

JULY 2018

Coastalair

Your CCR Newsletter

CALIFORNIA CENTRAL COAST REGION ■ PORSCHE CLUB OF AMERICA



2018 Activities Calendar
Tour to the Mullin Auto Museum
Mint Juleps and Talladega
OBERwerks

<http://ccc.pca.org>



JULY 2018

COVER PHOTO



Joe Korpiel's GT2 in Cambria

Photos by Barry Rouxel-Berg

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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 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:
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Porsche Club of America (CCCR/PCA)
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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.



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I hope all of you had a lieisurely and safe Independence Day. July 4 always seems to me to be the real beginning of Summer. Typically, the Spring winds seem to settle down, and the temperatures start to warm. That's especially good for our events in July, August and September. I hope you take advantage of our great schedule of activities. Check out our events calendar on page 6.

CCCR is approaching a new milestone in membership. Larry Lloyd and I just received our latest roster, and our membership is currently 584 combined primary and affilliate members. We've been hovering around 575 for the last few years. It seems that since January we've enjoyed continued growth. Some new members have recently purchased their first Porsche, and others are transfers from other PCA regions. We hope this trend continues.

Time to step-in and provide leadership for your Porsche Region. Even though we are only halfway through 2018, elections for the 2019 Board of Directors will be coming soon. Anticipating some major changes to the club officers, we are being pro-active in getting a good start on elections. After serving as VP for six years, Andy Winterbottom will not be returning to the Board in 2019. And this will be my last year as President. Andy, Sanja Brewer, and Bob Bruington are heading up the elections committee, and will be soliciting candidates over the next two months. 

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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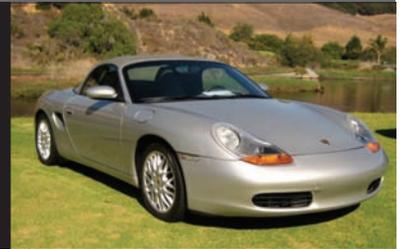
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2018 CCCR Events Calendar Update

It's not just the cars,
it's the people.
Pacifica Club of America

<http://ccc.pca.org>

Look for reminders and updates via email.

Date	Start Time	Event	Organizer
7-14	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
7-21	9:00 AM	Tour, Piedras Blancas, RSVP required, Jim Major jimandroberta2	
7-28	8:00 AM	Teststrecke XXXI, Autocross, Santa Maria Airport	Warren White
8-11	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
8-19	9:00 AM	Wine Country Tour to Fess Parker Winery	Ron Green
9-8	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
9-15	8:00 AM	Teststrecke XXXII, Autocross, Santa Maria	Warren White
9-22	TBA	Peterson Museum	Jim and Shu Gerpheide
10-6	11:00 AM	New Member BBQ, Ragged Point	Chuck Jennings
10-13	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
10-20	TBA	October Fest, The Rock @ SLO Brewer	
11-3	8:00 AM	Teststrecke XXXIII, Santa Maria Airport	Warren White
11-10	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
11-17	TBA	Tour to Big Sur, Napenthe	Jack Ravin
12-8	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
12-15	6:00 PM	Annual Holiday Dinner Party, SLO Country Club	Sanja Brewer



Jack's Calendar Corner

by Jack Ravin

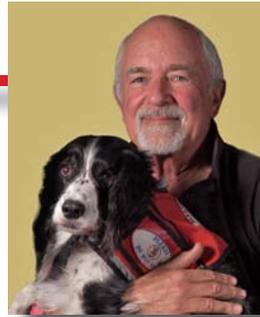
On July 21st we'll meet at 9:00 A.M. for coffee and donuts at Alfano Motorcars in SLO. After signing the insurance waiver and getting instructions, we'll drive up the coast through Los Osos, Morro Bay, and Cayucos to Centrally Grown for a special CCCRPCA lunch off the menu. The Event Planners, Jim and Roberta Major, will then lead us to the Piedras Blancas Light Station for a private tour. Be sure to RSVP to me, at Jack2547@gmail.com for a head count by July 14th. Parking is limited at the light station, so try to carpool with fellow members when we leave Centrally Grown.



