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California Central Coast Region Porsche Club of America



August 2021 Issue

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PORSCHE



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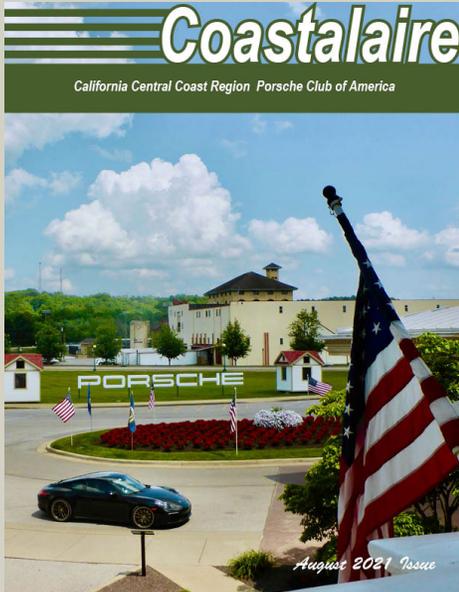
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If You Haven't Heard

Cover



Photographer
Alfred Abken

The Porsche Parade for 2021 was held in French Lick, Indiana. There was a full house with Alfred from our club attending and representing us. See the story on page 20

Coastalaire

California Central Coast Region

a PCA Award Winning Publication

Editor

Bob "Kit" Kitamura
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The Coastalaire is available on the CCCR website at <http://ccc.pca.org/>.

The Coastalaire is published online every month and printed in January, April, July and October

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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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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

Dear Primary and Associate Members of the California Central Coast Region of the Porsche Club of America. The two times a year PCA Regional Presidents and Zone Representatives meeting was conducted by Zoom on August 2nd. Notable points included an announcement that there were no PCA "Spreader" events to date, I sensed a "puffing of chests."

Another announcement was that PCA Sim racing is growing very fast with now more than 650 "racers". For as little as hundreds of dollars to hundreds of thousands of dollars you can set up your own "seat." The PCA mantra seems to be, "Public Service Activities - Members Making a Difference."

The 65th Porsche Parade was successful with more than 1,000 Porsches and 2,000 attendees. Grant Larsen, designer of the original Boxster concept, attended and represented Porsche.

The PCA treasurer reported on 2020 finances and noted that PCA is very solvent and the Key Performance Indicators are improving. PCA was again able to refund \$5 per primary member to each of the regions. The PCA has 91,776 primary members

representing a growth rate of 4%. The audit committee report was reviewed.

The next Treffen, which is in Wisconsin, should sell out in 30 minutes from application opening. A new event is the "Porsche Indy Sports Car Fest", it's new to me anyway. More on that later.

Prior meeting minutes were approved and the audit committee slate was approved. Possibly because of my Android cellphone connection, I missed all four votes but all 150 attendees on the call got to hear my name those four times due to my delinquencies.

Regions of the Year: Potomac Region was second runner-up, Hill Country Region was first runner-up, Silver Sage Region was the overall Region of the Year.

As for our Region, the New Members' Bar-B-Q has been rescheduled to October 9th at the estate of Jason Len. We've been there before and it is a hoot.

This is another reminder that the Festival of Speed in Fontana is October 30 and 31 with CCCR actively supporting this event with our very own Bob Bruington heading up the Driver's Education event. Volunteers are needed so please help if you can.

Andrew W.



Get Out & Drive

by Bob Kitamura, Editor

This week many of us will be headed to Monterey Car Week. It's easy to pre-judge the attendance by the amount of hotels rooms that are booked. It looks like it will be a record crowd. I noticed that the car display area at the PCA Werks Reunion filled up in less than a week on their website. There is still plenty of spectator parking and a lot for you to see. It is nice to have the event at the Bayonet Golf Course in Seaside this year. Literally down the street from where I am staying!

I will be attending and spending most of my time serving as one of the judges for the "Judged Cars"

event at the Werks Reunion. I hope that I will see some of you there!

Our publication will be going back to a single name for our monthly publication, *Coastal*, instead of alternating with *CoastalBreeze*. We will continue to have a digital online version every month with additional printed copies in January, April, July, and October. The content will remain the same.

Although there are no events currently scheduled for September, watch your email inbox daily, we are trying to get some fun events together for you!





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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

