

*May 2021 Issue*



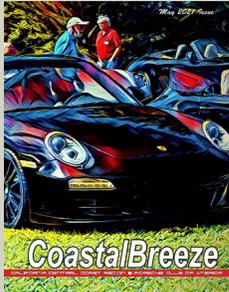
# Coastal Breeze

CALIFORNIA CENTRAL COAST REGION ■ PORSCHE CLUB OF AMERICA



MAY 2021

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

# CoastalBreeze

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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: 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.

**CCCR / PCA Mailing Address:**  
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Porsche Club of America (CCCR/PCA)  
3030 Johnson Ave.  
San Luis Obispo, CA 93401

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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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As I am writing, it is Mother's Day and I want to write Thank You to all of the Mothers out there who have the most important "job" on the planet.

Now for the other Porsche people as well, I would like to pass along some developments in your National organization and your Region, aka the California Central Coast Region. Nationally, March new member joins of 1,283 is the largest monthly increase since 2014. So, we stand at 139,723 total members, 4,126 PCA Juniors and 959 "Test Drive" subscribers.

We have a new National Autocross Chair, Paul Kudra, and former PCA President Manny Alban was named Tech Director. Zone 8 (that is our Zone) has three Regions holding autocross events: CCCR, Grand Prix and Riverside. Chuck Jennings is our autocross major-domo.

Do you feel "lucky?" The Spring Raffle is happening and we will probably end up with as many as five new Porsches to be raffled. \$50 can get you a new ride. Maybe.

Werks on Amelia Island will allow 425 cars and spectators are limited to 150 people. Werks in Monterey will "likely" occur and is scheduled for August 13th. Treffen is happening (or happened) as I write this. The Fall Treffen looks to be in Wisconsin, October 13-17. While you are there, check out Road America.

As for Parade, Phase II sees the first wait listed group receiving hotel rooms, the second group is still pending and they are searching for Air BnBs for more accommodations. Parade is setting up to do more 'contact-less' activities; banquet seating is down to four at a table.

The Festival of Speed in Fontana is scheduled for October 30 and 31. Suesan Carter and Monica Asbury are Organizers and we need volunteers who can identify themselves to Monica at sheamonica@gmail.com. It is looking possible that our Region (Bob Bruington) and "staff" may be organizing the Driver's Education event on the "Roval" (the oval combined with the infield course becomes the Roval) at the "Auto Club Speedway". This is likely the last year for the Zone 8 Festival of Speed as the venue is going to be re-purposed.

Cheers,

Andrew Winterbottom  
President

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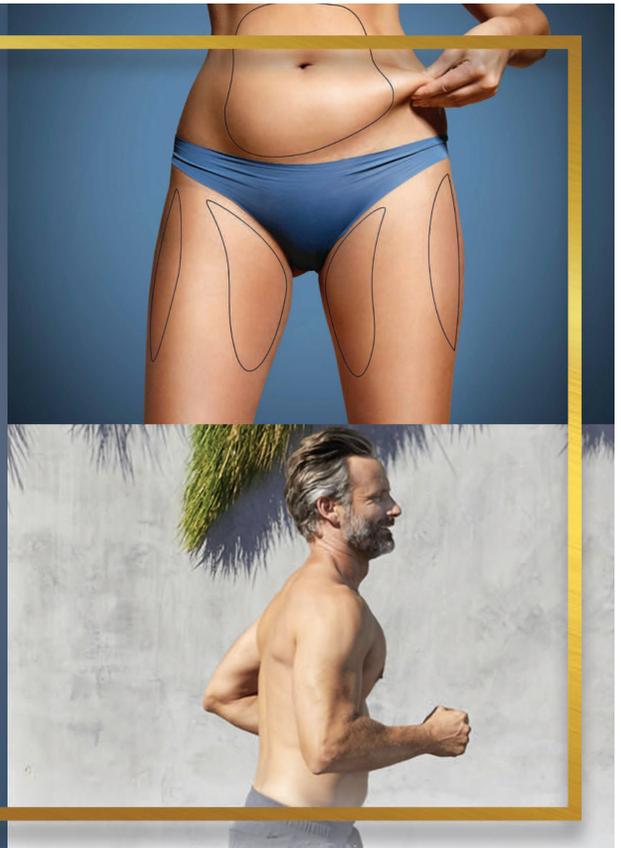
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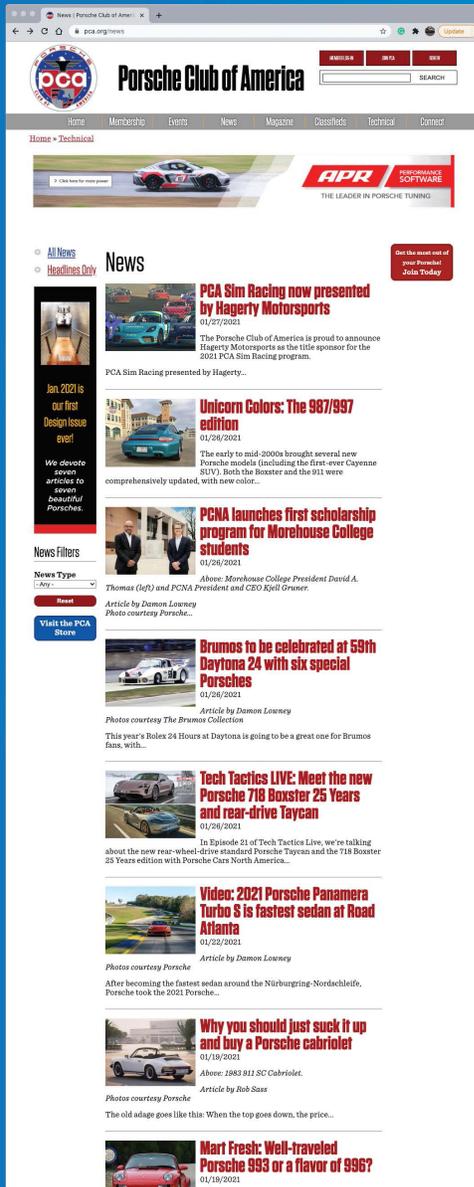


