendar of Activities*  
*Member Profile: Ken Finney*  
*Review of LA Auto Show*  
*Holiday Dinner Party*  
*"Mad Dog" Part 3*

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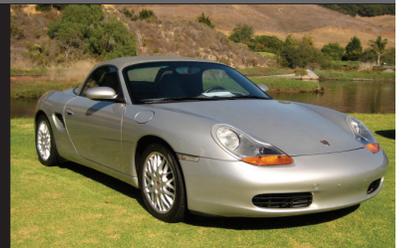


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**PORSCHE**

**Porsche Santa Barbara is a major CCCR sponsor, including our autocross, DE, New Members' BBQ and Holiday Dinner Party. Thanks most of all to Walt Branscom at PSB.**



January 2016

**COVER PHOTO**



919  
at  
LA Auto Show

Photo by  
Art Trinidad

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

# Coastalaire

## In this issue

### Departments

- 4..... Club and Coastalaire Information
- 5..... Board of Directors
- 5..... Prez's Corner
- 6..... Calendar of Events
- 23..... Advertiser Index-Rates

### Club Events

- 11-13... Annual Holiday Party

### Columns

- 10-11... OberWerks (New!)
- 14 ..... Driver's Corner

### Feature Stories

- 8-9 ..... LA Auto Show
- 16-17 .. Member Profile
- 18-21 .. "Mad" Dog Part 3

### PCA and Zone 8 News

- 15..... Porsche Tech Tactics 2015
- 23 ..... Zone 8 Staff and Officers

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## Member Services

### Classified Ads

Classified ads are posted in the CCCR PCA website at <http://ccc.pca.org/>. Submit your text and photo (if required) by email to: Chuck Jennings at [concoursechuck@gmail.com](mailto:concoursechuck@gmail.com). The editor reserves the right to edit the ad if it is over 40 words. The ad is Free To Members.

### CCCR / PCA Mailing Address:

California Central Coast Region of  
Porsche Club of America (CCCR/PCA)  
278 Via San Blas  
San Luis Obispo, CA 93401-6976

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California Central Coast Member Name Badges. Your Beautiful 5-color CCCR Cost for standard badge with pin, swivel clip or magnet closure: \$15.00, First Name, Last Name, optional 2nd line, for example, your club office within the club, your Porsche model. To order: Print (or type) your First Name and Last Name the way you want it to appear on your name badge and send, together with a check for amount as determined above to:

**Dave Mills, 1191 Vista del Lago, San Luis Obispo, CA 93405**  
Questions? Call Dave at 805-547-1191, or email [demills@charter.net](mailto:demills@charter.net)

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The deadline for submission of articles is the 5th of the month preceding the month of publication.



# Board of Directors

# Prez's Corner



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chsdesign1@yahoo.com



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## **Tom Dobyns - Motorsports Director**

805-458-8461  
tdobyns53@gmail.com



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

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



## **Art Trinidad - Assistant Newsletter**

805-712-1616  
pasotrin@gmail.com

A new year is starting for the California Central Coast Region of the PCA. I have agreed to be the new President for 2016 after serving on the CCCR Board for the past four years. First as Vice-President and then as Treasurer for the past three years. This will be a new challenge for me and the new Board during the coming year. We have some great members serving on the Board with me, most with prior experience and three new members. I wish to thank Art Trinidad, Chuck Hoops and Larry Lloyd for stepping up to the plate and joining the Board for 2016. New members with new ideas are always welcome by any organization, and we look forward to their input as we move forward.

I am currently in Southern California for a couple of months, so I won't be physically joining the Board until the February 2016 meeting (I think). I am available by computer and phone to assist the other Board members until then. I was unable to attend the annual Holiday Party, but I hope many of our members were able to attend and had a great time. We lowered the price of admission in 2015 to hopefully increase the attendance.

Since I was in Southern California the weekend of November 21st and 22nd, I was able to attend the Porsche Tech Tactics event in Ontario with Chuck Jennings, Jon Milledge and Alfred Abken on Saturday the 21st. What a great event!

(continued on page 23)

## **Board Meetings**

CCCR members are welcome to attend the Board Meetings. Time may be made available for non-board members to have input during these meetings. Due to limited time and space, please call Ken Finney to inform of your intent to attend at 805-542-9671.

### **Location**

San Luis Obispo  
Country Club  
255 Country Club Dr.  
San Luis Obispo

### **Date and Time**

First Wednesday of the month  
at 6:30 PM

**Minutes of all Board of Directors meetings are available for review on our website at [ccc.pca.org](http://ccc.pca.org).**

# 2016 CCCR Events Calendar Through June

Look for updates via email and the first issue of Coastalbreeze in February.