Above: Fess Parker Winery and Bear and Star

The next social event is scheduled for August 19th. This will be our first Sunday event, planned by Ron and Joyce Green. We will leave the Flagship parking lot for a beautiful drive/tour thru the wine country, followed by a tasty boxed lunch at Fess Parker's Bear and Star. A prepayment to motorsportreg.com and your boxed lunch selection is required. Registration is currently open for payment.

I'm looking forward to the country meatloaf on sourdough bread with smoked ketchup! They also offer Smoked Pork, Deviled Egg Salad, Smoked Chicken Cobb Salad, and chips with fresh baked chocolate chip cookies. Be sure to read Ron's write-up, describing what you should bring on the trip.



September 22nd will be a drive South to the Peterson Auto Museum in Los Angeles. Details to follow.

The October 6th event is by far the most popular event of the year. The New Members' BBQ at Ragged Point is free to CCCRPCA members.

RSVP to our president, Chuck Jennings. The most exciting part of the day (besides eating) is that we can park on the grass area located in the center of the property. This is a great photo opportunity, especially for anyone who has camera and a 20 foot ladder.

The reopening of Hwy 1 is scheduled for sometime in July. If all goes as planned, we can do a drive/tour up the coast on November 17th. Our event planners, Ron Green and Joseph Shubitowski, have arranged a tasty lunch at Nepenthe in Big Sur with reservations for 11:30 A.M. The first 20 members to arrive will be seated together at that time; those who arrive later will be seated on a first-come / first-served basis. More information to follow.

I'm still looking for anyone with event ideas for 2019. Don't be shy, I won't ask you to be the only planner assigned to the event.

Enjoy. 🍷

Jack and Lucy Search for a Porsche by Jack Ravin

There comes a time in every Porsche owner's life that is very dangerous. And I don't mean while driving his/her Porsche. It is while he/she is NOT driving his Porsche.

At this moment I am Porsche-less. After getting a speeding ticket in my 2011 997 in January my driving experience was not fun anymore. My right foot, I suddenly realize, is made of lead...which produces a rush of adrenaline to my brain. I suddenly have images of racing around the track at Ontario and the Thunder Bird Raceway. That was in the mid 1960s. So, I had Alfano Motorcars sell the 997 via consignment. I thought I could live without a Porsche, but after 7 weeks life became unbearable. I started looking, just for fun, mind you. Most nights I've been up until 2am looking at the 5,187 Porsches for sale across the country.

Jack in search of his next Porsche.

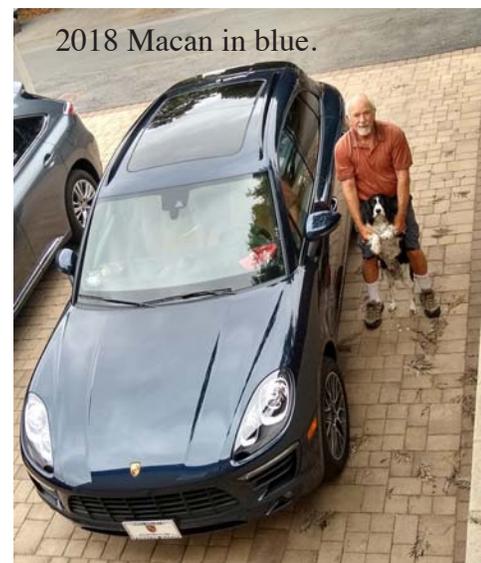
I have not given up on the E-Roadster you saw in the April Coastalaire. It will happen next year as soon as they get approval from the California DMV. After the Mullin trip today, I left Oxnard for a beautiful drive down hwy 1 to the Checkered Flag International car sales. I did not expect to find a goldmine of cars in Marina Del Rey today. It was like a barn find but all the cars were restored to perfection. The sign said "do not touch" but I could not help myself.

