

Coastalair

JULY 2017

Your Quarterly Newsletter

CALIFORNIA CENTRAL COAST REGION ■ PORSCHE CLUB OF AMERICA



<http://ccc.pca.org>



Activities Calendar
Legends of the Dunes
Black Hawk Museum and Bay Cruise
The Buttowillow DE Track Experience
Porsche DNA



July 2017

COVER PHOTO



The iconic 917

The color scheme seems to support that this is Jo Siffert's #20, perhaps before the number was put on it .

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

Coastalaire

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Member Services

Classified Ads

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

Questions? **Jack Ravin** at jack2547@gmail.com

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

2017 Board of Directors

Prez's Corner

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It's July already! Summer is in full swing. The Porsche Parade begins on July 9th in Spokane Washington. There should be a good turnout this year since it is on the West Coast.

We have an interesting event coming up on July 15th. We will drive to Oso Flaco Lake and then on to the Guadalupe Dunes Center for tours about the history of this area. We will visit where the 1923 film "The Ten Commandments" was made. Afterward, we will have a Mexican lunch in Guadalupe.

In August there will be several events of interest in the Monterey area. The Porsche Werks Reunion is on August 18th and the Rolex Monterey Motorsports Reunion at Laguna Seca is from August 17th to 20th. Also on August 20th is the Pebble Beach Concours d'Elegance. Many other related events in the Monterey area during mid-August will be happening.

There is an overnight event scheduled for September 29th to October 1st. We will be going to the Blackhawk Auto Museum in Danville, then spending the night in Oakland and sailing around the SF Bay on The Potomac, FDR's yacht, the next day. Sign-ups are currently available on MotorSportReg.com but space is limited, so sign-up early.

Don't forget that our Board meetings are the first Wednesday of every month at San Luis Country Club. Please feel free to attend, but let us know if you plan on attending. Until 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.

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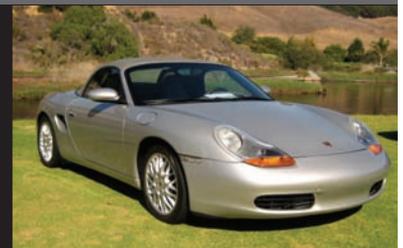
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Porsche recommends **Mobil 1**

The status quo, lapped again.

A near seven-decade disdain for the expected continues with the new Panamera. Redesigned inside and out, it breathes new life into classic Porsche design cues. More powerful, more advanced, and more luxuriously appointed, the new Panamera is not just a new car, but a new benchmark. Porsche. There is no substitute.

The new Panamera 4S.

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



2017 CCCR Events Calendar Update



Look for reminders and updates via email.

| Date | Time | Event | Organizer | Contact |
|---------|------------|---|----------------|--------------------|
| 7-8 | 11:00 AM | Brunch, Centrally Grown, Cambria | Jack Ravin | jack2547@gmail.com |
| 7-9/15 | | Porsche Parade, Spokane | PCA | |
| 7-15 | TBA | Legends of the Dunes Rally | Bob DeVries | 805-543-4880 |
| 7-15 | 9:00 AM | 356ers Breakfast, Scottys | Martin Howell | 805-544-5389 |
| 7-22 | 6:30 AM | Teststrecke XXV, Santa Maria | Warren White | 805-709-8455 |
| 7-23 | 10:00 AM | Lunch, Spirit of San Luis, SLO Airport | Jack Ravin | jack2547@gmail.com |
| 8-12 | 9:00 AM | Breakfast, Carlos's Country Kitchen, MB | Chuck Jennings | 805-459-7416 |
| 8-17/20 | | Rolex Motorsports Reunion, Laguna Seca | | |
| 8-19 | 9:00 AM | 356ers Breakfast, Scotty's | Martin Howell | 805-544-5389 |
| 8-20 | 12:00 Noon | Lunch, Linn's Ranch, Cambria | Jack Ravin | jack2547@gmail.com |
| 9-2 | All Day | Pinedorado Car Show, Cambria | Sue Foreman | tyme@thegrid.net |
| 9-9 | 11:00 | Lunch, Hunter Ranch Golf Club | Jack Ravin | jack2547@gmail.com |
| 9-16 | 6:30 AM | Teststrecke XXVI, Santa Maria | Warren White | 805-709-8455 |
| 9--16 | 9:00 AM | 356ers Breakfast, Scotty's | Martin Howell | 805-544-5389 |
| 9-24 | All Day | Concours, Monarch Dunes Golf Club | Don Rutherford | |
| 9-30 | TBA | Blackhawk Museum, Danville | Bob DeVries | 805-543-4880 |
| 10-1 | All Day | S.F. Bay Cruise on Yacht Potomac | Bob DeVries | 805-543-4880 |
| 10-14 | TBA | Lunch/tour, Ragged Point | Ken Finney | 805-542-9671 |
| 10-21 | 6:30 AM | Teststrecke XXVII, Santa Maria | Warren White | 805-709-8455 |
| 10-21 | 9:00 AM | | | |
| 10-22 | 6:30 AM | Lunch, Linn's Ranch, Cambria | Jack Ravin | jack2547@gmail.com |
| 10-28 | TBA | Geology Tour, Avila and Parkfield | Bob DeVries | 805-543-4880 |
| 11-4 | | New Members BBQ | Ken Finney | 805-542-9671 |
| 11-18 | 9:00 AM | 356ers Breakfast, Scotty's | Martin Howell | 805-544-5389 |
| 12-2 | | PCA Tech Tactics, Ontario | PCA | |
| 12-3 | 6:00 PM | Holiday Dinner Party, SLO Country | Sanja Brewer | |
| 12-9 | 9:00 AM | Breakfast, Flagship in Pismo Beach | Jack Ravin | jack2547@gmail.com |
| 12-16 | | 356ers Breakfast, Scotty's | Martin Howell | 805-544-5389 |