| Date   | Time     | Event  | Coordinator       | Contact      |
|--------|----------|--|-------------------|--------------|
| 1-9    | 9:00 AM  | Breakfast @ Carla's MB                             | Chuck Jennings    | 805-459-7416 |
| 1-16   | 9:00 AM  | Tour to Carmel on One                              | Chuck Stevenson   | 805-459-9493 |
| 1-23   | 7:00 AM  | Teststrecke XV Autocross                           | Warren White      | 805-709-8455 |
| 2-14   | 9:00 AM  | Valentines Breakfast<br>Far Western Tavern, Orcutt | Chuck Jennings    | 805-459-7416 |
| 2-27   | TBA      | Pozo Tour/Brunch                                   | Chuck Stevenson   | 805-459-9493 |
| 3-6    | 11:00 AM | Brunch @ Loading Chute                             | Andy Winterbottom | 805-481-1973 |
| 3-12   | 7:00 AM  | Autocross Academy                                  | Tom Dobyns        | 805-458-8461 |
| 3-13   | 7:00 AM  | Teststrecke XVI Autocross                          | Warren White      | 805-709-8455 |
| 4-2    | 9:00 AM  | Breakfast @ Carla's MB                             | TBA               | TBA          |
| 4-8-10 | TBA      | Festival of Speed, Riverside                       | Chuck Stevenson   | 805-459-9493 |
| 4-16   | 7:00 AM  | Teststrecke XVII Autocross                         | Warren White      | 805-709-8455 |
| 5-7    | TBA      | Breakfast TBA                                      | Chuck Stevenson   | 805-459-9493 |
| 5-13   | 7:00 AM  | DE Buttonwillow                                    | Jon Milledge      | 805-704-8785 |
| 5-21   | TBA      | Tour TBA   | Chuck Stevenson   | 805-459-9493 |
| 6-4    | 9:00 AM  | Breakfast @ Juan's Cantina                         | Chuck Stevenson   | 805-459-9493 |
| 6-11   | 9:00 AM  | Swap Meet & Tech Session                           | Andy Winterbottom | 847-219-2964 |
| 6-25   | TBA      | Progressive Dinner                                 | Chuck Stevenson   | 805-459-9493 |

## January 16



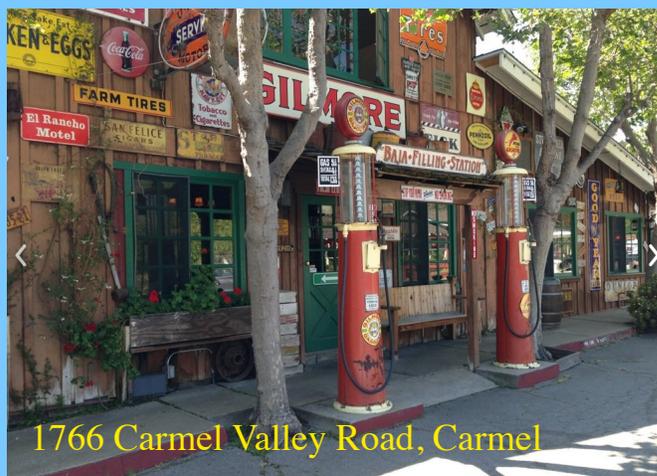
Join us for a driving tour up the Coast from Morro Bay to the Baja Cantina and Grill in the Carmel Valley. Depart the Taco Temple in Morro Bay at 9:00 AM.

No RSVP Needed!

Look for a CCCR email coming soon with more details or call Chuck Stevenson at 805-459-9493

## Baja Cantina and Grill

fantastic food • a fun venue  
vintage automobile memorabilia



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# *Valentine's Day Brunch*

*9:00 AM · Sunday · February 14*



*We will order from the menu and it's a good one!*

*Far Western Tavern  
300 East Clark Avenue  
Old Town Orcutt*

Please RSVP to Chuck Jennings at [concourschuck@gmail.com](mailto:concourschuck@gmail.com).



*Drive your sweetie and bring your sweetie to Old Town Orcutt! We'd **LOVE** to see you there.*

# 2015 Los Angeles Auto Show

I hadn't been to the LA Auto Show in over a decade, so when CCCR board member Chuck Stevenson texted me saying he got tickets to the PCA preview I jumped at the opportunity. Porsche puts on a pre general public opening for a small group of PCA members to get an unfettered touch-and-feel of the new model line and one doesn't hesitate to take that opportunity if it is presented to you. The show was at the Los Angeles Convention Center, and much like LAX, it's a zip code unto itself. Fortunately for two weeks, no matter what part of the center you end up in, you will find cars and everything associated with cars.

The PCA show was well organized when we arrived at 7:30 a.m., put on our wristbands, received a commemorative keychain with the cryptic acronym "PIP" carved out of aluminum in Porsche trademark lettering (we naturally assumed it stood for Porsche Important People), and then were welcomed by PCA National Executive Director Vu Nguyen who took a selfie with the group in the background.

The PCA had set up a continental breakfast which truly is a very civilized way to view new models that early in the morning. After starting out from SLO at 3:30 a.m., the coffee was welcome and the exhibition was an added eye opener. As is typical, Porsche pulled out all the stops, and the hall was as stunning as the new cars. Chuck and I estimated the displays and lighting itself, custom built for the hall, probably cost a half million. As is also typical, Porsche always reminds its owners of its heritage and that Dr. Porsche's 356 DNA still runs through the lineup. A perfect and original '85 Targa was the entry eye candy set nose to flank with the new 911S, its engine lid popped open to display the only parts of the engine easily accessible to the owner - the filler necks to the fluids. Everything else requires tools to get to, Porsche's not-so-subtle warning to stay away from shade trees and wrenches.

And yes, they were all there: 911's, Caymans, GT3s, GT4s, Cayennes, Boxsters, Panameras and Macans. No surprises, certainly not to any reader of Panorama. Wait...there was also a 919 behind a velvet rope, close enough to touch but alas not to sit in. The rest of the cars thankfully were accessible and us lucky few got plenty of time to touch, ask questions of the engineers and designers and pretty much have a Porschefest since everything in the family tree was there too with a special glassed in room for Porsche Design where we tried on \$500 sunglasses and decided which watches to direct our gift givers to.