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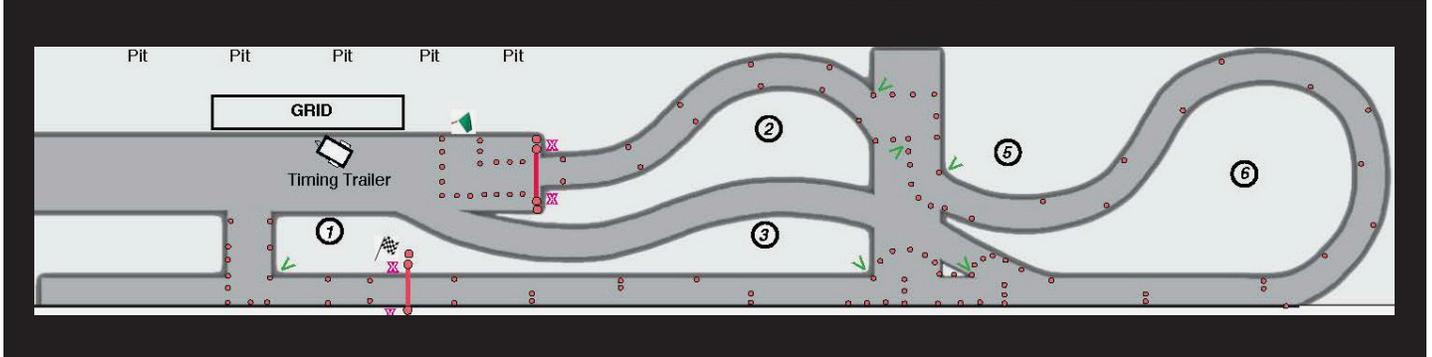
AUGUST 13th	PCA Werks Reunion See page 34 for more details
AUGUST 28th	Teststrecke 48 Autocross See page 10 for more details
SEPTEMBER	Watch for new upcoming events in your email
OCTOBER 2nd	Teststrecke 49 Autocross See page 10 for more details
OCTOBER 9th	New Members BBQ See page 14 for more details
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

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.

Sign Up Now!....only 3 left in 2021

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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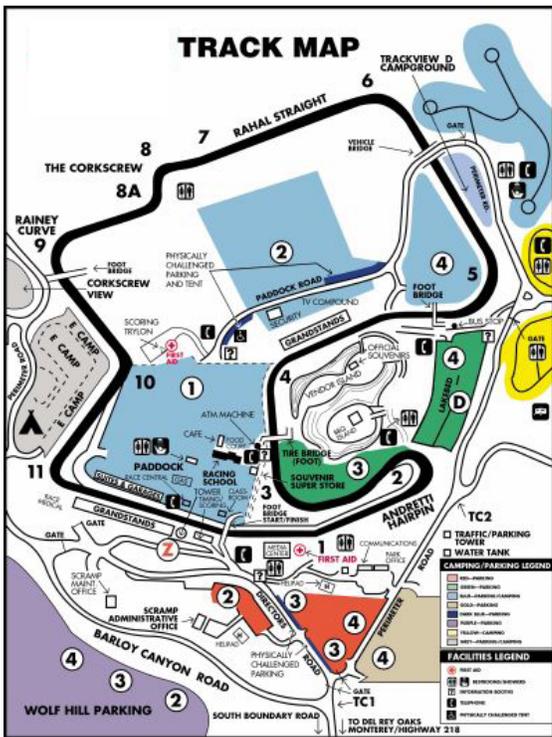
CALIFORNIA CENTRAL COAST REGION

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



Registration for the CCCR Drivers Education Event to be held at Laguna Seca Raceway on October 18th is now open. Bring out your beautiful Porsche for a full day of high speed driving on one of the most famous tracks in the world. The track is right in our own back yard, only two and half hours away in beautiful Monterey. We will have in car instruction for fully vaccinated students and instructors. Four run sessions are available, novice through expert. There is a 92db sound limit.

This is a fantastic time to drive your car on a race track under the most stringent safety rules. If you have not attended one of our DE events, this is a perfect time. As a incentive, for the very first time, we are offering California Central Coast Region members only, a \$90.00 discount for this event. Upon check out on the site, please enter LS290 in the discount code box. You can register at CCCR Laguna Seca DE. Please do not distribute the code to others outside of our membership.

If you have any questions, please feel free to call me at 805 431-0919 or email me at Aircooled911sc@gmail.com. See you all at the track!

Bob Bruington
CCCR DE Chair



Gimmick Rally & Lunch

by Chuck Jennings

Photos by Chuck Jennings

Bob Bruington and I regularly play golf at the Cypress Ridge Golf Course on the Nipomo Mesa. The owners, Charlie and Cole Gibson, are very friendly folks with an interest in cars, including Porsches. Cole has two. Near the clubhouse, Charlie and Cole display four restored Volkswagens – a “beetle” and three versions of the “bus”.

Bob and I had often imagined a display of Porsches on the grass around the practice green in front of the clubhouse. After some conversation with Cole, we received an invitation to display our Porsches on the grass and have lunch at the golf course, and this seemed to me a perfect end-destination for a rally.

It had been a few years since CCCR had conducted a gimmick rally. Dave Mills was the CCCR Master Rally Designer before I got involved. I’ve designed two since Dave passed on. My first was in April of 2019 with the Parkfield Café as our destination. Those of you who participated likely remember that it was distinguished by me trying to award prizes of (unbeknown to me) half-empty (or half-full) bottles of wine. It has been the relentless-joke-on-Chuck ever since.

Hence, for over two years I have been eager to restore my rally-organizer-credibility. I volunteered my services several times to Gil Igleheart and Bill Chadwick, our Activities Directors, and they liked the idea of a rally as the opening act to the car show and lunch at Cypress Ridge.

There were a couple of twisty dead-end roads that I had always thought ideal for part of a rally, and I jumped at the opportunity to design a course that included these two beautiful back routes. But I wanted the rally to be unique in more than the route and destination. I wanted it to be an interesting challenge that re-



Gimmick Rally & Lunch

continued

quired a bit of clever navigation with some necessary impish deduction.

The goal of the rally was for each car's passengers to take photographs of ten designated waypoints and arrive at the Cypress Ridge Golf Course with the fewest miles recorded on the car's odometer.

