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July 2021 Issue

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PORSCHE



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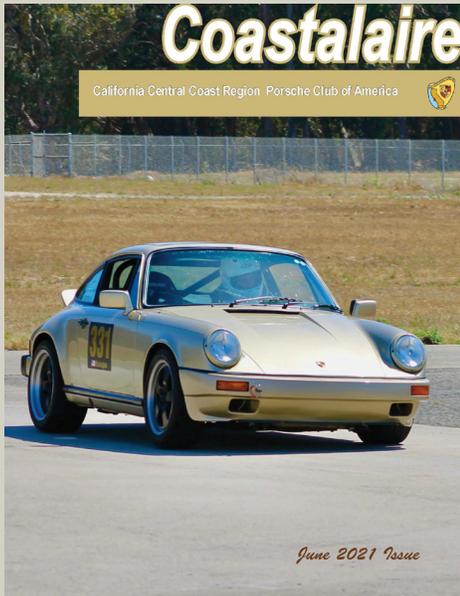


Coastal

California Central Coast Region

a PCA Award Winning Publication

Cover



Photographer
Alfred Abken

Teststrecke 46 was held on June 6th with many participants. Here is Bob on the autocross course keeping his 911 between the orange cones.

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

The Coastal is printed and published online, January, April, July and October

The CoastalBreeze is published online the other eight months of the year.

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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.

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California Central Coast Member Name Badges. Cost for your beautiful 5-color CCCR standard badge with pin, swivel clip or magnet closure: \$20.00. First Name, Last Name, optional 2nd line, for example, your club office within the club, your Porsche model. To order contact Joe Shubitowski at joseph.shubitowski@gmail.com

CCCR / PCA Mailing Address:

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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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The Prez's Corner

by Andy Winterbottom, President

There is more good news on the California Central Coast Region and Porsche Club of America front.

Our monthly Board meetings shall resume "in person" at the San Luis Obispo Country Club (SLOCC) from August 4th. If you want to attend, notify me somewhat in advance; our meeting room is rather small so you are welcome if you have been vaccinated. Also, we have confirmed that the Holiday Party at the SLOCC will be Saturday, December 4th. Sanja Brewer is again the chief organizer and mover. Our annual New Members Bar-B-Q will be scheduled for a September date and will be free for all CCCR attendees.

The Werks Reunion is Friday, August 13th, at a new venue. The Bayonet Black Horse Golf Course at Seaside, CA and reservations for it are open at Motorsportreg.com.

The California Festival of Speed at The Auto Club Speedway is October 30 and 31. Go to Calfestival.org. It wasn't held last year because of the pandemic and this may be the last time for the CFOS at the venue in Fontana. The track is scheduled to be retired and repurposed. Zone 8 organizes this event

and is looking for up to 250 volunteers. Also, Porsche North America will be in attendance.

This reminds me, the CCCR Autocross venue, at the Santa Maria Jet Center is also scheduled to be "repurposed", quite probably from early next year. Our autocross "team" is looking to secure a replacement venue which is challenging given the California laws and regulations, along with risk-averse organizations that control candidate locations.

Next is the PCA National "happenings". First, this year's Porsche Parade is sold out. Our very own Alfred Abken will attend and will provide us with a trip report. His only glitch is securing a rental vehicle back in the mid-West which is no easy task right now. You may have seen that the Spring Raffle prize will be a GT4 and that there will be six winners. A nice prize!

PCA National reported 91,336 primary members as of June 1st, up 745 over May 1st and total membership exceeds 141,650 which is an all-time high. This includes 4,929 PCA Juniors and 980 Test Drive subscribers. August 2nd is the mandatory National Presidents Meeting and I shall represent our California Central Coast Region. Stay tuned for some exciting developments.



Get Out & Drive



by Bob Kitamura, Editor

It is nice to belong to a region that has more than enough events for everyone to do every month. The diversity of events is also very nice. Coming out of the pandemic is raising problems which are actually nice to have. We are getting good turnouts for our events. We need to help our organizers out by letting them know if you will be attending and making sure your food bill is paid. We will be making some organizational changes so it is easier for all of you but keep your eyes open for emails about our events that have the details for signing up and paying.

A major regional event close to home is happening soon. The Werks Reunion is happening this summer, along with Monterey Car Week. The Werks

Reunion is an incredible regional event that draws over 800 Porsche owners and at least that many additional spectators. This year it will be at Bayonet Golf Course in Seaside. A beautiful setting for this event. The good news is if you only want to go for the day you can. It is only about a 2-1/2 hour drive to the event. A nice morning drive and evening return. Here is the website for you to sign up. Do it soon if you are interested it is filling up quickly.

<https://www.werksreunion.com/monterey.cfm>

Maybe I will see you there.





