

Coastalaire

*February
2025*



California Central Coast Region

Porsche Club of America

<https://ccc.pca.org>

Cover Story

California Central Coast Region of the **Porsche Club of America**



Jim Eckford's
Carrera GT

Models by
Adobe Photoshop AI

Photographed
and
Edited
by
Chuck Jennings
2013-2025

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<http://ccc.pca.org/>.

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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

CCCR / PCA Mailing Address:

California Central Coast Region of
Porsche Club of America (CCCR/PCA)
1259 Ironbark Street
San Luis Obispo, CA 93401

joseph.shubitowski@gmail.com.

The editor reserves the right to edit the ad
if it is over 40 words. The ad is Free To
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optional 2nd line, for example, your club office within the club, your Porsche model.
To order contact Joe Shubitowski at joseph.shubitowski@gmail.com

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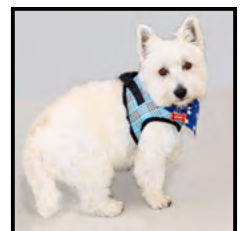
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Drive and Dine for Valentines



The Prez's Corner

Joseph Shubitowski

We have started out 2025 with a bang with the fantastic tour of Daniels Wood Land for over 100 CCCR'ers, then a great drive through Santa Barbara County roads to Los Alamos, an elegant Valentines lunch at Buona Tavola, and finally an amazing shop tour at Veracity Racing Data! Phew! The weather has cooperated, and we have been able to work around the major rain that has fallen this month!

Saturday February 22th is Cars and Coffee hosted by our friends and sponsors at Porsche San Luis Obispo! If you have not been in their showroom lately....wow....wait until you see the Porsches they have on display. You too can have your very own 997 GT2!!

Autocross (AX) and Drivers Education (DE) planning and registrations are in full swing. The AX team met to discuss and plan for the upcoming season. Registration for our first DE on The Circuit at Buttonwillow (AKA The New Track), is open for the full DE as well as Parade Lap and Taste of the Track sessions. I plan to put my Macan T in the Parade Laps just to experience the new track and its perfect pavement!

I realize I may sound like a broken record (boy....that phrase dates me....), but anyone who wishes to get more involved in our club is VERY welcome to do so!!! Planning social activities, routes, venues for meals, etc. is very labor intensive and time consuming, and Dr. Joe could use your expertise. Similarly, DE is complex and requires a lot of moving parts – and people – to have it run smoothly. Bob Bruington could definitely use some folks to help him on the grid, and with general logistics to keep everyone on schedule and on track! I also want to thank those who have already contacted me about volunteering!!

Back to AX, registration will open in early March for the first event of the year. Traditionally, our first AX weekend is also accompanied by our AX Academy! AX Academy is scheduled for Saturday April 5th, with the full AX #69 following on Sunday April 6th. Academy ALWAYS sells out very quickly. If you have ever wondered what it is like to test yourself and your Porsche in Autocross, I highly encourage you to register for AX Academy to gain knowledge of what your Porsche can do – and what you can do as a driver. I did Academy when I first joined CCCR and it made me a much better driver!

Looking forward to seeing many of you at an event soon!

Let's Drive!

Joe



Editor's Comments

Chuck Jennings

Bob Kitamura and I have been editing the Coastalaire for many years, and during that time we have gradually evolved the layout and the masthead. This month, I decided to do something rather different with the cover with a somewhat minimalist approach. And I'm taking some liberties with more color.

Artistic licsense used, if not abused.

I hope you like it.

Feel free to give me some feedback at concourschuck@gmail.com

Chuck

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Welcome CCCR New Members 2025

As reported by Andrew Winterbottom, CCCR Membership Director

CCCR January/February New Members

James Agee '24 911 Carrera
Candice Arlow '21 Macan
Katie Bautista '92 911 Carrera 2
Craig Cook '13 911 Carrera 4S
Aydin Nazmi '02 Boxster
Toni Orban-Baugh '17 911 Carrera 4S
Bill Rasmussen '24 Macan
Ray Siddons '06 911 Carrera
Edgar Torres '23 Taycan

Transfers

Lukas Amler '06 911 Carrera
Michael Lundy '87 911 Carrera
Don Rathbone '17 911 Carrera S

In the last few years, CCCR has gone through a dramatic growth of members. Although we are a friendly group, it's getting to be a challenge to recognize everyone. When you attend your first CCCR event, and we don't recognize you, just introduce yourself to any one of our members with a name tag, let them know you are new, and ask to be introduced to any of our Board of Directors. We very much want to welcome you and get to know you.

