

DECEMBER 2016

Coastal Breeze

Your monthly calendar update

CALIFORNIA CENTRAL COAST REGION ■ PORSCHE CLUB OF AMERICA



Racin' Round the Willows 2
Estrella Warbirds Museum Tour
Los Angeles Auto Show
SEMA in Los Vegas
Porsche West Tech Tactics





Coastalbreeze

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November 2016

COVER PHOTO



Estrella Warbirds Tour

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

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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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Here we are at the final month of the year. The elections for the 2017 Board have been completed and the results have been announced. I am going to remain as President for one more year and I look forward to working with the new Board in January. Most of the existing Board members are remaining with two new Activities Directors, Bob De Vries and Karen Foster.

I recently attended the Tech Tactics event in Ontario, and had a look at the new 2017 Panamera sedan. It looks great in person. The day after Tech Tactics I also attended the Zone 8 President's meeting, and we were told about the opening of the new Porsche Experience Center in Carson, California. We will have to arrange a trip to visit the Center in the near future.

We have only one more event scheduled for December, our final breakfast on December 10th at Scotty's in Pismo Beach.

Some sad news to pass along, Dave Mills, one of our long-time members passed away on November 18th of this year. A memorial service will be held January 21, 2017. He will be greatly missed.

Please continue supporting our club by attending our 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.

Have a Merry Christmas and Happy New Year!

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
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255 Country Club Dr.
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Date and Time
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Minutes of all Board meetings are posted for your review on our website at ccc.pca.org.

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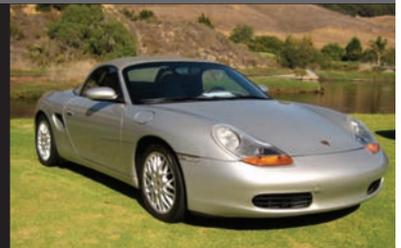
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2017 CCCR Events Calendar Update



*This Calendar is a work-in-progress.
A more complete calendar will be published in the January Coastalaire.
Look for reminders and updates via email.*

12-10	9:00 AM	Breakfast Scotty's Pismo Beach	Ken Finney	805-542-9671
1-14	9:00 AM	Breakfast Scotty's Pismo Beach	Ken Finney	805-542-9671
1-21	9:00 AM	356ers Breakfast Scotty's	Martin Howell	805-544-5389
2-11	9:00 AM	Pozo Tour/Brunch	Ken Finney	805-542-9671
2-18	9:00 AM	356ers Breakfast Scotty's	Martin Howell	805-544-5389
3-11	9:00 AM	Breakfast Far Western Nipomo	Chuck Jennings	805-459-7416
3-18	9:00 AM	356ers Breakfast Scotty's	Martin Howell	805-544-5389
3-25	7:00 AM	Autocross Academy, Santa Maria	Warren White	805-709-8455
3-26	7:00 AM	Teststrecke XXI, Santa Maria	Warren White	805-709-8455
4-8	9:00 AM	Breakfast Custom House Avila	Karen Foster	805-400-4117
4-15	9:00 AM	356ers Breakfast Scotty's	Martin Howell	805-544-5389
4-15	7:00 AM	Teststrecke XXII, Santa Maria	Warren White	805-709-8455

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Warbirds Museum Tour, Paso Robles

Thanks to everyone who attended the Estrella Warbirds Museum Event on November 19th. We had a great turnout with about 25 attendees on a gorgeous sunny day. For a small community, it truly is amazing the extent of the collection enclosed in the museums and outdoors on the airport tarmac. They have everything from fighter planes, drones, a flight simulator, cargo planes and the Gemini Space Capsule in the Air and Space section to uniforms, supplies, arms and ammunition, medals, maps, and correspondence from WWI to current.