We then wound our way to the rest of the show, set up like an Ikea store. Some manufacturers hawk-ing pedestrian wares, and others pulling out all the stops. The new Ford GT design exercise drew the most eyeballs and its solo display, moved to the forefront of the Ford section, was a righteous decision. It is a wonderful thing to see an American design so balanced and beautifully executed while thrilling to look at even in a static presentation. Like in the original iteration, it's not busy looking as a whole, yet it has enough hood scoops and flying buttresses to transport every guy back to his boyhood notebook fantasies of what a real racer should look like. It's been 50 years since Ford dominated LeMans and this GT looked ready to retake that mantle. Look out Porsche!

There were very few pure concept exercises. Honda did have its hydrogen/electric fuel cell exhibition that looked ready for production. They displayed it in a deconstructed manner, with the technology surrounding the car itself. It still doesn't make much sense in real world terms as hydrogen is still expensive to make and buy and stations are rare. However, they do plan a work-around ala Tesla, with factory sponsored filling stations in major metro areas (and even Harris Ranch). This time, they plan on letting owners actually own the cars, not just lease and return like the last time. This time too, the car is less bizarre looking. More of a progeny of a Prius and Accord marriage than the Deliverance banjo boy meets cockroach they presented to the public in the '90s. Still, it's a gamble for Honda and they deserve applause for the effort. Sadly there was no evidence of the new NSX which was disappointing. It's hard to imagine why they would decide to miss out on what has to be their biggest market, even if the car was a non runner.

Alfa Romeo is back with a bang with two models; the sexy 4C all-carbon sports car and the four door Giulia. Both look beguiling. Having owned a Giulia

in my carefree years it was heartwarming to see the marque and model back for another dance with America. It is a well-known fact that no real car guy or girl is one unless at some point he or she has owned an Alfa. So the opportunity is still available. Hopefully Fiat has scrubbed out some of the things that made ownership of this brand so tiresome and concentrated on the things that make it so romantic. From skin deep though both models look like winners; but only time will tell. Frankly, this cynic would still only consider a lease.

And of course, no car show is complete without the oddities. Custom hot rods, chopped Beetles and a \$1.8 million DiMora that looked like a stretched Morgan, and according to Sir Alfred J. DiMora (really), sported a body made from volcanic rock. Sir Alfred (you may know him as the father of the Clenet) even invited our club to tour his factory in Palm Springs. So dig out the gold chains and wide lapels.

Yes, a fun day for gearheads. 🇮🇹



**H**ello to all our local ‘Porsche Pushers’. This month we have questions covering a lot of years and a couple of models. Someone with a 914 is replacing his clutch cable and wants to know about the lack of strength of the sheet metal at the firewall.

What he is referring to is the area where the clutch cable sheath exits the firewall. The wall has a history of collapsing inward. This gives the pedal a mushy feel and does not allow the cable to pull the throw-out bearing arm enough or in total failure, at all.

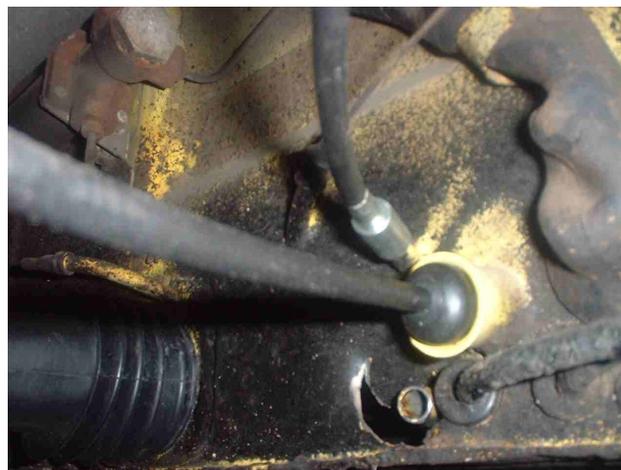
One of the solutions that has been around for a long time is to fabricate a piece of sheet metal to slip over the sheath on the engine side and weld it to the firewall. I usually use a slightly thicker gauge metal than the firewall. The tricky part is the welding as the exit point is close to the plastic fuel lines as they exit the firewall (life with an old Porsche is never easy and projects grow on their own). With care and quick cooling this is not a huge project. You don’t need to weld right next to the fuel lines but around the rest of the piece making sure to have the fabricated piece butt down against the bottom seam of the firewall / belly pan.

Be sure to look at the whole clutch release system starting at the pedal cluster all the way to the wheel pivot at the transaxle. Starting with the pedal assembly, check that the bushings are not scored or torn. Make a decision then when you have it disassembled, to replace the plastic bushings with long lasting bronze ones that come in a kit. By doing so you will have peace of mind for a very long time.

Replace the clutch cable clevis and clevis pin at the pedal cluster, not forgetting to lube every pivot point with grease that is designed to work in the outside

environment such as white lithium. Clean and lube the pivot wheel at the transaxle and inspect / replace the clutch cable connector at the throw-out arm. Remember the “projects grow on their own” syndrome? Adjust the free-play to approximately 3/4” at the pedal. The clutch should engage about 2” up from the pedal floorboard. This, of course, is all based on the clutch assembly being in good wear condition.

The nice thing about this project is it can be done by the handy owner with access to a wire feed welder. 914’s are a fun car to play with and there are some nice ones still out there at reasonable prices. One word of caution is to stay away from the 1976 models if you are going to be registering it in CA. These are not easy to manage smog wise and can be very time consuming project to get the car into CA specs.



One more question for this month is regarding the Intermediate Shaft (IMS) failures and should one be proactive by upgrading the bearing. The question presented to me was covering 1999 through 2009. Rather than delve into the well documented and known mechanics of the issue, let’s instead speak to the question and divide it up.

