



Coastalaire

Your April 2021 Issue



APRIL 2021

COVER PHOTO



Bern Singsen's brand new 2020
Boxster - page 7

Photographer
Chuck Jennings



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

Coastalaire

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Member Services

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Classified ads are posted in the CCCR PCA website at <http://ccc.pca.org/>. Submit your text and photo (if required) by email to: Joe Shubitowski at

joseph.shubitowski@gmail.com.

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

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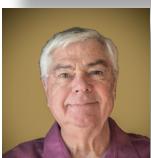
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The deadline for submission of articles is the 5th of the month preceding the month of publication.



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Today (April 6th.) the Governor announced that "...California plans to fully re-open the economy June 15th...."

So, may we plan to resume our New Member's Bar-B-Q and may we plan on a Holiday party at the San Luis Obispo Country Club in December for our California Central Coast Region?? It has been too long. Our Activities Directors (that would be Gil and Bill) are no doubt dreaming about planning these events; we shall see what the rest of 2021 holds in store for us concerning CCCR "more social" social activities.

A couple of updates: Bob Kitamura is now our "in-charge" editor of the Coastalaire and Coastalbreeze. Many thanks to Chuck Jennings for having performed this task and many thanks to Bob for "coming back" to do this again. Chuck Jennings is now fully occupied with organizing and running the Autocross program.

Some highlights from the March 22nd. Zone 8 President's Meeting run by Jeff Peck, Zone Rep.

* PCA has generated a new COVID waiver that must be signed by all members/spectators/guests etc.

* 850 PCA members registered for Parade this year -- the highest number ever; including co-attendees such as family members and such, 3,000 plus people in total are registered. French Lick-here we come.

* PCNA will be attending and participating at Parade.

* Werks is scheduled to be held at Amelia Island.

* Because of the shortage of 2020 Snell helmets, 2010 helmets can be continued to be used for PCA motor-sport events "for the time-being".

* PCA announced that the new and improved website goes live April 12th.

More locally, what would the California Central Coast Region board want more of from our membership?

* We wish for more member involvement in the social activities and motorsport activities

* We ask for more feedback on what members like, don't like and suggestions on what we can do to improve. Come on and let us have it -- we are after all, a volunteer organization looking for direction.

* Until the COVID "governance" changes, at our social and motorsports events, please keep you masks on and up over your mouth and nose, except when actually eating and drinking. And maintain social distancing. Where have you heard this before?

Until next month,

Andy



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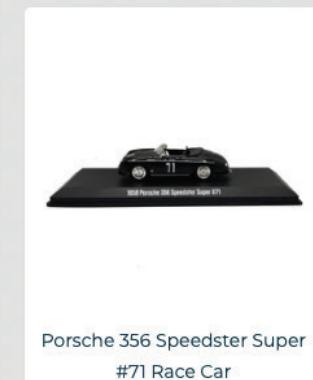
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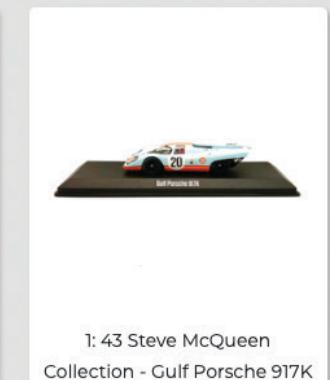
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PORSCHE CLUB OF AMERICA

Kit's Korner

by Bob "Kit" Kitamura, Editor



First, I want to thank Chuck Jennings, who has done a fantastic job in all aspects as editor of our monthly newsletter, the Coastalaire and Coastalbreeze. At one time doing it as both President and editor was no easy task. I hope to fill his shoes as best I can but be patient as we continue to make it a better publication as Chuck has done. I have included a short background of myself for those of you that do not know me. For a lot of you, yes I am back. It was a nice break, but I went from busy to busier and now that I have a few minutes of extra time I will be back serving our club in the graphic communications area. I will not be able to do it without your help. The focus of this publication will continue to be first and foremost on all things related to our club then secondly on all things Porsche. If there is room or budget for other things then we will throw those in.