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CCCR Events Calendar

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

<http://ccc.pca.org>

JULY 17th	Drive n' Dine - A gimmick rally / drive down to Cypress Ridge Golf Course for lunch ... check your email for details about the event, where & when to meet and mandatory registration requirements!
JULY 24th	Teststrecke 47 Autocross See page 10 for more details
AUGUST 13th	PCA Werks Reunion See page 34 for more details
AUGUST 28th	Teststrecke 48 Autocross See page 10 for more details
SEPTEMBER	Dates and Events Coming Soon!!!
OCTOBER 2nd	Teststrecke 49 Autocross See page 10 for more details
OCTOBER 18th	Drivers Education at WeatherTech Raceway Laguna Seca See page 11 for more details
OCTOBER 30-31	California Festival of Speed See pages 18 & 19 for more details
NOVEMBER 13th	Teststrecke 50 Autocross. See page 10 for more details
DECEMBER 4th	Annual Holiday Party at the San Luis Obispo Country Club - details to follow

Currently In Planning by your Board

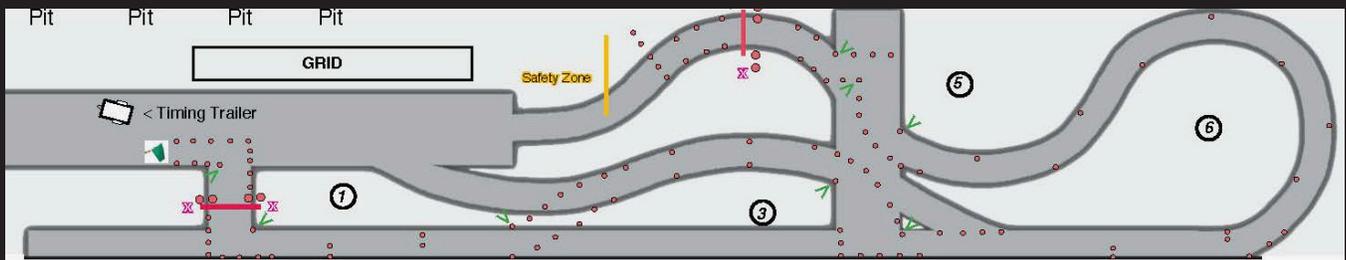
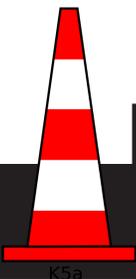
New Members BBQ - date and details coming soon!

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



CCCR-PCA presents

AUTOCROSS 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 47

July 24

Teststrecke 48

August 28



Teststrecke 49

October 2

Teststrecke 50

November 13



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

*** Zone 8 Events**



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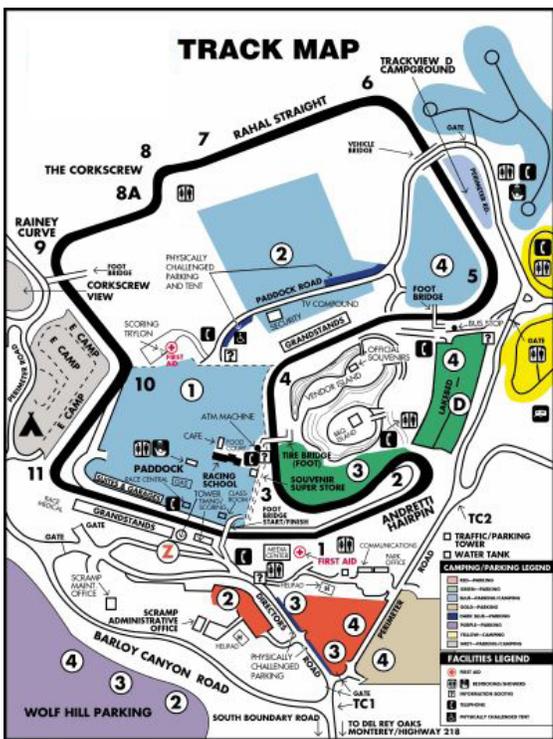


CALIFORNIA CENTRAL COAST REGION DRIVERS EDUCATION

For any questions, you can contact **Bob Bruington, Drivers Education Events Director** at 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.

OCT 18 - WeatherTech Raceway Laguna Seca



I hope to see you all at Laguna Seca, October 18th for our last DE of the year. We are fortunate to have been allowed a 92db sound day for the louder cars. We should be able to have in-car instruction for those who have not qualified to drive solo or want to try Laguna Seca as a first track experience. Laguna Seca is a fantastic track. Come on out and drive that Porsche like it was meant to be driven.

Contact **Bob Bruington** if you are interested in this great event....to run or help.

aircooled911sc@gmail.com

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



Drive & Dine to The Siren

by Gil Igleheart

Photos by Bob Kitamura



On Saturday, June 12, we had a great “Drive n’ Dine” event starting out at Alfano Motorcars in San Luis Obispo first thing in the morning.

The group was led by Carol and myself heading up Los Osos Valley Road to Turri Road where there was a photo opportunity. Then over to Highway One and North County and back down Highway 1 to Dairy Creek Golf Course and the new Siren Restaurant.

There were 31 members at Dairy Creek Golf Course, many more than had signed up! We drove through some of our famous back country roads and enjoyed the sunshine and warm crisp

morning. We can thank Bob Kitamura for all the photos he took! I know I liked them... Thanks Bob!

Upon arriving at Dairy Creek, they had set up the parking area with cones and were eagerly awaiting us. We had two reserved virtual golf stations for the golfers in our group...but only Carol and myself tried it. It is remarkable! If you haven’t tried it you should.

We are all going to have to sign up on Motorsportreg.com from now on! It’s been difficult to run these events and have to figure out who has or hasn’t paid.

If you have difficulty using Motorsportreg.com then please contact me well before the event so I can help you out. Thanks for your help!