First the more-or-less good news: About halfway thru 2005 model year a much larger IMS bearing / crankcase bore was introduced. The engine number will indicate which 2005 you have (early or late). The later engines have the larger IMS and cannot be removed without splitting the crankcase. We have not seen any failures with these later engines and hope we never do. So, if you are fortunate to have a late build I wouldn’t worry about the issue. Keep your maintenance schedules timely and just enjoy the car.

You don't need to keep this engine revved up going down the freeway. You are fine using 6th or "D" after about 60. The bottom line is some of these cars are going to have a bearing failure without very much warning, if any, and sadly the results are typically catastrophic.

OK, now onto the earlier motors, the short answer is yes, be proactive and upgrade. It really is the only answer we can safely give.



Remove the doubt so you can enjoy the car to its fullest potential. Yes it is an expensive endeavor for something that hasn't happened. We like the L N Engineering kits and use the double row bearing in all model years. We have also installed the oil pressure fed plain bearing update too. This kit is lot more money and I'm not sure the extra expense is justified. We have read failure rates from experts from 3% to as high as 8%. I think 8% is on the high side. I truly wish Porsche Cars would step up to the plate and address every engine up to a certain mileage regardless of age. Just me thinking out loud.

We will look at more questions next month and wish all of you a safe and healthy new year. 🇺🇸

*Questions about this article should be addressed to Art Trinidad at [pasotrin@gmail.com](mailto:pasotrin@gmail.com).*



## Holiday Party 2016

As one of my favorite CCCR/PCA events approaches, planning and excitement are in the air months before December 6th. This was our most successful holiday event in the history of our club. With 99 members in attendance, this years' holiday party was a very memorable occasion.

As guests arrived they were greeted by Sue Foreman and Betty Jennings and serenaded by holiday music by Jon Stephen. The room was bright with beautiful gift baskets, wine, calendars, mugs, posters, memory chips, flags and other Porsche memorabilia that were generously provided for the raffle.

President, Chuck Jennings opened the festivities with his welcome and introduced the new Board members for 2016. Chuck Stevenson shared the activities calendar for 2016, and Tom Dobyons honored our President, Chuck Jennings for an outstanding job in giving the club direction and providing new milestones in our profitability and growth..

We would like to thank our very generous raffle donors; Walt and Rebecca Branscome, from Santa Barbara Porsche for their beautiful gift baskets; Bob and Janice Kitamura, for the many posters, flags, Disney pins and calendars; Guy and Alice Ober, for their Porsche calendars, mugs and memory chips; Chuck Stevenson for providing Porsche logo wine Ken and Anabel Centofante for their generous gifts of a 911 book and two Steve McQueen DVDs.

We look forward to seeing you all next year. On behalf of the 2015 CCCR Board of Directors, we wish you all:

