

OCTOBER 2016

Coastalair

Your monthly calendar update

CALIFORNIA CENTRAL COAST REGION ■ PORSCHE CLUB OF AMERICA



2017 Elections

Octoberfest

New Member BBQ

Holiday Dinner

Treffen Tahoe

Mad Dog Returns

Oberwerks





Coastalaine

In this issue

Club and Coastalbreeze Information

- 3..... Board of Directors
- 3..... Prez's Corner
- 22..... Advertiser Index-Rates
- 23..... Zone 8 Officers Directory

Club Events

- 6-9.....Club Events Calendar
- 10-11... Motorsport Events

Articles

- 12-14... '17 Board of Directors' Election Statements
- 15-20&21 ... The Continuing Tale of "Mad Dog"
- 16-17 ... Oberwerks
- 18-19 ... Treffen at Lake Tahoe

PCA and Zone 8 News

- 22 Zone 8 Staff and Officers

October 2016

COVER PHOTO

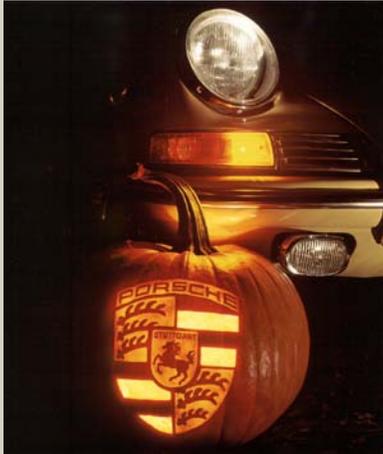


Photo by Dan McDaniel
Pumpkin Art by Gill Paszek
'65 911 belongs to Jim Alton

Editor

Chuck Jennings
concoursechuck@gmail.com

Assistant Editor

Art Trinidad
pasotrin@gmail.com

Staff Photography

Chuck Jennings
Art Tinidade

Webmaster

Art Trinidad
concoursechuck@gmail.com

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

Member Services

Classified Ads

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

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

CCCR Name Badge

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

Dave Mills, 1191 Vista del Lago, San Luis Obispo, CA 93405
Questions? Call Dave at 805-547-1191, or email demills@charter.net

Coastalaine is the official publication of the Porsche Club of America, California Central Coast Region. The opinions expressed are those of the authors and do not necessarily represent the official position of the California Central Coast Region of the Porsche Club of America, its officers or members. Permission is granted to charter regions to reprint if appropriate credit is given to the author and Coastalaine, with the exception of copyrighted material. Any material appearing in the Coastalaine is that of the author, and does not constitute an opinion of the Porsche Club of America, the California Central Coast Region, its Board or Appointees, the Coastalaine Editors, or its staff. The Editorial Staff reserves the right to edit all material submitted for publication.

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



Ken Finney - President

805-542-9671
klf4slo9ers@charter.net



Andy Winterbottom - Vice-President

847-219-2964
awinterbottom@sbcglobal.net



Sanja Brewer - Secretary

805-541-9245
sbrewer@eyesonly.com



Jon Milledge - Treasurer

805-704-8785
jon.milledge@me.com

Activities Director



Larry Lloyd - Membership Director

805-925-1385
lloyd.larry@gmail.com



Chuck Hoops - Safety Director

805-674-6393
fourhoopses@sbcglobal.net



Tom Dobyns - Motorsports Director

805-458-8461
tdobyns53@gmail.com



Warren White – Auto Cross Events

805-709-8455
wwhite41@charter.net



Art Trinidad - Assistant Editor

805-712-1616
pasotrin@gmail.com

This year has been problematic for our autoX schedule. Due to the wildfires burning in Central California this summer, the Santa Maria Airport has cancelled the last two autoX's we had scheduled. The area next to the track we use is also the area used by the Fire Service to load planes with fire retardant to combat the wild fires. They have priority over our club (and the Corvette Club) for use of the airport facilities. Sorry we had to cancel the events on short notice, but we had no choice in the matter.

We have enough volunteers for next year's Board (yeah), mostly holdovers from this year. Be sure to vote when the online ballots are sent out in the near future.

The New Member BBQ has been combined with the Parkfield Tour this year on October 22nd. The club is paying for the food again this year, so we hope to have a great turnout. We especially want all new members who joined during the last year to attend and meet our other members. Don't forget, the food is FREE. Everyone who plans on attending needs to confirm so the Parkfield Café knows how much food to prepare. Look for an e-blast coming soon for more details.

Please continue supporting our club by attending our planned events. Don't forget that our Board meetings are the first Wednesday of every month at San Luis Country Club. Please feel free to attend.

Till next time

Board Meetings

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

Location

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

Date and Time

First Wednesday of the month
at 6:30 PM

**Minutes of all Board meetings are posted for
your review on our website at
ccc.pca.org.**

◆ EXPERIENCE

- ✓ Service: Minor and Major Factory-Style Service
- ✓ Brakes
- ✓ Electrical Gremlins
- ✓ Engine and Transmission Overhauls

◆ COMMITMENT

- ✓ Race/Track Day Prep
- ✓ Special Project Cars
- ✓ Parts and Accessories
- ✓ Spark Plugs to the Special Set of Wheels You've Been Dreaming About

◆ INTEGRITY

- ✓ Re-Sale and Consignments With an Ever-Changing Inventory
- ✓ All Cars Inspected by Our Shop

Stop by for a visit at 1144 HIGUERA STREET, SAN LUIS OBISPO 93401

Service ~ 545-9323

Parts ~ 540-3300

Sales ~ 545-9323

www.sgsmotorsports.com

SGS MOTORSPORTS



VINTAGE



AUTO BODY

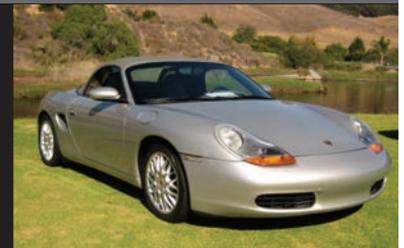
805-544-7979

**3453 Empresa Dr.
San Luis Obispo, CA**

www.vintageab.com

- State-of-the-Art Frame & Laser Measuring Equipment
- Expert & Custom Color Matching
- Collision Repair
- Lifetime Warranty on All Repairs

**FOREIGN
AND
DOMESTIC**



Serving San Luis Obispo County Since 1982

**A Full Service Body Shop Where
Quality is Never Sacrificed**

We Specialize in Insurance Claims

Local Pick-up & Delivery



Porsche recommends **Mobil 1**

Charges into the future. Also, charges at home.