Thus, the challenge was to navigate the shortest distance between waypoints. Departure was as soon after 8:00 a.m. as participants were able to leave the Costco parking lot with their directions.

Gil Igleheart and I had previously test driven the shortest route which turned out to be eighty-two miles. It took us exactly two hours. Participants were not required to photograph the waypoints in the order they were given. The only time issue was that the participants had to arrive at the golf course no later than 11:30 a.m. Thus, they had at least three hours to find and photograph all ten waypoints and complete the rally.

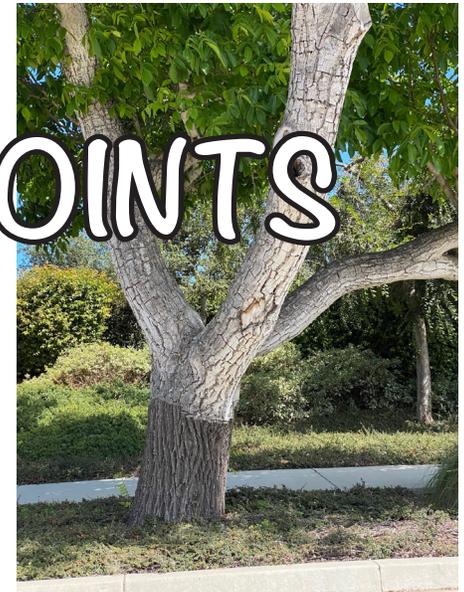
Some of the most fun waypoints included a sign reading "Pavement Ends" on High Mountain Road before traversing the mountains that required four-wheel drive to get to Pozo. I'm sure no Porsches ventured beyond this point.

Near the end of Huasna Townsite Road, folks found a large metal Triceratops sculpted out of rusty steel. If they had looked more closely they would have also seen a T-Rex, a Brontosaurus and a couple of other dinosaurs hidden among the trees. Other waypoints included a basketball goal at a school, some blue umbrellas, a deli market sign, and a specific tree at a specific address.

Cars started arriving at the golf course around 10:30, and almost all participants arrived before 11:30. As they arrived, the drivers were directed to park.



WAYPOINTS



CCCR-PCA New Members BBQ in Edna Valley



The New Members BBQ will be held in Edna Valley on Corbett Canyon Road. It is open to all of the CCCR-PCA Membership.

**Saturday,
October 9th**



A parking and car display area will be provided at the front of the property.

There will be tours of the auto and motorcycle museum and car restoration area.

The Sea Shanty will be providing BBQ tri-tip and chicken, with salads, bread and beverages.



Information on the time, address and how to sign up will be emailed to you soon so watch for it! It is free to all members that sign up for the event through the Motorsportreg.com website. If you do not there will be a charge of \$20. For any questions contact Gil Igleheart at gil.igleheart@gmail.com



Teststrecke 47 at Santa Maria Airport

by Chuck Jennings

photos by Chuck Jennings and Alfred Abken



Staging for one of the runs on the course.....

Our autocross events are truly a team effort. To offer our participants a safe and fun event, autocross is a complicated affair requiring many parts to function well in coordination. Everyone who participates has a work assignment for the day, but we have some very key leaders to oversee and manage the various tasks and dynamics of each event.

Jon Milledge is our registrar. He and Bruce Morgenthaler designate and oversee the 60+ work assignments that include timers, starters, grid masters, station chiefs, and six safety stations with three each “corner workers” who call in cone faults, replace displaced cones, and stop runs with red flags in case of a spin or off-course fault.

Fred Herr heads up a team of timers that manage and record the electronic results in the timing trailer. The timers are the key to a smooth running event. Without their efficient and precise operation, the entire event would be chaos and without clear results.

On Friday afternoons, the day before the autocross event, Bill DeViny and Sonny Brown lead the set-up team. Each course is unique, so a



Bernard



Guy



Kathy



Teststrecke 47



continued

course design is followed in setting up a hundred and fifty or more traffic cones just for the course. Another seventy-six cones define the pre-race grid. All of the course cones' positions are marked with chalk to insure proper replacement. And, the timing trailer has to be placed for optimal view of the start and finish lines. The course has to be cleaned of dust, sand and gravel with brooms and powerful one-man blowers. All of this takes place over about two hours.

On race day, Joe Shubitowski gets up at 0-dark-30 to drive to Santa Maria to open the entrance gate at 6:30 a.m. Joe manages the check-in for all participants and closes the gate at 8:00 a.m.

From Friday when we set up the track until we finish at 4:00 p.m. on Saturday, Alfred Abken keeps an eye on safety issues, suggesting this or that modification to the course design or the manner in which we run the show. He also makes certain that our PCA insurance policy is approved and on record.

Fred Herr arrives early to set up all the timing equipment. Placement of the timing lights is a critical and precise matter.

Bob Bruington heads up our tech team that inspects all the entrants' cars for race worthiness. A cracked windshield, a loose battery, leaking fluids, thin brake pads, or questionable tire conditions are among the many mechanical problems we want to deter from the stress of running the course. And drivers must have a Snell-rated race helmet, the proper shoes, and functioning seat belts.

On Saturday, July 24th sixty-four drivers maneuvered eleven times around the Teststrecke #47 autocross course at the Santa Maria Airport. (Of



Teststrecke 47

continued



course, not all at the same time.) In all, we clocked over seven hundred runs, only the second time for any of the past ten years' events.

