

*Coastal*aire

March 2025



California Central Coast Region • Porsche Club of America

<https://ccc.pca.org>

Cover Story



from the
**2025 Literature, Toy and
Memorabilia Show
for Porsche
and
Volkswagon**

Photograph
by
Alfred Abken

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

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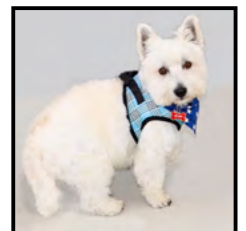
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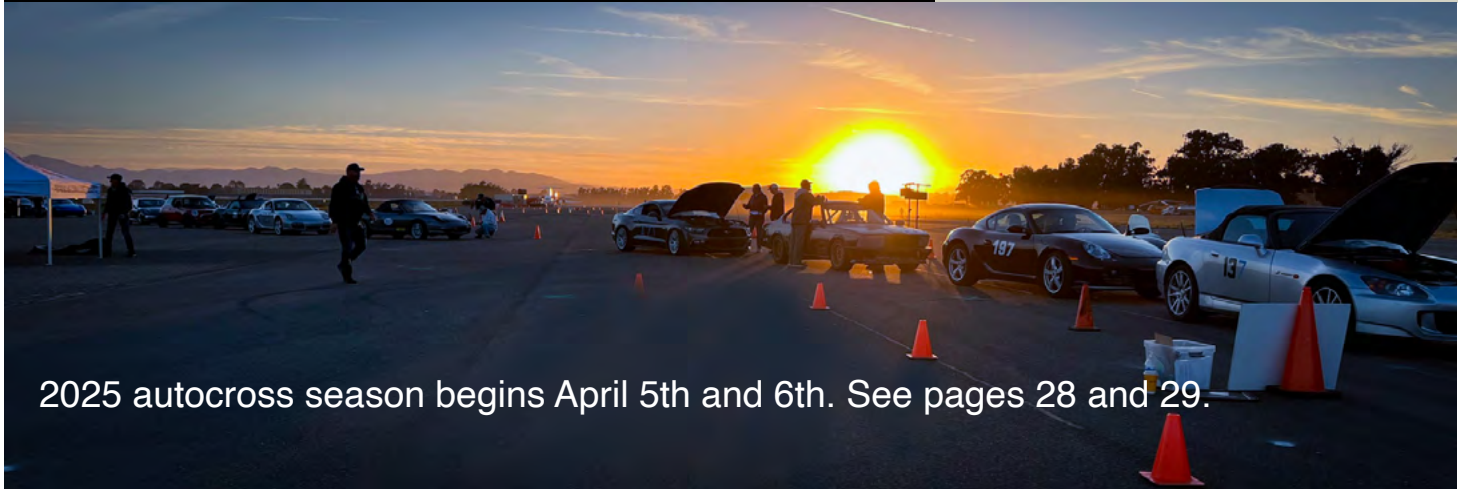
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2025 autocross season begins April 5th and 6th. See pages 28 and 29.

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The Prez's Corner

Joseph Shubitowski • President

The rain has just started, and this storm is forecast to be another soaker over the next couple of days. All my cars (two Porsche and three Chevy's) need serious cleaning and detailing, but the weather and my schedule never seem to jive properly. If I can get the 993 cleaned up, I will participate in the Show and Shine at the Woodstone Market this weekend. Of course, if it is raining on Saturday, I can just bring a dirty Porsche!!

AX and DE track days are approaching. There are still open slots for the AX Academy on Saturday April 5th. This is your chance to combine classroom learning with instructor led on-the-track experience in a very safe and controlled environment. I can personally vouch for the Academy – it is fantastic. Our first AX of the season is Sunday April 6th, so Academy graduates can put their newly learned skills into practical use immediately. AX 69 will fill up very fast once registration is opened to non-PCA drivers. Register soon!

Our first DE is 2025 is May 30th on The Circuit at Buttonwillow. Registration is currently open for the full track day, for Parade Lap sessions during lunch, and for Taste of the Track sessions with experienced instructors. Some of our members have driven The Circuit (AKA The New Track at Buttonwillow), and say it is a good track! Not exceptionally fast but it has a very good flow. I have heard there are some devilish corners too that have taken folks on tours of the desert after they went off!! Buttonwillow is an easy 1.75 hour drive from San Luis Obispo, so participation is doable within a single day. A better idea is to come the evening on May 29th for registration and tech inspection and then have dinner at the track with many other drivers.