They ranged from a 1953 356 pre A Bent Window Coupe, Grey/Red, CoA, totally restored, and priced at a very low \$185,000 to a 2015 911 coupe, white/black, 30k miles with Premium 20's, sunroof, warranty and all the keys, books, and work orders (only 2 services) It was a one owner bought new from Beverly Hills Porsche for \$127,000.



Refer to the photo and what do you see? I counted, 38 more Porsches, all ready to sell. Yes, 38 all under one roof. Highest (\$235,000) priced was the 1964 911 Coupe, Red/Black, \$48k recent spend, all #'s match. I wish I had kept my yellow one that I partially restored in 2011. The white 356 in the photo is like my very first Porsche in 1969. Bought it for \$5000 from a fellow in Sherman Oaks who was importing 30 at a time. Totally rusted out floor pan and all the doors. Long story but after several years and many trips to Jack Staggs in San Clemente, I sold it in 1974 and bought a 1972 Saab. The rest is history.

Which one did I buy this time????





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

CCCR-PCA presents

AUTOCROSS 2018

At Santa Maria Airport



Teststreckee XXXI

July 28

Teststreckee XXXII

September 15

Teststreckee XXXIII * November 3

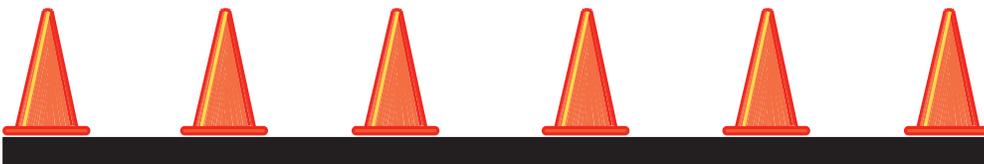
Details and Registration at motorsportsreg.com

or contact Warren White at 805-709-8455

*** Zone 8 Event**

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CCCR New Members & Anniversaries in July

NEW MEMBERS in July

Nanette Giolet
 Jeanett Eash
 Antonio Varia
 Eric Chandor



ANNIVERSARIES

1 YEAR

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2 YEARS

RICHARD POLINSKY
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 AHMAD AMIR

3 YEARS

JOSEPH ACCETTA

4 YEARS

ERIC & CYNTHIA
 MEYER

6 YEARS

LETITIA PAGE

8 YEARS

KEN & CELIA SHINPO

9 YEARS

JOSEPH ANISKO
 JULIA ANISKO
 KENNETH FINNEY
 JEAN-MARC BELLEMIN
 EMMANUELLE BELLEMIN
 THOMAS HUTCHINS
 GALE HUTCHINS

10 YEARS

JERRY & TONI ULRICH

13 YEARS

RONALD & LYNN AYERS
 SAM & KAY GARDALI
 KENNETH DANIEL
 MICHAEL WIGGINS

14 YEARS

ARTHUR & ROCHELLE BUR-
 GESS

17 YEARS

MARTIN ETCHEVERRY

20 YEARS

FRANK & NANCIE MAZZONE

21 YEARS

BLAKE & PARKER IRVING

22 YEARS

JAMES & ANN COLLINS
 JOHN ESKELIN &
 LISSA McCONNELL

23 YEARS

MEL & STEVE STAHLMAN

32 YEARS

CHARLES & LOUISE WINDISCH

33 YEARS

ROBERT MAYBERRY



Los Olivos and Fess Parker Winery Tour by Ron Green

Fellow CCCR members, we hope you will join us for our tour on August 19th. At 8:30 AM we will meet at the Flagship Restaurant's parking lot in Pismo Beach, and depart about 9 AM for our scenic wine country tour. From Pismo Beach, we will depart south on the fun-to-drive Hwy 1, past Grover Beach, Oceano over the mesa, and on to Guadalupe, continuing past Los Alamos to Lompoc. We will have some check points to regroup along the way to keep us all together. In Lompoc we will have a pit stop at Beatie Park for a WC break. Then we'll continue on Hwy 1 south to Hwy 101 north to Hwy 246 at Buellton, through Solvang and on to Los Olivos and the winery about 11:30. There we will take our group photo on the rear parking lot.