Bill Thorp drove the fastest time of the day with a 34.150 seconds. Kathy Thorp was just 0.241 behind Bill. Tom Dobyns, finished in third place just 1.086 behind Bill. As like our last event, time intervals tended to be very close, as little as 0.004. An average time was around 39.00 seconds.



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Auto Club Speedway Fontana California



Alfred's Trip to the Porsche Parade

by Alfred Abken

My Journey to the Parade

My record of making my flight connections, flying east, has come to an end. My flight out of SLO airport Saturday July 10 departed on time. We arrived in Dallas on time around 11:40 AM. My scheduled flight to Louisville was supposed to depart at 1:12 PM. Long story of gates changing, etc. the flight finally got underway about 4:30. When we were nearing Louisville, the Captain announced that they did not have enough fuel on board to circle around the Louisville area to wait out the thunderstorms, so we flew up to Columbus, Ohio to refuel. That actually went relatively quickly. Finally we got to Louisville. It was one bumpy ride. Acquiring the rental car went quickly, and I was underway.

My original plans were to arrive in French Lick, Indiana before sunset to kind of get an idea of where things were. By the time we got to Louisville, it was well past dark, and as I got on the road, it was raining. At times it came down pretty hard, and there are no Botts Dots on the roads in Kentucky and Indiana.

By the time I got to my hotel, it was 1AM Sunday morning. I was scheduled to work a double shift in registration Sunday morning, so I was in bed quickly.

Sunday - Day One

- Parade Information Meetings
- Parade Event worker training sessions
- Annual Membership Meeting
- Pirelli Welcome Dinner

Sunday morning I was up early enough to get breakfast, and make my way to the French Lick Resort for my double volunteer shift.

Following registration, there was a Zone Gathering held. This was originally scheduled to be in the resort's garden, but due to weather concerns, it was moved under cover.

This year, there was a separate Pirelli Welcome Social, where hors d'oeuvres were served.

This was followed by the Pirelli Welcome Dinner. The Rheingold Band provided the live musical entertainment.



David and Karen Dimaria's restored 1954 550, from Rocky Mountain Region



Pirelli Welcome Dinner



Alfred with some of the Zone 7 folks.





Monday - Day Two

- Porsche & PCA National Concours & Awards
- Parade Kids Miniature Car Concours
- Exhibit Hall Displays

Monday, Porsche presented the Concours d'Elegance. The Historics Display this year had a theme of "Blow The Lid Off Summer", and as you might guess, there were plenty of convertibles and roadsters.



Maureen Hutton of Chicago Region decked out in her Martini T-shirt with her 1977 Martini Edition 924



The Parade Concours was held in the parking garage due to the rain



Pamela Brundage, also from Chicago Region, doing final prep on her 1962 356 B.

Having done both, I don't know which is harder, preparing your Porsche for the Concours or being a judge for the event.

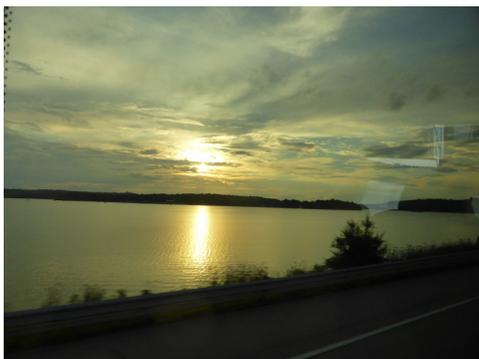


There were no banquets scheduled for Monday evening, so I took a bus to the Patoka Lake Winery for a catered dinner. The photos below are at the winery. They served a wonderful Gewürztraminer with the appetizers.

With the main course, they served a Zinfandel that was a bit too sharp for my taste. And for dessert, they served a blueberry blackberry combination wine that was far better than I could possibly have imagined. It was sweet, and I rarely drink sweet wines, but this was quite pleasant.

Finally, there is a shot of the sunset taken through the bus window on the way back to the French Lick Resort.

It turns out, Patoka lake is the second largest lake in Indiana. It is one big lake!



Tuesday - Day Three

- Porsche Design TSD Rally
- RC Car Competition - Day 1
- Ice Cream Social
- PCA National Concours Awards Banquet

Tuesday was the running of the Time, Speed, Distance (TSD) Rally. If rallying is not your thing, various seminars were also held. Grant Larson gave one on design. Lee Raskin gave one on the James Dean “Hoosier” tribute. The RC car event was held. This was their “on road” event. Wednesday would be their “off road” competition. The ice cream social was also held following the TSD Rally. Me?

I was out early for a drive past Indianapolis to Speedway, Indiana, and the Dallara Indy Car Factory and the Indianapolis Motor Speedway (IMS) Museum. According to the folks at Dallara, this is a street legal vehicle. For a modest additional fee, you could have been taken for a ride in it around the streets of their factory.

After a catered lunch at the Dallara Indy Car Factory, we took a short drive to the IMS Museum. As I had visited the Museum in 2005 I was not too disappointed in not being able to spend very much time there.

I did a quick walk through, and took a few photos. Then, I was



Dallara Indy Car



back in the rental car for a little over a two hour drive back to the French Lick Resort for the Concours banquet. On the top of the next page are some photos from the event.