Teststrecke 46 at Santa Maria Airport

by Chuck Jennings

Photos by Alfred Abken and Ian Anderson



With an autocross event almost every month after March, it can be a challenge to write something new and refreshing. Of course, all eyes at each event tend to be on the fastest drivers, and that's the most obvious and typical generator of excitement. But I always have the most fun watching the newbies. In fact, when I identify first timers, I take a special interest in them and try to encourage them as much as I can. I clearly remember my first three autocross events. I finished dead last all three times. So, I know how important it is to try to bolster the novices' confidence and self-patience.

On June 5th, sixty-three drivers enjoyed another great day at the Santa Maria Public Airport. We had a little timing delay in the first

run group, but still managed to offer everyone eleven runs on the course. The average time for this course was around forty-one seconds, and with two cars on the course at a time, the starters were able to release a car almost every twenty seconds. Hence, by 3:30 p.m. we had timed well over 600 runs.

Not surprisingly, Steven Kraft drove Clint and Craig Smith's highly modified 1977 911 for a time of 37.656 and the fastest time of the day. Unfortunately, a transmission problem forced Clint and Craig Smith out of the running before they had a chance to post some better times. Ian Anderson in his GT4 ran a 38.071 for second fastest time. Overall, the differences in times among many



continued



drivers was remarkably close. For example, the difference between Sam Gardali's time in sixth place and my time in twenty-seventh place was only 1.5 seconds.

Hence, the average difference in times between those twenty-one drivers was only 0.071 of a second. And between several drivers, the difference was only 0.011 of a second. In one case, it was only 0.001 of a second. This course, designed by Bill Deviny, made for close and fun competition.

Our next event is on July 24th and will be our first event since the end of the 2019 season with instruction available for up to three beginners that have been fully vaccinated. Free instruction helps significantly to promote continued interest and a possible return for another event.

Registration for PCA members opened on June 28th at:

<https://www.motorsportreg.com/events/cccr-pca-autocross-47-on-july-24-2021-santa-maria-ca-airport-california-840920>.



Teststrecke 46 at Santa Maria Airport

continued





THINKING ABOUT ATTENDING A DRIVERS EDUCATION EVENT FOR THE FIRST TIME ?

But are a little hesitant? We at California Central Coast PCA want to encourage all Porsche owners to take their cars out on the racetrack as Porsche intended when they developed these fantastic cars. Everyone has a first time for all things. Sure, the first time or even the fifth time you take your car out on the track, you will be nervous and apprehensive but if you don't, you will never truly know your car's capabilities or your capacity for driving on a racetrack.

Driving the local back roads does not compare in safety or thrill. You do not need to have a new high power car to attend. Older Porsches are strongly encouraged to attend. I have a 1983 911SC and I have a blast using it to its fullest potential. You will see anywhere from 356s to a brand new GT3 RS.

This not a Porsche only event. If you have a car other than a Porsche you want to bring, please feel free to do so. Most cars are approved for the track; if you are not sure, contact me for advice. As a novice driver, we are there to help you out with the whole process. Not just the driving but all aspects of the Drivers Education Event from registration, to where to park, to where to get lunch.

We will have fully trained and certified PCA Instructors ready to teach you how to drive your car on a racetrack. Our second Drivers Education Event of the year at will be at the famous Laguna Seca Raceway, in beautiful Monterey, on October 18th. You will be grouped with other novices under PCA's strictest safety rules. This is not wheel to wheel racing as you see on television! We use point by passing rules set up by PCA. The only time someone will pass you, or you will pass another car, is in designated passing zones. In those zones, the lead car must physically point you by. You will never have a car come by you without your permission.

Everyone in the novice group will have a instructor in the car. We hire professional flag station workers for your safety. PCA requires and we supply all of the

safety professionals such as ambulance, fire truck and tow truck. In the 12 years I have attended track days, the ambulance has never been used.

The safest part of taking your car on the track? We are all going in the same direction! Plus, we all love our cars. We want to go home with the car in the same condition as we left. We all are very careful and cooperate with our fellow drivers. The number of cars on the track at the same time is very limited, especially in the novice group. You only need to drive as fast as you are comfortable. I guarantee your instructor will tell you to slow down in your first session. It always happens, we come to the track the first time believing we know how to drive our cars like Lewis Hamilton.

We first want you to learn the driving line, how to brake, turn and accelerate under control, then depending on your comfort level, increase your speed as you start to understand how your car works for you.

I know a major concern is how much wear and tear you will put on your car. You will not wear out a set of tires or need new brakes after a day at the track. Most cars have rev limiters and ABS brakes, many have traction control to help out if you are a little out of control. Porsche designed your car

for this very thing; it is a race car which you can also drive on the street!

What could be better than getting your car out on the track, hanging out with other car owners talking cars and driving line all day. Laguna Seca is only a two and half hour drive from San Luis Obispo. You could drive to and from the track in a single day or if you wish, camping at the track is available, fantastic hotels and restaurants are nearby.

If you have any concerns or questions about attending a Driver's Education Event, please call me at 805 431-0919 or you can email at Aircooled911sc@gmail.com. Registration will open very soon, a email will be sent out to the link when available.