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## Keep up with the latest Porsche news

PCA.org has a dedicated news blog to share new-Porsche debuts and general Porsche news, feature stories, DIY tips, videos, and much more. Bookmark the PCA News blog for easy reading.

READ MORE: [www.pca.org/news](http://www.pca.org/news)



# PORSCHE CLUB OF AMERICA



As I am writing this column, we have just been put in the "orange" category. This is great news, I haven't had an optimistic feeling about living life outside the bubble in over a year. You can just ask my wife. Although a few of us have already gotten out and traveled by plane, train, RV, or "Porsche", it is time for more of us to seriously start participating in our great events being planned by Gil and Bill along with the great track events put together by Bob and Chuck! I hope to see more of you sometime in the near future as life starts getting back to normal...or at least the "new normal". Let's "Get Out and Drive!"

There is no word yet on the Werks Reunion up in Monterey however, "Monterey Car Week" is going ahead in August. The Werks says to check in

on their website, <https://www.werksreunion.com/monterey.cfm>, at 12 noon west coast time on June 16th.

Take a look at the events happening up in Monterey if you haven't already, just open the link below. <https://whatsupmonterey.com/article/activities/monterey-car-week-overview>

Some of us will be going to the historic races at WeatherTech Laguna Seca Raceway, August 12-15. Sign up to park in the Porsche corral. It should be a great event with many cars and booths to look at along with some great races!. Then there is the rest of Monterey with many, many, many car events. If you have never gone, you should do it at least once in your lifetime. See you there!

## Porsche Trivia

A Little Porsche Trivia.....

Now it's time for a little fun, you can win 4 - drink coasters with our club logo on it. Be the first to email me the correct answers to these trivia questions. The earliest date and time on the email to me at [coastalaireeditor@gmail.com](mailto:coastalaireeditor@gmail.com) with the correct answers will win. I will even mail them to you free!

They are 3-1/2" in diameter, in full color, on thick premium coaster board.



- 1) Which movie features a Porsche 356 "Speedster"?
  - a. Highlander
  - b. Top Gun
  - c. 48 Hours
  - d. All of the Above
- 2) What year was the one millionth Porsche 911 manufactured?
  - a. 1997
  - b. 2017
  - c. 1987
  - d. 2007
- 3) What animal is on the Porsche logo?
  - a. Greyhound
  - b. Cheetah
  - c. Horse
  - d. Bull
- 4) How many Porsche 64s were produced?
  - a. 30
  - b. 3
  - c. 300
  - d. 3000

I won't promise to have these fun little games every time but I will certainly try.....

# CCCR Events Calendar Update

<http://ccc.pca.org>



Gil Igleheart, Activities Director - Bill Chadwick, Activities Co-Director  
Chuck Jennings, Autocross Director - Bob Bruington, Driving Events Director

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Please note, these activities are planned subject to “clearances” from all PCA, Federal, State and local authorities. Due to COVID-19, please check updates via email, on our website and newsletter before leaving for an event

---

**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](mailto:aircooled911sc@gmail.com). See page 10

**JUNE 5th - 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. Gil needs 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

**AUGUST 28th - Teststrecke 48 Autocross**. See page 9 for more details

## Currently In Planning by your Board .....

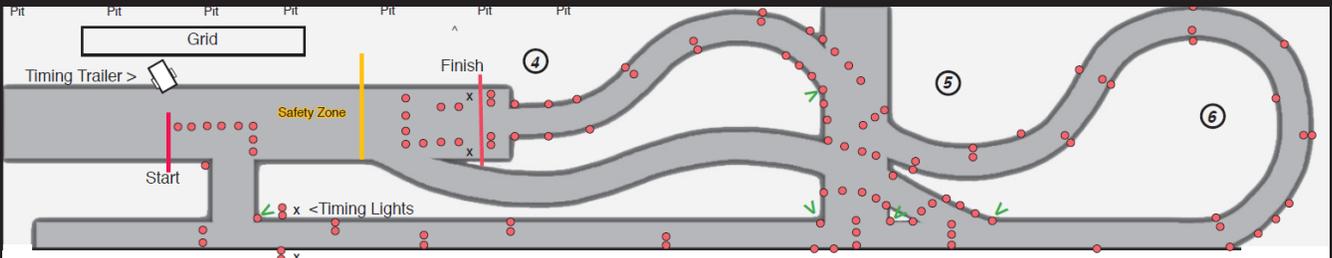
Annual Holiday Party

New Members BBQ



*CCCC-PCA presents*

# UTOCROSS 2021



*Autocross is a sport of trying to navigate your Porsche through a defined course of pylons while being timed. When you arrive at the autocross, you'll see a course set up on a large asphalt area. Soft rubber traffic cones will be used to form the course, which consists of turns, slaloms, and straights. Arrive early - see what goes on, and volunteer to get involved! It is a lot of fun and is a part of learning more about the great car you drive.*