CCCR Members Report

Primary 516
Affiliate 306
Total 822

PCA National Membership

Primary 107,156
Affiliate 55,886
Total 163,065



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PCA-CCCR Anniversaries

1 Year

Johnny Ballas
Tony Sam
Christopher Peoples
Bob Aiken

2 Years

James Sullivan
Michael Dufresne
Joseph Diehl
Aaron Sherrick

3 Years

Peter Deragon

4 Years

Alex Olsen
Alexandre Mottet
Larry Denning
Jill Miller

5 Years

Chris Searle

7 Years

John Gannon
Alan Henderson

8 Years

David Gray

10 Years

Craig Boyer
Mark Torcaso
Chris Lippert
Micahel Draz

11 Years

Charles Liu

12 Years

David Brown

13 Years

Paul Insch

14 Years

Barry Lovell

15 Years

Christopher Stellpflug

16 Years

Rich Morgantini

17 Years

Laurie Neumann
Eric Barkley
Stuart Marshall

18 Years

Maynard Crowther
Marc Englert
William Romano

19 Years

William Gibson

21 Years

Mathew Bush

23 Years

Joseph Shubitowski
Ray Crosno

24 Years

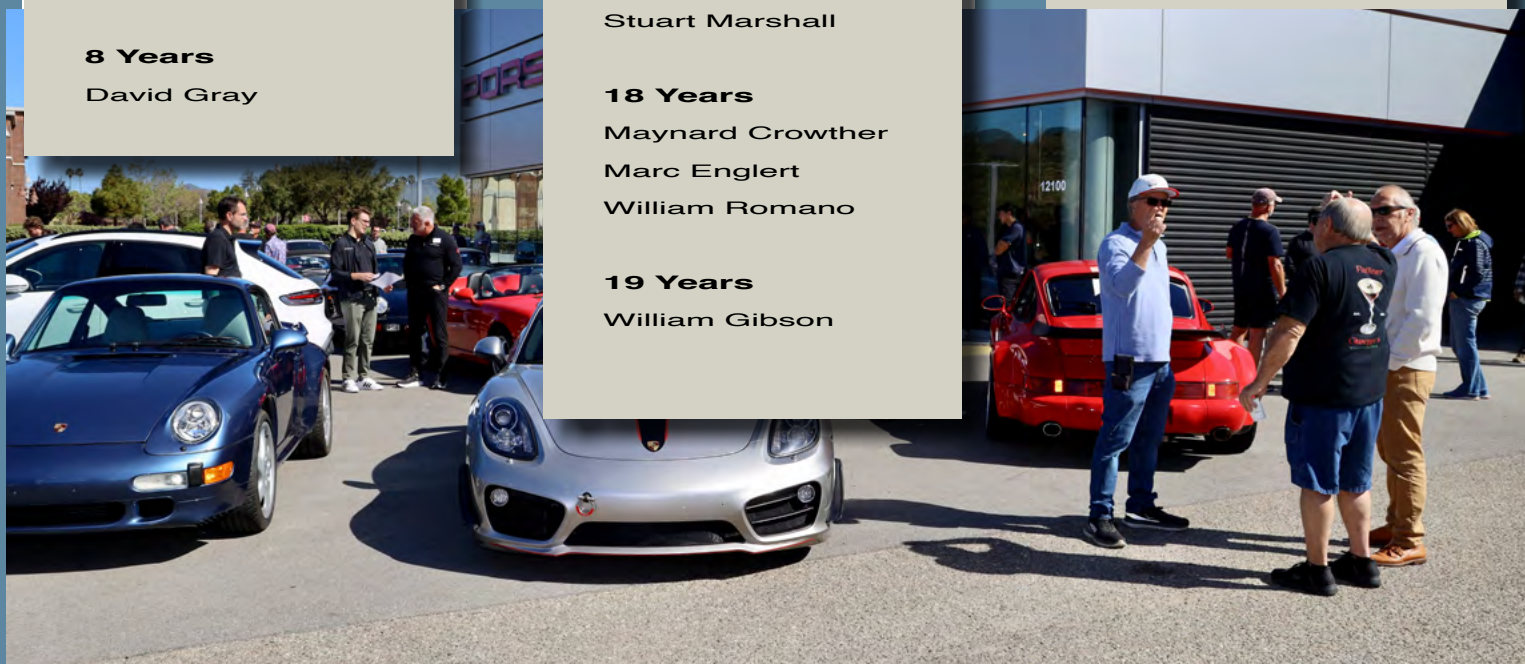
James Pauly

25 Years

Karl Luft

41 Years

Jon Milledge



CCCR Events Calendar

Gil Igleheart and Joe Kuntze, Activities Directors
Fred Herr, Autocross Director - Bob Bruington, Drivers' Education Director

<http://ccc.pca.org>

March 1 • 10:30 a.m.

Drive 'N Dine: Porsche SLO to China Gourmet
153 Niblick Rd, Paso Robles