A Happy Holidays  
and  
a Prosperous New Year

Sanja Brewer  
Secretary and Holiday Party Chair



# Annual Holiday Dinner Party



**Jeannie Hanysz**

**Martin Howell**



**Larry Lloyd Chuck Hoops Art Trinidad**  
**New Board Members 2016**



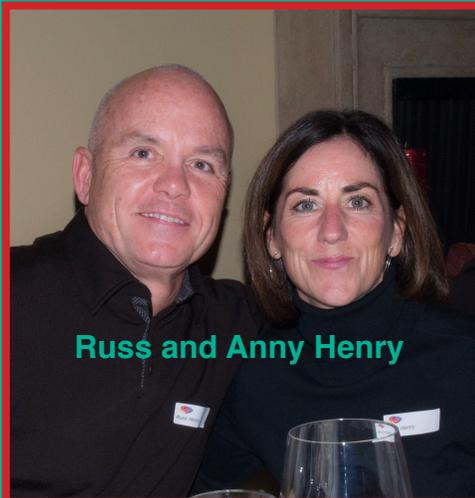
**Shelly Stevenson**

**Jeffrey and  
Cynthia Gater**



**Susan Foreman**

**Sanja**



**Russ and Anny Henry**

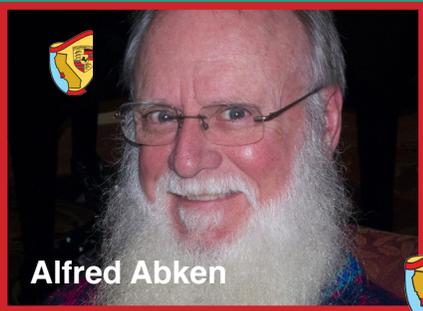


**James Lopes Zorica Ljaljevic**

**Fred and Linda Griffith**



**Tom Dobson**



**Alfred Abken**



**Robert and Carol Walker**

**Joseph Dervin**



**Jim and Shu Gerpheid**

Betty Jennings Thom Korper Nancy Grant



Chuck Stevenson



Brewer



Renate Vet Quint Stevens



Gary Thies

Bob Kitamura



Guy and Alice Ober



Sue Miller

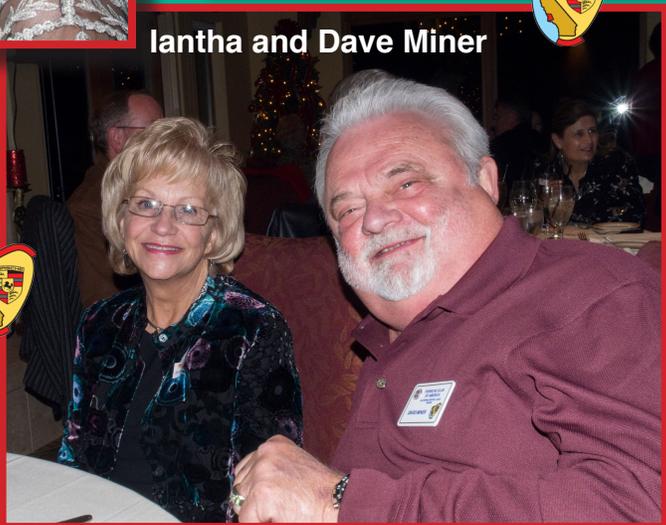


yns

Chuck



Iantha and Dave Miner



Jan and John Kepler





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

The CCCR autocross team would like to take this opportunity to invite you out to the Santa Maria Airport for some car fun and socializing at our next autocross event, Teststrecke XV, on January 16, 2016.

Registration opens December 8th for Porsche owners and January 9th for non-Porsche owners. We limit the field to 60 cars and since this is a Porsche event we would like to see all 60 cars be Porsches. We allow other makes to register after Porsche owners have had first crack. Signing up is pretty straight forward. Just go to motorsportreg.com and look for Teststrecke XV. We generally send an instructor out with you the first time to help you get familiar with the track. You can request an instructor when you sign up. Call me at 805-709-8455 or Tom Dobyns at 805-458-8461, if you have any questions.

You've got this wonderful car that handles with perfection and speed unsurpassed by "normal" cars. Don't worry too much about hurting your car as the speeds on the track rarely exceed 60 mph. We take pride in designing the courses to allow for maximum safety. Learning to auto-cross will make you a better street driver by learning how your car handles when pressed. This is something every driver, whether a Porsche owner or not, should experience. Auto-crossing is mostly having fun competing with your friends and then turning around and helping them with their car or them helping you with your car. It is an opportunity to see what your car can do safely on the track, instead of on the street.

If you are curious about autocrossing, but are not sure what it is, you can sign up to be a course worker and observe what is going on to see if this sport is for you. Unfortunately, airport regulations do not allow spectators, but you can observe as you work. Also, we will conduct an autocross driver's academy on Saturday, March 12th, with an autocross



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

Join us for these great events to safely enjoy your Porsche unlike you may on public streets. It's great fun!

Details and Registration at [motorsportsreg.com](http://motorsportsreg.com) or contact Tom Dobyns at 805-458-8461



**PORSCHE**  
**Santa Barbara**

*Our major sponsor  
Autocross and DE  
Events*



event the next day. Details on this to follow. If interested in this, please contact Warren White at [wwhite41@charter.net](mailto:wwhite41@charter.net).



**Warren White**  
Autocross Events Chair

Saturday, November 21, 2015, PCA held Tech Tactics for what I believe was the fifth time at the Porsche Cars North America training facility and parts warehouse in Ontario, California. The morning starts off with a continental breakfast at 8:00 AM, and everyone gathers in one of the training rooms at 8:30 where introductions are made. Throughout the course of the day, there are eight different presentations. As there are a dozen or so presenters, it is not possible to see all of the presentations.



This year, attendance was limited to 125 people, and they actually had a few more people register than that. When you register, you have a choice of one of four different groups to sign up for. There is some overlap, so everyone gets the opportunity to see the presentation on the new 991 Gen 2, and the Cayman GT4 Clubsport. Austin Latchaw, of PCNA, did the presentation on the new 991 Carrera S. Matthias Scholz, of Porsche AG, made the presentation on the Cayman GT4 Clubsport.



The first presentation of the day was done by Tony Callas of Callas Rennsport, Torrance, Ca. Tony did a presentation on the different types of electronic diagnostic tools, and their use.

Other presentations were done by Darrick Dong, of PFC Brakes, and the theory of braking. Steve Calder, of Michelin did a presentation on tire technology.

During the lunch break, you also had an opportunity to take a tour of the warehouse where parts are held for the western U. S. Porsche dealers.

Allan Caldwell (Technical Editor), Peter Smith (Panamera), Bill Burris (1999-2004 911), and Chris Powell (1974-1998 911) of the PCA Technical Committee also did presentations. These ranged from electrical issues, to tips on purchasing a used Porsche, the importance of routine maintenance and how to buy a 911.



Bucky Melvin and Mike Steel of PCNA did a very interesting presentation on some of the new radios, with navigation, that will be forthcoming from Porsche Classic.

If you have never been to one of the previous Tech Tactics, look for to happen again next November. If you missed it this year, you also missed out on a very cool T-shirt with a Cayman GT4 on the front and back.



# Member Profile: Ken Finney



But having been bitten by another bug, the Porsche one, he continued scratching the itch. In 2009 he started thinking about the remarkable C6 as a replacement for the C5; but thought he really should look at Porsche again. Browsing the internet car sites and stopping by Smith every time something shiny and swoopy showed up in the showroom, he spent a lot of time looking. At the time Brent Smith had two 911S in the showroom, a manual and an automatic. This time he couldn't resist the Teutonic call and he traded in the C5 and got the 997 six-speed which sticker priced new almost twice what the C6 Corvette was running. Nevertheless the '07 black beauty was the one that stole his heart if not his accountant's mind and he hasn't looked back since. As is typical of Porsche owners who believe that we can do better than those silly German engineers, he has done few modifications to the exhaust, shifter and some interior and sound upgrades.

**K**en Finney, our new club president, has an admission; one that he hopes does not color him in the eyes of the club as an apostate. He hopes that with an open mind and a willingness to offer care and nurturing we will realize that he was initially a, wait for it, Corvette guy. Yes, like many of us Americans, the German marque came to us late due to the plethora of American muscle available and the simplicity of design promoting easy, inexpensive tinkering.