**Teststrecke 45**

**May 1 \***

**Teststrecke 46**

**June 5**

**Teststrecke 47**

**July 24**

**Teststrecke 48**

**August 28 \***

**Teststrecke 49**

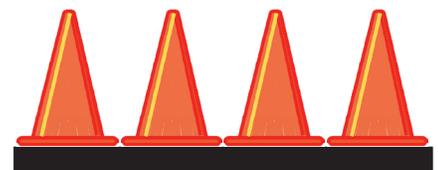
**October 18**

**Teststrecke 50**

**November 13 \***

**Details and Registration at [MotorsportReg.com](http://MotorsportReg.com)  
or contact Chuck Jennings, Autocross Director @  
(805) 459-7416**

**\* Zone 8 Events**



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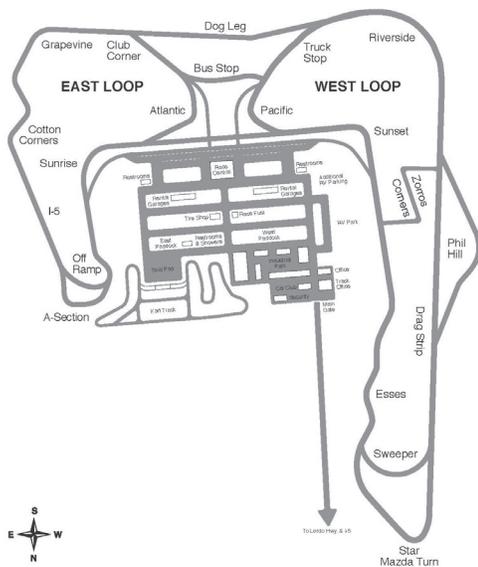




For any questions, you can contact Bob Bruington, Drivers Education Events Director at [aircooled911sc@gmail.com](mailto:aircooled911sc@gmail.com)

The mission and purpose of the Porsche Club of America's Drivers Education Program is to provide a safe, structured and controlled teaching and learning environment. The PCA DE Program is designed so that participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety. Participants will experience first-hand the capabilities of high performance automobiles in a controlled, closed-course environment and acquire skills that will enhance safer vehicle operation in all driving situations.

## MAY 21 - Buttonwillow Raceway Park



Our first Driver's Education Event of year at Buttonwillow Raceway is almost here! **Go to [Motorsports.Reg.com](http://Motorsports.Reg.com), search for CCCR Buttonwillow**, the registration site will pop up. If you have any questions, please let me know at [Aircooled911SC@gmail.com](mailto:Aircooled911SC@gmail.com). We will have four run groups: beginner, intermediate, advanced intermediate, and expert.

We will have in-car instruction for this event on a limited basis. It will be first come first serve for as many instructors as we have registered. Don't hesitate to register. Both instructor and student must be fully vaccinated two weeks prior to the event. Come and join us for a great day at the track!! 20+ minute run sessions all day long. There is more information and detail on page 15 in this newsletter.

Our fellow PCA Zone 7 region, Golden Gate Region, is holding their annual Buttonwillow weekend, May 22nd and 23rd. Three days of track are available! You can register at **[MotorsportReg.com](http://MotorsportReg.com)**

## OCT 18 - Weathertech Raceway Laguna Seca

More information on this great event will be coming soon so keep your eyes open!



# The Healdsburg Hobo Party

by Joe Kuntze



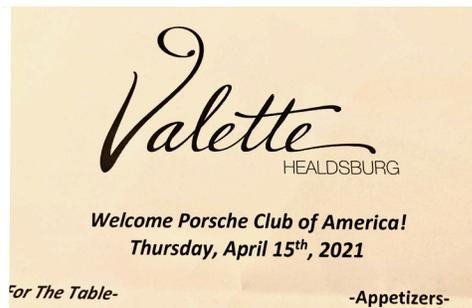
The Healdsburg Hobos gathered for a long anticipated and delayed run to the Sonoma wine country on April 14. We gathered at John Gannon's ARCO station off 24<sup>th</sup> street in Paso Robles at about 9:30 am. After the usual tire kicking, bragging, coffee and gassing up the posse headed north on highway 101. Traffic was pretty light until the San Juan Bautista area where the highway narrowed to one lane and there was quite a bit of slowing.

This did not deter your intrepid explorers who bravely soldiered on to the Lightpost Winery where we enjoyed a charcuterie board, lunch from Erik's Deli and some fantastic wines. Without further ado we continued on to historic Healdsburg.

Gil's daughter Brooke had set us up in the Hotel Trio and the accommodations were fantastic. We were able to freshen up and Brooke, Gil, and John Gannon provided a little wine break before we all split up for dinner on our own. Your humble reporter joined Bill and Erin Gibson for a fantastic meal at John Ash and Co. in Santa Rosa while others ventured to what was described as a 'muy bueno' Mexican restaurant in Healdsburg.