Our picnic box lunches will be delivered to the winery at noon from Fess Parker's Bear & Star Restaurant. At the winery we expect to listen to a short history of the winery and learn about their wines and their wine club. We recommend you bring your own soft drinks or bottled water in a small cooler or water can be purchased for a small fee. There are 10 picnic benches that seat 8 per bench; if you'd like to sit on the grass or in case the picnic tables fill up we suggest you bring a blanket. You may book a wine tasting for after lunch if you reserve a time directly with the winery in advance. Their contact number is 800.844.1104. Register with Motorsportreg.com and choose your picnic lunch. The \$20/person fee is all inclusive of



tax, service and the registration cost. Opening sign-up date: June 1st; Closing Date: August 4th. There will be no cancellations or refunds after August 4th. Minor changes after closing date may be available. Although it will not be as green in August as it was earlier in the year we will still enjoy some of San Luis Obispo and Santa Barbara Counties' most beautiful countryside. Let's enjoy some esprit de corps as we savor a delicious picnic lunch prepared by the chef at Bear & Star Restaurant. 

Tour to Mullin Auto Museum by Chuck Jennings

Who would expect a museum of elegant classic French cars a destination in Oxnard. Well, stereotypes are often proven inaccurate. The Mullin Auto Museum is quite an impressive surprise among the sterile industrial buildings a few blocks West of highway 101 on the Southeast side of Oxnard.

It all began with bagels and coffee at Alfano Motorcars at 9:00 A.M. on Saturday morning, June 23rd. Most of the 38 people and 25 cars departed South on 101 with Joe Shubitowski in the lead. As well as we could, we kept a caravan together but restaged at the turnoff for Highway 154. Just outside of the quaint little town of Los Olivos, a few more of our members, lead by Larry and Joanna Lloyd' merged into our formation for intermediate destination and rest stop at Porsche Santa Barbara where we were greeted by Walt Branscome, who was entertained by our somewhat uncontrollable drooling in the showroom. Although there were more breakfast treats and coffee, most of us delayed gratification knowing that within the next hour we would be stuffing ourselves with fresh seafood.

More drooling!

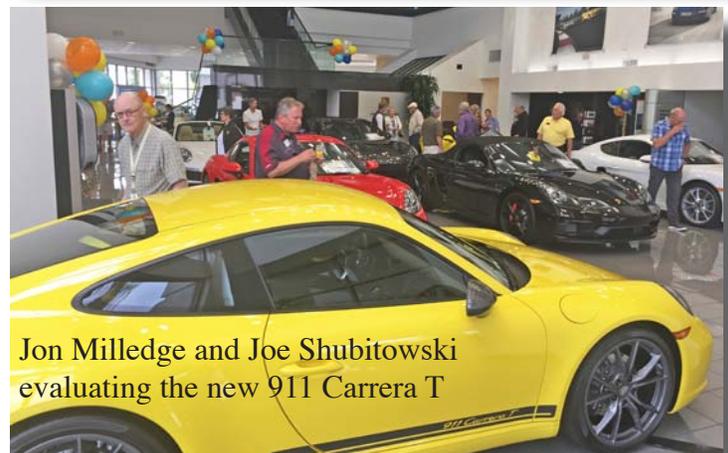
By 11:00 we were ready to follow Joe to the promised land of the Fishermen's Catch in Oxnard Shores. If you've never eaten there, you have missed a real treat. Reminiscent of famous Phil's Fish Market and Eatery in Moss Landing, this restaurant isn't fancy, but the seafood is amazingly fresh and cooked to perfection. We had tables waiting for us, and we packed in like sailors just off a three month's voyage from Borneo with nothing to eat but sweet potatoes. You could hear our craving.



Porsche Santa Barbara Showroom



Russel Zink and Walt Branscome ask Larry Lloyd why he doesn't buy that black Cayman S.