<http://www.thechinagourmet.net/>

- A backroads drive to delicious Hong Kong cuisine.
“Visit the Middle Kingdom”

March 15 • 10:15-10:30

Drive 'N Dine: Porsche SLO to Woodstone Market,
6675 Bay Larel Pl, Avila Beach
<https://www.woodstoneavila.com/>

- Tour wine area with lunch and Peoples' Choice Show

April 5 • 10:15 a.m.

Drive 'N Wine Class: Porsche SLO to Central Coast School of Wine
7380 Morro Rd., Atascadero
<https://www.c2schoolofwine.com/>

- Brats and tasting and education about the wines of Germany,
specifically Baden School of Wine - Württemberg.
- Gourmet lunch of Brats and German potato salad w/ fixins

April 5 • 8:00 a.m.

Autocross Academy: Santa Maria Airport, 3217 Terminal Drive
<https://www.motorsportreg.com/>

April 6 • 6:30 a.m.

CCCR Autocross #69: Santa Maria Airport, 3872 S. Blosser Rd.
<https://www.motorsportreg.com/>

April 12 • 9:30 a.m.

Drive 'N Dine: Porsche SLO to Cold Springs Tavern,
5995 Stagecoach Rd, Santa Barbara
<https://www.coldspringtavern.com/>

- Drive through northern Santa Barbara County to iconic inn and Pappy's Diner

April 19 • 9:45 a.m.

Picnic and Equestrian Event at Paso Robles Horse Park
3801 Hughs Parkway, Paso Robles
<https://pasorobleshorsepark.com/>

- Picnic in the spring air and watch world class equestrian event.