We got up bright and early on Thursday, April 15 for a back road run to Bodega Bay. The road was total fun; lots of twisties. A short detour to Goat Rock, a viewpoint where we could see the Russian River enter the Pacific Ocean and up and down the coast was enjoyed by all. Lunch at the Tides restaurant and an afternoon

off. John Gannon and I explored downtown Healdsburg, a really cool old California tourist spot not unlike Paso Robles. Others went hiking, visited Santa Rosa, or got wrapped in the remains of a 1960's commune. Dinner was at Valette where the owners graciously noted our presence at the top of the menu. The wine again

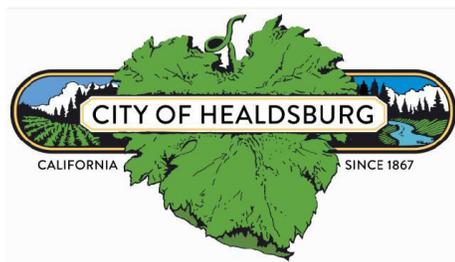


# The Healdsburg Hobo Party *(continued)*

provided by John Gannon paired nicely with an exquisite world class meal in a beautiful setting.

Friday saw our little band of marauders split up and go their separate ways. A special thanks to Gil, Carol and the entire crew for making my 70<sup>th</sup> birthday special. The cake was delicious. How did you know carrot was my favorite? Gil promises to make this an annual event and I for one can't wait for next year.

Your humble reporter,  
Joe Kuntze



# Teststrecke Praxis *by Chuck Jennings / photos by Alfred Abken*



Practice makes perfect, right? We certainly didn't expect "perfect", but for sure we didn't want to go into our first official autocross event of 2021 with no experience on our new timing software. Hence, we invited thirty-two of our most dedicated autocross workers/drivers to join our timing team on April 10 for a practice day at the Santa Maria Airport.

In the past, timing glitches were cause for most of our delays during official events. With sixty drivers, any delay meant that our goal of seven runs per driver was at risk. Not knowing just how the new timing software would work out, anxiety for the autocross team ran a little high at the beginning of this practice session. Our goal was to give the thirty-two drivers at least twelve runs.

Fred and Paula Herr head up our timing team. Before this practice session, they put a lot of time and effort into not only learning the new software, but also developing YouTube presentations and training manuals for the dozen volunteers on their team. A couple of weeks before the "hot track" practice session on April 10, they set up one short timing demonstration in a parking lot for any of their team that could make it.

The purpose of the April 10 event was to, as much as possible, simulate an actual autocross competition without the pressure of drivers in competition mode. The first car pulled onto the course around 9:00 a.m., and that car was followed by the second car about twenty-five seconds later. Except for a couple of spinouts, a few cones to be replaced, and one very brief timing delay, over the following forty-five minutes, sixteen drivers got ninety runs – 6 runs each. The outcome for the second group of sixteen drivers was equally successful. After a thirty-minute break for an early lunch, we repeated the same scenario a second time. By 12:30 p.m., except for one driver whose clutch died, all drivers finished twelve runs. Given our ten-year recent history, that many runs in that amount of time was a remarkable accomplishment.

We were amazed, excited, and very pleased with the new timing software. All the experienced timers said that the new software was much more user friendly and less error prone. We had anticipated that during each run, three timers would be needed to work simultaneously, but the new software system is quite manageable with just two timers. This was an extra beneficial outcome of the day. After we finished the twelve runs for all, I offered a few more runs to anyone that wanted. Four other driv-

# Teststrecke Praxis (continued)



ers volunteered and got five more runs. Everyone else felt that twelve runs were sufficient to satisfy their need for speed. By 2:00, we were headed home. Remarkable! Our 2021 autocross team was off to a very good start.

Three weeks later on April 30, Bill DeViny's crew set up the course for the next day and our first official autocross of the 2021 season. May 1 brought us a PERFECT DAY! Joe Shubitowski opened the gate at 0:dark:30 for the fifty-six drivers who ran the course eleven times each for a total 616 runs between 8:30 a.m. and 2:30 p.m. At no time was there a delay due to timing. A very big expression of appreciation goes to Fred Herr and his team of timers. As they say, they worked just like clockwork.

The course, designed by Jon Milledge, was a fun challenge that averaged about forty seconds per run with the fastest times of the day recorded by Bill and Kathy Thorp at 34.721 and 34.760 respectively in their highly modified 2000 Boxster. The 3rd fastest overall time was posted by Steven Kraft with a 36.008 in Craig and Clint Smith's beautiful blue 1970 911.

Of the fifty-six drivers, thirty-five drove Porsches, including a '58 356 Speedster replica. Besides Porsches, entrants included a Honda-powered Lotus Super 7, three Corvettes, three Ford Mustangs, several BMWs, a Honda Fit, and a Tesla 3.

Bruce Morgenthaler headed up our Crew Chiefs that managed all the starters, grid and course works, and kept us efficiently transitioning between run-rest-work sessions. A herd of cats, we were not. Alfred Abken served as our Safety Steward, watching over the whole operation to ensure we were safe and sound.

And once again, I want to express our great appreciation to Warren White for his five years of hard work and leadership as our Autocross Director from 2016. Warren was out there again on Friday, April 30, to help us set up the course. Then he worked hard all day Saturday during the event to help it all come together.