It's the kind of innovation that even when stationary, is still chasing tomorrow. The Cayenne S E-Hybrid introduces the industry's first plug-in SUV. The 3.0L-supercharged V6 unleashes a top track speed of 151mph, and a combined output of 416 hp delivers an unforgettable ride. Discover how the passionate drive. Porsche. There is no substitute.

The Cayenne S E-Hybrid

Porsche Santa Barbara

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



PORSCHE



2016 CCCR Events Calendar Update



Look for reminders and updates via email.

10-2	9:00 AM	Fall Concours, Monarch Dunes	Don Rutherford	see pages 20-21
10-8	12:30	Octoberfest Lunch/Dunbar Brewery	Hamp Miller	805-781-8605
10-15	7:00 AM	Teststrecke XIX AutoX, Santa Maria	Warren White	805-709-8455
10-22	11:00 AM	New Members BBQ/Parkfield Cafe	Chuck Jennings Ken Finney	805-459-7416 805-542-9671
11-5	9:00 AM	Breakfast at Morro Bay Golf Course	Ken Finney	805-542-9671
11-14	7:00 AM	DE Buttonwillow/Autocross	Jon Milledge	805-704-8785
11-19	9:00 AM	War Birds Museum, Paso Robles	Warren White	805-709-8455
11-19	9:00 AM	PCNA West Coast Tech Tactics, Ontario		See page 24
12-4	6:00 PM	Annual Holiday Party, SLOCC	Sanja Brewer	805-541-9245
12-10	9:00 AM	Breakfast Scotty's Pismo Beach	Ken Finney	805-542-9671



**Breakfast on September 10
at Carla's Country Kitchen**

**New CCCR member
Richard Polinsky
and his first Carrera**



Don't Miss These Special CCCR Events!

Dunbar Brewing Company Oktoberfest Event in Santa Margarita



2:00 PM
October 8, 2016



Tour and Oktoberfest with sauerkraut, brats and beer.
Starts SGS Motorsports in SLO. Depart at noon.
Travel back roads for about one hour to Dunbar Brewery
22815 El Camino Real at the west end of Santa Margarita.
Meal cost will be subsidized by the Club.
Beer is on you.



October 22, 2016
Annual New Member BBQ
at the historic Parkfield Café.



FREE!

FREE!

This event will be provided by the CCCR Board
at no cost to all attendees, except for drinks.
Consequently, we will need a head count.

**You must RSVP to Ken Finney at kf4slo9@gmail.com
before October 16th.**

We will meet in San Luis Obispo for a gimmick rally tour
to Parkfield for all who want to participate.

Or you may drive straight to Parkfield if you prefer.

Watch you email messages for more detailed information.

Please join us for an evening of
Holiday Music, Dancing, Food and Cheer!



Attire, Coat and Tie

Sunday, December 4, 2016

6:00 pm

*San Luis Obispo Country Club
255 Country Club Drive*



All Entrees \$40.00 per person

No Host Bar

*You may bring your own bottle of wine for a corkage fee of \$10.
(You will be billed directly by the Country Club that evening)*

Please make your check payable to: CCCR/PCA

Please mail your check and entree selections to:



Sanja Brewer

1270 Peach Street

San Luis Obispo, CA 93401



NO later than November 15, 2016

Bring your dancing shoes!!!

MENU

Appetizers

Imported / Domestic Cheese Board & Sliced Prosciutto



and

Waldorf Salad



Bibb lettuce, sliced apples, candied walnuts

Sparkling cider buttermilk vinaigrette

and

Filet Mignon

Bacon wrapped filet served with creamy Yukon Gold

Whipped potatoes and market vegetables



Cabernet reduction

OR



Oven Roasted Salmon

Served with wilted spinach, lentils, olives, oven roasted tomatoes & crispy capers,

Saffron sauce

OR



Eggplant Parmesan



Layers of crispy eggplant, house made tomato sauce &

Our four cheese blend

and

Chocolate cake with Vanilla cream cheese frosting



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



CCCR announces a Driver Education event with an Autocross at Buttonwillow Raceway Park on Monday, November 14, 2016.

DE entrants get the same amount of track time as at our normal DE events courtesy of a 65 entrant limit and only 3 run groups.

Entrants choosing to enter the AX must have run the DE. A subset of the DE track will be used for the AX.