Jack's Calendar Corner



July 8th: Lunch at Centrally Grown in Cambria starts at 11AM. This is our breakfast event on the 2nd Saturday of the month. Considering the drive time and distance from SLO we decided to sleep in and take a leisurely drive up the coast for a nice lunch, giving the sun a chance to come out and play. The chef/owner has given us a great deal on a special buffet. If you don't like what you see you can pay more and order off the menu.

RSVP: jack2547@gmail.com

As a side note: Starting in December we will be back in Pismo for Breakfast but the location has changed from Scotty's to "The Flagship".

July 23rd will be our third Sunday event. If you have commitments on our Saturday events then this is for you. I think you'll enjoy this as much as the Saturday events. This will be a special brunch held at the Spirit of San Luis at the SLO Airport. The new terminal may be finished. Bob DeVries may give us an in-person up front visit with his 60 year project plane.



Brunch starts at 10am and we will order off their lunch menu. I will be standing in front with your parking permit. Pull up and I'll hand it to you. You won't have to pay for parking. I'll only be there from 10:00 to 10:30. After that you'll have to come inside for your parking permit.

WE'LL BE SITTING OUTSIDE ON THE PATIO, SO, THIS EVENT IS LIMITED TO THE FIRST 22 PEOPLE to RSVP. jack2547@gmail.com

| GOOD MORNING! | | |
|---|---|--|
| BREAKFAST Served from 7:00am to 11:00am | | |
| SPIRIT OMELETTES Served with Spirit Spuds, and your choice of toast or fresh baked muffin. Egg Beaters available upon request - add 95¢ | | |
| SPIRIT SPECIAL 11.50 Diced ham, tomatoes, green onions and mushrooms sautéed in white wine with jack cheese and sour cream sauce. | AIR MEXICANA 11.95 Avocado, jack cheese, green chilies and salsa. | |
| AERO COMMANDER 11.50 Fresh spinach, tomatoes, green onions, mushrooms, Dolno cheese, and sour cream sauce. | SEA PLANE 13.25 Shrimp, Dolno cheese and chives topped with sour cream sauce. | |
| SPIRIT SPECIALS Egg Beaters available upon request - add 95¢ | | |
| TAIL DRAGGER BURRITO 10.50 A large flour tortilla filled with eggs, black bean chili, jack and cheddar cheese, diced potatoes and green chilies, topped with enchilada sauce, and sour cream. | AMELIA'S EGG SANDWICH 10.75 Two eggs, Swiss and cheddar cheese with thinly sliced ham grilled on sourdough. Served with Spirit Spuds. | |
| BI-PLANE WAFFLE 9.25 Belgian style. With fruit topping (in season) 10.25 | EGGS BENEDICT 13.25 Poached eggs, ham steak, served on an English muffin, with our homemade Hollandaise sauce. Served with Spirit Spuds. | |
| FLORENTINE BENEDICT 12.25 Poached eggs, fresh spinach, served on an English muffin with our homemade Hollandaise sauce. Served with Spirit Spuds. | HUEVOS RANCHEROS 11.25 Eggs, jack and cheddar cheese, black beans, chilies, topped with salsa and sour cream. Served with a tortilla. | |
| LE BOURGET FRENCH TOAST 9.25 Orange sweet bread clipped and cooked in our cinnamon egg batter. | EGGS AND THINGS Served with Spirit Spuds, and your choice of toast or fresh baked muffin. Egg Beaters available upon request - add 95¢ | |
| TWO EGGS 9.25 Eggs as you like them. | LINGUICA AND EGGS 12.75 Locally made Linguica and eggs as you like them. | |
| HAM AND EGGS 11.50 Ham steak and eggs as you like them. | HAMBURGER STEAK AND EGGS 11.75 A half pound hamburger steak and eggs as you like them. | |
| SAUSAGE AND EGGS 11.75 Choice of link or patty sausage and eggs as you like them. | CHICKEN FRIED STEAK & EGGS 12.95 Tender fried steak and gravy with eggs as you like them. | |
| BACON AND EGGS 11.50 Three pieces of bacon and eggs as you like them. | STEAK AND EGGS 19.25 8 oz. New York and eggs as you like them. | |
| COMMUTER STAND BYE'S | | |
| OLD FASHION OATMEAL 7.50 Oatmeal served with bananas, walnuts, raisins and brown sugar. | BISCUITS AND GRAVY 7.50 Buttermilk biscuits and homemade gravy. | |
| BLIMP OF FRUIT 7.50 The freshest seasonal fruit, diced and served in a schooner. | FRESH MUFFINS 4.50 Two assorted fresh baked muffins. | |