Chuck Jennings  
Autocross Director

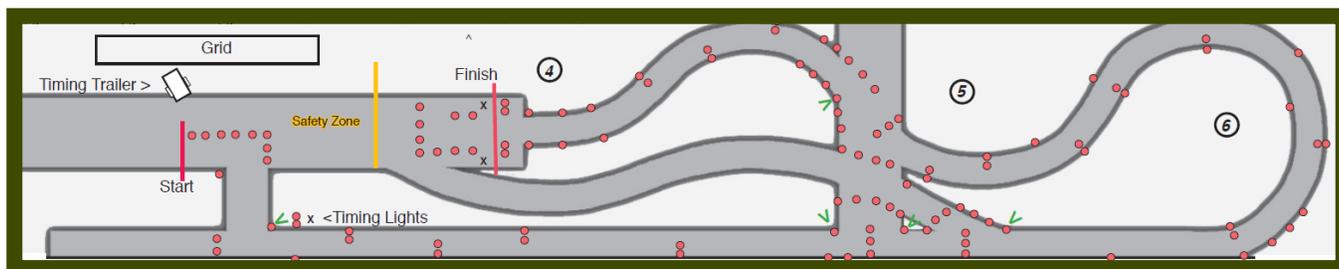
# Teststrecke Praxis (continued)



## CAR AND DRIVER

CCCR PCA Members

- 4 Bill D.
- 14 Mike D.
- 18 Craig S.
- 33 Chuck J.
- 39 Frank L.
- 41 Warren W.
- 53 Bruce M.
- 55 Emile W.
- 57 Bernard J.
- 62 Michael L.
- 67 Christian F.
- 70 Sam G.
- 81 Clint S.
- 91 Jon M.
- 123 Christopher E.
- 135 Klaus B.
- 161 Brandi C.
- 170 Bill C.
- 175 Felix H.
- 215 Thomas E.
- 236 Kathy T.
- 362 Bill T.
- 557 Sonja P.
- 767 Brian P.
- 837 Eddie M.



# Drivers Education at Buttonwillow by Bob Bruington



## Come join the Fun at Buttonwillow Raceway May 21, 2021

You and your Porsche are out on your favorite back country road turning corners like a pro. Hitting the accelerator on the exit to a straight and flying. What a fantastic feeling, this car can really perform.

The only worries are the Prius in front of you, the oncoming traffic, the rough road, sand and dirt. You can't see around the next corner where a tractor is moving on to the next field. Let's not forget, the local law enforcement. Can you really drive your car to its maximum? No. Is it safe? Not at all. We have a solution for you. Join us for a Driver's Education day at the Buttonwillow Raceway with the California Central Coast Region PCA Club on May 21st of this year.

I was one of the public road racers until I joined in a Driver's Education Day at Buttonwillow where I really found out what my car and I could accomplish. Learn what it feels to let your car really perform to its fullest in a safe environment. No blind corners, clean track and we all go in the same direction. We have four run groups, beginners to high performance. You will be assigned a group you will be

comfortable in with a qualified instructor to help you through the whole process.

We use the point by passing system, the car behind you cannot pass you until you feel it is safe and comfortable.

We use the best corner workers available to keep drivers under control and to keep the track safe. This is not a race, it is a Driver's Education day! You only have to go as fast as you are comfortable. People with no track experience are encouraged to sign up. We have many qualified instructors waiting to teach you how to drive your car to its full potential. By the end of the day you will have a greater understanding and appreciation of your and your car's abilities.

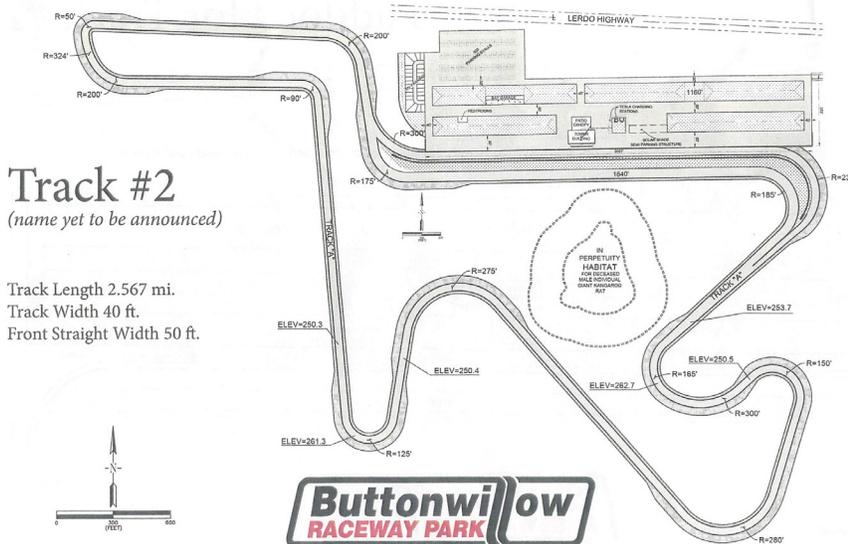
Many people are worried about tire wear and the abuse the car takes at high RPM, hard breaking, fast corners. Your Porsche is made for the high revs and fast driving. It is a world class sports car! Many cars have a rev limiter and traction control to help out. You will not wear out a set of tires or brakes in one day. A day at the track will make you a better everyday driver, you will know what you and your

car are capable of.