Nevertheless in 2004, Ken had one sensible car and was looking for a toy. That bug bites most gearheads at some time. Many are cured, but many are also drawn to the siren call of British sports cars and the challenge of keeping them running, always confused as to why something so beautiful could be so inexplicably maddening. Fortunately Ken, being a sober auditor, was drawn to more sensible choices. He had always had a penchant for Boxsters and so stopped by Smith and started his search there, but nothing in particular was available or caught his fancy.

A couple of weeks later they had a '99 996 in on consignment. It was a great color and looked closer to what he wanted so he began a dialog that led to a negotiation. The deal didn't work out. But the search for the toy didn't. GM at that time was offering great deals on Corvettes so he started sniffing around Chevy dealerships and ended up buying a new C5 for less money than the five-year-old 911 with the looming cloud of an intermediate shaft bearing failure.



The 911 was so different than the Corvette. The build quality was much better and although he never tracked the Corvette, the Porsche felt tighter and much more responsive. The horrors of the torsion bar suspension were not an issue with the multi-link of the 997. Doing a DE training he learned that going into a corner hot was not a bad thing as long as you kept the engine on boil. Driving a manual rather than an automatic car was just so much more engaging too (take that Wolfgang Hatz!).

Although the Porsche was more expensive to maintain and insure it was just so much fun. When the Boxster was remodeled in 2013, and then the 2014 Cayman came out and he really liked the look of it. In early 2015 he finally pulled the trigger. So he consigned the 911 at SGS on and put in an order for a Cayman through Santa Barbara Porsche working with Walt Branscome who sold him his 2013 Cayenne. They made a better deal than any other regional dealer did and Walt was a gem to work with. The 911 took a while to sell but finally did change hands.

After two years as a member of CCCR-PCA he joined the board as VP. Since he was professionally an auditor he was planning on taking over as treasurer, but the guy who was going to go off the board stayed on for another year so he bided his time and later became treasurer. He is now thrilled to be elected president and plans on continuing the good work of prior president Chuck Jennings.

Ken loves a good drive and the club affords many opportunities, beyond DEs and autocrosses, to get out in a great car and enjoy a great ride in one of the



Ken joined the club in 09. Starting with the monthly breakfast he began to throw himself into club events. He started his first track event with a driver's education stint with the 911. At that time there were no autocrosses. The Cayman felt more stable to him in an autocross, probably due to the mid-engine. Turn-in inspired more confidence than the 911 even though it too was great handling. The PDK and sport chrono and 20" wheels and torque vectoring makes it a lot of fun in twisties and in autocross and Ken is quick to point out that Porsche Doppelkupplung is not an automatic.

most beautiful places in the world. He remembers with fondness a wonderful experience he was part of planning. A trip up Hwy 1 to Carmel. They stopped at the Baja Cantina in Carmel for lunch with about 15 other members. The cantina is a favorite for car and bike enthusiasts taking the fabled drive. The drive back along Carmel Valley Road through Greenfield to the 101 coupled with the amazing Big Sur coast drive was a memorable adventure and one he hopes to do again with the club. 🇮🇹

## *A Tale of a “Mad Dog” (part 3)*

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*This region of PCA is loaded with some amazing talent and some very interesting stories. I suspect that's true of all regions. It's the nature of the folks who appreciate the qualities of the marque. Consequently, this interesting story has several chapters. This is the third installment. Just for fun, the Mad Dog's identity will not be revealed until the last chapter is published. Your Editor*

**I** should have started the first part of this story with a disclaimer to the effect that all information presented is to the best of my memory now, in 2015.

Spring, 1965

At this point in SCCA, after two clean novice races, a driver was eligible for a regional license. I had completed my two races cleanly and applied for a regional racing license. I would have to complete four regional races cleanly without Steward cautions to obtain a National racing license. This was my goal for 1965.

Upon return from my second Novice SCCA race in Tucson, AZ, I had learned that my grandfather had passed away and in his will, left me several WW II series E bonds. I didn't have them in my possession but thought this could be my way into SCCA racing by purchasing a better, more completely assembled racecar than I had in the Cooper F500 in a basket. I wondered what the E bonds were worth and asked several people. Most thought they were worth \$500 at maturity whenever that was. This would make them worth \$2500, an amount that wouldn't buy a Formula Junior or any really good racing car. I knew from driving Gene's Healy 3000 that I didn't want a prepared production car but a production car might be the only car within my budget as real purpose built race cars were many thousands of dollars more. I would have to request a value for each bond from the Post Office to determine the total value in 1965.

I really wanted a Formula Junior but the price then for a good used Lotus was over \$7500 and out of the question. The next best thing was a Lotus 7 which I had

seen run in SCCA races, but it was horribly underpowered. The Lotus Super 7 was a more powerful version that ran in C production. As soon as I realized this, I devoured the SCCA rulebook page covering the allowed equipment for a Lotus Super 7. It came with two different engines, depending upon what year it was built. In 1963, it had a 1340 cubic centimeter displacement English Ford engine with dual 40 DCOE Weber carburetors (English spelling of course) and many Cosworth racing engine parts. The SCCA rules for production cars had changed nationwide in 1964 to what was called “Cal Club” rules. These rules allowed many modifications to the engine and chassis. I was salivating over these rules thinking I could make a Super 7 really fast.