The Automotive Museum has a varied and wide variety of race cars, hot rods, classics, and vintage motorcycles ranging from a replica of a 1890 Mercedes which is the first car ever produced to a Daytona Charger. Plus, there is also a ton of memorabilia to peruse while checking out the cars and bikes. The auto collection alone is estimated to be worth around 15 million dollars and is a treasure to behold. 🇮🇹



Between Dave Bundy and Karen Foster is Jerry Jones, the Museum Director.



After a buffet lunch provided by Vic's Café, everyone headed out to Ecluse Winery owned by our wonderful generous PCA member Steve Lock to sample his vino. Huge thanks to Steve for the invite and the hospitality! Overall lots of fun for everyone and so nice to get together. *Karen Foster* 🇮🇹





A group of car enthusiasts including several CCCR members gets together in or near Cambria on a regular basis. Here are a few photos from a recent BBQ at Linn's. They now have a Facebook page at www.facebook.com/CambriaCars/.

Right: Joe Korpiel's GT2 tucked neatly away in his garage in Cambria.

Below: Joe and Marilyn admiring the cars in the parking lot at Linn's. 



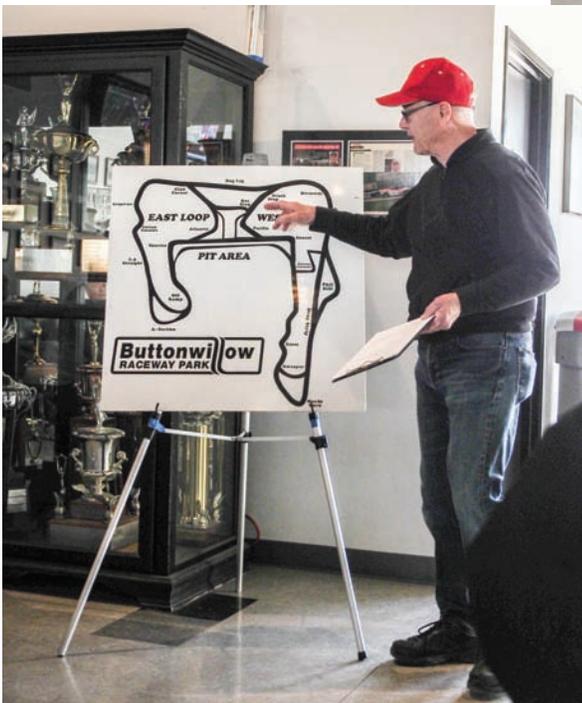


The Driver's Corner a.k.a The Late Apex

On November 14, CCCR ran a unique double-driving-event at the Buttonwillow Raceway Park near Bakersfield. Approximately 45 entrants started arriving as early as 6:30 AM to complete their registration for the DE (Drivers Education). A DE is not a wheel-to-wheel competition, but rather a chance for drivers to practice their high speed track skills under reasonably safe, non-aggressive conditions. Several entrants enjoyed the help of ride-along instructors.

CCCR's second DE of 2016, this was a unique opportunity for most of the drivers because we ran the course in the unusual counter-clockwise direction. Those of us who have driven the course many times in the clockwise direction were pleased with this new experience, and expressed eager anticipation for doing it again in the near future.

Drivers were divided into three groups with fifteen to twenty cars in each. In the yellow group were first-time or lesser experienced drivers, all with ride-along instructors. In the blue group were drivers with more experience and confidence, a few also with instructors. In the yellow and blue groups, passing was allowed only on designated sections of the course (mostly straightaways) and with "point-bys" by the slower driver. The more experienced drivers in the red group typically drove cars with modifications specifically for track driving or for wheel-to-wheel racing. Each of the groups were given four twenty-minute sessions to complete as many laps as possible, according to their skills, lap times, and lack of "interruptions."



Above: Jon Milledge, at the drivers' meeting, goes over some of the details and strategies for driving the course in the counter-clockwise direction.



Above: drivers depart the grid for a run session.



Above: Warren White, Vicki Milledge and Prez Ken Finney direct the grid departures.