Buttonwillow Raceway is one of the safest tracks anywhere, only one wall at the pit area, everything else is out in the desert. You may get dusty if you go off track but that's about it. Many people think the layout is one of the best tracks to learn on in California.

You can drive to the track the day of the event to make it a one day or spend the night in the Buttonwillow Truck Stop or even camp at the track. After you have had experience at Buttonwillow, there is always the famous Laguna Seca Raceway in Monterey to try. We are planning a DE on October 18th.

You can sign up at [Motorsports.reg](https://www.motorsports.reg.com). Look for events at Buttonwillow, May 21st, **Please contact me, Bob Bruington 805 431-0919 with any questions, or email me at [Aircooled911sc@gmail.com](mailto:Aircooled911sc@gmail.com)**



24551 Lerdo Highway, Buttonwillow, CA 93206 • 661-764-5333 • [www.ButtonwillowRaceway.com](http://www.ButtonwillowRaceway.com)

The new second track at Buttonwillow Raceway should finish construction sometime next year. Something to look forward to

# DEATH & TAXES!

by Pedro P. Bonilla (GCR PCA)

When something is inevitable we tend to say: “just like death and taxes”. Well, car repairs then are “just like death and taxes”.



Owning and driving a car, even a Porsche, involves spending money on maintenance and repairs. Keeping up with regularly scheduled oil changes and recommended service intervals as well as keeping an eye on your fluids and warning lights, will save you a lot of money and aggravation down the road.

## Shop



But even if you keep up with the recommended service and maintenance schedules, with time and mileage, some parts will wear and will require replacement. The only way to avoid car repairs is if you lease or trade your car before things start to wear and or break.

Following is a list of items that typically wear or fail due to mileage and age.

### **Battery:**

After about 5 years of use (regardless of mileage) most lead-acid batteries start to weaken and need to be replaced. Keep in mind that if you drive your car very little, the battery should be hooked up to an external (trickle) charger or it will die a lot quicker. Manufacturers and suppliers generally do not warranty a battery that hasn't been driven at least 7,000 miles/year.



Batteries also do not like very hot environments. Luckily Florida doesn't have the weather extremes as some other parts of the country and Porsche installs the battery away from the hot engine bay, which also helps its longevity a bit. A replacement battery for a Porsche is \$150 – \$300 depending on you car's model.

### **Water Pump:**

After 1997, Porsche started using water-cooled 911 and Boxster flat-six engines, which require a water pump to circulate coolant between the engine and the radiators to keep the engine from overheating. By the time a water pump in a Porsche reaches 75,000 miles, the incidence of failure due to coolant leak goes up sharply. If the pump has over 100,000 miles on it, you are driving on borrowed time. It starts as a small coolant

# DEATH & TAXES! (continued)

leak from the pump's shaft that generally cannot be detected by the owner because coolant will only escape as water vapor while the car is running and will leave no drips on the garage floor. The warning light will eventually advise the driver that the coolant level is low and the owner will generally add coolant mix or distilled water and keep on driving. If you have to add coolant to your car, you need to find out why or how its being lost because sooner than later the water pump will have a complete failure and will leave you stranded with a giant cloud of water vapor trailing behind you. If this happens don't try to make it home without coolant, even if it's just a couple of miles. Without coolant the engine will overheat very quickly and may cause additional expensive damage.



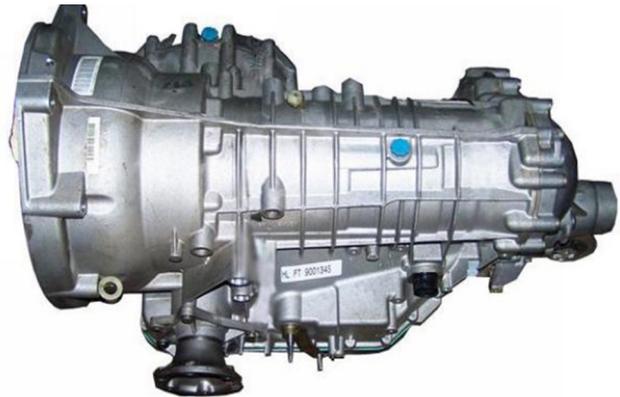
## **Pump**

Replacing a water pump and coolant with recommended parts, materials and labor should cost less than \$1,000.

## **Tiptronic Transmission:**

If it breaks, you're better off replacing the whole transmission than trying to get it rebuilt. But, just like the rest of the car, the Porsche automatic transmission (Tiptronic) has a recommended service schedule. Once it reaches 90,000 it needs to be serviced. The service calls for completely draining the tranny fluid

(ATF), opening the pan, cleaning, replacing the filter, installing a new gasket, replacing the pan and refilling with fresh fluid. Full synthetic is a



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# DEATH & TAXES! (continued)

welcomed upgrade for the new tranny fluid.  
**Manual Transmission (including PDK):**

The manual tranny also has a service interval at 90,000. This one uses heavier oil than the Tiptronic and the PDK uses two fluids (tranny oil



and clutch fluid).  
**PDK**

## **Clutch:**

Transmissions are very hefty and may last through the life of the car but the clutch will probably have to be replaced at some time. The life of the clutch depends almost exclusively on the driver. Even with heavy track use (excluding drag racing) the clutch may still last the life of the car.