August 20 Sunday: This is a very special event as it is held at the LINN'S Pie family Farm, and is LIMITED TO THE FIRST 12 CARS SO RSVP ASAP. HERE IS CATCH. YOU CAN PICK UP YOUR LUNCH AT LINN'S IN CAMBRIA OR ORDER AND PAY FOR YOUR LUNCH PRIOR. AARON LINN WILL BRING THEM TO THE RANCH. MEETING AT 11AM. (The Linn ranch is 5 miles out the Santa Rosa Creek Rd from Cambria)

RSVP: jack2547@gmail.com



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

CCCR-PCA presents

AUTOCROSS 2017

At Santa Maria Airport



Teststrecke XXV

July 22

Teststrecke XXVI

Sept 16

Teststrecke XXVII

October 21

Zone 8 Event

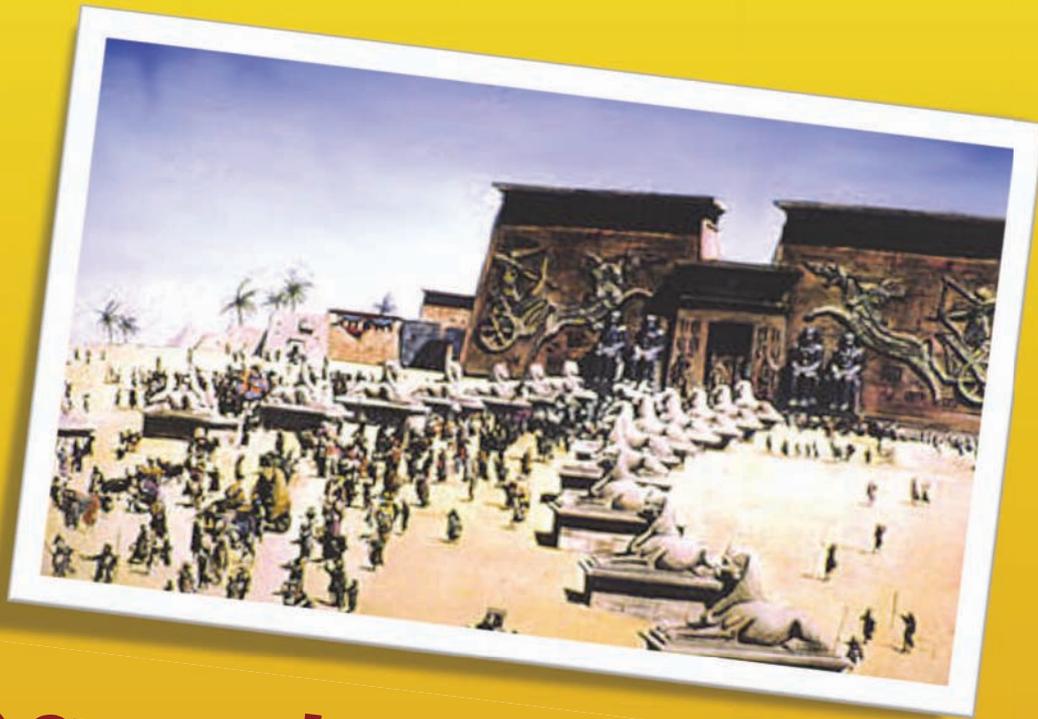
Details and Registration at motorsportsreg.com
or contact Warren White at 805-709-8455.