DE/Autocross at Buttonwillow

Driver Education organizers and drivers give highest priority to all matters related to safety. Cars must be inspected for track-worthiness. All drivers must attend the early morning drivers' meeting in which very experienced officials go over track safety protocols, including the meaning of various safety flags displayed by "course workers" at crucial positions along the side of the track. Before driving the event, drivers are evaluated by instructors and the Chief Driving Instructor, and put in appropriate groups for their level of experience and skill as demonstrated in their log books and/or by on-the-track evaluation. While on the track, course workers and other drivers may report an unsafe action or unsafe car to the "black flag lady" (usually Vicki Milledge). Those drivers are shown the black flag by the course workers, and that driver must report to the "black flag lady" for instruction on why they were given the black flag, and to determine if they are safe to return to the track.



Above: Vicki Milledge at the "black flag" station talks with a humbled driver about a safety issue. Vicki typically first asks the driver if he/she has an idea as to why they were flagged. A discussion follows as to how to correct the problem and to determine if the driver or his/her car is safe to return to the track with new insights and/or corrections.

About midway in the afternoon, the DE was followed by an autocross that was run on the East Loop, only half of the morning's track. Of course, drivers were timed in this event, but with only three cars on the track at a time and separated by 20 seconds, no cars were likely to be within a quarter mile of any other car on the track. Only sixteen drivers competed in this event. Among the CCCR members were Rick Mareina, Guy Ober, Bob Bruington, Dave Harvey, Warren White, Dave Bundy, Tom Dobyns, Jon Milledge, Jesse Zenker, and Sam Gardali. Jon Milledge took best time of the day, followed only a half second slower by Tom Dobyns.



Above: Craig Smith gives the green flag to Dave Harvey while Tom Dobyns, Bruce Orr, Bob Bruington, Dave Bundy, and Sam Gardali wait to run the autocross course.

We had perfect weather, and the track was in very good condition. Thanks much to everyone who volunteered their time to make this event happen, but most thanks to Jon Milledge who spent many, many hours organizing and supervising. 

Story and Photos by Chuck Jennings



Left: Fred Griffith in car #7 heads towards the finish line as Bob Bruington in car #331 approaches Cotton Corners. Fred and Bob have had considerable experience running the Buttonwillow course in the clockwise direction. Running the course in the counterclockwise direction was a challenge and a treat for most of the drivers.

Right: Warren White in car #41 waits for the green flag from Craig Smith. Note the low angle of the sun. We were getting to the end of the day and the end of the autocross.



left: Jim Lokey stands proudly behind his recently acquired GT3. This car turned many heads. Tom Dobyms drove it, and enthusiastically praised its many “virtues”. Note the color and size of the brake calipers.

2016 Los Angeles Autoshow

The 2016 LA Auto Show, at the Los Angeles Convention Center, was as splashy as ever, it was nice to see the amount of new hybrid and all-electric cars soon to hit the showrooms. Of course first and foremost, I was there to see what Porsche had on display, as well as the prototype, exotic and unusual cars. This year I decided to go with a group of mostly non-Porsche car guys to get a different perspective on the cars. The only other Porsche owner was the wife of one of the car guys and she owns a 2015 Boxster.



I usually park at the West Hall so the first car display I always see when I arrive is Porsche. Their display at Petree Hall never disappoints, they always try to make it a little different every time. This one centered on the new Panamera which had many looky-loos by the time I got there. However the Porsche I went to go see was the new 911 RSR and it was more awesome in person than it is in photographs.



And yes, all of the other Porsche line up was on display, all in subtle colors this year. The 911's, Boxsters, Caymans, Cayennes and Macans. The most impressive all-electric car at the show for me was the Jaguar i-Pace prototype, which should come out in the last half of 2018. Although it's been out for a while, it was my first time to be able to sit in the new Fiat 124 Spider. It was very nice looking and very comfortable in person.



I still prefer the uncloaked model, the Mazda Miata, which had many more people in and around it probably because it was much cheaper and looked as good!