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

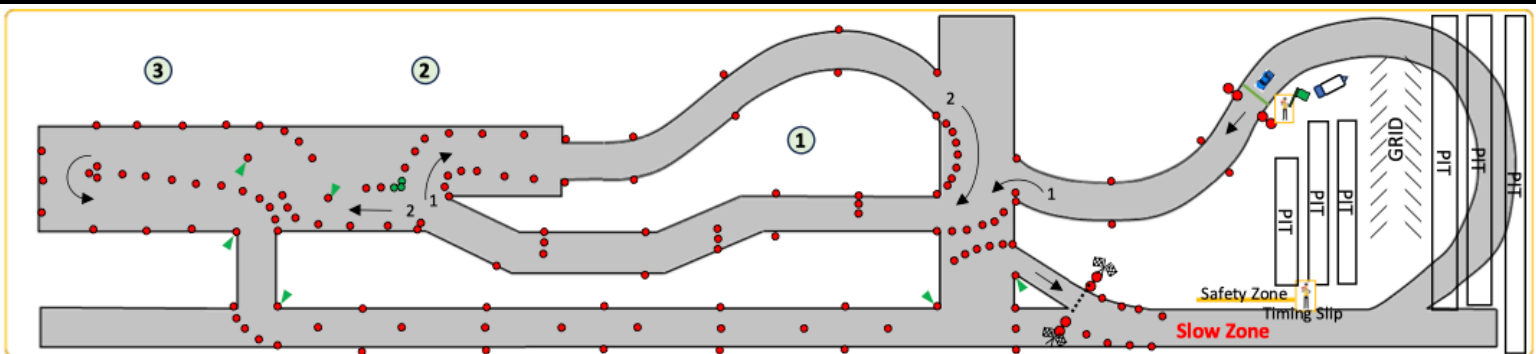
Autocross2025



Autocross Academy	April 5
Autocross #69	April 6
Autocross #70	May 17
Ladies Only Autocross	May 18
Autocross #71	June 21
Autocross #72	July 26
Autocross #73	Aug 23
Autocross #74	Oct 25



Example of Track Layout at Santa Maria Airport for AutoX



Details and Registration at
MotorsportReg.com
 or contact Fred Herr
 Autocross Director @ 805-720-2070

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Help Wanted Now!

Bob Bruington • Drivers' Education Director



May 30 Buttonwillow

June 30 Laguna Seca

Nov 1 Buttonwillow

The CCCR Drivers Education program is asking for volunteers for help at the track for 2025. We have three track days a year, for 2025, two are at Buttonwillow, and one at Laguna Seca. Not a huge commitment, but not a small one either. You can certainly pick and choose one, two, or all the days. Buttonwillow is an hour and half from San Luis Obispo, Laguna Seca is about two and half hours. You can drive there and back to both tracks the same day, but it tends to be a long day. Most participants spend the night at the nearby hotels prior to the event, then drive home after the last cars are off the track.

If you are new to CCCR, this is a fantastic way to involve yourself in Club activities. You will meet people from all over California and oftentimes, outside of the state. In most of the positions, you may meet almost everyone registered for the DE. This is not a eight hour grind, once the cars are on track, you will have free time to roam the Paddock and Grid areas, watch the cars on track, or meet new friends.

A description of the typical track day at Buttonwillow starts out with the evening before the event. We have an early registration and safety check of the cars, then proceed to a dinner at the trackside café.

The next day, for those drivers who did not register, registration is open at 6:15 am. We do start a little early at Buttonwillow. Cars are allowed on the track much earlier at Buttonwillow, than they are at Laguna Seca. An early start allows the drivers more track time. After registration closes, we have the Drivers Meeting, then a short meeting with the instructors and student pairings. Cars are on the track no later than 8:15. The day continues until 4:30 or so, we then clean up, load up and are out of the track by 5:30.

The track day at Laguna Seca is a little different. The track management will not let us on site the evening before for early registration and inspection, we hold it the next day at the track for all the participants at one time. Not as efficient as Buttonwillow, it can get very busy for a short time. Laguna Seca will not allow cars on the track until 9:00am, that gives us a little more time in the morning, but does cut into the track time for the drivers.





We have several positions we would like to have some help with during the day. In the past, the positions have been filled by drivers, instructors, and a few other fantastic volunteers, mostly from the CCCR Board. Asking a Instructor to help out more than they already do, is asking a lot. They instruct a student all day, drive their own cars, and on occasion, I ask them to lead drivers in a Parade Lap or take people out on the track for demonstration drives. We have added the Parade Lap and Demonstration drives in the last year, increasing the work load for everyone. We do need your help to make these events run smoothly, and safely.



The positions we need help with are:

Registration: Checking in the participants, making sure they are registered properly with the correct car and Tech inspection. Hand out wrist bands and color dots for the group sessions. It would be great to have two or three people for this position. The busiest time is before the track day begins, after the cars are on track, it slows dramatically. We do need to have someone at registration to help with the Parade Lap participants who come later in the day, by 1:00pm, you are pretty much done.

Safety Inspectors: PCA requires a limited Tech inspection within 24 hrs of the DE. This is a quick inspection with a Safety Tech form. This process takes a little over five minutes. We can train you for the position very easily.

Gate Keeper: Positioned at the entrance to the track, has everyone sign the Liability Releases and is responsible for all liability waivers as needed. You must commit to an early start, no one is allowed on site until the releases are signed.