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Santa Barbara**



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Events





Legend of the Dunes

Saturday July 15 @10:am Coastal Peaks Coffee 3356 S. Higuera St.

A trip back in time to see a piece of the worlds largest movie set ever built. Visit the place where Gaspar Portola and his men camped and died in 1779. Take a docent led tour of Oso Flaco Lake and find out how it got its name. After leaving the lake we will take a short drive to the Guadalupe Dunes Center to see a part of the set from the 1923 Cecil B DeMille movie the Ten Commandments. We will then end the day with lunch at one of the oldest Mexican restaurants in the area.

A donation of \$10.00 to the Dunes Association for the tour.

For further information, Bob @ slobob75@gmail.com

Limited space available, please reserve as soon as possible.

Blackhawk Museum and Cruise on San Francisco Bay on FDR Presidential Yacht, The Potomac September 30 to October 2



The Blackhawk Museum

While every museum shares the goal of conserving important artifacts and educating patrons to improve their understanding of the world around them, each museum--whether it celebrates art, history, culture or a particular -has a unique fingerprint, its own way of presenting its vision and collection. America is home to hundreds of museums that celebrate the automobile and its contributions to the human condition, but one stands apart for the special way its collection is presented. From every angle and perspective, California's Blackhawk Automotive Museum is a feast for the senses.

Join us for a fun weekend. We will start with an early departure to drive the back roads to Danville CA, the location of the famous Blackhawk Museum. Our cars will be parked in the plaza for display in front of the museum. We will have lunch by the museum. After lunch a private tour of the car collection. After the tour we will drive to the famous Jack London Square in Oakland. We have arranged rooms at the boutique hotel, a Joie de Vivre Hotel Waterfront. There are several shops and restaurants near by for dinner. The following afternoon you can walk to board the former Presidential Yacht Potomac for a two hour cruise of San Francisco Bay accompanied by a live blues band. We will return in time for cocktails. I recommend staying Sunday night for a leisurely drive home on Monday. There is ferry service close to the hotel to San Francisco if you desire to dine in the city Sunday evening.

BlackHawk Museum and Cruise & Hotel



The USS Potomac was built in 1934 as the Coast Guard cutter Electra. The 165-foot vessel, displacing 416 tons with cruising speeds of 10 to 13 knots, was commissioned as a U.S. Navy vessel in 1936, renamed the USS Potomac, and served as Franklin Delano Roosevelt's Presidential Yacht until his death in 1945. From FDR to Elvis to the King

After FDR's death in April 1945, the Potomac began a long and ignominious decline from her former role in world affairs. After many adventures and many owners - including Elvis Presley at one point - she was seized in 1980 in San Francisco as a front for drug smugglers - impounded at Treasure Island, she sank. The ship was raised and unceremoniously dumped on the East Bay Estuary where she sat abandoned and rotting. A week away from being sold as scrap the ship was rescued by the Port of Oakland and the process of restoration was begun.

Space for this trip is limited, so an early response is required.

The hotel should be book directly with the Waterfront hotel. Room rates are:

Double room with ocean view \$269.00 per night

Double room inland view \$229.00 per night

Private parking \$30.00

When booking mention these special rates are for the Porsche Club of San Luis Obispo

Please book directly with the Waterfront Hotel tel: 510 836 3800 or email: www.jyhotels.com

Admission to the Blackhawk Museum \$15.00 for adults or \$10.00 for seniors or military vets.

The cruise on the Potomac is 2 hours long with blues band at \$55.00 per person. Please make payment for this through: motorsporstreg.com

Please reserve early!!! we can accommodate about 40 people:

Please notify me if you are going so I can adjust if required!

Robert De Vries slobob75@gmail.com

Porsche DNA: The SGS Team Weighs In

Story by Art Trinidad

Editor's Note: Guy Ober's column Oberwerks returns in our next print issue. Guy would also like to remind everyone of the SGS move from Monterey Street to 750 Francis Street in San Luis Obispo. It is just off Broad Street and easy to find.

"It's in our DNA!" has become the latest fad in marketing. Everything from actual DNA test companies to the United Church of Christ are using the slogan. As far as car companies, the one that comes to mind first, because they have been using it since the 50's is SAAB which until its demise tried to convince us that it really was an aircraft company that built cars as a side line, and that the aviation spirit existed in each car they produced. How supersonic fighter jets shared design or production values with cars that were commonly compared to crouching frogs is beyond me, but nevertheless the campaign must have been successful in that they stuck with it for three decades.