Register at ***motorsportreg.com***

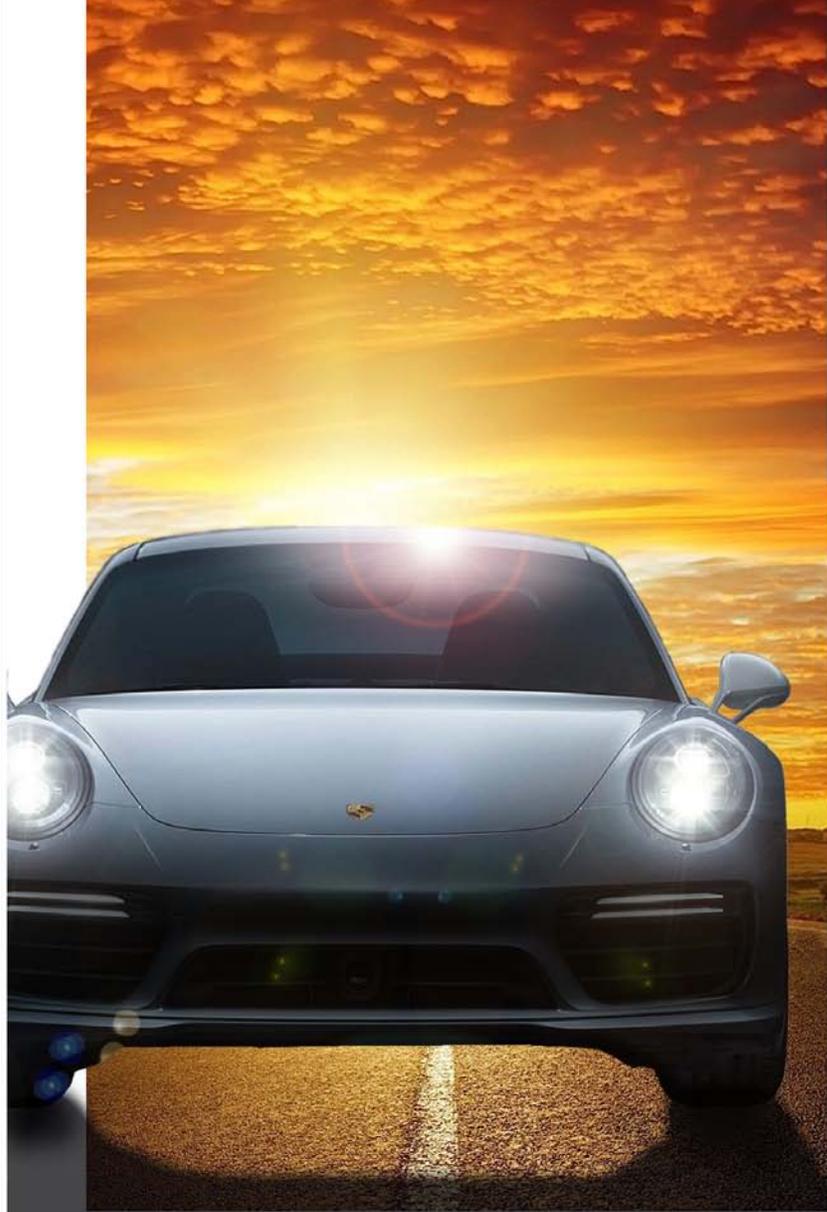
For more information call

Jon Milledge at 805-704-8785



PCNA OPEN HOUSE AND TECH SESSION

TECH TACTICS 2016 NOVEMBER 19-20



Discover Porsche from the inside out, everything you ever wanted to know but were afraid to ask. The latest cars, engines, and technologies revealed by the engineers at the heart of Porsche development.

Speakers from Porsche and PCA National Tech Committee.

Hosted by Porsche
5100 Ontario Mills Pkwy
Ontario, CA



Registration opens Oct. 1
<http://pca.motorsportreg.com>
\$65.00 each day,
includes breakfast, lunch,
& goodie bag

Hotel info:
Ask for the PCA Group November
Room Rate \$119
Hyatt Place
Ontario/Rancho Cucamonga
4760 East Mills Circle
Ontario, CA
909 980 2200

It's that time of year again. According to our club bylaws it's time to begin the election process to our CCCR Board of Directors for 2017. On these three pages are the members' statements regarding their candidacy. At a later date, you will receive an email instructing you how and when to vote.

Sanja Brewer

I am currently on the CCCR Board and have been Secretary for CCCR/PCA for five years, and I previously served as Membership Director. I have been a member of CCCR/PCA for 11 years and a previous member of the Hawaii Region PCA from 1982 to 1993. During that time I was very involved with SCCA club racing.

As Secretary for our club, I keep the minutes for our monthly Board meetings and am involved with the nominating committee, which elects new board members on an annual basis.

I am also involved in planning our annual Holiday party, which has been held at the San Luis Obispo Country Club and is my favorite CCCR/PCA event. I really enjoy seeing new members and meeting established club members at this event.

I moved to SLO from Hawaii in 1993 to work for Limberg Eye Surgery as Director of Operations.

Robert DeVries

I am interested in returning to the board to help with events for 2017. I have served on previous Central Coast PCA boards for several years. I held office of Vice President and activities chairman in the past. I am retired here in San Luis Obispo and have the time to bring some fun trips to the club. I look forward to your support and help for great tours and events in our Porches in 2017.

Charles Hoops

I've been a long time resident of the Central Coast and have spent 43 of my 50 years living and working between Santa Barbara and Paso Robles . I've been a member of the California Highway Patrol since 1990 and am currently a Sergeant stationed at the Santa Maria Area office. I suppose it's fitting that I joined the CHP considering my love of cars and driving in general. Driving is an art that I have continually strived to perfect since I received my license on my 16th birthday.

My hobbies include practicing martial arts and just about any sport you can imagine. I've been a Porsche owner for many years and absolutely love participating in PCA sponsored events. Having served on the PCA California Central Coast Region Board as the Safety Director for the past year has been a blast and I truly enjoy being able to give back to the club and it's members whenever possible. I am extremely grateful of the friendships that I have made since joining the Porsche Club and look forward to many years of camaraderie with other Porsche fanatics like myself. Thanks in advance for your consideration and don't forget to drive your Porsche when ever possible.

Ken Finney

I am serving my fifth term on the CCCR Board, currently as President. I have been a member for over seven years, and currently own two Porsches. I have been a car guy my whole life. I grew up in the SF Bay Area, and have lived in SLO for over 40 years. I am a graduate of Cal Poly, with a degree in Accounting. I worked for the County of SLO before retiring ten years ago. I enjoy the CCCR members and working with the Board on events put on by our Region. I especially enjoy the autocrosses, and participate as much as possible in all the other events.