After going to this event for 50 years, it takes a lot to surprise me but this one did. The food at the show is always so-so but this year was a big surprise! Porsche provided a very, very nice buffet for Porsche-owners only in one of the separate rooms in their pavilion. Of course I took advantage of that.....a couple of times!

Many people forget or never have known about “The Garage” display below the South Hall Atrium. They had many more custom cars there this year along with more retail booths. I always refer to it as a mini-SEMA show! One of the more interesting displays in The Garage was the Zelectric 911 Prototype. An early 911 Targa converted to all-electric power with Tesla batteries and a range of 150 miles.



Then there is Galpin in the Concourse Hall displaying their custom vehicles. Galpin sells and represents about 12 car manufacturers in the Los Angeles area.

If you have never been to a new auto show the magnitude of the one in LA then you should plan on it next year, I do every year! 



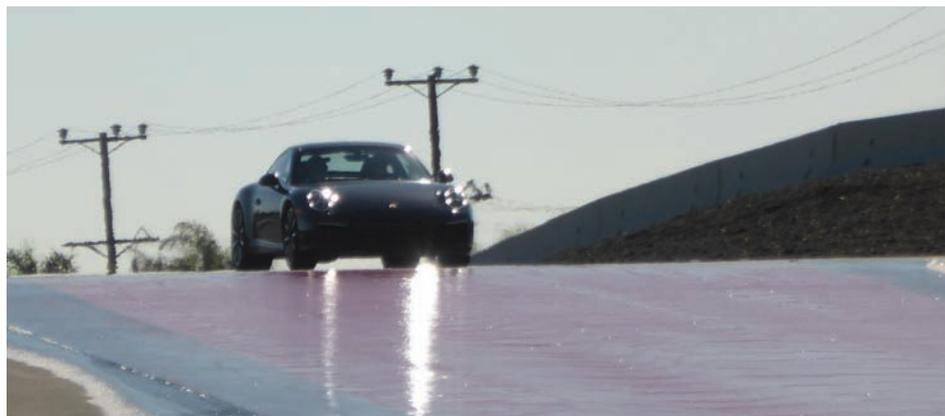
2016 Porsche West Tech Tactics

The weekend of November 18-20 proved to be a fairly sleepless weekend for me. I had been on jury duty since November 8, and fortunately court was not held on the 18th, so I was free to attend the PCA advance showing at the L. A. Auto Show on Friday morning. My original plans to leave early Thursday morning to drive down were scrapped, and instead, I left Thursday evening at 5:30. It was well past my bedtime by the time I finally got to my friends home in Whittier where I spent Thursday night.

I was up early Friday morning for the drive into L. A. to the Convention Center for the Auto Show. For the past several years, PCA has held an early morning breakfast, and preview to a couple hundred PCA members. Tickets for this event sell out quickly, as there are a limited number of tickets available. This year, there were special presentations for the new Panamera, the 718 Boxster and Cayman, and the new 911 RSR. Porsche has finally built a 911 based race car with the engine in front of the rear axle. I am looking forward to seeing the debut of this car on a race track at Daytona early next year.

I did not stay very late at the L A Auto Show this year, because “next year” finally arrived. About 2009, or so, Porsche began saying their new Porsche Experience Center in Los Angeles would open next year. Unfortunately, there was a private function in the new 917 restaurant, and I was not able to see that, but the lobby was open, and there are big windows overlooking the workshop and several race cars were on view.

I arrived near noon, and there was not much activity at that time. However, about 12:30, people who had made early arrangements, were out driving around the tracks set up in what used to be the Dominguez Golf Course near the 405 and 110 freeways in Carson.



After dinner with friends that evening, I drove out to Ontario to spend the night at the Hyatt Place. After checking in, I sat in the lobby with Ken Finney; former Zone Rep Tom Brown; and current Zone Rep David Witteried and his wife Janice. Again, I was up well past my bedtime.