Concours d' Elegance Awards Banquet



Wednesday - Day Four

- Golf Tournament & Awards Lunch
- RC Car Competition - Day 2
- Autocross - Day 1
- TSD Rally Awards Dinner
- Seminars

Wednesday morning was the first of two days at the autocross. The autocross was held at the French Lick Airport. In addition to the autocross, the golf tournament was also held Wednesday. More seminars were held and the off road portion of the RC car event was held. It has been my experience in the past where the Parade autocross runs pretty much like clockwork. Even with the occasional lightning storm tossed into the mix. This year I got on site



around 9:30 and the drivers' meeting that was scheduled for 8:00 was just getting under way. My original plan was to stay on site until about noon. With the timing delays and communication problems they were having, I got bored and left at 11:30.





Wednesday evening was the Porsche Design TSD Rally Awards Dinner. Can you see what is wrong in the above photo?



RC Car Off Road Racing at the Parade Looks like fun!!!



Thursday - Day Five

- Autocross - Day 2
- Hagerty Gimmick Rally
- Pie Event

Murray, from the Michiana Region ran a 95.317 in his 2019 Turbo S. Although things were late starting again on Thursday morning, they started about half an hour earlier than they did Wednesday.

The white 2020 Taycan driven by Wendy had a time of 91.641, getting top time of day for women.

Cindy Jacisin, PCA National Executive Vice President was also driving a Taycan 4S. Her best time was 107.859.

The silver Porsche next to the Taycan is Ed Mayo's 1972 911S. Ed is from the Maverick Region, and ran a 94.845.





Indiana Sugar Cream Pie

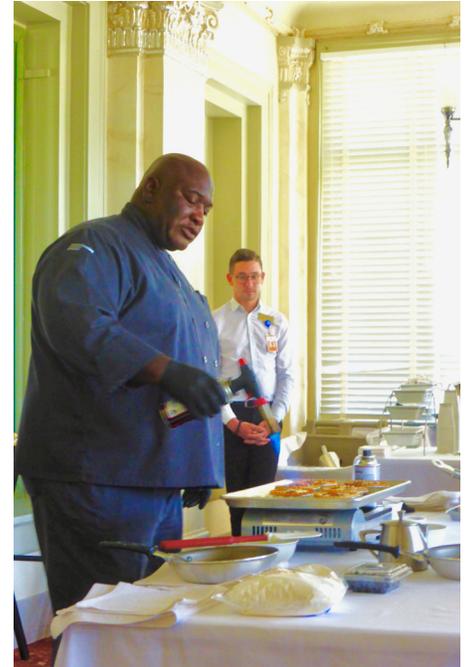
Chef David Lee

Ingredients

1 (9") Pie Crust, Baked	2 ¼ cups Half and Half Cream
4 tablespoons Cornstarch	1 teaspoon Vanilla Extract
¾ cup White Sugar	2 tablespoon Butter, melted
4 tablespoons Butter, melted	½ teaspoon Ground Cinnamon

1. Mix cornstarch and sugar. Add 4 tablespoons of butter and half and half.
2. Cook over medium heat, stirring constantly until mixture boils (thick and creamy).
3. Remove from heat and stir in vanilla.
4. Preheat oven broiler to high.
5. Pour mixture into pie crust. Drizzle 2 tablespoons butter over top and sprinkle with ground cinnamon. *→ LITTLE MORE SUGAR*
6. Put pie under the broiler until butter bubble.
Note: Watch it carefully as it does not take long.
7. Refrigerate for at least 1 hour before serving.
8. Enjoy!

*SERVE RT
(CUT WHEN FROZEN, IF FROZEN)
SET OUT ~ 4 HRS.*



The Pie Event

Chef David Lee is putting the final touches on Sugar Cream Pies. In case you can't make out my notations on the recipe shown on this page, the Chef suggested serving the pie at room temperature. After completion, the pie can be frozen. Apparently it is easier to cut if it is partially frozen. If frozen it should be set out for almost four hours.

Friday - Day Six

- Historical -Technical Quiz
- Michelin Autocross Awards Dinner

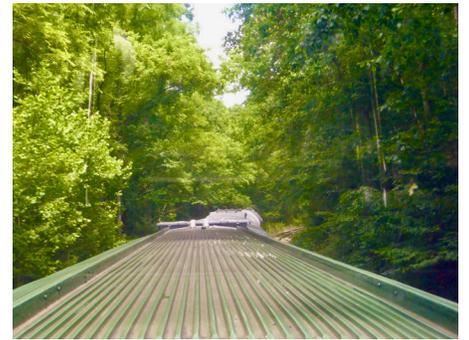
Friday afternoon, I walked over to the nearby French Lick Scenic Railway station for their Bourbon Tasting Train. I am not much of a fan of Bourbon, but to sit in a old rail car, and drink? It sounded like fun to me!

The top photo is the interior ceiling of the train station. As luck would have it, I was able to sit in the domed car. The seating was in the lower section though. I did get to walk up and have a look out to the view. The first bourbon we tasted was a Spirits of French Lick White Bourbon that was aged all of 10 minutes. It was rather sharp tasting.

The second bourbon we tasted was Makers Mark, which was much easier to drink down. This was served along with Pork BBQ Sliders.