The E bonds arrived in registered mail. I immediately consulted the Post Office which computed what they were worth if I cashed them. Due to the additional years of minimal interest accrual, the total available to me was nearly \$5000. Then I started looking for a car. San Diego had a Lotus dealer. This was where I started. He had sold a very small number of used Lotus cars and one or two new ones but had nothing in stock. In truth, he ran a fairly sketchy car repair shop but he liked racing and dabbled in Lotus sales, mostly to promote his repair shop business after someone purchased a car. Lotus cars were reputed to require continual maintenance. I knew this but was prepared for the maintenance, I thought. This turns out to be a major part of my love affair with the Lotus. As I discovered, he purchased Lotus cars from the Western US dealer/distributor, Bob Challman Lotus in Manhattan Beach, CA. I talked to the San Diego dealer about what I wanted. He called Bob Challman and found out they had a Lotus S7 used with a “fabulous” racing history. This car had run many races here on the west coast and also in the Mid-West. Much later in life, I found out the driver/owner of this car was John Morton who worked for Carroll Shelby at that time. He had traded it in on a Lotus 23B sports racing car.

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If I purchased this car, how would I get it to the races? Where would I keep it between races? I had already fitted a trailer hitch to my Pontiac. Using the SCCA rule book and a tape measure, I found that I could fit the Lotus on the trailer I had for the Cooper F500...just barely and, unless I wanted the tires to run on the channel edges, I would have to bolt wood in the channel iron to provide a near flat surface for the tires when on the trailer. Wood was inexpensive. As for a place to keep it, if I hung the Cooper chassis from the wall of my one stall garage and arranged all the boxes at the end of the Cooper's garage, there was room for the Lotus, just.

I negotiated a price for the Lotus at just under \$5000. Perhaps I wasn't a good negotiator but I was very anxious to start racing. The San Diego dealer and I went to Manhattan Beach with my wood modified trailer towed by my Pontiac and lots of rope to tie the Lotus to the trailer. We picked it up and returned to San Diego. This was where we started to have problems. The San Diego dealer and I had never discussed what would happen next. The dealer had assumed that I would leave the car at his shop for him to prepare and maintain. I, on the other hand, knew I could not afford such a relationship and wanted to prepare it myself. Yes, perhaps I was a bit naïve. We had a discussion with the conclusion ending any future business dealings. I left with the Lotus on my trailer.

At this point in my life, I had had minimal experience re-building engines. I had worked on engines at a garage during summer months but my experience consisted mostly of cleaning grossly dirty engine parts of old Hudson and Terraplane cars, a specialty of this particular garage. I had also done a valve job on my '60 Pontiac SS drag/street car and adjusted valves on this car and many other cars of friends. Once, I helped a friend install a camshaft on his six cylinder Chevrolet and "only" forgot to re-install the camshaft thrust plate which keeps the camshaft from moving fore and aft in the block. In this case, it stripped the fiber camshaft drive gear and bent all the valves. My friend was not amused.

Well, the point of all this is that I didn't have the experience necessary nor the equipment to remove the engine, nor an engine stand to tear the engine apart and reassemble after inspection. I wanted to find out if this engine had previously been over-bored, balanced, what the compression ratio was, what condition the bearings were in after all those races in the Midwest and in California. I remembered the work Gene Borlin had done on his AH 3000 by Art Kratz in Julian CA. Art took way longer than he estimated but the quality of the work was good and he had the equipment (and ability) that I did not have. I took the S7 to him. All I wanted him to do was remove the engine, tear it down (hopefully with me in attendance to learn). Then he (we) would re-build the engine and put it back in the car. All this learning was fine on paper but it was 45 miles from San Diego one way to Art's shop and I had to work at least five days a week. On weekends, I visited Art to monitor progress. He discovered the engine was in good shape although needing bearings, rings and a valve job. He thought the cylinder head was really good, having been previously ported by someone who really knew what should be done (and what shouldn't be done). By the time Art put the engine back into the car, it was early March. We did a quick front end alignment, checked the fluids, bled the brakes and pronounced it ready to race.

I had progressed to SCCA Regional competition license status that allowed me to run in Regional races only but I didn't have to run in the Novice class. The next Regional race was at Willow Springs Raceway, between Lancaster and Mojave in the desert. All of my friends said this was a fabulous track. I entered. Charles McCarty was our local expert on this track as he had raced his Formula Junior there. I pestered him continually for detailed track information. He gave me information about relative corner speed, what gear to use, where he braked, the "line" through the corners, etc. Art Kratz and I had decided the rev limit for the engine should be 6500 rpm so with the standard 4.11/1 rear end ratio, the S7 would have a top speed of about 115 mph. I wasn't sure this was fast enough but, short of buying larger tires, I had no solutions. Maybe I could rev slightly above 6500 rpm in 4th gear.

(continued on page 20)

# *A Tale of a "Mad Dog" (part 3)* (continued from page 19)

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I arrived at Willow Springs on the morning of the race. I was really excited so I drank more coffee. This really fixed me up. After unloading the S7, I took it to technical inspection. The Cal Club tech inspectors had seen the car previously and gave it a passing tech sticker without much checking. I went back to my paddock space and got dressed for my first practice session. At the call for my practice session to grid, I drove over the rough gravel to the pre-grid staging. I was strapped into the car with seat belts, wearing my Jimmy Clark Dunlop Driving suit. The rules required that the cotton suit be soaked in Epsom Salts until saturated, then hung until dry. This was how you fire-proofed your suit in 1965. I had cotton socks with tennis shoes on my feet and a Bell open-faced helmet on my head with leather driving gloves on my hands. I was ready.