Jon Milledge and Joe Shubitowski evaluating the new 911 Carrera T



Art Deco Style and French Romanticism

We were due at the museum at 1:00 P.M., so we managed a somewhat swift waddle out of the Fishermen's Catch to our cars, and headed East on West Wooley Road. The industrial park where the Mullin Museum resides is modern and well manicured, so, our precious Porsches were safe from potholes, oil slicks, errant truck parts, and suspicious characters with neck tatoos and nose rings. In fact, the environment was quite the opposite.

The museum has plenty of weekend parking. We set up a spontaneous Porsche concours, and walked into the museum like we would fit right in with this collection of elite automobiles.

Established in 2010, the Museum displays the personal car collection of businessman and philanthropist Peter W. Mullin. The museum has a large collection of vintage Bugattis and many other fully restored cars including Delages, Delahayes, Talbot-Lagos, Hispano-Suizas and Citroens. Peter Mullin was an admirer and collector of the Art Deco style in architecture, interior design, furniture, art and the automobile. Most of the cars on display are from the 1920's and 1930's and represent the highest ideal of the Art Deco influence on automobile design.

As impressive as the collection was, I didn't hear anyone bemoaning the drive home in our modern German rides. We Porsche lovers are loyal to the core.



With 38 of us, we were broken into smaller groups each with our own guide.



Designed by a fighter pilot, this '38 Dubonnet Hispano-Suiza H6C Xenia (above) won Best in Show at Goodwood in 2009. Powered by an eight-liter six, it rides on four-wheel independent Hyperflex coil spring suspension. It has very complicated gull wing doors and a bubble windscreen. Only one of these was built.

Mint Juleps and Talladega Superspeedway

In January, 2016, I upgraded my other car from a 2001 Volvo V-40 to a 2012 Mercedes-Benz E350. Shortly after that, I joined MBCA, the Mercedes-Benz Club of America.

This time last year, in *The Star*, the club's National bi-monthly magazine, was an announcement for Starfest 2018. Seeing that it was being held in Alabama, I was not too interested in going, but then I noticed that one of the planned activities was driving your car around the Talladega Superspeedway(!) A brief historical note: I had been to the Talladega Motorsports Hall of Fame in 2003, on my drive home following the Porsche Parade that had been held in Wesley Chapel, Florida. For a couple extra dollars, they take you around the track in a van.



Unfortunately, the day I was there, Harley-Davidson had rented the track, and there was someone out on the track doing continuous laps on a motorcycle. We got to drive around the upper ring of the track, and at one point, stopped above one of the curves to look down the 33 degree banking. Yes, it is steep... (see photo on next page)



So, here was the opportunity to do something I had never imagined I would be doing. I registered for Starfest. Fast forward 11 months, and I am leaving home, driving to Alabama. (It took three full days of driving, plus about an additional half day to get to Birmingham.) I did not stop at any roadside attractions along the way, and believe me, there are plenty, if you have the time. Well, I did stop at a certain corner in Winslow, Arizona, to take a couple photos.

I arrived in Birmingham on May 15. Wednesday, the 16th I went on a tour of the MBUSI (Mercedes-Benz U S International) factory in Vance, Alabama. Before the tour there was time to wander around their museum, and then the group boarded a bus for a short drive to the factory. We got to see assembly of C class cars. They also build G class cars there. And, this year MBUSI is celebrating 20 years of assembling cars in Alabama.



Thursday was a busy day. In the morning I took a bus tour to what was listed as a "Southern Heritage Tour". First we went to the last antebellum home still standing in the Birmingham area. This was mentioned as an opportunity to sit on a veranda, sipping mint juleps... Okay, the mint juleps were non-alcoholic, but it was a wonderful way to spend a morning. A 3 course lunch was also served there, and Jessica Procter, the then current Miss Alabama sang. Her reign was due to end in three weeks. Her plans are to return to the University of Alabama to finish her education. I do not know if she plans on a professional recording career, but remember that name. If she ever gets into recording, I can highly recommend buying anything she records.

by Alfred Abken

That afternoon we were taken to the Birmingham Museum of Art. Two hours is nowhere near enough time to spend at this museum. If you are ever in Birmingham, and have some spare time, I can highly recommend a stop here. They have some fabulous collections! Later that evening, the opening reception was held at the Barber Vintage Motorsports Museum, in Leeds, Alabama. A buffet dinner was served, and a presentation was made on how the site in Alabama was selected for the Mercedes-Benz factory.