Continued on page 12

Karen Foster

Hi everyone! I am a first time Porsche owner of less than a year, but I must say I absolutely love my car, which is not something I have ever said about a vehicle, ever. I adore Baby (as I call her) and find reasons to take her for a spin...even if it's just to the market. Owning and driving a Porsche has been the most exciting and fun experience I've had in a long time. I have met the nicest and friendliest folks through the Club and I would like to help others share my experience by helping with the activities of the club. I'm not sure I have any qualifications besides the desire to take on the challenge and do my best, but I'm willing to try. "It's not just the cars, it's the people." is a wonderful motto to gather people beneath and I hope I can contribute to the comradery and enjoyment of that statement. So let's gather, have fun, and go driving!
VROOM VROOM!

Andrew Winterbottom

I have served with pleasure on the California Central Coast Region(CCCR) Board of Directors for the last four years and look forward to serving (if elected) on the board for 2017.

We still have a lot of room for improvement to gain our members' broader participation in our social events and motorsports events. Along with our other board members, we are striving to make our events more fun and more visible. This is a challenge that as a board, we shall think on and work together in order to achieve these improvements.

Listening better to members feedback and making more creative solutions to solve or these opportunities is on our to-do list again for 2017.

Larry Lloyd

Having served as the membership director for almost a year I still really enjoy the club. I would say it is really the people I come in contact with at the events. I find a group of folks that really like others and of course their cars. I'm not a meeting person, but, enjoy a great deal the monthly meetings we have. I had to wait until I retired to get the car of my dreams but really enjoy driving with the club to different places of interest. I have learned a great deal about the cars and how to drive. I would like to be elected to the Board again to continue to associate with my fellow Porsche owners and drivers, and of course the Board.

Jon Milledge

Since moving to the Central Coast in 2007, I have been active in CCCR events and was appointed to the CCCR Board in 2008 to fill a vacancy. I was elected to the Board in 2009, 2010, 2011, 2012, 2013, 2015 & 2016. As Driving Events Chairperson, I have been responsible for organizing and managing our Drivers' Education events at Buttonwillow Raceway. In 2009, I organized the region's first PCA Driving Instructor program that resulted in thirteen PCA authorized instructors including myself. This program is ongoing. As a volunteer, I have assisted at the Gathering of Friends and many other of our events. In 2012, working with other CCCR board members, I was instrumental in bringing auto crossing back to the region. I was responsible for the entertainment at our New Members Barbeque in 2015. With my wife Vicki, I have attended several social events each year. We had a second DE event in 2015 through efforts of many of our members, assisted by me. Although I did not run for the board in 2014, I continued as chief driving instructor, managing the DE event and assisting at the autocrosses. If elected, I will continue to involve myself in supporting all types of CCCR events.

Warren White

In the Spring of 2015, I was approached by Chuck Jennings, our President, asking if I would be interested in filling a vacancy on the CCCR board. Since I was already heavily involved in helping with autocross events, I enthusiastically accepted. I attended the very first autocross in my 914 in March of 2012 and have attended every one since, except for one when my engine blew up. Last year I sold the 914 and have been happily driving a 2007 Cayman S ever since.

With Tom Dobyns, I have been a part of shaping the autocross events to what they are today. It has been a very rewarding experience taking over the task of registrar for autocross events from Jon Milledge, who started autocross and drivers education for our club years ago. Jon has stayed on as organizer for Drivers Education, since doing both jobs is way too time consuming and overwhelming for one person. One of the activities I have been involved with is instructing at our Autocross Academy, both this year and last. It is very satisfying to watch students get that very special smile on their face when they learn how to safely make their cars go fast and stop quick. I am looking forward to the 2017 Academy in the spring.

I have also re-established automatic timing for our events that saves countless hours having to enter times manually. We already had the software but it needed to be updated and tweaked a little to fit our needs. I conducted training on the timing gear and software and we have a pretty good cadre to select from for computer entry.

Our autocross events have improved many times over and as a result, these events have produced additional revenues for other club activities and charities. We have many more ideas we would like to implement in which to improve our events and increase revenue even further, and I would hope you would vote for me so I can continue to be a part of making that happen.

Art Trinidad

My fellow PCA member and wife of 32 years, Debbie Jo, own a 1995 911 cabriolet. I gravitate to old school by nature and just get a tingly feeling every time I hear that air cooled engine roaring behind me. It is our third-and-a-half Porsche. I started out in college with a 914, briefly owned a 914-6 (still in college, I couldn't afford the real P-car costs of maintenance, ergo the 1/2), and then a 911T that finally set the Porsche hook in me. A young family got in the way of any sports cars for many years until we started the search and found our dream car, the 993.

To say I am a gearhead is an understatement. I believe the best manicure is a thin line of clean grease under one's fingernails, at least one skinned knuckle and an exhaust manifold burn. Looking at lovely cars, reading about them and driving a finely tuned Porsche is a passion of mine (with jazz a close second). Both Debbie Jo and I still work, she in the Central Valley, so the CCCR has been a great gift to us as we get to spend time together doing fun things with terrific people of kindred spirits (Festival of Speed and the Mission Inn for example).

I hope to spend more time in the future helping out with the club. For now I am Chuck Jennings' sidekick on Coastalaire, and we have worked to make it more useful and enjoyable to the membership.

Chuck Jennings

I first became interested in Porsches in 2011-12 while serving as a freelance photographer for Coastalaire when Bob Kitamura was the editor. As soon as I purchased my first Porsche, a 2002 Boxster S, I joined PCA and CCCR. In 2013 I became president of CCCR and served through 2015. I am now editor of Coastalaire/Coastalreeze. This club and its great members have become very important to me. I enjoy being involved in the planning and production of CCCR's activities and programs, and I would like to return to the CCCR Board of Directors and help in whatever capacity I am needed. 

As I write these stories, I realize more and more that I remember the failures way better than the successes. The Lotus Super 7 was an enigma. It won races, many races, or it broke. It broke a lot. I never seemed to know which would happen. I spent most of my spare time repairing and improving the car. This shaped my future in racing. After this car, I was determined to have a reliable car first and a fast car second. I also learned how to improve cars.