All the swaying side to side made the above exposure a bit blurry. Next was Angel's Envy. This was aged up to 6 years in port wine casks, and was quite pleasant. It was served with a Bourbon Brown Butter Pecan Cookie.

The final tasting was Spirits of French Lick Lee W. Sinclair 4-Grain. This was far more enjoy-



Friday evening was the Michelin Autocross Awards Banquet. There was Sugar Cream Pie for dessert too!

able to drink than the first one we sampled. This was served with a Bourbon Caramel Apple Bar. The trip was a lot of fun. It was basically a half hour ride south, then we backed up to the station.

We cruised through the deciduous forest on the Bourbon Tasting Train.



Saturday - Day Seven

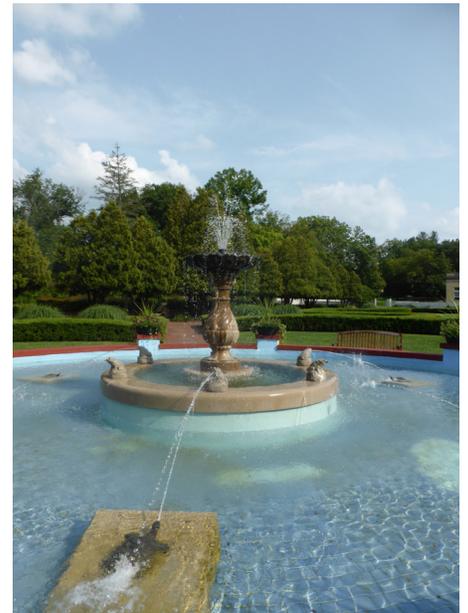
- 5K Run/Walk
- Parade of Porsches
- Reliable Carriers Victory Banquet
- Volunteer Party

Saturday morning was the final day of Parade. I was up and out early for the 5K Run/Walk. Following that, I walked over to the staging for the Parade of Porsches.

That was followed by the Volunteer Party. If you volunteer to work a minimum of two shifts, you qualify to attend the Volunteer Party.

The 5K run was held at the Valley Links Golf Course. It was a beautiful overcast morning for a run.





The social for the Victory Banquet was held at the beautiful West Baden Gardens. Inside there is a domed room off the main domed atrium, then the banquet was held in the main atrium at the very base of the dome. The main atrium is possibly the most stunning interior in the U.S. If you ever find your-

self in southern Indiana, it would be well worth your while to check out either, or both, of these resorts. They are very remarkable places.



At the Volunteer Party, I won one of the umbrellas with the flashlight in the handle. So far, I have not figured out how to turn the light on!



So, by now I imagine you are wondering, were there any freebies given out? Well, of course there were. Sunday, after my double shift in registration, I delivered my two framed photos

that I entered in the Art Show. Just outside the room where registration was, PCNA had tables set up and they were giving out these really neat little 1/43 scale models of a 718 RS 60 Spyder.

Thoughts about PCA's first Post-Covid Event & Looking Forward to Next Year

I cannot over express the magnificence of these two properties. If you think it is doubtful you will ever find yourself in southern Indiana, you can find more info in the ol' inter-web: <https://www.frenchlick.co/history> Another good website is: <https://www.frenchlick.com/aboutus/history/wbsh> They are well worth checking out. Finally, next year's Parade will be held in the Poconos of Pennsylvania. I hope to see some of you there. If you think you wouldn't attend a Parade because it is too far away, forget that. Fly, rent a car, or not, if the resort is near an airport. This was my 19th Parade, and I have only had my Porsche at 5 of them. I am living proof you can have a wonderful time at a Porsche Parade without your Porsche.



Trends Make the Future

by Pedro P. Bonilla (Suncoast Region PCA)

The auto industry is changing at an incredible pace and actually mirroring trends in other industries. It used to be that automobile manufacturers were mammoth conglomerates that dictated their own paths and controlled their own future.

The traditional business model of designing, manufacturing, selling, servicing and financing vehicles still continues, but the industry is speeding toward a new frontier mainly guided by sustainability, and changing consumer behavior. Because of this, manufacturers now collaborate with tech giants, they work closely with audio moguls and augmented reality experts, and we can see how these collaborations with advanced technologies are making their way into our cars and our car culture.

This trend, which actually started in 2018, together with the ever increasing emission standards have made vehicle production costs increase. The higher production costs resulted in a reduction in car sales in 2019, which was worsened by the global pandemic and its aftermath in 2020.

Now, in 2021 but with 2022 models ready to go into production, manufacturers are embracing these technologies more and more in order to increase sales. Let's take a look at some of the industry trends in more detail:

• Electrification

Probably, the biggest trend for the last 20 years, and this is just the beginning. Toyota started the trend in 2000 with the successful introduction of the hybrid Prius, then Tesla with its full electric line of vehicles changed the way people view electric cars. Porsche was quick to realize the trend and started working on its strategy for 2025. Audi, Mercedes Benz, Ferrari and most other manufacturers are introducing or working on new electric platforms.



• Connectivity

When we were kids we followed with keen interest the displacement in liters of our Porsches, which slowly grew from the 1.1L flat-4 of the early 356s to the latest 4.0L flat-6 powerhouses of the new GTs (GT3, GT4, GTS). But nowadays buyers are more concerned with how big the infotainment screen is, whether it has Apple CarPlay or not, and whether they can access their Pandora account from their car.