I will certainly need your help as we continue moving forward. If you have anything that you would like to see in the publication please let me know. I will be running everything by our board of directors and editorial committee so it stays in keeping with what our newsletter should be. We all certainly want it to be both informational and interesting. I try really hard to stay away from anything controversial and anything that is not related to our club or Porsche.

Over time I will be introducing more of the human aspects of our club....that is, who are you, the club members. There are many of you I have never met and do not know but will make the effort to find out and share it with the rest of you who are probably in the same boat as me. Also I will be adding more articles about our broad interests, travel, roads less traveled, car care, etc. I also like mixing it up so it doesn't get old and boring.

One of the important things for me is to have at least one tech article in each issue. It will be from Guy Ober of SGS, Pedro Bonilla and/or another Porsche expert.

Graphically, you will see me experimenting with different covers, formats, colors and designs for the next 6-12 months. Since we only print once every 3 months it will take a while to dial it in. At the same time we will try to expand the print version of our newsletter, the Coastalaire, to 28-32 pages. While the online version, the Coastalbreeze will still vary from 15 to 40 pages

The most important thing we will continue to focus on is letting you know about our future events. When, where, how much and how to sign up. The variety of events we schedule all involve food, fun and/or driving our Porsche. Our non-competitive events on the track are a lot of fun and worth doing at least once in your lifetime, especially in your Porsche. We have some great local social events and some that may take a 1/2 days drive. They are all great times together with some very nice people who all have a very nice car a Porsche.

Thanks, Bob "Kit" Kitamura

Cover Photo Info

"Once in a while, a totally 'impetuous' act makes the heart sing. Thus, 'Bern's Boxster'. This 2020 'dealer designed', uber bells and whistles, in Aventurine Green sat, quietly waiting, in Santa Barbara, for 8 months, while its' now loving owner sought 'garage space'. Eureka: the price dropped, a friend created parking, and H. Jackson Brown's "Life's Little Instruction Book" spoke: 'at least once in your life, own a convertible'.

Bern Singsen

CCCR Events Calendar Update

<http://ccc.pca.org>



Gil Igleheart, Activities Director and Bill Chadwick, co-Director have developed a list of awesome social “drive and eat” events for 2021. Chuck Jennings, Autocross Director and Bob Bruington, DE Events Director have planned some great driving events. There is something for everyone!

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

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

MAY 1st - Teststrecke 45 Autocross. See page 9 for more details

MAY 15th - Drive n' Dine - Breakfast
at Dorn's 8:30 AM, sign in with the hostess upon arrival. Arrive early for some great conversation with fellow Porsche owners.



MAY 21st - Buttonwillow Drivers Education Event - Go to Motorsportreg.com for details under “CCCR Buttonwillow DE” or contact Bob Bruington at aircooled911sc@gmail.com

JUNE 6th - Teststrecke 46 Autocross. See page 9 for more details

JUNE 12th - Drive n' Dine - Meet at Alfano Motors @ 8:30 AM ... Leave at 9 AM for a short drive up through the hills and back to Dairy Creek Golf Course for lunch at the new Siren Restaurant. Sometimes they even have music! If anyone wants to play “Virtual Golf” I have room for 6 more people... I just need to know by May 30th!

JULY 10th - Drive n' Dine - Breakfast at Sea Shanty and drive up to Ragged Point afterwards

JULY 17th - Drive n' Dine - A drive down to Cypress Ridge Golf Course with lunch ... details to follow! Anybody want to play golf after lunch?

JULY 24th - Teststrecke 47 Autocross. See page 9 for more details

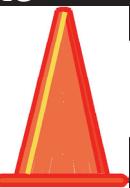


The Driver's Corner a.k.a The Late Apex

CCCR-PCA presents



DE and Autocross



Teststrecke 45

May 1 *

Teststrecke 46

June 6

Teststrecke 47

July 24

Teststrecke 48

August 28 *

Teststrecke 49

October 18

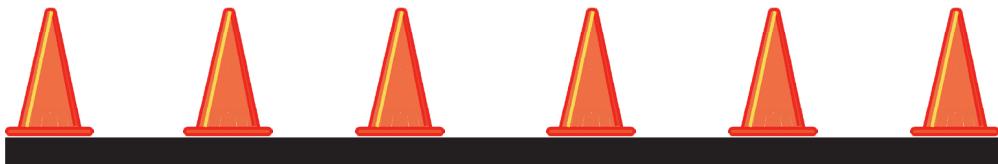
Teststrecke 50

November 13 *

Details and Registration at [MotorsportReg.com](#)