During the days, there were technical seminars presented by various people, and there were various rally routes offered. I never seemed to have the time to partake in any of the technical seminars, and I was really not up to doing more driving for any of the rallies. Friday evening, Mercedes-Benz of Birmingham – Irondale, opened up their dealership for a reception. Saturday morning, a Concours was held in the parking lot of the MBUSI Museum. The rain held off until the end of the day when people were packing up and leaving. It didn't rain very hard, nor did it last very long. Then it was back to the host hotel (Hilton Perimeter South) for the Concours banquet.

Sunday finally arrived, and it was time to do what I had driven almost all the way across the continent for! Autobahn laps around Talladega Superspeedway! This was a truly remarkable experience. I have had the good fortune to drive around the track in Fontana, and the banking there does not prepare you for the banking at Talladega.

You just barely have to turn into the first and third turns, then I found myself counter steering to the right to maintain a line around the corners. Remarkable! (Yes, it was worth the drive to Alabama!) Following the Autobahn laps around the track, acceleration runs were held along the pit lane, then an autocross was held inside of the back straight. That evening, another reception was held at the host hotel.



Monday morning, it was back to the Barber Motorsports track for Performance Driving. I went along to take a few photos, and then I went back to their museum. The previous evening there was just not enough time to see everything there. I don't have an awful lot of interest in motorcycles, but there is something compelling about seeing several hundred of them in one time at one place.

Monday evening, the final reception was held, and I was surprised to learn that I was the first person to register for the event, and was awarded the "Early Bird" award. What an unexpected surprise that was! Tuesday morning a farewell breakfast was held at the host hotel, but by the time that started, I was already on my way west, and south. I made a side trip to Slidell, Louisiana for lunch on my way home. But that is a completely different story... 

OBERWERKS with Guy Ober

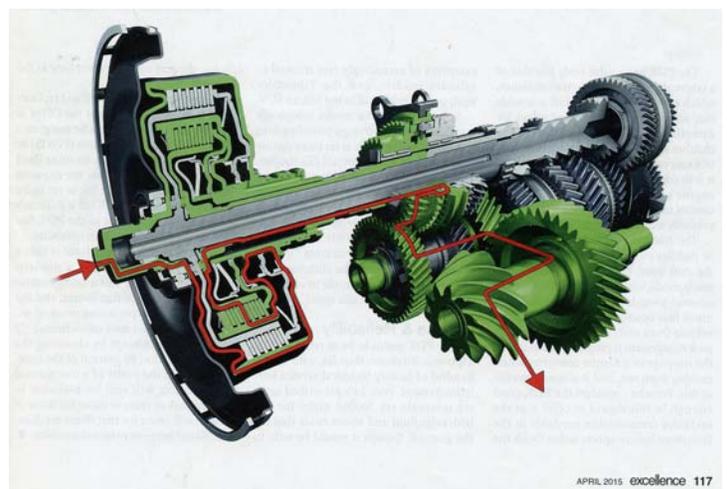
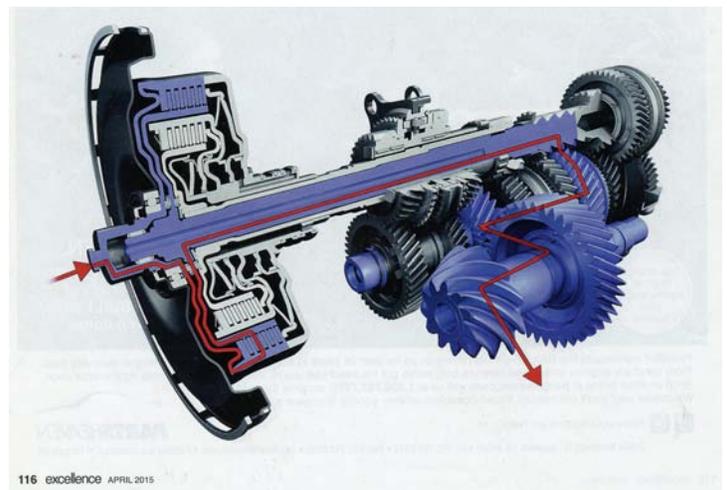
Wishing all of you fun filled 4th of July and the beginning of summer here on our Central Coast. Chuck Jennings thought it would be nice to talk about how a PDK transmission works without getting too deep into the gory details. PDK stands for Porsche Double Clutch. Porsche has been working on this type of transmission since the 80's on endurance race cars, i.e.: 956/962. They weighed app. 88 lbs more than the manual and just didn't work like they had hoped. Fast forward to the 2000's and we have much better computer / control units, much more refined technology that allows Porsche to have full confidence in marketing this very cool transmission, not to mention it adds only 44 lbs to the car.