Saturday morning, up fairly early again to take a very short drive to the Porsche Training Center and warehouse in Ontario. It is such a short drive, I doubt the engine of my car was properly warmed up when I shut it off. It was a clear, beautiful morning. Tech Tactics was again held at this location. There



was a comment made during the day that VW, Audi and Porsche will be combining warehouse space at a location a couple miles from the present location, and the training facility will be moved to a location in Eastvale, near Corona. So, we shall have to wait until next year to see what develops with that.

Story and Photos by Alfred Abken

Caren Cooper, the PCA National President, along with Cindy Jacisin, the National Secretary, were checking people in. Also, a continental breakfast was served. At 8:30, everyone attending met in the same room for introductions. Then, Rod Emory did



a presentation on the restoration of the 1951 356 SL that won its class at the 1951 Le Mans race. If you were at the Rennsport Reunion last year, you would have seen this car there in bare metal. It has since been finished, and the story of the restoration is nothing short of amazing. If you did not know the roof had been cut off the car, you could certainly not tell from looking at it now.



Following Rod's presentation, there were presentations given in two different rooms. Tech Tactics offers 11 different presentations, but time slots to see 8, so when you register, you have to decide what you want to see. Unfortunately, you must miss something. This year's topics included PFC brakes; Porsche Classic Parts; Auctions; Coatings vs Sealants; State of the Porsche Collector Car Market; Fuel Injection Fundamentals; and Buying/Selling Tips. Everyone attending was in the same room for the presentations on the new 718 Cayman; and New Technology in the new 2017 Panamera. It is a full day of information, and of course, lunch is served.



At the end of the day, everyone is in the same room where it all began, and a few door prizes were handed out. It was quite the remarkable day. For me, the high point was Rod Emory's presentation. At 6 P.M., it was over, and I started my drive home. It had clouded up during the day, but I managed to get home without getting rained on. Again, I was up way past my bedtime, but it was a truly remarkable weekend.



SEMA in Los Vegas • October 31-November 3



After missing the SEMA Show in Las Vegas last year, Halloween found me leaving early to attend this year's show. This is the 50th time SEMA, the Specialty Equipment Market Association, has held their convention. From their humble beginnings under the grandstands in Dodger Stadium in Los Angeles, to Anaheim, they have settled in quite well in Las Vegas.

Before the show opens at 9:00 AM on Tuesday, SEMA hosts a New Products Breakfast, and SEMA Awards Presentation. This year it was held in a much bigger venue than I have been to before. It was held at the Westgate Casino & Hotel. (If you are not familiar with the name, it is the former LVH, which was the Hilton before that.) This year the event was held in the South Event Center. Also, the NHRA (National Hot Rod Association) Breakfast was held there Wednesday morning. It was very nice, indeed, having tables to sit at for the NHRA Breakfast this year. As the venue was much bigger than in the past, it allowed far more people to attend. This year, the theme of the NHRA Breakfast was "Celebrating 50 years of Funny Cars". This year, the guests were Don "The Snake" Prudhomme, Tom "The Mongoose" McEwen, "Jungle Pam" Hardy, Del Worsham, and John Force. As in the past, Bob Frey hosted the event, but I am getting ahead of myself.

Back to Tuesday morning. Magnus Walker was the guest speaker. New product awards were presented in 16 categories. This year there were over 3000 products submitted for consideration. BBS of America Inc. won the Best New Wheel award for its Forged Magnesium Porsche GT3-RS Wheel.

After the breakfast, it is a short walk to the North Hall of the Las Vegas Convention Center. In the driveway between the two buildings, Optima Battery had lots of cars on display that are taking part in the Optima Batteries Ultimate Street Car Challenge.

Again, I find me getting ahead of myself. Also in the Westgate Hotel were quite a few first time exhibitors. There were also three temporary buildings set up south of the South Hall for more first time exhibitors. The North Hall has exhibitors displaying Tools; Collision Repair and Refinishing; Mobile Electronics & Technology; and Restyling and Car Care Accessories along with Mazda and KIA.