A new clutch costs around \$700, but replacing it requires removal of the transmission which



adds around 10 hours of labor.  
**Clutch**

## **Brakes:**

Brake components such as the pads and the rotors are wear items that require replacement when worn. As the pads press against the face of the brake disc or rotor, both parts wear down. Generally the pads wear first and may be replaced without the need to replace the rotor if the rotor is within its limits.

When the pads wear down you will get a warning light on the dash, but to know how much life your rotors still have, run your finger around the outer edge of the disc (when cold) and you will feel a lip. When the lip gets to be 1 mm the rotor needs replacement. Generally rotors last two sets of pads.



## **Brakes**

The cost of brakes is around \$250 per each disc, and \$250 for a set of pads for 2 rotors, plus about 1.5 hours of labor per corner.

## **Tires:**

Again, another wear item that needs to be regularly inspected and replaced when worn. Correct inflation will help the life and performance of the tire. Make sure that your Porsche is well aligned, since a wrong alignment will accelerate an uneven wear of the tires.

Our cars come with high performance summer tires with a somewhat short life but high grip. Summer tires, depending on your driving, may last around 30,000 miles for the fronts and 15,000 for the rears. Depending on tire size, brand and performance level, high performance summer tires may cost between \$100 and \$400 each. When replaced, they must be balanced individually (best is road-force balancing) and in most cases the TPMS sensors should be replaced as well.

### **Plastic Parts:**

Heat, age and weather conditions are not friends of plastic. After 12 to 15 years, many plastic parts such as hoses, lines, seals, expansion tanks and a myriad other plastic parts need to be carefully inspected and replaced if they show signs of deterioration. Porsche coolant hoses and fuel lines tend to last quite well but many hard plastic parts, especially within the engine bay can't say the same. Replacing these deteriorated parts before they fail will certainly save you money and aggravation.

For more information on Porsche parts and more, please visit my website:  
[www.PedrosGarage.com](http://www.PedrosGarage.com).

Happy Porsche'ing,

Pedro

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Okay, let's get this out of the way early in my return as editor. In my last run as editor of the newsletter the most asked question was about the Porsche logo. I don't know how many times that I have heard a different story about the Porsche logo. So I thought I would tackle this one early and use the information that Porsche uses. Now some people say that they are not correct. I just tell them, I really don't care. They are Porsche, they can tell any story that they want to, I am not going to question them.

While the creation of the logo isn't completely agreed on, Americans believe that Ferdinand Porsche's son, Ferry, drew the logo on a napkin during a meal with Max Hoffman, the American Porsche distributor. Germans, on the other hand, claim that the crest was designed by Franz Xaver Reimpiess, an engineer. No matter the origins, the iconic Porsche symbol was introduced to the U.S. market in 1952 and has become an easily recognized symbol for luxury and power in the automotive space.

The Porsche logo was based on the Free People's State of Württemberg's coat of arms, which is why it comes in the shape of a crest — to align with the traditions of Württemberg-Baden. Porsche's headquarters were located in Stuttgart, which was the capital of Württemberg. In 1952, after West Germany was formed, Württemberg-Baden and Württemberg-Hohenzollern combined into the Federal State of Baden-Württemberg. Württemberg's old coat of arms is Porsche's logo and a part of Germany's history.

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



**PORSCHE**

## **PLUGGING HOLES**

Graeme Roberts in JustAuto wrote that Porsche has found a new way to plug holes after painting. Until now, the holes, which provide access for corrosion prevention coating spray nozzles or paint flow in a dip tank, were sealed after painting with plastic plugs. Instead, a robot places around 100 sealing patches automatically.

The process uses circular patches from supplier Tesa and the automaker claims the process eliminates considerable strain on Taycan EV line workers who previously had to insert, by hand, up to 3,600 plugs per shift. This also involved overhead work.

One patch size is used to cover all 4 types of hole types plus, with a thickness of just 1mm, the patches barely protrude at all, whereas the plugs extend up to 6mm from the body. A special robot was developed for the monotonous task.

By July 2020 around 100 of the 150 plugs required in the Taycan paint shop in Zuffenhausen had been eliminated and the paint shop at Leipzig will be next, by summer 2021.

Tesa is well known in Germany for office and packaging tape.

Dirk Paffee, Porsche's planning chief for paint shop processes, said: "Once the special sealing patches have been applied, they can only be detached again with a great deal of effort. They provide the durability that will withstand the stresses of a vehicle in motion and probably outlive the vehicle."

## **SALES INCREASE**

ETAuto.com mentioned in their April 26th newsletter that Porsche India reported a 52% increase in sales to 154 units in their January-March

quarter. The key to this performance was because of a number of launches, including four variations of the new Panamera luxury performance saloon that resulted in an average of one new delivery every week to the end of March. Early indications of a revitalized luxury market are seen with the company realizing its best quarterly results in India in the last seven years, the automaker said in a statement. This achievement makes Porsche one of the fastest growing luxury car brands in India this year, it added.

"Despite the ever changing pandemic-related measures, we have managed to outperform our quarterly sales results of the past seven years and secured the highest first quarter order intake in five years. This drives our motivation for the coming months," Porsche India Brand Head Manolito Vujicic said.