It took GM to scrub any semblance of individuality out of SAAB, turning it into Swedish GM (like they did for Opel in Germany) and thus killing off the company for good by trying to convince the proud Swedish engineers thought their babies should really be Subarus, getting rid of the hatchback and dropping all reference to aircraft. The DNA became so very thin it was hard to recognize.

Land Rover too, uses the phrase to market its less rugged and more luxury aimed models. They show their trucks in the Serengeti or fording rivers trying to convince you that you could do the same in your \$100K HSE LWB with Connolly hides and Wilton carpeting. Not likely. But to be fair, at least Land Rover has a long history of building tough, military ready 4X4s. It really could be in their DNA even if the company is now part of Jaguar and is owned by, ahem, Tata Motors of India, a company whose actual DNA stems from locomotives. I see a powerful marketing strategy for Land Rover, but not so much for Jaguar.

But let's get more directly to the point of this article and talk about DNA as it relates to a car company that actually insists that its heritage and lineage are proudly contained in each and every car it builds. That company of course is Porsche.

It's fairly common for people to immediately think about the 356 or 911 when calling to mind a Porsche. And of course, even to those who know little about the marque, those silhouettes are pretty iconic and pretty much say rear engine German sports car. And for near 30 years, that's pretty much what you got from the company, an egg shape with the motor hanging off the rear end. And then in the late 1980's came the slow trudge to front, mid-engine and *gasp* liquid cooling. And now all models are liquid cooled and only one of the six offerings is rear engine – the evergreen 911.

So what exactly is that heritage and marque DNA that is allegedly retained in all these models. Other than four wheels, is there really any carry over from Ferdinand's first Porsche 64 of 1938?



In order to explore that question and maybe help the owners of Macans, Cayennes and Panamericas that their rides have that very special design and build that allow them to do with their cars what their counterparts in other marques cannot, I interviewed four local Porscheophiles, each with special and different insights into the world of Porsche.

Guy Ober is the co-owner of SGS Independent Porsche. He has been wrenching on Porsches for most of his adult life and has forgotten more about the car than most people know. Britton Bender is lead mechanic at SGS and is entrusted daily with hundreds of thousands of dollars of precious metal. Nathan Harrison is the parts and scheduling manager at SGS. Finally Brent Smith, longtime owner of Smith Volvo, co-owner of SGS, racer, sports car enthusiast, wheeler dealer and Porsche nut. I managed to get them all to sit down for a conversation on what they believe makes the marque special and why every Porsche owner, regardless of the model, should feel they are part of the mystique.

AT: So is there truth behind the adage that regardless of model there is a Porsche DNA running through the car, and if so what is it?

GO: It's true. I've always said that if you are led blindfolded into one of them, regardless of what year or model and driving around for a bit, you will know you are in a Porsche. There is something unique about the ride characteristics that feel like a Porsche.



BB: When you have a Porsche SUV up on a rack you start to recognize things in the suspension and the geometry that you see in the sports cars. Beefy support members that won't break, brackets that have multiple purposes to save weight, things like that that run through all of them.

GO: Forget the price or the model. You look at the quality of the fit and the finish. The panel gaps are thin and consistent. The way they package the mechanical bits under the skin is really remarkable and it's all clearly race oriented. It's where they made their name, endurance racing in the desert, 24 hour races like Le Mans. They are still racing, still winning and the tech is still trickling into the road cars.

NH: I do a lot of off-roading and see a lot of full sized trucks with beefy suspension but stock brakes and it's hard to believe they would put brakes that small on trucks that big. With Porsche the brakes always match the performance and weight of the car. Even the same model will have different size brakes, from a base to an "S".



AT: So, from what I am hearing, there is a feel to the car that is designed into every model. That feel is born from auto racing and endurance events and it's baked into the marque.

BS: Racing DNA is part and parcel of a Porsche, regardless of model. That being said, it's in the sports cars where it really shows. Some racing models for the street are very purpose built, other, less so. The sedans and SUV are a bit of a different animal. It would be a stretch to say that a Panamera sedan is a race car, but there are bits in there that are decidedly race derived.

GO: Massive brakes with calipers that look like they came off a racing prototype for example.

BS: And it's true, many people who buy Panameras or Macans have never owned a 911 or a sports oriented model before. For a lot of them it's their first Porsche. So my guess is that those owners may not be aware of the heritage that is built into these cars because they've never experienced it before.

BB: There is a unique feel to the steering too. Early cars had no power assist as the engine was in the back so the front was light and airy. I think that remains their signature trait. Even with modern day electrical assist in the steering, that very familiar feel is exactly the same as if you were driving a 70's car.

AT: So let's talk a bit about some of the scary myths like snap oversteer.