The days following my first race at Willow Springs:

I returned to San Diego elated at my first win with the Lotus Super 7 (S7) but totally without an idea of what to do about the broken gearbox. I had moved to Pacific Beach, CA into an apartment that was a section of a house built for Rhonda Fleming originally made to be the servants' quarters. The servants' quarters came with a two-car garage which I needed for my near constant work on the Lotus.

Back to the car. First I had to remove the gearbox. How would I do that? I rented a small crane from a tool rental, purchased chain from the local hardware store in Pacific Beach and proceeded. The engine and transmission had to come out as one unit. I enlisted help from Gene Borlin and Charlie McCarty. This still wasn't easy but the engine and transmission eventually ended up on the garage floor. Separation of the two units was easy but I knew absolutely nothing about gearboxes. Fortunately, Charlie had experience with several gearboxes and showed me how to disassemble it.

After disassembly, we found the secondary shaft had a third gear welded onto the cluster of other gears. Apparently this was done to produce a closer ratio gear set. The weld had broken. Yes, in the SCCA rule book for the S7, there was a closer ratio set of gears listed made by Jack Knight Ltd. The rule book also had an even closer ratio complete gearbox from the Lotus Elan listed as optional for the S7. I checked with my west coast distributor, Bob Challman Lotus, on the availability and price of the Elan gearbox. It was over a thousand dollars.

At the time, I was making just under \$800/month gross. I decided to re-weld the gear. In support of my reasoning, the car had run all of its races to date with the welded gear cluster so proper re-welding should be a reasonable fix. Someone, somewhere was found to re-weld the cluster gear. Today, knowing what I know after years of racing, I can see that this was a poor decision but at the time, the only choice I could afford and make the next race in Santa Barbara at the airport. In my other life, I was changing jobs to work for Lockheed in Sunnyvale, CA and the trip to Santa Barbara was just the first leg of the move. Some compromises had to be made on allocation of packing space but I had only clothes and race support tools so I made it all fit somehow.

I didn't know how to find the Santa Barbara Airport. It turned out to be in Goleta, not in Santa Barbara at all! After many wrong turns with the trailer & S7 in tow, I unloaded the S7 in the area designated as paddock in front of a hangar. I don't remember much about this race because...the gearbox failed on the first lap out of the pit lane. The course was not fast like Willow Springs and running without third gear was not an option. The S7 would still drive but now there were more noises coming from the gearbox. Evidently, little steel parts were now circulating in the oil munching the remaining gears. I loaded the S7 onto the trailer and started the long haul to my new home in the San Francisco Bay Area.

My next move was to call Bob Challman Lotus and order the Elan close ratio gearbox. Fortunately, my new job at Lockheed paid more money. I had a little money saved and could now, just barely, afford the gearbox. At first, I lived in an apartment building in Mountain View but the car was garaged in Campbell in Ed Tilford's garage, a 35 minute drive.

Continued on pages 20 and 21

For this issue Art Trinidad sent me a number of questions, and I'll try to pick them off one by one.

One of our track day people wanted to know about how to manage your brakes at Driver's Education (DE) days. Typical sessions run about 15 minutes at a time. If you are running a street car with stock brakes, rotors and venting you need to take care to not overheat the brakes. Most people will, simply because the car is at street weight and on street tires; but yet the cars accelerate quickly and get up to track speed in a hurry. Not only do the pads and rotors heat up, but more importantly, because the fluid is in "contact" with these friction parts, it too builds up heat. Too much heat and it will boil, and that is bad news as your brakes will fail or your lines may rupture.



One of the things to do is to flush the brake fluid before the track day. I recommend replacing it with GS610 brand brake fluid. It is not only good for the track with its high boil point, low vapor rate and low compressibility, but is fine for every day too. If you are doing a lot of events install harder brake pads, maybe Porterfield brand pads. They have some good choices. If you are using harder pads they will wear the rotors faster and that is part of the cost of using your Porsche for track days. The fun seems to be worth it though, that's for sure. When you are on the track try not to use your brakes at the max for every turn on every lap. You can turn very quick times and still be a bit easier on the brakes. Once you get the hang of your car's balance you will be able to use opposite lock to correct your oversteer if you go in hot into a corner without mashing the brakes. Just don't overdo that either or your tire bill will match your slow times.

The other thing to remember is to cool the brakes off on the cool-off lap....one of the reasons it is called a cool-off lap. When you get back to the paddock do not use the handbrake but use a wheel chock or leave it in gear. This will help prevent warping the rear rotors as the hot pads will not be hard against the rotors. Getting more cooling to the brakes if it can be done without too much work will always help too. An easy way to get this is if you have a set of track tires and wheels, choose a wheel that draws air into the assembly, not just looks good.

Our second question is in regards to what the difference between a dry sump engine and wet sump engine. Porsche has used both types over the years. A wet sump engine is one that uses an oil pan to store the oil and has baffles and an oil pump pick-up at the bottom. Think of 356's, 944, 928 and in my opinion the Boxster/996/997 engines. Porsche says the

latter models use a type of dry sump but the reality is it isn't as we are adding sump extenders and better baffling for the track day cars. Often in these cars there is a tell-tale plume of smoke out the exhaust on hard long turns where clearly oil is being pushed by centripetal force into the combustion chamber.

A true dry sump engine has a dedicated oil tank that the oil pump pulls from. All air cooled 911s use a remote tank, as they have no oil pan. This allows the engine to sit much lower to the ground and since the tank holds a lot of oil, is never in danger of running the engine dry during hard turns. The dry sump solution is the best way to manage oil on a track car, especially when running with sticky track tires and firm suspension allowing for higher cornering speeds. The 996/997 TT and GT-2's and GT-3's use a true dry sump but the oil tank is attached to the engine block. The newer Porsches seem to manage the oil pretty well however, with scavenge pumps in the heads and baffling to reducing sloshing and a dry engine.