• Self-Driving ability

Automated or assisted driving is another rising trend in the industry. Car buyers cautiously embrace safety-focused semi-autonomous driver aids but have been slow to accept the prospect of handing the



steering wheel and all controls completely to the car's computer(s). This is not without controversy. Some believe that the age of fully automated, self-driving taxis is just around the corner. Others believe that for cars to safely drive themselves it will take many more years.



• Usage-Based Insurance

Insurance companies, which now have access to incredible amounts of data from our vehicles, have been able to re-assess their risk and have started introducing new policies based on distance travelled by the vehicle, the car's category, and the driver's background (including health, habits and age) even attaching data acquisition devices to the customer's vehicle in order to customize their coverage.

All of these trends are reshaping our ever-changing way of life. They will transform the car into a platform, where drivers evolve to riders, reframing "driving" as the synonym of well-being and convenience.

Is this the future? Who knows? In doing research for this article I came across the following quote: To the question of whether the Porsche brand faces conflict between innovation and tradition, Knuth Walczak, Porsche's head of Innovation and Preliminary Development Management said: "We don't define the Porsche brand of the future –

instead, it is the Porsche brand that has defined our focus. We have the fascinating job of continuing to build authentic sports cars. I'm certain that the technologies of the future will not cool down the hot, fascinating core of the Porsche brand but instead will heat it up even more."

Most of the articles and news releases relating to the future of the auto industry and future of the sports car that I read are about the above mentioned trends and how cars and the auto industry would evolve and modernize as it embraced the future.

Only Porsche, referring to the probability of introducing a 911 hybrid, promised that "it will be extremely powerful but still a fantastic driver's car as it has always been".

I hope and believe that Porsche will keep those promises of maintaining tradition and heritage ever present in their near-future, electric, self-driving, connected sports cars.

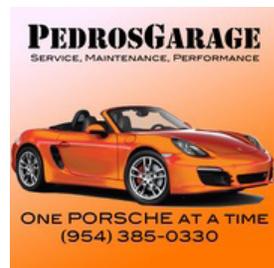
A few of us (fewer and fewer every year) still perceive pure enjoyment from driving our old, analog, disconnected Porsche. Heck, some of us still like to shift our own gears using heel/toe.

For more information about the future of the auto industry, and Porsche in particular, please visit my website:

www.PedrosGarage.com.

Happy Porsche'ing
Pedro

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If You Haven't Heard.....

by Bob Kitamura

Porsche 911 Hybrid in Testing????

Peter Holderith in The Drive talked about the “Porsche 911 Hybrid spotted testing for first time. Hybrid power is finally reaching Stuttgart's flagship sports car. That's a big deal.

Porsche has created hybrid variants of many of its current products and then there's the electric Taycan sedan. It may seem strange, then, that the company's flagship sports car, the 911, has yet to receive the hybrid treatment. Well, it seems like that's about to change.

Per Autocar, the Stuttgart automaker was spotted at the Nurburgring testing a 911 Turbo with a special yellow sticker, which is an addition mandated by the track for any hybrid vehicle being tested on its grounds. Precise details of this drivetrain are still unclear, but the addition of electric power to the 911 is significant no matter the exact specs. Electrification is all but certainly the future of Porsche's lineup.

Porsche has previously said this latest generation 911 is all set to accept hybrid power. Speaking to Autocar in 2018, Porsche's then head of sports car development, August Achleitner, said, "We've taken the experience we gained with hybrid versions of the Cayenne and Panamera, as well as the 918 Spyder, and applied it to the new 911." He went further than that as well, saying, "In the future, this will allow us to offer [the 911] with pure-electric capability."

This new 911 being tested isn't a full EV, though. Videos of it have not yet been posted online, but spy shots Autocar obtained, show exhausts sticking out the back of the modified vehicle. Other changes besides the yellow hybrid-identifying sticker include a blacked-out rear windshield, likely to protect the new sensitive drivetrain from prying eyes.

The current 911 Turbo already makes 572 horse-

power. One of Porsche's other vehicles, the Panamera 4 E-Hybrid, gets an extra boost of around 130 hp thanks to its hybrid drivetrain. Since the quicker 911 Turbo S gets 640 horsepower, a hybrid version could theoretically surpass even that—we're talking a possible 700+ horsepower.

This is all speculation, though. Until Porsche releases official specs—expected around 2022, according to Top Gear Magazine, we'll just have to be happy with the occasional flyby at Nurburgring.



VW 1st Half Profits

JUST AUTO reported that despite the headwinds provided by the pandemic and global chips shortage, VW Group has posted very strong results for H1.

Volkswagen Group has posted record first half earnings, driven by strong Audi and Porsche sales. The company lifted its profit margin outlook for the year, saying it expects an operating return on sales of 6.0-7.5%, versus 5.5-7% previously.

First half operating profit reached record EUR11.4bn (previous EUR10bn record posted in pre-pandemic 2019) and VW said the impacts of the Covid-19 pandemic and global shortage of semiconductors were ‘successfully contained’. VW said the record operating profit was driven in particular by the premium brands Audi and Porsche and by Volkswagen Financial Services.