GO: Too much is made of that oversteer nonsense. First of all since the late 1980s with the 964 snap oversteer is gone. That's 30 years ago! If you don't drive even the most balanced mid-engine car with intelligence and know its limits you will get into trouble. You have to learn how to drive a car well and at its limits before you do dumb stuff. All the snap oversteer stories actually have their basis in dumb moves like lifting and stomping on brakes in the middle of a turn.

NH: Modern cars are not scary at all. They're not tame, don't get me wrong, but with all the safety stuff built into them you really have to do a lot of very stupid stuff to get it all sideways.

AT: How do you think it might be most effective for our local club to get more members who have SUVs or sedans involved in club activities?

GO: I like the idea of a driving academy where family members can all take a turn with a real instructor and see the capabilities of the family Porsche.



NH: I could definitely take people out to Pozo with their Cayennes or Macans and do some instruction on off-roading. It's really remarkable how capable those cars are in the dirt as well as on pavement. There is some very serious engineering that went into their suspension design.



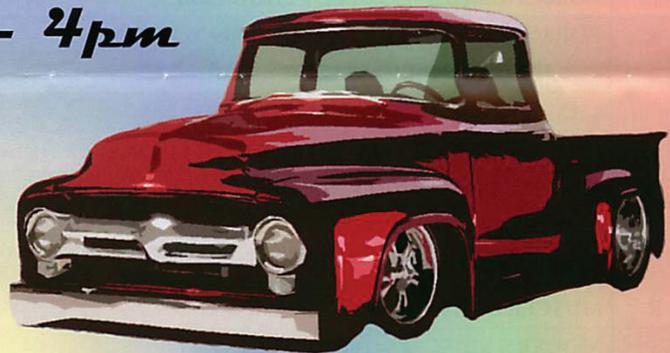
BS: I would think that having overnight or long distance events that are really special would get couples more interested in getting involved. I know my wife could give a hoot about taking a drive to a local place for lunch with the club, but she would really like going to the Mission Inn while I go racing. It's those type of events that draw people in, not necessarily the driving.

GO: That being said, I find, that as a driving instructor, I have an easier time teaching women as they have way fewer bad habits I have to correct. They also are willing to take advice. So there are lots of women that like to drive and like to race. But Brent is correct, I think more really nice couple's events would get a lot more members interested in spending time with the club.

BS: The bottom line is these cars were meant to drive. Look I get it. Some of the air cooled models are getting pretty darn valuable and the last thing people want is to put dings into them or adding excessive miles. But really they do a lot better if they get out and driven hard every once in a while. I probably need to get more involved in club events too. I'll get on the website and pencil in a few. 🏆



11th Annual Cambria
Pinedorado
 Car Show 2017
 Sunday September 3rd
 Veteran's Hall & Cambria Drive
 10am - 4pm



Open Show! All years and makes!

- CARS & BIKES
- RAFFLE PRIZES
- PUB REFRESHMENTS
- LIVE MUSIC
- \$50 ENTRY FEE - 1ST 160 ENTRIES!
- ENTRY FEE IS A DONATION - **NO REFUNDS**



All registrants receive t-shirt, food, goodie bag, and a dash plaque!

Major Sponsor



All Proceeds go to Cambria Lions Charities

www.pinedorado.com

The Buttonwillow DE Track Experience

The following is a blog article written and published by Harry Kraushaar of the Los Angeles Region. This article is reproduced here with Harry's permission. Here's the link to his blog site: http://www.hcayman.com/buttonwillow_2017/

I left my house at 4:20 AM to drive to Buttonwillow Raceway Park located on the 5 north of Bakersfield. I had signed up for a high performance drivers education (HPDE) event sponsored by the Los Angeles and CCCR Regions of the Porsche Club of America (PCA). As my Cayman GTS ate up the miles, my nervousness increased, and I kept asking myself, "What was I thinking when I signed up for this?" In reality, I am not a racer. Nor am I a fast driver. Nor do I have the need for speed. Yet there I was pulling into the Buttonwillow parking lot.

The ride to Buttonwillow was not without issues. As I was driving up the Grapevine, it was tough going. There were lots of trucks. There was lots of mist, enough to make me use my wipers for miles. There were lots of times I really had to focus to keep my eyelids up.