Grid Master: Only because the last Grid Master figured out how much fun it is on the track, decided to buy a Porsche and drive. Before each run session, when cars and drivers are allowed to enter the track, they line up in the "Grid". The Grid Master works with the Grid Crew to make sure helmets, seat belts, and harness system are worn correctly, they also make sure all cars and drivers are in the correct car, correct group session as per registrations.

Grid workers: Help the Grid Master. This takes about 10 minutes, several times a day.

Announcer: who does not want to hear their own voice on the airwaves? Prior to each run group, the group color is announced ten minutes, five minutes and one minute prior to the start of that group. Announcements for Classes, Parade Lap and other miscellaneous event start times are included. This is an all day position but it seems many people want to hear themselves on the PA system, having help is usually not a problem.

The Track Day is a very fun and exciting day, you will meet fantastic grateful people, you will spend the day around great cars. At the end of the day you will find it to be a very rewarding fulfilling day. Please contact me if you are interested in helping our Club or have any questions. Your help will be greatly appreciated by the drivers and organizers of these events.

CCCR TOUR OF DANIELS WOOD LAND

Story by Joe Kuntze

Photos by Alfred Abken



Well folks, we had a great turnout for our tour of Daniels Wood Land in Paso Robles. One hundred and six of the faithful made the trek! As usual, Porsche SLO provided coffee, donuts, a great selection of cars and companionship before we set off. Due to the size of the crowd, we broke up into three groups. Jeff Bartel led us off with the largest group while the rest of us continued our quest to make the donut extinct. Fred Herr took off an hour later, and your humble narrator left an hour after Fred.

We had a great drive through the north county ranches and vineyards before arriving at the massive Daniels Wood Land facility. CCCR member and Artistic Director, Craig Fraser, was our host of a truly fascinating tour of this amazing business. What they do there is turn imagination into reality. The business utilizes every trade from carpentry to welding to 3D printing to the use of composites to manufacture the most amazing creations. They then infuse a massive dose of art (Craigs department) to make magic happen.



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PORSCHE CLUB OF AMERICA

It's About the CCCR People at Porsche SLO

Photos by Tony Brizzolara





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Firehawk Series: Chapter Two

by Jon Milledge

Prologue

*Very often, a good story keeps us in mystery long before revealing the significance of the storyline. We may have to wade through a long list of seemingly unrelated characters and subplots, perhaps a tedious journey that amplifies, in the end, the meaning of the story's conclusion by how we got there. The first chapter of this series, **PCA Members Win Inaugural Firehawk Series**, was published on pages 18-21 of the December 2024 Coastalaire. You may wish to re-read that chapter once again before reading this.*

Race 2 - St. Louis International Raceway June 9, 1985

Just to summarize, in Chapter 1 the crew was organized, and we went to our first race in Sebring, FL. We, perhaps, had too high expectations and had not finished, running only twelve laps of a 6-hour race. Carlsen Porsche had ordered a new 85 1/2 944 which had several advantages. It would arrive in time for race preparation and team practice for the second race. The newer car had a few small advantages including four more bhp (brake horsepower), aluminum front and rear suspension arms, and slightly better fuel consumption per hour. But there was also a major advantage. It had the 21.1-gallon plastic fuel tank replacing the 16.5-gallon steel fuel tank. This fuel tank would allow us to run the car up to 2.5-hours at a time, which in longer races would allow fewer pit stops than our opposition.

Even in shorter races this range would allow multiple pitstop strategies. At Sebring there were several more 944s entered, but they were all earlier cars with the 16.5-gallon tank. In 1984, I had raced a 944 in SCCA SSGT sprint races successfully against the same cars that were top contenders in FireHawk. I knew the 944 would be competitive on speed alone except on courses with long straights preceded by slow corners. Our next race at St. Louis had lots of slow corners (good for us) with some slow corners preceding long straights (bad for us).

The Complexity of Strategies

As the crew had done in other IMSA classes, they practiced pit stops in the shop. Because we thought our tire wear would be very good, Jerry Woods decided to stagger the tire changes in races of 6 hours or more. There was only one race shorter at 3 hours when no tire change would be required and only a single short fuel fill stop. After testing, we knew the new 85 1/2 944 with a 21.1-gallon fuel tank could run on most tracks, for 2 hours 20 minutes or more before needing re-fueling. Most races were for 6 hours but we would need new tires after 4-5 hours on most courses, so Jerry introduced the concept of pre-emptive tire changes. For a race of 6 hours, we would change two tires on the same side (Usually the predominant corner outside tires first) at the first pit stop at around the 2-hour 20 minutes point. The new outside tires would then last until the end of the race.