Thank You, Bob





California

Festival of Speed

OCT
30-31

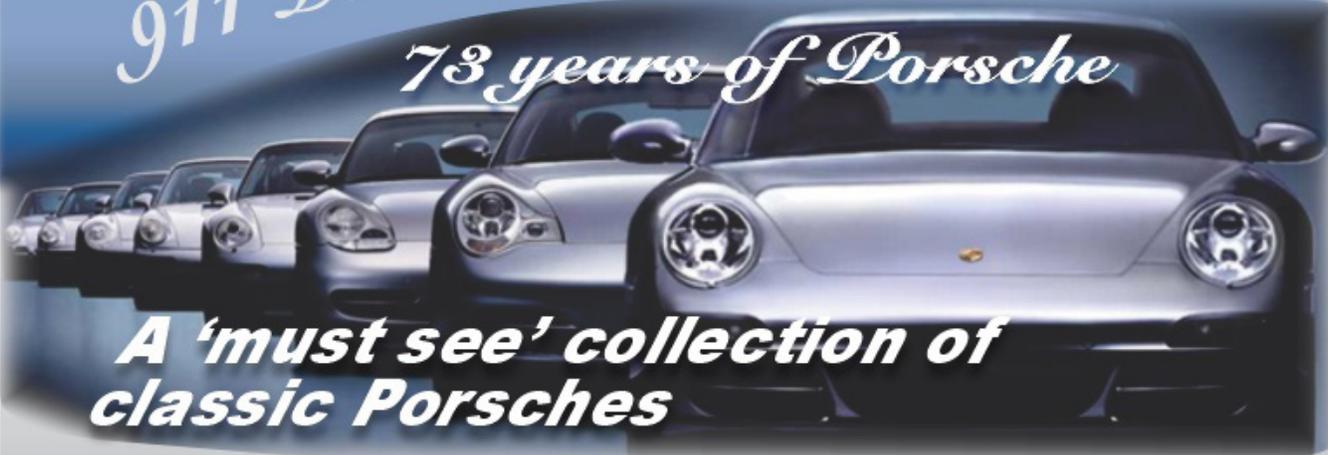
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2021

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zone8.org/events/wcs.php

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Auto Club Speedway Fontana California



A Visit to Porsche Santa Barbara



It had been a while since I had the opportunity to do one of my favorite things as the newsletter editor for our club. That is to drop by our major sponsor Porsche Santa Barbara to see the new Porsches they have in their very impressive showroom and talk to their great sales and service staff.

Covid-19 kept us separated for the last year and now maybe I can drop by a little more often to see what is going on in our world of Porsche and test drive a few of them. It has always been fun and educational to be able to test drive some of the new arrivals in our Porsche world.

One of the benefits that Porsche Santa Barbara has for us is that they are a part of the Santa Barbara Auto Group which has seven luxury brands. Besides Porsche they have Acura, Audi,

BMW, Jaguar, Land Rover and Mercedes Benz. They all have new or Certified Pre-Owned vehicles. For many years we had Walt Branscome as our representative at Porsche Santa Barbara. He was able to retire and enjoy life outside of work but he left us some very nice and knowledgeable representatives. While I was down there I was able to talk with Rene Verbrugge, Sales Manager, along with Jonathan Price, Sales Associate.

If you have a chance to go down there or are just passing through Santa Barbara, make sure you drop by and say hello. They also have a very nice waiting area with a great beverage dispenser you can make a cup of coffee, tea or hot chocolate. Of course, their great service area is immaculate and easy to access.





by Bob Kitamura



Rene Verbrugge

A short walking distance away is La Cumbre Plaza where you can spend some time while your car is being serviced.

You also may want to test drive one of the Porsches you are

dreaming about buying or leasing.....or even a Mercedes like my wife was eyeing very closely.

**Always remember:
"Porsche....there is no substitute"**



Warped!

First of all, Full Disclosure. I have a shop that specializes in the restoration of warped and delaminated Porsche panels. But that's not the point. I want to share with you many of the things that I've learned about this issue so, if or when you have it, it'll save you time and money, especially the latter.

What is it?

People refer to it as warped door panels and/or delaminating door panels, and that's a fair description of the problem.



Door1



Door2

Which cars are susceptible?

All Carrera models manufactured after 2012 (991 and 992), all Boxster and Cayman models manufactured after 2013 (981 and 718). To a lesser extent, we have also seen some Cayenne and Macans suffer the same fate.

Why does it happen and why is it so common? Don't blame Porsche, this one wasn't their fault! At the turn of this century German worker safety regulations (TRGS 610) required that solvent-based adhesives for floor coverings (carpets mostly) had to be changed to water-based dispersions to improve indoor air quality by the reduction of Volatile Organic Compounds (VOC).

Then in 2010 it was mandated that German auto makers could no longer use solvent-based adhesives anywhere in the cabin of their vehicles and the new regulation had them switch immediately (2011) to water-based ones.

But the door panels for the new upcoming models (991/992 and 981/718) were already being produced and the materials and fabrication procedures required the very specialized adhesives they were using. Nevertheless they had to switch. Needless to say, the water-based adhesive is not the right one for those panels.

Exactly, what happens?