The night before, I had decided to eat breakfast on the road, and I located a McDonald's somewhere near Lebec, just past the top of the Grapevine, as that was about halfway to Buttonwillow. As I was driving, Lebec came and went, and I never saw the exit for the McDonald's. Oh well. I figured I would find another one, and I did, right near the 5 and 99 split. So at about 5:45 AM I pulled off the 5 and made my way to McDonald's, expecting it to be just about empty. It wasn't. There was a bus parked in the lot and hordes of teenagers were inside of McDonald's, making it an absolute zoo. Apparently, this was the end of their grad night celebration, and I was just lucky enough to arrive right after them. As I was a little tired anyway, I stayed in the car and took a short nap

I woke feeling refreshed and noting that the teenagers were beginning to leave McDonald's. I went in, ordered, got my food, and went back to my car, planning to eat as I drove. I decided to set the Nav for Buttonwillow to see how much farther I had to go, and as I was exiting the parking lot, I looked at the Nav and realized I was in the McDonalds I located the night before, though it was nowhere near Lebec. Feeling sheepish, I got back on the 5 and proceeded to Buttonwillow with a short stop for gas a few miles from my final destination.



As I entered the parking lot at Buttonwillow, I kept reminding myself that I have a modicum of track experience. I took a class about three years ago which was given at the Streets of Willow track, near Mojave. It was fun, but in terms of learning it was pretty useless because I did not receive enough instruction and spent most of the day driving around by myself, making the same mistakes lap after lap. Two years ago I spent two days at Porsche Sport Driving School at Barber Motorsport Park in Birmingham, Alabama. I had a blast and learned a lot about weight distribution and transfer and car handling, though my learning may not have been as great as I thought at the time, as I was following the line set by the instructors on each lap. I had a feeling today would be different, as I would be driving without a leader to follow and my skills as a lemming would not be useful in the least.

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I parked my car and made my way to check in. Thankfully, I saw Randy, one of my PCA LA friends, and he walked me thru the check-in and set up process, which was a good thing because I was essentially clueless. In theory I was prepared. I had taken care of the requisite car inspection at Marc's shop, which resulted in a new set of front brake pads, a couple of weeks earlier. Thanks to my PCA friend, Jason, I had learned which direction we were going to drive on the track and had watched YouTube videos to get a feel for the track layout. Thanks to discussions with others, I had brought a roll of blue painter's tape to mark numbers and protect some areas from rock chips and debris. I was a little taken aback when the check in volunteer asked me for my driver's log book. I just looked at him and said, "What log book?" I felt a sense of relief once the volunteer went on to tell me that they were giving them out to those who needed them.

With check in finished and log book in hand, Randy helped me tape my car. My number was "8," so I had to create the number "8" on the hood and on each door with the painter's tape. Once that was done, I put tape on more random places because that is what everyone else was doing.

It takes an unbelievable amount of work and planning to put on a HPDE event. All sorts of volunteers, from event organizers to corner workers to instructors, are required. Run groups, meaning those cars on the track at the same time, are created to ensure that newbies are not mixing it up with experienced drivers. There were four run groups the day I was there, and each run group had four lapping sessions spread out over the day. The schedule was planned to the minute because track time is a scarce commodity. I was a proud member of the White group, meaning I was expected to be slow and I was required to have an instructor sitting in the passenger seat when I was on the track, which was a blessing to me.

Soon it was time for the drivers meeting, which consisted of lots of discussion about the track, the direction we were going to be driving (clockwise), rules, regulations, flags, passing zones, etc., etc., etc. Yes it was dry and boring, but it was absolutely necessary. The main purpose of the meeting was to ensure that all drivers were on the same page and to ensure that we all understood how to get thru the day safely, something I was very happy about. Depending on the run group, there were various passing zones on the track. I paid particular attention to this because I was confident I would need to know what to do when another car wanted to pass me. I assumed I would have no need to pass anyone. I was right.

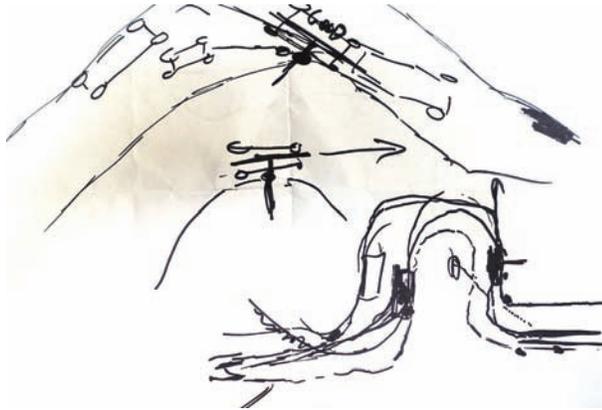


My instructor, Loren, a fellow PCA Los Angeles Region member, was amazing. I had met him before at a PCA Los Angeles dinner event to generate interest for the track day. The dinner was sponsored by the PCA Los Angeles Region, and they spared no expense as they held it at a Shakey's Pizza Parlor. Obviously, I did not go to the event

for the pizza. I went to get a better understanding of the tack day. The main benefit was speaking to the various instructors that were there. Loren talked a lot to me about the track, his philosophy while on it, and the fun he has had learning to drive around it. He stressed smoothness and precision, and his thoughts resonated with me. I was fortunate that he was my instructor.