On to our third question, this one regarding the pluses and minuses of lowering a 997 (actually this would address all Porsches). The cars do look better when they are dropped 1" to 1 1/2". We usually do this with a Bilstein kit PSS-10 etc. We then have the ability to set the height to exactly where the owner wants it. On the earlier 911 (pre '89) we reset torsion bar angles on the back and a simple height adjuster bolt on the front torsion bars. But beware, you can go too low and a slammed car creates headaches on the alignment rack. We often have to add an adjustable toe link on the '99 and later cars at the rear to get the toe-in where it needs to be. There is no free lunch when you lower the car, but they sure look better and handle better too. Be sure to check and see if your driveway will not be



an issue. I had one customer who changed the approach angle to his garage because he loved the way his car looked by lowering it. If you do lower your street car, be prepared to crab over dips, parking lot entries and speed bumps. Regardless, you will grit your teeth eventually when you hear that first scrape. Hey anything can be fixed right?

Our fourth question is in regards to flushing the brake fluid on a 928 and could the owner do this. I am sure that if you have done a brake flush on any car you have owned in the past you can do it on a 928 and for that matter most Porsches. The first thing to remember, and this is critical, is to protect the paint at all costs. Brake fluid will eat through it faster than you will believe. The second is absolute cleanliness of everything you use.



The basic equipment is a bleeder bottle to catch the fluid as you pump it out of the calipers. You can buy a pressure bleeder if you want and then do it completely by yourself. You will also need some hose that fits well on the brake nipple and a set of small metric wrenches. That's it. Use good DOT 4, we like the Pentosin brand product for street cars. If you're not sure you want to tackle this, and are confident you will have a leopard pattern on your once pristine car when you are done, then have it done by a shop.... it really isn't that expensive and you know it's done right. If you do it yourself, you will have to bleed the brakes at each corner, so get a lot of fluid, as running out with the car in the air and no brakes is annoying.

I hope we covered some ground today and I really hope to see a lot of you out at Buttonwillow in November for the goof-off Monday event. Hmmmm go to work on a Monday or spend the day flying around Buttonwillow with fellow Porsche Pushers....tough choice!

Ober and out
Guy 🏆



Treffen

Lake Tahoe *by Alfred Abken*

September 7-10, 2016, PCA, ably assisted by the Sierra Nevada Region, held their inaugural Treffen North America at the Resort at Squaw Creek above Lake Tahoe, California. The site is just east of Squaw Valley, California, site of the 1960 Winter Olympics. The Treffen North America replaces the Escape events PCA has been holding late summer, early fall since 2005. Beginning next year, the Treffen North America events will be held in the spring, as well as the fall. Look for Treffen Hill Country to take place from March 29, through April 2, 2017 at the Hyatt Regency Lost Pine Resort outside Austin, Texas. Next year, the Treffen Asheville is set for September 20-24 at the Omni Grove Park Inn, in Asheville, North Carolina.

Wednesday, September 7, registration and a welcome gathering were held at the Resort at Squaw Creek lobby.

Early Thursday morning, a continental breakfast was served, and the driving tours began. The tours offered were to the Ransom Webster collection in Reno, followed by lunch and a tour of the National Automobile Museum, also in Reno, Nevada. Other tours went to Nevada City, Genoa, Virginia City, and a tour referred to as the "Porsche, Pizza & Portraits" tour. More about this later. Obviously, there were more tours offered than there was time, so I chose the Ransom Webster tour, followed by the National Auto Museum. I have been to the NAM before, but I was looking forward to seeing Ransom Webster's place. If you have attended the Rolex Motorsports Reunion recently, or the Rennsport Reunion, you have seen some of Ransom Webster's cars on the track.

Ransom Webster had asked that photos not be taken in most of his shop, so the photos of his cars I shot previously at Mazda Raceway Laguna Seca. In his shop are approximately 44 Porsches. Beginning with a 1949 Gmund Coupe, there are examples of most of the early 356 models, as well as a 1987 959 Sport. Ransom has a particular passion for



the 356 Carrera models, and has 16 that contain the 4-cam engine. There is also a 1964 Porsche powered Elva that is parked next to a 1970 914-6 GT and the 914 looks extremely tall next to the Elva. He also has a 1964

904 Carrera GTS, a 1966 906 and a couple 908's (a spyder and a long-tail). To say his collection is impressive, is quite an understatement. After leaving a bucket of drool all over the floor, it was time to make the short drive to the National Automobile Museum where a buffet lunch was waiting our arrival. After lunch, the group was split up into three groups for docent led tours through the collection.

The National Automobile Museum is a collection of a couple hundred cars that mostly belonged to the William F. Harrah collection. There are cars displayed from the 1890's to the late 20th Century, including a few cars that were featured in motion pictures.

Thursday evening, a car show was held in the Village at Squaw Valley, and a taco dinner was provided.



Saturday there was an option to leave real early for a drive to Reno to see the start of the Reno Balloon Races. There were also tours offered to Nevada City, Genoa, and there was an off-road excursion offered to those with vehicles with a certain amount of ground clearance. I opted to go on the Porsche, Pizza & Portraits tour. We went north on highway 89 to Meadow Valley to the home of Phil Gallagher. Phil has a passion for pizza, he built his own wood fired pizza oven, Porsches, and a unique technique for art. We first had several different types of pizza, both veggie, and meaty. Following lunch, Phil led us through his studio and gave a brief demonstration of his technique for making his series of Porsche engine paintings, among others.

More information about Phil's work can be found at: philgallagherart.net

After a buffet breakfast Friday morning, we had a choice of either a boat cruise, or a tour to the east side of the lake to the Thunderbird Lodge. I did the latter. As there were three tours offered to the Lodge, I took the latest one, which meant we left and went south along Lake Tahoe to have lunch at Sonney's BBQ Shack Bar & Grill in South Lake Tahoe. From there, we continued around the lake to the Thunderbird Lodge. This is the former home of George Whittell Jr. The location is more spectacular than the home, but the boat house contains something truly amazing. The 55 foot long mahogany and stainless steel Thunderbird. William F. Harrah owned the boat after Mr. Whittell's passing, and removed the original engines and replaced them with two Allison V-12 aircraft engines. More info about the boat, and the Lodge, and be found at: thunderbirdtahoe.org



Saturday evening, dinner was held at the 8200' summit known as High Camp. We took the tram from the Village at Squaw Valley to the top of the mountain for a "progressive" dinner. Appetizers were held in a bar, separate from where the entrees were served, and dessert was in yet another room. The wild fires burning around California made for a hazy sky, but there was a remarkable view from the top of the mountain none the less.