Shifting is much quicker, more aggressive and will hold the gear longer towards redline or to it. Under heavy braking it will blip the throttle and engage the next lower gear or more. You can also control the up and down shifting with steering wheel buttons or paddles depending on the model Porsche. You can still use the gear lever in manual mode much like a sequential gearbox.



To start with the PDK has a conventional transmission full of gears/ operating sleeves, shift rods, etc. The transmission has two input shafts, one outer (hollow) and a second solid shaft that runs in the center of the outer. Each shaft has a clutch pack. The clutches are operated with fluid pressure controlled by the computer. The computer has also selected the next gear via hydraulic pressure moving the shift rods. This allows gear changing to operate in micro seconds by releasing one clutch pac and engaging the other clutch pac. When driving on the street and in normal mode the PDK is very smooth, then push the sport or sport plus and it is a new ballgame.



What are the benefits to be had? Let's start with stop and go traffic and crawling thru town, no constant clutch in clutch out. At autocross days there is always a spot that requires a downshift from 2nd to 1st, or lugging the engine staying in 2nd. I feel that a downshift to 1st can be rather risky and slow. Same goes for the up-shift back to 2nd. PDK is flawless and quicker. On a race track it is helpful but not as much if you are really good with a manual trans / clutch. That is the deal breaker, you have to be really good to race with a manual, some people can, some , not so much. Often times one of the spouses, friends, etc can't manage a clutch at all. i.e.: my dear wife Alice. Now with PDK she can finally experience driving a Porsche and I hope to get her out at an autocross. I have had some long time Porsche driver's getting bad hips, knees and are unable to push a clutch pedal anymore...no need to leave the Porsche world behind with PDK.

I know many will always have manual trans / conventional clutch, and I totally get it. I have driven clutch type cars for 50 plus years (I started driving when I was 8, HAH!)



That being said, I love my 2010 Cayman S (above) and have said for a long time that the tool of choice at the autocross is a PDK Cayman. Now if I could just beat Jon Miledge in his Porsche 944 Turbo manual trans my day would be complete!

This was a very light overview of the workings of the PDK and if anyone wants more details send a note thru Chuck and I'll respond.

I would like to take a moment to remind anyone who has a pre-2005ish normally aspirated 911 or Boxster to update their IMS bearing if they haven't. We use a couple of approaches using L &N Engineering (great website and explanations). Within the last 2-3 months we have seen three engine failures from the IMS. Mileage was not an issue, maintenance not too sure about on one due to being a new customer. I just dread making the call to give out the bad news. We all have house insurance even though we don't run much risk of a fully demolished house. Same with the IMS. Enough said.

Let's get out and use our cars, we aren't getting any younger and Porsches hate to sit in a garage.

Best Regards, 
Guy

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Cutaway drawings by Porsche

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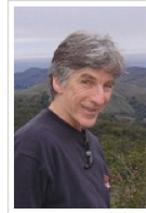
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