If You Haven't Heard.....

continued

H1 deliveries increased by 27.9 percent to 5.0 (3.9) million vehicles over the weaker prior-year period, which was impacted by the pandemic. Sales revenue even rose more strongly by 34.9 percent to EUR 129.7 (\$96.1) billion. Higher earnings were mainly due to increased vehicle sales, improvements in the product mix and prices, as well as positive effects from the valuation of raw material hedges. One-off restructuring expenses of EUR 0.7 billion had a negative impact.

Herbert Diess, CEO of the Volkswagen Group said: "We're keeping up our high pace, both operationally and strategically. The record result in the first half of the year is clear proof of how strong our brands are and how attractive their products are. The premium segment performed especially well with double-digit returns, as did Financial Services. Our electric offensive is picking up momentum and we will keep on increasing its pace in the months to come. We are also realigning the company with our new Group strategy NEW AUTO so that we can tap future profit pools. In doing so, we are preparing Volkswagen to play a leading role in the new world of mobility."

VW said the premium brands Audi and Porsche performed especially strongly, posting record deliveries for the first half of the year and a double-digit operating return on sales of 10.7 and 17.6 percent, respectively. Due to increased vehicle sales and stronger demand for higher-margin models, group sales revenue rose significantly by 34.9 percent to EUR 129.7 (\$96.1) billion.

A total of 171,000 battery-electric vehicles (BEVs) were delivered worldwide by the end of June, more than twice as many as in the prior-year period (+165 percent). After 60,000 BEVs were delivered to customers in the first quarter, that figure increased significantly as planned to 111,000 BEVs in the second quarter. The share of vehicles based on the Modular Electric Drive Toolkit (MEB) relative to

all BEVs was already over 60 percent in the second quarter. The BEV ramp up will accelerate further in the course of the year, due to the expanded model range. The Group has also systematically expanded its portfolio of models with a plug-in hybrid drive (PHEV) – and there is high customer demand for them: A total of 171,000 PHEVs were delivered in the first half of the year, more than three times the figure in the prior-year period (+204 percent). In a cautious note, VW said the risk of bottlenecks and disruption in the supply of semiconductor components has intensified throughout the industry and it expects adverse impacts "will tend to affect the second half of the year."

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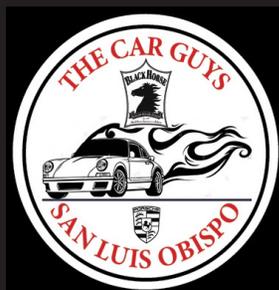
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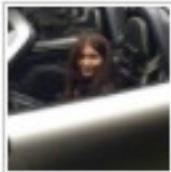
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- August 7,8** – Pre-Reunion (WeatherTech Raceway Laguna Seca)
- August 9** - The Porsche Monterey Classic
- August 10** - Concours on the Avenue – Ocean Ave, Carmel
- August 12-15** – Rolex Monterey Motorsports (Weather Tech Raceway Laguna Seca) Tickets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

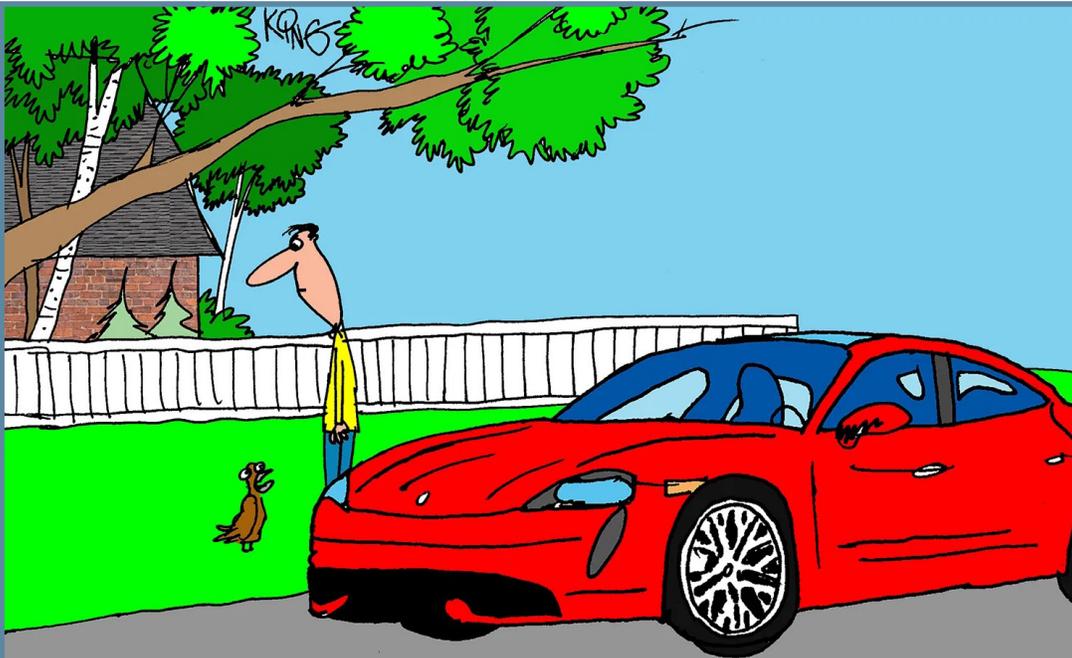


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