or contact Chuck Jennings @ 805-459-7416

*** Zone 8 Events**



DE Events

Buttonwillow

May 21

Laguna Seca

October 18

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An Outing to Rustic Fire

by Bill Chadwick



It is always a good time when one of our members invites the club to his establishment for a get-together. John Gannon invited us to Rustic Fire restaurant in Paso Robles on March 13 for an excellent assortment of artisan pizzas, flatbreads and other goodies from their brick oven, complemented by a variety of salads. Rustic Fire also offers a wide selection of local beer, local wine, local gelato, sundaes and baked desserts. If that isn't enough, you can try their Coke machine with "200+ choices". About 30 CCCR members attended in a variety of Porsches. Gil Igleheart had a chance to talk about upcoming club events next to the Miller's yellow Cayman S, and there's John standing to Gil's left - almost ready to open the doors. One of our newer members, Sam, recently switched from a Viper to a Cayman S. It was fun to talk with Sam about his Cayman because he didn't know it very well yet. But it was more fun to introduce Sam to John Gannon because Sam owns another pizza restaurant in Paso Robles. They had some stories to share. The event ended as they usually do, with lots of car talk and tire kicking, as we trickled out of Rustic Fire.



A Nice Drive to Ian McPhee's

by Bill Chadwick



On March 20 members of the CCCR PCA met at Alfano Motors in San Luis Obispo for a 2-hour drive to McPhee's Grill in Templeton. McPhee's is usually open only for dinner, but Ian McPhee opened their big room at lunchtime just for us.

37 members in 19 cars left Alfano Motors at around 9:00 for the 2-hour drive to Templeton. Gil Igleheart kicked off the event with a safety briefing and a route description with handout. He then led the 95 mile tour up PCH to Old Creek Road, across Peachy Canyon Road and down 229 to Santa Margarita, then on to Templeton.

Peachy Canyon and 229 are both interesting narrow roads with no stripe down the center. They twist through oak-filled canyons with curves for us to enjoy in our sports cars, within the speed limit of course!

Barbara was with me and our view from the “sweep car” was pretty good following all those colorful Porsches. We had great weather for the event, clear skies and about 60 degrees. Plus, it is Spring and our county always looks its best as the grass turns green.

Once inside at McPhee's, they had a big area for us with plenty of tables available. Gil Igleheart talked about upcoming events and Joe Kuntze talked about activities for “4 cylinder non-turbo” Porsche enthusiasts (356's). Two people offered to upgrade Joe's engine!

It all made for an outstanding day with an adventurous drive, good food (thanks to Ian) and lively car talk. More events are being planned!



Tin City Donut Party....with cars

by Bob Kitamura

On Saturday, April 3rd some of us who regularly or once in a while join with the Cambria Cars and Coffee group were invited to their Tin City Donut party in Cambria. The donuts from Dolly's Donuts alone were worth the drive up for me. There were many very nice Porsches to see but there were even better looking vintage cars of many makes and models. It was great to be at this event after a year of hibernation.



A Story About “Kit” by Bob Kitamura



I was fortunate to have a colleague and friend that had a Miata and Corvette he was autocrossing. He probably doesn't remember this but I told him he would look better in a Porsche on the road course. BTW it wasn't long afterwards he bought his first Porsche and hasn't looked back since. Of course I am speaking of our immediate past-Editor and Past-President, Chuck Jennings.

It was nice to have someone to take over as editor that was better than me and still is, so as I venture back into the media world, it feels nice to be back but I have a lot to live up to.

Some background on me. My profession has been architecture and construction for 51 years. My passion for Porsche started when I was an architecture student at Cal Poly. My uncle, an architect too, advised me as a student that “architects drive Porsches”. I of course believed him and almost immediately went out and purchased my first Porsche after I graduated, a 1972 914-4. Since then I have owned many Porsches, some are shown above.