We have some new and unique social tours planned in the upcoming weeks. CCCR member Sam Schmitt and his wife will host many of us at Central Coast School of Wine for wine education of the Baden-Württemberg region of Germany followed by a classic German lunch. We are going to Paso Robles for world class equestrian event and picnic and we will end April with a trip to historic Cold Springs Tavern in the San Marcos Pass area! Hopefully there is something for everyone whether it is on the track or a relaxed drive for great food!

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

Let's Drive!

Joe



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The Editor's Wind

Chuck Jennings

Jon Milledge was one of my first most central acquaintances in the CCCR. Jon is a great story teller and a walking Porsche Encyclopaedia. And he continues to have a major impact on our club's history and progress.

As I all too often do, I have made an error, this one in the February issue of Coastalaire. On the "Anniversaries" page, I listed Jon Milledge as celebrating his 41st year as a PCA member. I was off by ten years. Jon has been a PCA member all of fifty-one years! In this issue of Coastalaire, Jon makes two major editorial contributions, one story going back to his early years as a member and a competitor in 944s.

Although Porsche has one of the great racing histories, for most Porsche owners the Porsche experience is much more than about performance on the track. The April issue of Coastalaire will be our second quarterly print issue of 2025.

I would be very pleased to have any articles about your Porsche experiences, travels and history. Next month I will share my story about rats in my garage. Much thanks to Bill and Barbara Chadwick for sharing their fun article in this issue.

It's about the people.

Chuck

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PCA-CCCR New Members • March

Welcome New Members

Roni Alvandi Arroyo Grande	2022 911 GT3
Lisa Gill Avila Beach	2025 Macan EV
Ryan Horn Paso Robles	1999 911 Carrera 4
Perry Judd Shell Beach	2024 718 Cayman
Susan Kozuschek San Luis Obispo	2025 Panamera
Jennifer Manduffe Morro Bay	1983 911 SC

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.

<https://ccc.pca.org>



CCCR PCA Membership

Primary Members 520

Affiliate Members 307

Total Regional 827



National Primary 108,138

National Total 164,354

CCCR Events Calendar

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

<https://ccc.pca.org>

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/ <ul style="list-style-type: none">• Brats and tasting and education about the wines of Germany, specifically Baden - Württemberg Scholl of Design• Gourmet lunch of Brats and German potato salad w/ fixins	
April 5 • 7:00 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/ <ul style="list-style-type: none">• 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/ <ul style="list-style-type: none">• Picnic in the spring air and watch world class equestrian event. Bring picnic and low back chairs	
May 3	Drive ‘N Dine	San Simeon Grill
May 10	Drive ‘N Dine	Long Branch Saloon, Creston <ul style="list-style-type: none">• A scenic drive through the North SLO County• A very tasty lunch at the Longbranch Saloon• A signing party for Chuck’s Mural Project
May 24	Drive ‘N Dine	Ragged Point
May 30	DE	Buttonwillow Circuit (new track)
June 30	DE	Weather Tech Raceway, Laguna Seca

PCA-CCCR Anniversaries

1 Year

Richard Wright
Chris Isler
Shannon Hoover
Tom Diaz
John McPike

2 Years

Ethan Lawton
Eric Morley
Gary Boyle

3 Years

Bruce Smith
Chris Gann
Travis Ellis
John Borroel
Jon Harris
Richard Rivoir

4 Years

Nancy Mickel
Cole Gibson
Brian Donnelly

5 Years

Geoff Gray
Stanley Schulte
Alain Neel
Brian Granger
Sondra Amendola

6 Years

Christian Fuller
Brandi Colombo
Gil Igleheart

7 Years

Claudio Baserga

8 Years

Tim Calabretta
Geoff Straw
Mike Dirkes

9 Years

Bruce Monroy
Jack Moyer
Steve DuBow
Rick Albro
Urs Gretener

10 Years

Nicholas Taylor

15 Years

Charles Cohn

11 Years

Joe Dervin
Harry Murphy

12 Years

John Larson

14 Years

Qunt Stevens
Richard Wolf

17 Years

John Cliff

19 Years

Sanja Brewer

20 Years

Roy Coffman

23 Years

Sean Connoly
Maurice Heagren

25 Years

Martin Howell

26 Years

Brian Louw

27 Years

John Eskelin
Terrance DeGroot

28 Years

Ken Cooper

29 Years

James Collins

30 Years

Robert Kitamura
Sandy Keefer
Chuck Stevenson

32 Years

Robert Clucas

33 Years

Lawrence Thomas

35 Years

Doug Hendry

41 Years

Dave & Ellen Ferguson

44 Years

Hampton Miller

45 Years

Richard Berg

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Veracity Racing Data: Ferguson Garage Tour

Story by Jon Milledge

Photos by Chuck Jennings and Alfred Abken

Veracity Racing Data was formed in 2001 in Sunnyvale, CA. Ellen was transitioning out of various manufacturing support roles in hi-tech. Ellen and Dave decided to create a business related to their car hobby (Porsche Club since 1983, PCA Club Racing from the very first race in Colorado, SCCA autocrossing, and finally SCCA racing after moving to California in '95). Veracity Racing Data sold several different data acquisition brands, and installed systems, and made wiring harness, or adapted sensors for their customers application.