With age (6+ years), ambient heat and humidity, the water-based adhesives deteriorate and the "skin" of the door panel starts to separate (delaminate) from the door panel's plastic frame. It generally becomes obvious at the top rear portion of the panel (where the endcap is located). This portion, which must allow the airbag to deploy in case of a side impact, is perforated from the factory so it can tear if the airbag inflates. But as the "skin" becomes detached, it loses structural integrity and starts to tear with the expansion and contraction of daily temperature swings. Once this happens the rest of the panel quickly starts to come off its base and bows upwards (warping) along the



by Pedro P. Bonilla (GCR PCA)

top edge. With the skin off the base, the plastic base can and will warp (deform) with just the heat of the sun on a clear day. Very unsightly on such beautiful cars.



Door 3

At this time the owner generally calls the dealer to inquire whether this is an issue covered under warranty. After 4 years the answer is “no, it is not.”

How much to repair them?

The answer from the dealership is not what any owner wants to hear: “We do not repair them, we only replace them and the cost per panel varies between \$1,400 and \$2,400” give or take a few bucks (plus labor). To make matters worse, the panels are replaced with OEM ones that will suffer the exact same fate in another half dozen years or so.

So the owner starts to think, heck with just a little glue, I’d better make that a strong glue or maybe even epoxy, I can fix that and save all that money.

My recommendation:

After having dealt with the aftermath of hundreds of botched DIY jobs, please don’t do it. Don’t do it because the foam that backs the leather or leatherette is very sensitive to most adhesives and can deteriorate to the point where it can’t be restored.

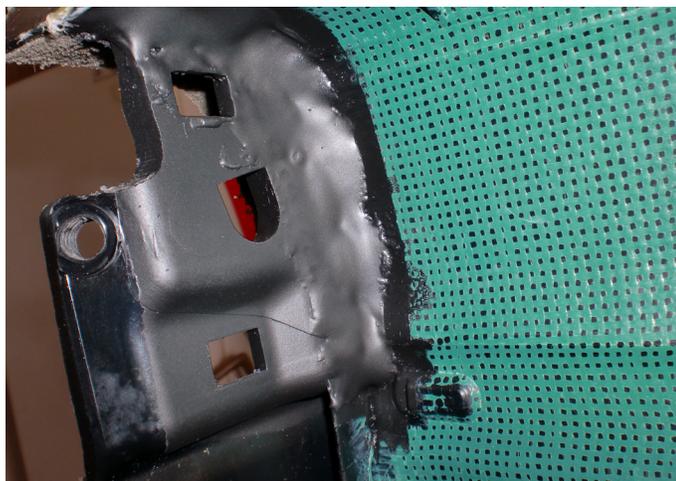


Botched 1



Botched 2

Also when DIY'ers see the detached perforated plastic, the logical reaction is to lather on a layer or two of the strongest epoxy they can find so it'll



hold. Well, that's not good either, because the reason it's perforated is so that it can allow the Airbag to save a life. If it's epoxied in place there will be issues with the airbag in case it has to deploy.

Epoxy

For us to repair a straight up delamination, it's fairly straightforward, but before we can start to work on a panel that's been "repaired" previously, we need to remove all of the adhesive (and or any mechanical fasteners) that were used and restore any missing foam material, which adds time and cost to the restoration. It's best, as in most things, to catch it early. The repair is less costly and quicker and the results look better.

How is it repaired?

We developed our own procedures and tested multiple adhesives throughout many years and hundreds of panels. We found out that the temperature inside a dark colored door, parked for just 90 minutes in full sun, can reach upwards of 220 °F, which makes most adhesives gooey and useless, so

a specialized high-temp adhesive was sourced. But the adhesive should not damage the delicate inner foam and that was another hurdle. Also, the plastic material used on the panel's base de-gasses in a way that negatively affects adhesion, so a primer and an adhesion promoter was also sourced.

The perforated part that tears also needs to be addressed. It has to be secured in a way that holds it in place permanently with the exception of a possible Airbag deployment when it needs to let the panel fold downwards so the Airbag can do its job.

Finally, the warping of the panel's substrate needs to be corrected to a very specific shape to fit the slightly curved contour of the door. This is done by warming up the panel and placing it in a custom jig overnight. This final process does two things; it cures the high-temp adhesives and it restores the original shape of the panel so it fits and looks like new again.

By the way, we don't use water-based adhesives so our repairs are permanent.

So go, check you door panels and catch them when the delamination is just starting.

By the way, when one of them starts to delaminate, the other side has probably also started as well.

To learn more about door panel delamination / warping repair, please visit my website at: wwwPedrosGarage.com.

Happy Porsche'ing
Pedro

□ 2020 Technolab / PedrosGarage.com



If You Haven't Heard.....

by Bob Kitamura

Electric Vehicle Battery Investment by Porsche



Graeme Roberts from JUST AUTO recently let us know that Porsche is investing in a new EV battery. Porsche said it is investing “a high double-digit million [Euro] amount in the new company, Cellforce Group.” Porsche and joint venture partner Customcells also announced the launch of production of high-performance battery cells at the Weissach Development Centre.

“As a new subsidiary, the Cellforce Group will be instrumental in driving forward the research, development, production and sales of high-performance battery cells,” said Porsche chairman Oliver Blume. “This joint venture allows us to position ourselves at the forefront of global competition in developing the most powerful battery cell and make it the link between the driving experience and sustainability. This is how we shape the future of the sports car.”