I first became involved with PCA locally in 1978 through Richard Fanning, currently a local attorney but was the owner of VPA, a Porsche automotive repair shop at the time where I took my 914. Fast forward to 2009, the editor of our newsletter



was Bob Mayberry, who is still in the club. He was doing a great job and was also a past-president. I was on the CCCR board at the time and they decided to step up the newsletter so I decided to help out. Knowing some of the latest graphics software made it much easier to give it the fresh look they were looking for. In 2013 we won our first national PCA award for our publication, we took 2nd place in Class III right behind Santa Barbara who I used as the model for our new design. By the way, many of you probably do not know this but many of the regional PCA publications are done by professional paid staff or a paid graphics firm. We have always been proud of saying that we have a completely volunteer team, the only thing we pay for is the



printing, which we also used to do ourselves in the early days.

When I stepped down in 2014, due to some other commitments and needing a break, Chuck replaced 3 of us and did a fantastic job, along with his involvement in building our autocross events. Now its come full circle and I am back to creating a publication about the car I love owning and driving. I hope to meet all of you at one of our many great events. Or you can email or give me a call, I would be happy to talk to you about your Porsche.

get to know Pedro P. Bonilla



I first came to know of Pedro Bonilla back in 2010. He is very knowledgeable about Porsches and is very active in PCA. You are going to see many articles by him in the future. Here is his story.....

Pedro has been involved in motorsports for most of his life. He started as a small child accompanying his father to Club Races and Semi-Pro Races, where his Dad usually raced a Mercedes Benz 300SL ('57 Roadster or '54 Coupe).

At age 16 he co-piloted and later piloted Rally (WRC) Cars in the Dominican Republic, racing on a regular basis and competing for the National Rally Championship for three consecutive years. From a very early age (7 years old) Pedro enjoyed racing karts and in 1973 and again in 1974 he won the National Karting Championship of the DR and went on to race at the World Karting Federation Championship.

He then switched to Off Road Motorcycles and racing his beloved Kawasaki KDX 450, won the DR's National Enduro Championship in 1982 and again in 1984.

The middle part of his life, except for getting married and having his three children, he says is a blur. That's when he went to undergraduate school in Civil and Mechanical Engineering and later on to graduate school where he obtained his Master's Degree in Business Management. He had his own business for 15 years then sold it, moved to the US with his family, was hired by a large public corporation which he eventually ended up running, then resigned, formed another company, ran that one for 20 years and then "retired".

Now, he says, is when the fun began, after retirement. In 2007 Pedro had formed and still

runs PedrosGarage.com, a firm dedicated to the Porsche marque, which has developed multiple mods and upgrades for many Porsche models and offers a collection of DIY projects, tech articles, and innovative products and services for Porsches.

He has published over 120 Tech Articles in dozens of PCA Newsletters and Porsche Magazines. Pedro enjoys doing technical presentations and has been trainer and guest speaker for many national Porsche gatherings, such as the Blue Ridge Boxster Summit (BRBS), and the West Coast Boxster Fest (WCBF) among others. He also does technical presentations at PCA's Tech Tactics East, Tech Tactics West as well as at Porsche Parade every year. In 2010 he started PedroBoard.com, a continuation of the defunct Porsche Pete's Boxster Board.

An avid AX and DE participant, as well as a PCA HPDE instructor, Pedro also became a PCA National Club Racing Scrutineer working 5-6 Club Races every year.

PCA also invited him to the Tech Committee as the Resident Expert in mid-engined wasserboxers. For the past 10 years he has also been Chief of Tech for the largest PCA Club Race, The 48 Hours at Sebring.

Now, fully retired, but working 10-12 hours a day on (you guessed it) Porsches he lives with his wife of 45 years and his '98 Boxster with 300,000 miles, in Odessa, FL. His 3 kids and 5 grandkids also live nearby.

Life is good he says.

The Fuel Pump

by Pedro P. Bonilla (GCR PCA)

On a previous Tech Article we discussed the fuel injection system, now we delve deeper into it and discuss the fuel pump in particular.