Friday evening, a tapas and wine dinner was held at the Squaw Creek resort.

All too soon, the weekend came to an end. It was a well run event. Sunday morning, I was up early for my drive back home. I am looking forward to see what tours are offered for the Hill Country event next spring. 🇮🇹

I had met Ed while working at General Dynamics in San Diego. At General Dynamics, Ed was responsible for the guidance equations for Atlas missiles. I needed more money to race the S7 and Ed had a spare bedroom so I moved out of the apartment and into his spare bedroom.

This saved money on rent that could now be spent on racing. The engine had received only superficial maintenance like adjusting the valve lash, adjusting the distributor points and checking the ignition timing since it's original re-build when I purchased the car. In perspective, there had been only one race and one more lap with two failures. Because the engine and gearbox had to be removed to fit the Elan gearbox, I decided to do some preventative maintenance on the engine. I removed the oil pan and found that the connecting rod bearings for #2 and #3 cylinder were ruined. This ruined the crank also. Time for a new crankshaft, two new connecting rods, a new set of bearings and complete gasket kit. Because the cylinder head had to come off to remove the connecting rods, I could check the cylinder head also. After disassembly, I found that the pistons were stock Ford 109E even though the SCCA rules allowed aftermarket racing pistons. More \$\$.

While talking to other guys at the Santa Barbara race, opinions were expressed that the Ford connecting rod bolts in the S7 engine were suspect and known to fail. I was really getting tired of failures and examined the connecting rod bolts carefully. I could now see how incredibly lucky I had been to win the first race at Willow Springs. The connecting rod bolts were a size I had never heard of...9/32 inch diameter or 1/32 less than 5/16 inch, a common size. In addition, they had 24 threads per inch, the same as 5/16 SAE fine thread. With a little professional machine work, I could replace these bolts with stronger 5/16" bolts. I don't know where I heard of the product, but there were bolts of the correct length made by Bowman Fasteners right here in CA that were so strong, they exceeded Grade 8. Bowman called them grade 10 although no such grade existed with the SAE. I bought these "Bowmalloy" bolts and had the new and old connecting rods machined to use them.

Now we were really getting on with the program. (In racing, it is common for drivers to refer to the effort as "we" even when there is only the driver. I think that there is the hope that if a problem occurs, this will deflect some responsibility onto something or someone else.).

My next race was to be at an abandoned WWII maintenance airport just south of Santa Rosa near Cotati referred to in the San Francisco Region as Cotati Raceway. I guess many configurations were possible with two crossing runways and connecting taxiways but the configuration most often run had five turns labeled 1&2; 3; 4&5; 6; and 7. There were, obviously, 5 turns.

I went out for practice and after just a couple of laps, I noticed I had no oil pressure. I returned to the pits. At lower, quieter speeds, I could hear a knocking noise.

Back in Campbell, I discovered all the connecting rod bearings were gone and, of course, the crankshaft and connecting rods. Why? What changed? I completely disassembled the engine and took the block to a new friend that had extensive race engine experience. In fact, he produced camshafts for racing engines. His name was John DeLong. John DeLong was a great friend to me and helped me over many years in many ways, not the least being great camshafts for my race engines. Before he opened his camshaft grinding business, he had managed an automotive machine shop in San Jose, CA, Babbitt Bearing. He took my block there and magnafluxed the whole block. What he found was a crack into the main oil supply drilling from the center main bearing saddle way up into the block. When the engine was cold and the oil thick, the bearings all received oil but when the block heated up, the crack opened up and the hotter thinner oil reduced the oil pressure to zero.

Now I needed a new block, new crankshaft and four new connecting rods. The new 109E English Ford block would have to be machined for the pistons and the main bearing saddles machined for the Cosworth steel billet center main bearing cap. The whole rotating and reciprocating assembly would have to be balanced.

continued on page 20

John DeLong ordered me new Forgedtrue pistons and had all the machine work done by his friends at Babbitt Bearing. He also produced a new camshaft that he said should make more power than the Cosworth camshaft that came with the S7 engine. What with waiting for crankshaft and connecting rods from England and waiting for the pistons to be made, then waiting for the machine work to be completed, I had a lot of spare time on my hands.

I had noticed a definite tendency to under steer (the front of the car slides before the rear). The front suspension had no adjustment except for toe-in. I measured the front tires tread depth and found the outer grooves were shallower than the inner. I removed the lower front control arms and lengthened the tabs that connected to the front spindle by one half inch. This should give me negative camber and help the front tires keep contact with the road while cornering. On slow corners, the inside rear wheel was spinning wildly when full power was applied. Because the rear axle housing was from an English Triumph T10 sedan, I was told a Triumph Spitfire limited slip would fit. I checked my bank account. I could just barely afford it.

When I was in San Diego, I had widened the wheels by having a 1.5 inch band of steel welded into the rims. After doing this, the rear fenders wouldn't clear the tires so I needed to widen them. Lotus had optional magnesium wheels in the new 6" width but the price was prohibitive. Lotus also had optional wider rear fenders for the magnesium wheels that were listed by SCCA as options. I couldn't afford the fenders either so I cut the narrow fenders in the center of the tire from front to rear intending to widen them by 1.5 inches. After cutting the fenders, I had the problem of how to hold the pieces accurately while adding fiberglass mat and resin. My inner MacGyver solved the problem with medical tongue depressors and duct tape on the inside. After adding the 1.5 inches of mat and resin in the gap, I added cloth and more resin on the outside.