The new venture, in which Porsche has a majority stake of 83.75%, is based in Tuebingen. The university town is also on the shortlist for the battery factory site which will be located close to the R&D center in Weissach and the automaker’s HQ in Stuttgart-Zuffenhausen. The number of employees is expected to grow from the initial workforce of 13 provided jointly by both companies to 80 by 2025. The Federal Republic of Germany and the state of Baden-Wuerttemberg are funding the project with around EUR60m.

“We founded Customcells with the aim of developing customer-specific battery cells for the most demanding of applications, and this is exactly what

we can now realize. The goal for the planned production plant is to reach a minimum annual capacity of 100 MWh. This is equivalent to high performance batteries for 1,000 vehicles,” said Torge Thoennessen, CEO of Customcells.

The chemistry of the new high-performance cells relies on silicon as the anode material to significantly boost the power density compared to current series batteries. The battery can offer the same energy content with a smaller size and the new chemistry reduces the battery’s internal resistance, allowing it to absorb more energy during energy recuperation and improved fast charging. It is also better able to withstand high temperatures.

BASF is a cell development partner for the next generation of lithium-ion batteries and is exclusively providing high-energy HEDTM NCM cathode materials for high-performance cells that enable fast charging and high energy densities. Its cathode materials factories in Harjavalta, Finland and Schwarzheide, Germany will be able to produce battery materials with a claimed industry-leading low carbon footprint from 2022.

Customcells also develops special lithium-ion battery cells. At Itzehoe (Schleswig-Holstein) and Tuebingen (Baden-Württemberg), it develops and produces application-specific battery cells ranging from prototypes to small and medium series.

VW Ups Its Battery Game with Northvolt

Northvolt’s ambitious European battery production plans also accelerate with a new investment. This Swedish lithium-ion (Li-ion) battery cell manufacturer, Northvolt, has announced an expansion to its existing business strategy in Europe. The company is gearing up to become one of the main manufacturers of battery cells in the continent and already has two large-scale production projects in the pipeline.

In early June, Northvolt announced that it had



If You Haven't Heard.....

secured a \$2.75 billion investment round. The round included cash from investment funds 4 to 1 Investments and OMERS, along with money provided by existing investors Goldman Sachs and Volkswagen. The German auto giant, in particular, is understood to have provided a further \$620 million in this investment round, which stands on top of the roughly \$1.1 billion it has already invested in the battery company.

The money will be used to expand Northvolt's planned capacity at its primary battery production facility in Skelleftea, Sweden. This factory was expected to begin producing cells later in 2021 with a plan to eventually ramp up production to around 40GWh per year. However, following the new investment, capacity at the plant is now expected to reach as high as 60GWh, enough for around one million battery electric vehicles (BEVs), assuming they use an average 60kWh battery pack. Volkswagen claims that up to 40GWh of this capacity is intended for its own models, with the remainder going to other European automakers such as Volvo.

Northvolt's expanded Swedish factory is one of two confirmed gigafactories that will supply Volkswagen with cells for its upcoming BEV models. The second facility is due to start production in 2025 and will be based in Salzgitter, Germany. Initially, this was going to be a 50-50 joint venture between the two but Volkswagen opted to buy out Northvolt's ownership of the facility before it begins operations. Early plans would have seen this facility expand to 16GWh per year of capacity but, with VW's BEV plans in ascendance, this has now been pushed to a planned 40GWh of capacity – enough for around 660,000 vehicles per year, assuming each uses an average 60kWh battery pack.

Volkswagen has confirmed that it expects to commission a total of six gigafactories in Europe by 2030 to support its battery electric vehicle production ambitions. While the two announced so far have been planned in cooperation with Northvolt,

Volkswagen has already established supply relationships with SK Innovation and LG Energy Solution, both of which have announced ambitions of moving into the European market – so it's possible that the remaining four facilities could come in cooperation with one of those companies.

Northvolt has now secured a total of \$6.5 billion of investment and has increased its planned total battery capacity to 150GWh by 2030. Considering 100GWh is accounted for across the two announced factories, that still leaves another 50GWh of planned production so far unaccounted for, suggesting Northvolt is likely to announce at least one more large-scale European battery factory before that date. The company has secured \$27 billion of confirmed battery orders at this point, with slightly more than half (\$14 billion) coming from the Volkswagen Group.

This is all good news for Porsche.

Is Porsche Finally Going To Build An Electric Boxster?



Brownell of Flatsixes.com recently released this information related to an all-electric 718 Porsche.

Porsche has been threatening to build an all-electric two-seat sports car for years, building electri-

fied Boxster and Cayman prototypes on 987 and 981 platforms, but never quite making it to production. After 25 years of the entry-level mid-engine platform, it's possible Porsche is about to tear up the script and rewrite it completely for the next generation. Heck, it's possible that Porsche could even be planning an electric version as a send-off for the current 718-generation.

According to Car and Driver, Porsche is currently testing battery-electric 718s with an eye toward releasing an all-electric concept in the near future. Brownell said "If I were a betting man, I'd say something like that would come at the Los Angeles Auto Show in November, as surely the ideal market for an electric open-top sports car would be SoCal."