The fuel pump, as its name indicates, pumps fuel from the tank to the engine. It uses pressurized fuel lines which end at the fuel rail* where the injectors vaporize the liquid gasoline so it mixes with the incoming air from the intake plenums. The mix then goes through the intake valves and into the cylinders where the spark plugs make it all ignite.

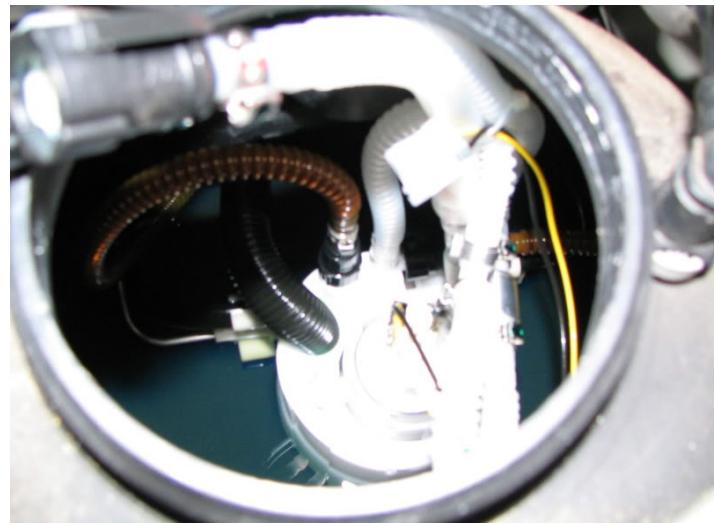
(*) In direct fuel injection (DFI) cars the injectors are located right on the cylinder walls and vaporize fuel straight into the combustion chambers.

Most of the older (fuel injected) Porsches (up to the 993) had an external fuel pump, meaning that it was located between the tank (up front) and the engine (at the rear). In some cases like on the 924 and 928 there were two pumps. A pre-pump and an external pump.

But starting with the 1997 water-cooled Boxster 986 and then with the 1999 Carrera 996, Porsche installed a single submerged pump. Yes, it is inside the gas tank!

Although it may seem counter-intuitive, submerging the electric fuel pump in the gasoline tank puts the component least likely to handle fuel vapors well farthest from the engine and submerged in a cool liquid which is less likely to start a fire. Liquid gasoline does not ignite, only its vapors in the presence of oxygen.

If the fuel pump stops working your Porsche is not moving. When a fuel pump starts to go, the engine may still get enough gas to keep it going, but a failing pump will not heal itself and will eventually stop operating altogether. If you are



gas tank

alert, you may be able to catch a failing pump before it goes out completely.

So what are the signs?

The most common one is when you're on the road at higher speeds (60+ MPH), the car starts jerking but then resumes normal driving. Check your gauges because this could mean that you are running out of gas literally, or it could signal a failing fuel pump. A failing pump can also result in lower MPG's, so be alert if all of the sudden your car becomes a gas hog. Porsche fuel pumps from 1997 through 2008 generally have a humming sound that can be heard by the driver if your hearing is better than mine. Many times though, a pump that's starting to fail will develop a VERY loud, high-pitched whirling noise which even I can hear!

If you suspect that your fuel pump is on its last legs a simple pressure test can be performed to determine if the correct fuel pressure exists at the rails. But even if there is less than optimal pressure it may not be just the pump. A bad fuel pressure regulator and or bad fuel lines can also affect a fuel pressure reading.

Most of the newer Porsche fuel pumps are integrated into the fuel sending unit which consists of the electric

The Fuel Pump (continued)

fuel pump, the filter, the strainer and the electronic sensor used to determine the amount of fuel in the tank. In the newer Porsche sports cars it is located



pump

under the car's battery and accessed via a panel on top of the fuel tank

If you decide to tackle it yourself, let me remind you that you will be dealing with fuel and fuel vapors. You should be in a very well ventilated area and be extremely cautious of sparks that could be generated from the use of power tools. It may be more advisable to let your trusted Porsche techs tackle the job as they will run diagnostic tests to make sure that the issue has been precisely identified and they also have



specialized tools for each particular job. Replacing one of the least expensive will cost several hundred dollars, newer ones are way more than that.