The tongue depressors stayed with the fender but I managed to remove the duct tape. A little sanding, some bondo, a re-paint and presto...wide fenders.

New engine, transmission, limited slip, negative camber on the front wheels. Now I was ready to race. The next race I could enter was at Laguna Seca. Laguna Seca was (and is) a world famous track near Monterey, CA. I was very excited to race there.

At Laguna Seca, my race group had an early morning first practice. It was raining. I had never raced in the rain but I did grow up in Iowa where it rained but Iowa has mostly straight roads in a one mile grid. Not many corners and the roads that weren't highways were mostly gravel and dirt with ruts. Probably not the best practice for racing in the rain. I went out for practice and the Lotus was sliding all over. I slid four wheels off of the outside of turn 7 (On the current course this is turn 9) and was black flagged. I reported to black flag station to receive my corrective instruction. I explained that the Lotus was sliding all over the track. The black flag marshal asked where I set my tire pressure. I told him that I had read that increasing the tire pressure would open up the tire grooves and pass more water. He informed me that that was incorrect and proceeded to reduce the tire pressure in all four of my tires.

Later in life I reflected on how lucky I was to have a black flag marshal that helped me instead of just yelling at me about my stupid driving. {Ms. Mad Dog's note: All Black Flag Marshalls should be helpful, not punitive!} I went back onto the track and the car was much better, allowing me to learn the track without constant fear of crashing. The actual race went much better and was held on a dry track later in the day. The dry track was very different, I found, so I spent the whole race learning the track. Now, I had finished two regional races of the four I needed to apply for a National license. 

ADVERTISER DIRECTORY and Yearly Advertising Rates



THE TIRE STORE

M-F 8 TO 5:30
SAT 8 TO 4
CLOSED SUNDAY

PRICES ARE BORN HERE . . . RAISED ELSEWHERE

252 HIGUERA STREET
SAN LUIS OBISPO, CA 93401
(805) 541-TIRE

JOE BECKWITH KEVIN CONLAN

- 4.....SGS
- 4.....Vintage Autobody
- 5.....Porsche Santa Barbara
- 21.....German Auto
- 21.....The Tire Store
- 21Ray Grieco, Century 21
- 21.....Walt Branscome, PSB
- 21 FedEx Office
- 24ADARA Med Spa



FedEx Office

San Luis Obispo

fedex.com/printonline
It's never been easier to print online

1127 Chorro St
San Luis Obispo, CA 93401
Telephone 805.543.3363
Fax 805.543.4295
usa5150@fedex.com

All rates are for 12 monthly issues from the date started.

- Full Page.....\$ 950 / year
- 1/2 page.....\$ 600/year
- 1/4 page.....\$ 400 / year
- 1/8 page or Business Card \$ 300 / year

PLEASE SUPPORT OUR ADVERTISERS and SPONSORS.
Their support of our club is greatly appreciated so you are encouraged to make your first call to those advertising in the Coastalaire. Let them know that you saw their ad in the Coastalaire. We also encourage you to advertise your business in the Coastalaire.

If you are interested please contact Sanja Brewer at 805-541-9245 or sbrewer@eyesonly.com.



Century 21
HOMETOWN REALTY

Ray Grieco
Realtor
Cal BRE #01967117

1160 Price St.
Pismo Beach, CA 93449

Office: 805-773-2100
Fax: 805-773-2435
Cell: 805-710-2980
Email: Ray.Grieco@c21home.com

Jim Thane, Owner



GERMAN AUTO

Mercedes Benz, BMW, Porsche, Audi, VW, Volvo and Other Fine Automobiles
Sales & Service

BOSCH Service
Car Service

273 Pacific Street
San Luis Obispo, CA 93401
(805) 543-7473 • FAX (805) 543-1698
germanauto@tcsn.net

Bosch Authorized Service



PORSCHE

Walt Branscome
Certified Brand Ambassador

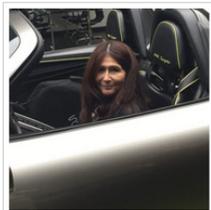
Porsche Santa Barbara
402 South Hope Ave.
Santa Barbara, CA 93105
Main: (805) 682-2000 ext. 1323 • Direct: (805) 563-4247
Cell: (805) 708-2807 • Fax: (805) 682-7133
wbranscome@sbautogroup.com



ZONE 8
PORSCHE CLUB OF AMERICA



David Witteried
Zone 8 Representative
California Inland Region



Linda Cobarrubias
Treasurer
Grand Prix Region



Skip Carter
Secretary
Grand Prix Region

Zone 8 Staff



Kathy Smalley
Autocross Chair
CA Central Coast Region



Tom Brown
CA Festival of Speed Chair
San Diego Region



Scott Mann
Chief Driving Instructor
Las Vegas Region



Brett Mohr
Concours Co-Chair
Grand Prix Region



Betsy Wadman
Concours Co-Chair
Golden Empire Region



Russell Shon
Rules Coordinator
San Diego Region



Sam Avedon
Social Media Chair



Dave Hockett
Time Trial / DE Chair



Karen Garcia Raines
Web Master



Embroidered Porsche and
CCCR Logos available at
Miracle Emboidery in SLO.

For more details call
Ken Finney at
805-542-9671

CCCR Coastlaire
1259 Ironbark St.
San Luis Obispo, CA
93401

First Class Mail
U.S. Postage Paid
New Brunswick, N.J.
Permit No. 1



The advertisement features a photograph of a person's midsection, specifically the waist and hip area. A hand is shown pinching a small amount of fat on the side of the waist. The background is a soft, light green gradient. The text is arranged in a clean, modern layout. The "coolsculpting" logo is in blue, with a stylized flower icon. The phrase "FREEZE THE FAT" is in large, bold, white letters on a blue background. The "ADARA MED SPA" logo is in a serif font, with a green leaf icon. The contact information is in a smaller, sans-serif font.