Ellen worked in the business full time, and David worked on wiring harnesses at nights and on weekends. They had some interesting cars in their home garage in Sunnyvale, like a 1971 McLaren M8D.



It brought a few neighbors around when he fired it up.

The business grew to a size that when David decided to leave Apple after 14 years in 2009, he could work on the business full time. Along with David's father, Bob Ferguson (long time PCA member) they had purchased their Paso Robles property in 2007, and built the shop building the first year. During 2008 they constructed two houses (one for David & Ellen, and one for Bob).





Veracity Racing Data: Ferguson Garage Tour



Now with a proper base, customers brought bigger projects to be wired (or debugged), and they could produce products with the CNC equipment to help customers fit data systems to their race cars. A few years ago, they added the dyno and ECU tuning.

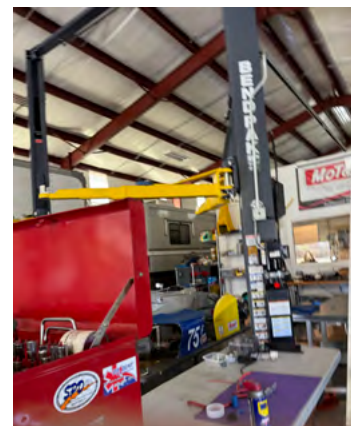
These days they are winding down the customer projects and trying to get back into their own racing programs.

PCA members gathered at SLO Porsche and then drove to Veracity Racing Data in Paso Robles. After we all assembled in the shop, Dave led a tour of the facility.

First, he introduced Ellen and himself, and provided some background on Veracity Racing Data and what they do (data system sales, installation, race car wiring, MoTeC ECU tuning), plus our prep area for our own SCCA race cars.

Next, he led us to the fabrication area and the equipment, band saws, sanders, drill press, sheet metal shears, hydraulic press, several welders. Dave has a small vintage lathe (1929 Southbend 9), a CNC lathe and a CNC 3-axis mill. He showed us some of the parts he has made. I loved the South Bend Lathe. When I was 11 years old, I had a Craftsman lathe. It was really poor quality compared to Dave's South Bend.

Then, in the main area, he showed us their tire mounting & balancing, and a really tall 2-post lift.



Dave showed us their two SCCA Prototype 2 race cars:

David's is a Van Diemen USF-2000 car that was converted to sports racer with full bodywork. The engine is a stock Mazda MZR (found in the 2006-2014 Miata MX5), making just under 200 hp, with a drysump oiling system, ITB drive by wire throttle, and an excellent exhaust. The engine internals are stock Mazda. It has a Hewland sequential 5-speed transmission. The car weighs 1350 lbs with driver (ballasted to minimum weight). It corners at greater than 2gs.



Ellen's is a Stohr (originally a D SportsRacer, but updated to WF-1 bodywork). The engine is a stock Suzuki GSXR-1000 that makes about 150hp, but the car only weighs 1050 lbs with the driver. Both cars can top 150mph on the banking at Autoclub Speedway (Fontana). Top speeds at Buttonwillow are closer to 140. Still pretty quick.

We stopped in the "lab", where there was a vinyl cutting machine for making car graphics, a Roehrig Shock Dyno, Inventory for the Veracity Racing Data business, and workbenches for working on data systems and building wiring harnesses.

The main office area has various trophies and awards won over the years, as well as pictures of the race cars raced in various paint schemes.



Veracity Racing Data: Ferguson Garage Tour

Next, we toured Dave's office. Dave's office has a new Bambu Lab X-1 Carbon 3D printer. He printed several different outlines of Porsche models (356, 911, 992), and talked about the technology and how he was using it. He showed a model of a steering wheel button housing he will be making out of aluminum, but he is making plastic prints to fit the design perfectly to the existing steering wheel before committing aluminum material.



Above: Dave demonstrates his 3D printer.