As you can see above, it is not fun work replacing the fuel pump, especially at 3:30 AM in one of the pits at Sebring during a DE weekend. A bad fuel pump can certainly ruin your day!

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

Happy Porsche'ing,

Pedro
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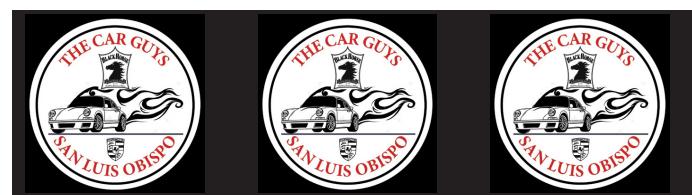


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A Nice Gathering of Friends

by Bob Kitamura
photos by Jeff Koskie

There was another gathering of car guys for the purpose of celebrating the 86th birthday of a member of our CCCR-PCA. Hamp Miller put together a small group to wish Ed Swain a Happy Birthday at his home. Ed, the former President and CEO of FW Woolworths is one of the original founders of the Car Guys Coffee Group that meets daily at BlackHorse in downtown SLO. He also was one of the main leaders of the Gathering of Friends Car Show that used to meet at Laguna Lake Park. It was nice to see his cul-de-sac at the Country Club filled with mostly Porsches.



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European model shown. Some options may not be available in the U.S.



PORSCHE

If You Haven't Heard

by Bob Kitamura

VW and their new EV Battery Recycling Plant

The Volkswagen Group recently opened its first EV battery recycling plant in Salzgitter, Germany, after 10 years of research. It's designed to be more efficient than current battery recycling techniques. The pilot plant has a goal of being able to recapture up to 95% of the materials in an EV battery pack for potential reuse including rare metals that store electricity. This will include battery packs for the Porsche Taycan, and maybe even the yet to be released Porsche Macan EV.

Mark Moeller, head of technical development and the e-mobility business unit at VW Group Components said, "We know from years of research that recycled battery raw materials are just as efficient as new ones we plan to support our cell production in the future with material we have recovered. We really want to use every possible gram of recovered material as the demand for batteries rise sharply."

Current battery recycling methods require melting them down in a furnace, which recovers about 60% of the materials inside. The process being developed by VW uses several mechanical steps designed to recover up to 95% of a battery pack's materials for reuse. In an 880 pound battery pack, the plant can recover about 220 pounds of key electrode minerals like lithium, nickel, cobalt and manganese.

The Salzgitter plant can currently handle about 3,600 battery packs a year. As VW gains more practice with the process, it expects to

expand the system to handle the first wave of retired EV battery packs in the 2020s. Perhaps supplying materials for new batteries in a **sustainable**, closed loop system.

How is Porsche keeping up with AI?

CRESTA, a new artificial intelligence start up, co-founded by Sebastian Thrun of Google X and Udacity fame is receiving an investment from Porsche's venture arm, Porsche Ventures. It is deploying artificial intelligence software from startup Cresta Intelligence Inc. across its operations to better manage customer support inquiries. Its customers include software company Intuit Inc. and telecommunications companies Cox Communications Inc. and Verizon Communications Inc.

Cresta sells conversational AI software, primarily to contact centers. The technology, which can understand human text or speech, can handle common customer inquiries directly through chatbots or other means, but also provides real-time guidance for agents speaking with customers.

Cresta's software will also help steer Porsche agent interactions with customers, including suggesting answers from Porsche's knowledge base. If a customer is calling about a lease or finance payment, Cresta's system can understand the topic and automatically pull details about the loan, helping to streamline that call.

The company is planning to make the chatbot and agent assistance capabilities available to users by this fall. The chatbot would be accessible through its Porsche Connect customer portal on mobile and desktop browsers, and potentially in the future, through SMS text messages and other channels.



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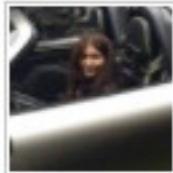
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