My first lap was sketchy at best. Apparently being a lemming at Barber had not prepared me for solo a leaderless trip around the track. While I did not take too many risks, I was way off the line most of the way around, despite a steady stream of instructions from Loren, who was gracious enough keep his comments positive. Out of the corner of my eye, though, I did catch his right foot moving towards the floorboard on multiple occasions as we made our way around the track.

In total, I drove about 80 miles on the track, and I improved throughout the day. As I did, my speeds improved, too, though speed was not my main goal. I was actually really good on two or three of the more technical portions of the course. For a couple of these sequences this had more to do with Loren's teaching, which included hand drawn pictures to illustrate where I needed to be than it had to do with



my ability, though there was one sequence I just had an instinctive feel for and nailed it just about every time around. What was really eye opening for me was how hard it was to stay focused for an entire lap, let alone a 25 minute lapping session. As a result, I was way less than spectacular on some of the less technical portions, and more than once I wanted to head off onto a coned off section of the track. I could not believe how mentally challenging this experience was. I have no idea how professional race drivers do this for hours. Clearly, I need to learn how to maintain my focus for longer periods of time before I do this again.

I do not have the desire to be really competitive on the track. My goals were to enjoy the experience and to learn. Thankfully, I do not see them changing any time soon. Others have far different goals and desires, up to and including wheel to wheel racing. I could clearly see how the pursuit of speed can cost thousands of dollars. There were many track cars there, having been towed from various parts of California. There were also highly modified cars that were still street legal but not meant to be driven on the street. Lots of money had been spent on these vehicles, way more than I want to think about.

Of course, part of the reason I am skeptical about the cost to improve cars for the track is that I already have an amazing track car, at least by my standards. I do not think it would be a misstatement to say my car will always be a better track car than I am a track driver. My mid-engine Cayman GTS is just a spectacular car to drive on the track, and for an all around road and track driving experience, my Cayman is hard to beat. Sure, its brakes could be beefed up and sure it could have better tires and maybe a retuning ...

As I shortened the lifespan of my reasonably new tires and new brake pads during the day, I realized that I had no reason to have been nervous that morning. I experienced a freedom on the track that cannot be duplicated on a freeway, a street or a back road. I have pushed it a bit and have had wonderful times on the canyon twisties, but those roads still have yellow lines, opposing traffic, limited forward visibility, bicycles, and steep drop-offs. Paradoxically, I learned that the race track is a much safer environment and a lot more fun.

Afterwards, everyone wanted to know how fast I went. The simple answer was I do not know. My attention and focus needed to be way up the track not directly in front of my car and definitely not on my dashboard. Everything came at me faster on the track than on the road. Looking down at the speedometer would have been a bad idea at best and a horrible idea at worst. I did catch a glimpse of the speedometer on a couple of turns and noted that I was in the mid 70s which meant I was going significantly faster on the straights, though the speed in the turns was much more exciting.

So I had a successful day. I met my goals. I had a great time. I learned where to position my car on every part of the track without being a lemming. I drove safely at high speed for long periods of time, which warped my perception of it dramatically. Several times when I was driving home I thought we were just crawling along and could not understand why everyone was driving so slowly. When I looked down at my speedometer, I was surprised to see I was going well over 80 miles per hour. Ironically, as I noted how close together each car was and I watched the antics of the other drivers, I felt much less safe on the road than I had all day on the track.



Hanging out at Ragged Point

Some of our CCCR Members enjoy social time with car enthusiasts of Cambria. This was a casual lunch at the Ragged Point Restaurant.



Ragged Point is for now “the end of the road” until major repairs are made farther North after winter storms caused large slides that did catastrophic damage to sections of the Coastal Highway near Big Sur. Porsches and Porsche owners love the drive to Ragged Point. A little coastal fog never hindered a Porsche from having fun. CCCR will be having a lunch at Ragged Point on October 14th. 🇺🇸

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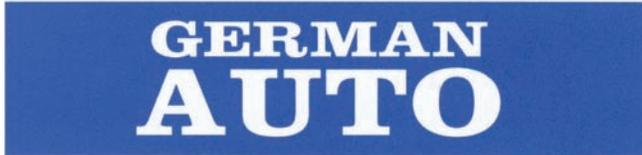
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