In a 6 hour race, the next pit stop, about 4 hours 40 minutes into the race, we would change two tires on the other side of the car and be good for the remaining 1 hour 20 minutes of the race. This last pit stop would also be faster because we only needed fuel for 1 hour 20 minutes, not 2 hours 20 minutes. This pit stop advantage would compound in a longer race. Refueling was done from an ATL bag tank with a height limit of 2 meters by rule. After much practice, we could re-fuel nearly 21 gallons in 80 seconds. Re-fueling required even less time if less fuel was required, which was done by timing the fueling process.

Drivers were changed at every pit stop. This meant, in a 6-hour race, the starting driver would drive longer than the second driver. The driver had to be out of the car and over the pit wall before re-fueling could start. After re-fueling was finished, the tires could be changed as the next driver entered the car, adjusted the seat if required, fastened the seat belts and shoulder harness, and plugged in the radio.

Four crewmen could be over the wall at a time, when not re-fueling, not counting the fire extinguisher man. All persons over the wall had to wear fire protective head gear and gloves. Helmets were not required.

The crew member that did not count as an over the wall crewman had to be stationed in front of the car with a 10 lb. fire extinguisher all the time the car was in the pits, ready to extinguish any fire. In our system, when the car came to a stop in the pits, the front tire closest to the pit wall had to stop in a position marked on the pit road surface. This was to allow room for tire change personnel to work and not be too far away from the pit wall for the fuel hose to reach the car. On most tracks, the pit wall was on the driver's right which placed the filler of the 944 closest to the re-fueling rig. Most of the other non-Porsche cars had the fuel filler on the driver's side or in the center rear which required a longer hose resulting in greater pressure drop at the fill point and slower filling per gallon.

Then comes modification of pit stop schedule when there is a full course caution with a Pace Car. In these cases, we had the flexibility to change pit stop scheduling to make a complete pit stop without losing a lap. Other non-Porsche competitors could do this also but would fall short on fuel by the end of the race and require extra pit stops. Our crew, being faster than other 944 competitors and faster than non-944 competitors, gave us an additional advantage once again.



Jon checking his seating position.

A typical pit stop would go something like this:

When the car entered the pit lane, the fire extinguisher person would already be in place in the pit lane with a car number sign in front of the fire extinguisher. As soon as the car came to a stop, the driver would exit the car and jump over the pit wall out of the pit lane. The gas man (Steve Cate) would then jump over the wall into the pit lane with the fuel hose, remove the stock gas cap, insert the fuel nozzle and start filling the car's tank. Simultaneously, the fuel dead man valve (so-called because the valve would spring closed if the operator dropped dead) would be opened by Brian Carleton and held open until re-fueling was finished, then released to spring shut preventing additional fuel from flowing. Steve would jump back over the wall bringing the fuel hose with him, and the tire changers (Martin Raffauf and Heinz Shaefer) carrying tires, jack man (Lloyd Brown) carrying the heavy steel jack and the outgoing driver would jump into the pit lane.

One side of the car would be jacked up and tire changing commenced with air impact guns attacking the five very hot lug nuts on each wheel. We brought several large bottles of nitrogen equipped with high pressure regulators and steel guards with us on the transport truck to power the air impact guns. The tire changers carried extra lug nuts on a wire at their waist to replace errant nuts that spun away upon removal.

While this was going on, the new driver would enter the car, helped by the fourth man over the wall, fasten the seat belts and shoulder harness, and plug his helmet into the radio cord. In our car, the two drivers were about the same height and used the same seat adjustment. In the long races with more drivers, this wasn't true, and the seat would have to be adjusted before fastening the seat belts. When the tires were changed and the car back on the ground, the car could be started and leave the pit lane at track specific pit lane speed. We practiced this process many times before going to St. Louis.