Way back a decade ago Porsche unveiled a dual-motor AWD and single-motor RWD Boxster electric concept family of cars, but electric cars were still fairly new to the mainstream market then, and battery technology was still in its early days. As the price of a kWh of battery has rapidly declined in the last 10 years, and companies like Porsche have gotten to grips with the world of electrification, the technology has progressed in leaps and bounds.

Obviously, Porsche has a couple of years of experience selling electric sedans with the highly successful Taycan, which is among the most fun and exciting Porsches ever sold, so an electric open-top roadster would surely be even better! Taking technology from the Taycan and fitting it into a lighter and smaller two-door drop-top sounds like a winning formula to me.

This potential future electric two-seater would not be based on any existing Volkswagen Group electric platform. The Taycan and Audi eTron GT share the J1 platform, which would be too large and expensive for this entry-level Porsche. The PPE architecture planned for the next-generation all-electric Macan would also be difficult to adapt to a sports car shape. Last year Porsche mentioned that any upcoming electric sports car projects would be built on a separate as-yet-unannounced architecture. Porsche currently builds the 718

in a few different flavors with a few different engines ranging from 300 to 414 horsepower. Those power levels would be incredibly easy to engineer into a rear-wheel drive sports car, but getting enough battery into the car to power it all would be the main challenge.

As Porsche continues to lean into electric propulsion, don't be surprised to see electric versions of every major Porsche model in the lineup. The electric Macan will surely come first, as we expect to see that within the next 6 months or so. An electric Boxster and Cayman are great jumping-off points for bridging the gap between electric and ICE sports cars. There is less contextual weight to the Boxster and Cayman than is currently found in the iconic 911 nameplate, so people won't get quite as upset when they see an electric version of the mid-engine cars as fanatics might about the rear-engine model. Eventually, however, we can hope that an electric 911 is coming to totally reshape the world of electric cars. Porsche isn't afraid of change, but some of its customers might be.



IMSA Confirms Technical, Sporting Details for New GTD PRO Class Debuting in 2022

Since announcing plans to introduce the GTD PRO class – which will use cars built to FIA-GT3 technical regulations – to the IMSA WeatherTech SportsCar Championship in 2022 at Daytona starting with the Roar and Rolex 24, IMSA's leadership team and technical staff has been working diligently on many key details for the new Grand Touring Daytona (GTD) or in short form GTD PRO class that will replace the current Grand Touring Le Mans (GTLM) class.



If You Haven't Heard.....

continued



After countless hours of analysis and several technical working group meetings with all interested manufacturers and Michelin, IMSA's official tire partner, IMSA today revealed the structure for GTD PRO heading into its 2022 debut. As announced in January, GTD PRO – which is geared toward factory-supported teams and drivers – and the Pro-Am GTD class both will use FIA-GT3 race cars. “It was important that we worked in lockstep with our manufacturers and tire partner to develop the GTD PRO ruleset,” said IMSA President John Doonan. “Our IMSA technical team was thorough in its analysis and the end result allows us to chart a successful course for the future of factory-supported GT racing in GTD PRO as opposed to the customer racing nature of the GTD class. Ultimately, the market will speak as manufacturers confirm plans to participate, but we are very optimistic that we will have strong fields in both GTD PRO and GTD starting next year.”

Beyond using the same technical specifications, however, there are a number of similarities and subtle differences between GTD PRO and GTD as detailed here:

GTD PRO/GTD Technical Platform and Tires

- Common FIA-GT3 specification for both classes and common fuel from VP Racing Fuels, IMSA's official fuel partner.
- Both classes will use the single-specification Michelin S9M tire currently used this year in the

GTD class for the 2022 season. This, along with the use of the shared FIA-GT3 platform, will reduce development costs for both manufacturers and customer teams. IMSA and Michelin will announce a longer-term solution for 2023 and beyond at a later date.

GTD PRO/GTD Balance of Performance (BoP)

- GTD PRO and GTD will use the same, data-driven Balance of Performance (BoP) process, which is an extension of IMSA's current process.
- As GTD PRO is geared toward factory-supported teams and drivers, on-track performance levels achieved by the GTD PRO class is expected to exceed that of the GTD class. For this reason, the BoP for each class will be managed independently.

Sporting Regulations

- GTD PRO will adopt current GTLM Sporting Regulations on driver ratings, qualifying, grid placement and race procedures. GTD PRO cars will use red number panels and position-indicator LEDs. GTD PRO cars will be required to start the race on qualifying tires or face a penalty as opposed to GTLM, which allowed teams to use any tires from their allocation without penalty.
- GTD will remain as it is today with the same requirements for Bronze- or Silver-rated drivers to be included in team lineups, qualifying, grid placement and race procedures. The same qualifying procedures introduced in 2021 which require a Bronze- or Silver-rated driver to set the team's starting position followed by a mandatory driver change and a second qualifying session to earn qualifying points will remain in effect.
- GTD PRO will adopt the same testing limitations as the existing GTLM class, which allows for eight days of testing. The GTD class will continue to be capped at four days, although Bronze drivers may have unrestricted test days with IMSA approval. Wind tunnel and straight-line testing is prohibited in GTD.