Gentex, who did the Full Display Mirror & Camera System for the Le Mans winning 919, had one of the 919 Hybrid show cars in their display.



Haas Automation had one of their F1 show cars behind their booth. XPEL Protective Films, in addition to a few other cars, also had a 2015 918 Spyder, and a 2016 911 R in their display.

Early Wednesday morning, before SEMA opened, they held the NHRA breakfast. As I mentioned previously, this was at the same location as the New Products Breakfast. It was very nice, indeed, having tables to sit at this year.

As if all the vendors at the LVCC weren't enough to keep you occupied, AAPEX, the Automotive Aftermarket Products Expo, had their show at the Sands Convention Center from November 1-3. The AAPEX Show is on two floors. The upper floor is kind of like the SEMA Show, but without all the show cars. The lower floor is all international vendors, although there is quite a bit of overflow onto the upper floor.



One of the most fun things to do at SEMA is to see all the new products. This year there were over 3000 new products displayed.

Hoosier Pattern Inc., of Decatur, Indiana displayed a mini V-8 engine block cast from 3D printed sand. They claim they can produce prototype parts in a matter of days, not months, by eliminating the tooling process.



Ford had their Le Mans LM GTE PRO GT winning car on display along with the trophy. Chevrolet had the Chaparral 2X VGT (below) on display in their booth. This has a mid-mounted laser beamed-energy propulsion system.



SEMA in Los Vegas (continued)

The Central Hall had vendors displaying Racing and Performance Products; Restoration Items; and Hot Rod Alley, along with the OEM's Toyota, Honda, Hyundai, Chevrolet, Ford, and Lexus.

The South Hall is on two levels. The lower level has the Global Tire Expo, and boy, is it global! I can name a few tire manufacturers off the top of my head: Goodyear, Michelin, Continental, B. F. Goodrich, Firestone, Bridgestone, Pirelli.



Attention! Any entrepreneurs out there? Michelin is looking for distributors for their new Easy Grip Evolution winter traction devices.



I am pretty sure each of these manufactures were represented at the show, along with dozens, if not hundreds of other manufacturers. Also, to go with the tires, wheel manufacturers were also there. BMW/Mini also had a booth there.



The upper level had Business Services; First Time & Featured Exhibitors; Trucks, SUV's & Off-Road; and Powersports & Utility Vehicles. This year, outside the South Hall were more varieties of lifted trucks than you could possibly imagine. Also, as in years past, in front of the Central Hall, there was a jump for drifting and other forms of tire shredding.

For years I had heard about the SEMA Show, but it is hard to describe how big, BIG, can really be. As an example, on Thursday I spent about six hours walking and I just did get to see most of the vendors in the North Hall. If you have never been there, it will exceed your expectations by several times.

I was amazed again being there, and I hope I can return again to experience it yet another time. 🏆



Like ants waiting to get to work, these were the lift trucks that moved all the exhibits into

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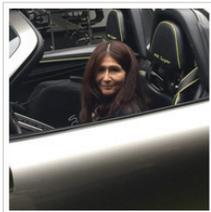
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Las Vegas Region



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Concours Co-Chair
Grand Prix Region



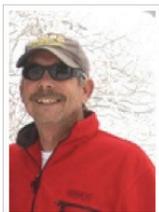
Betsy Wadman
Concours Co-Chair
Golden Empire Region



Russell Shon
Rules Coordinator
San Diego Region



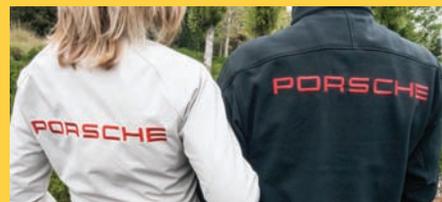
Sam Avedon
Social Media Chair



Dave Hockett
Time Trial / DE Chair



Karen Garcia Raines
Web Master



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