Porsche India also recorded the highest number of Macan SUVs sold in a quarter since 2015. The result was a 38 per cent increase in the delivery of SUVs in the January-March quarter as compared with same period last year along with continuing demand for Porsche's range of two-door sports cars that rose by 26 per cent for the 911, 718 Boxster and Cayman over the first three months of 2020, the company said.

Porsche said its presence in the market has been enhanced with the recent opening of two new facilities in Mumbai. "As part of a clear network expansion strategy, Porsche India plans to open five new facilities in major cities in the next twelve months, underlying the brand's firm commitment to the Indian market," it added.

Porsche said it is also working on new attractive offers like the appreciation referral program, a platform for existing customers to invite friends and relatives to join the Porsche family and take advantage of exclusive benefits.

# If You Haven't Heard (continued)

## “DIESELGATE” UPDATE

ET Auto wrote that Volkswagen is demanding a billion-euro 'dieselgate' payout from ex-CEO. The sum would be the highest ever claim for damages against a company executive in Germany, according to the Sueddeutsche Zeitung newspaper. VW said in March it would be demanding compensation from Winterkorn, as well as Rupert Stadler, the former head of its Audi division.

The scandal, based on allegations from the US Environmental Protection Agency, has so far cost the German car giant more than 30 billion euros (\$35 billion) in fines, legal costs and compensation. Auto giant Volkswagen is seeking more than a billion euros (\$1.2 billion) in damages from ex-CEO Martin Winterkorn over the “dieselgate” emissions cheating scandal “.

The sum would be the highest ever claim for damages against a company executive in Germany, according to the Sueddeutsche Zeitung newspaper. Volkswagen has written to Winterkorn to demand the sum, the bulk of which is likely to be covered by his liability insurance, the report said, without citing its sources. The scandal, based on allegations from the US Environmental Protection Agency, has so far cost the German car giant more than 30 billion euros (\$35 billion) in fines, legal costs and compensation.

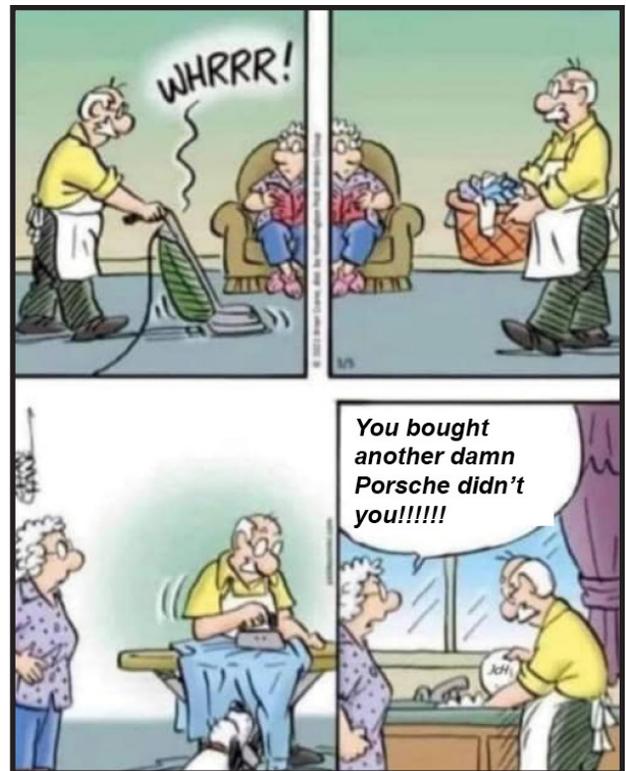
VW said in March it would be demanding compensation from Winterkorn, as well as Rupert Stadler, the former head of its Audi division, for "breach of duty" in connection with the affair. The amount demanded from Stadler "is expected to be much smaller" than that asked of Winterkorn, the Sueddeutsche Zeitung reported.

VW accuses Winterkorn of failing to take action from July 2015 to get "immediate and comprehensive" information about the use of the illegal software in vehicles sold in North America

between 2009 and 2015. It also says he "failed in this context to ensure that the questions asked by the US authorities were truthfully and fully answered". Winterkorn, 73, and four other ex-Volkswagen colleagues are due to go on trial together in Germany on charges of organized commercial fraud and serious tax evasion.

The start of proceedings has been repeatedly pushed back due to the coronavirus pandemic and is now set to start on September 16. The first senior executive to go on trial over "dieselgate" was Stadler, 58, whose fraud proceedings opened in Munich last year.

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Mike Maggard  
Todd Plastino

### 2 Years

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Oeyvind Hauga  
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Frank Triggs  
Ronald Green

### 6 Years

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### 7 Year

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Jerry Jones

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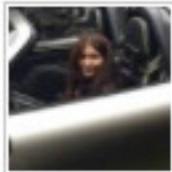
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MONTEREY CAR WEEK

## Monterey Car Week Current Schedule

(subject to change)

- August 7,8** – Pre-Reunion (Weather Tech Raceway Laguna Seca)
- August 9** - The Porsche Monterey Classic
- August 10** - Concours on the Avenue – Ocean Ave, Carmel
- August 12-15** – Rolex Monterey Motorsports (Weather Tech Raceway Laguna Seca) Tickets available now.
- August 13 (TBD)** – WERKS Reunion, <https://www.werksreunion.com/monterey.cfm>
- August 14** – Concorso Italiano – Seaside