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Registration: Opens August 4, 2021 @ 3:00 PM (EDT)





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2 Years

Robert Los
Daniel Thompson

3 Years

Antonio Varia

4 Years

Stephan Asseo

5 Years

Maggie Weaver
Richard Polinsky

6 Years

Mitchell Nichter

9 Years

Letitia Page
Alfred Hartman
Christopher Edwards

11 Years

Ken Shinpo

12 Years

Ken Finney
Thomas Hutchins
Jean-Marc Bellemin

13 Years

Jerry Ulrich

16 Years

Ronald Ayers
Sam Gardali
Michael Wiggins

20 Years

Martin Etcheverry

22 Years

Andy Winterbottom

23 Years

Frank Mazzone

24 Years

Blake Irving

26 Years

Mel Stahlman

36 Years

Bob Mayberry

44 Years

Greg Young

**Total CCC Region
Membership - 685**

44 Years

**Greg
Young**



A Blast From the Past

original article from March 2014 *Coastal*aire

by Milt Worthy

PORSCHE 1958 SPEEDSTER CARRERA GT 4-CAM F.I.A ENGINE

by Milt Worthy



Speedster GT 4-Cam Engine

Note: Greg has owned two Speedster GT's: the first GT's 4-cam engine was rebuilt by Bill Doyle when he worked in southern California. When Greg acquired his second Speedster GT in 1982 it was without an engine. So the engine from the first GT was installed in the newly acquired Porsche (it was a correct type engine but not the correct serial number) When the correct numbered engine became available in 1990—see details below—it was re-mated with the correct car, the Speedster he currently owns.]

In 1990 Greg entered his Speedster GT (No. 2) in the Porsche Parade held in San Diego. A spectator asked if he could look under the car so that he could examine the oversized front brakes. After he had done so, he told Greg how much he liked the car, but that it was missing the F.I.A. stamp. Such a stamp is hammered onto the engine in the same place as the engine serial number, but to its right. This stamp certifies that the car is eligible to run in FIA GT Class sports car races and indicates the car's homologation group. Greg said that he was aware of the deficiency. The stranger mentioned casually that he had a Carrera engine with the appropriate FIA stamp and was willing to part with it. Greg bought the engine and to his great surprise and good fortune, the engine turned out to be the original serial number engine for his car! The FIA engine and Speedster with its original

motor were back together again. In 2012 the FIA engine was rebuilt by Bill Doyle, still the doyen of Porsche GT 4-Cam motors. (Doyle now has his own shop, called *Rennenwagen* in Jackson Hole, Wyoming. Greg recently spent some time with Doyle in Wyoming, but that is still another story and for Greg to tell.) Greg and his Porsche Speedster GT, with the correct motor, has been together now for 35 years.

The engine in Greg's Speedster features four gear driven, overhead cams, dual distributors and sparkplugs, dry sump lubrication, and a roller bearing crankshaft. It also sports dual Webber 40 DCM carburetors, a cold air box system, and a "Sebring" exhaust. The car came from the factory with aluminum hood and engine lids. Many of the other pieces in the car are also aluminum, such as seat frames and inside door handles. All of this in the interest of saving a few ounces and a few pounds—remember Porsche built the car to race. The aluminum hood, doors, engine lid are numbered and are original to the car. In further attempts to save weight, the front and rear clips are made of thinner than standard steel. These very thin parts are wrapped around a steel rod for reinforcement. The front brakes are 60 mm wide (standard Speedster brakes are 40 mm) And the rear brakes are from the RSK racer and not standard for the car. All four brakes have air scoops in the inside of the brake backing plate to aid in cooling. The gas tank is 80 liter in size and came standard with the car. The roll bar was installed at the factory as they are in all GT Speedsters.

Greg has serviced his 1958 Speedster Carrera himself since acquiring it. He changes the oil every 500 miles and does most of the mechanical repairs. He knows every bolt, screw, flange, grommet, and clip in the car; he and the Speedster have a long standing symbiotic relationship.



1958 Speedster GT on Display

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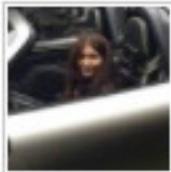
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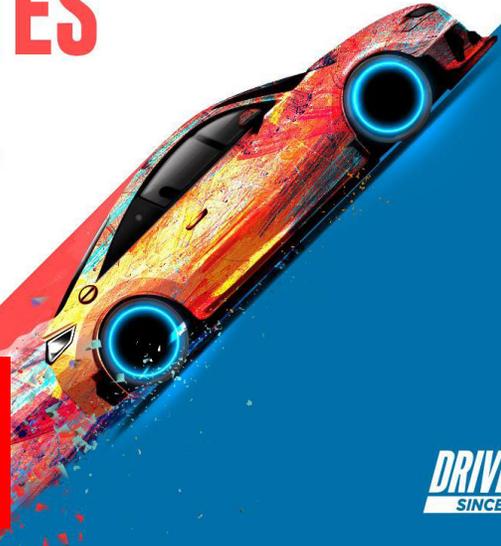
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- August 7,8** – Pre-Reunion (WeatherTech Raceway Laguna Seca)
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- August 10** - Concours on the Avenue – Ocean Ave, Carmel
- August 12-15** – Rolex Monterey Motorsports (Weather Tech Raceway Laguna Seca) Tickets available now. Porsche Corral at raceway.
- August 13** – WERKS Reunion, <https://www.werksreunion.com/monterey.cfm>
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