I was in the race group with A production, B production and C production cars. The Lotus was in C Production. On the pre-grid were six other cars in C production including another Lotus S7. The first car to pre-grid led us out onto the track. After almost one lap of yellow flags at all the corners, we came to the S/F line where the green flag was waving. As a newbie who had no Regional races under his belt, and the fact that I wasn't supposed to pass when the yellow flag is displayed, I had followed the car in front of me, trying to learn what I could about the track. Now, I could go fast. Full throttle to Turn 1, then light braking and down shifting to 3rd, then back on the gas to T2 (Turn 2, in my nomenclature I will refer to corners as Tx where x is the turn number) where I braked a little and left it in 4th gear. At the exit of T2 at the top of the hill, the corner radius shortened and I nearly ran out of track. I must do a later apex next lap. Down to T3, and here some explanation must be provided. Charles McCarty, my source for track information, told me that T3 was a third gear corner (He had a Gemini Mk4 with a Jack Knight 6 speed gearbox but it didn't register with me that his third would be like my second). So, I braked and down shifted to 3rd gear and turned into T3. Way too fast, I went off of the exit out into the desert barely dodging boulders and slowly made my way back to the track. What had happened? I re-entered the track at the exit of T4. The rest of this first lap was without incident but on the second lap, again entering T3,

I braked and down-shifted into 3rd, turned in and again flew off of the track at the exit. As I again maneuvered my way around the boulders and other obstacles, it dawned on me that T3 must not be a 3rd gear corner. Next time I would try 2nd gear. The rest of the practice went well with T3 and T4 negotiated in 2nd gear.

We had a later second practice and qualifying session that was timed. I had no idea what my lap times were in either the first or the second session but I could see that I was getting faster lap by lap. Then, between T5 and T6, at full throttle while in 3rd gear, the engine rev'd wildly and the car slowed. Fourth gear seemed normal so I proceeded to pit lane and from there to the paddock. When stopped in the paddock, 3rd gear was like neutral. No drive at all. I needed to finish this race to count for my races required to obtain an SCCA National racing license. I went to Race Central, where the qualifying times were posted to see where I was qualified. I was qualified 8th in a group of 27 cars. I was worried what would happen at the start when I got to the speed requiring 3rd gear and I had to shift to 4th. I probably would cause an accident. After thinking about this, I went to the race Stewards and explained. I wanted to run the race but I didn't want to cause an accident and definitely didn't want to be the accident. I requested I start at the back of the grid. They agreed. I would start last.

When the time came, all the cars at pre-grid filed out onto the track and were positioned by the grid stewards for the standing start. I had done some drag racing so I thought this would be an advantage but when the starter raised the flag for the start, my clutch leg started shaking violently. I had to press really hard on the clutch to stop or lessen the shaking. All this did was shake my whole body. At last the starter dropped the flag and we were off. The run to T1 was less than a quarter of a mile but when I got there, I had passed nearly half of the field. Of course, they had all qualified slower than I had but I had thought the lack of 3rd gear would keep me from passing anyone.

The rest of the race passed in a blur but I remember passing a lot of cars. On what turned out to be the last lap, I exited T9 and passed the other S7 before start finish. I was really relieved to have finished the race, especially because I didn't know what internal damage the gearbox had.

I loaded the S7 back onto the trailer for the trip back to San Diego. I don't remember anything about the return trip. I was sky high after learning I had won C Production.



Watch for Part 4 in the next issue of Coastalaire.

## Porsche Poetry

by

**Jerry Alexander**

*When I blink, dim, then mine eyes don't see,  
A flash, was it my thoughts  
or eyes that looked on thee?*

*'Twas a Carrera for all things highly respected,  
Darkly bright, wildly fast, city streets directed;*

*To the clear day  
this Carrera shines a different light,  
Thou building shadows do not make this Porsche less  
bright;*

*How would I say, mine eyes be blessed made,  
Glossy black nine-nine-six  
racing through shadow's shade;*

*How could thy shadows form  
such a beautiful show?  
When to sunglass eyes  
thy shade shines stunningly so.*

*Behold, tis thee Carrera in the living day,  
Through shade thy bright shine doth stay!*

*A blink, a moment,  
a Carrera mine eyes no longer see,  
Ah, but closed eyes will always see bright when this  
Porsche memory shows thee to me.*



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## Prez's Corner (from page 5)

Everyone should have been there and should mark their calendars for next year's event. I also attended the Zone 8 President's meeting on Sunday the 22nd with Chuck Jennings and got to meet the new Zone 8 Rep and most of the other Region Presidents and incoming Presidents for 2016. A terrific group of people.

I encourage our members to attend as many events as possible in 2016, and if you have suggestions for an event and/or would like to host or assist with an event, please contact Chuck Stevenson with your ideas. We want our members to be involved in the club's activities. This makes for a better experience for everyone. I know some of our members have ideas for events we haven't done in the past and would be enjoyable to our membership as a whole.

We are sound financially at this time and this will allow us to keep the costs down for future events to increase participation in our events. Be sure to read the Coastalaire, both printed and on-line, to follow our planned events and the stories about our past events. Also, be sure to read our e-mail blasts about upcoming events and activities. Make sure you register early for events which have limited space, so you won't miss out on our activities.

Hope to see everyone at all our events this year after I return home. Don't forget that our Board meetings are the first Wednesday of every month at San Luis Country Club. We encourage members, especially new members to attend.

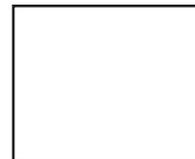


Adios for now.  
Ken

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