(continued on page 28)

Firehawk Series: Chapter Two

by Jon Milledge

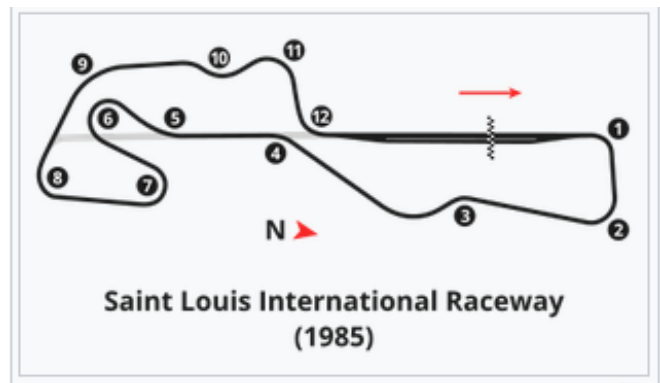
The car and equipment were loaded into the truck and sent to St. Louis International Raceway in East St. Louis. The crew, drivers, extras from Carlsen Porsche and last-minute parts and tools flew to St. Louis.

Walt Maas had started the race at Sebring. After Sebring, Walt and I made an agreement to alternate qualifying and starting the race on a race-to-race basis. Therefore, I would qualify and start this race. Because it was to be a 6-hour race, I would also finish the race. I didn't qualify particularly well. In practice, we discovered that many of the slow turns were in-between 2nd and 3rd gears. I wanted to use 2nd gear, but Walt wanted to use 3rd gear to save fuel. Because we didn't know just how long we could run on a tank with our new car and 2nd gear use used more fuel, the safe call was to use 3rd gear. To get used to this, we used 3rd gear in practice and qualifying. In retrospect, I should have used 2nd gear in qualifying and 3rd in the race. Using 2nd gear in these corners meant more up and down shifting but provided better acceleration out of corners.

The race started and progressed without any major errors, and we moved up in the standings. The pit stops were good and by the end of the race, we believed we had won! (as per Judy Stropus' Timing). But, IMSA said we finished 3rd. As we found out later, IMSA was running a GTP race the same weekend at Mid-Ohio. They had only one timing and scoring computer system for one race location. They solved this problem by renting a computer system from SCCA (Sports Car Club of America). Near the end of the race the computer system failed. IMSA had no option except to use the last lap from the computer. Therefore, no protest allowed, we were classified 3rd. This was really frustrating considering all the preparation, planning and careful strategizing but certainly better than the DNF in Sebring.

From WIKIPEDIA

***St. Louis International Raceway** was built in 1967 as a drag racing facility by Wayne and Ruth Meinert on property originally purchased by David Bergfield. Initially conceived as a 0.125 mi (0.201 km) drag strip, the track was extended to a full 0.250 mi (0.402 km) in 1971. Having been developed on dormant swampland that was long ago buried by the Mississippi River, the track soon adapted the nickname of "The Swamp".*



Throughout the 1970s, the raceway primarily held regional drag racing events. However, entering the early 1980s, the interest of adding a road racing circuit to the grounds began to mount, and in 1985 a road course was constructed by then-owner Jody Trover, featuring 2.600 mi (4.184 km) and 1.010 mi (1.625 km) configurations. The asphalt circuit had a 30 ft (9.1 m) track width, 55 pit boxes within the 880 ft (270 m) pit lane, and could officially hold 52,000 spectators. Parts of the existing drag strip were incorporated into the road course build. Coming into Turn 4 was a slight left-hander onto the drag strip's shutdown portion, and after snaking around the back half of the dragway, Turn 12 turned left onto the drag strip back towards the starting line to complete the lap. The course would welcome ARCA, IMSA, and the Trans-Am Series in its inaugural year.

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Drive and Dine for Valentines Day

Photos by Tony Brizzolara and Chuck Jennings



To Buona Tavola • Paso Robles



Buona Tavola

Photos by Tony Brizzolara and Chuck Jennings



Thank you to Doctor Joe and Antonio Varia, owner of Buona Tavola, for a delightfully delicious Valentine lunch.





Buona Tavola





Buona Tavola







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If you are interested please contact
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