Right: Dave demonstrates the readout on the dynamometer for his Cayman S



Finally, Dave ran their 2015 Cayman GTS on the dyno with the muffler closed, and the power was about 292, but when he tested previously with the muffler open, he believes the power was 297 consistently. He wanted to do those tests back to back, but didn't realize that he had actually gotten the muffler to close.





Doc Kuntze directs CCCR members to parking behind the Ferguson's shop. Dave's and Ellen's house can be seen above on the hill.



Dave and Ellen Ferguson have been PCA members since 1984 and CCCR members since 2008.

2025 Literature, Toy and Memorabilia Show

by Alfred Abken

Friday, February 21st, my sister joined me for a drive down I-5 to attend some of the events of the Literature, Toy and Memorabilia Show for Porsches and Vintage VW's, commonly referred to as the Lit Meet, at the L A Airport Hilton. That event is held on Saturday. However, Sierra Madre Collection kicks off the weekend with their open house on Thursday.

Pelican Parts used to hold their open house on Friday, but this year they changed that to Saturday afternoon. We did not head down to Harbor City to check that this year. But I am getting ahead of myself.

We first stopped at Porsche South Bay in Hawthorne. I was hoping to pick up the latest Porsche Classic Originale catalog. However, the latest one they had is one that I already had. So, we were off to Long Beach to check out Wilhoit Auto Restoration. They update 356 and 912 and early 911s. It is always interesting to wander around their shop. They also have a small swap meet area across the street from their shop.

There were a lot of other shops having open houses on Friday, but a lot of them were in Orange County, and as we planned on driving down there Saturday, and we were spending Friday night in Hermosa Beach, I did not feel like driving down to OC. When we left Wilhoit's, we took a leisurely drive up PCH (Pacific Coast Highway) to Hermosa Beach. In the afternoon when we checked into our hotel, the fog was starting to roll in. By the time we went out to get dinner, there were breaks in the fog, and some blue sky was visible, overhead, and it seemed to be clear east of PCH, and foggy west of PCH.



Saturday morning, we were up early to head up to the L A Airport Hilton. The fog was so thick, visibility was limited to about 100 yards. I was glad we were less than 7 miles away from the Hilton. After getting things set up, we had a few minutes of quiet before the early bird shoppers arrived. It was a good show. I managed to lighten my load a wee bit. I even had the time to take a brief walk through the rooms to see what was being offered for sale. For the most part, it was fun running into people I have not seen for a while. I hate to be a Debbie Downer, but I discovered I know someone who lost their home in the recent L A fires. Not only did he lose his home, but his 3 Porsches as well. That kind of put a damper on the day.

After the event at the Hilton, we made our way to Costa Mesa and made a quick stop at a Vons store to purchase some Girl Scout Cookies from the local troop. Our next stop was to visit Göritz Sixfix in Fountain Valley. This was my first time to visit this shop. As it turns out, they had just recently moved to their present location, but I had never been to their previous location. They have a very clean shop, as you can see from the photos. They had a very nice selection of beer (Pilsner Urquell) and other things to eat and drink.

Our next stop was going to be Performance Vintage International in Costa Mesa, but apparently, they are no longer in business at their former location. Our next stop turned out to be Carparc USA, also in Costa Mesa. This shop always draws a crowd. They offer sandwiches and other snack items, and for some reason, they have a band playing which makes conversation problematical. This is in an area of Costa Mesa where there are a lot of small independent repair/restoration shops in rather close proximity. And as free food is offered by most of them, they tend to draw a large crowd of people.

for Porsches and Vintage VW's



European Collectibles is one of the must stop at locations. They have increased their showroom space by enclosing the space where tacos have been prepared in the past couple decades. They still ended up with two cook stations at their facility. The cars they have on display are breathtaking. Within easy walking distance, there is California Porsches (across the street); Joe Anselmo Motorsports (just north), and the Newport Auto Club which is Jim Liberty's Liberty Motorsports. In years past, he has held open houses at his location. It is still fun to walk up and look inside his shop. His wife is the daughter of Bill Scott, who was one of the creatives behind Rocky and Bullwinkle, so Jim's shop has cutouts of Rocky and Bullwinkle, and Dudley Do-Right, and other Jay Ward characters. We next cruised up Harbor Blvd., past Disneyland, on our way to spend the night in Fullerton. Sunday morning, we were up to catch the opening of the 356 Club of So. Cal's Swap and Show. This year the event was held around EMPI's Anaheim location. After doing a quick walk around, we headed through L A and back up 101 to home. It was quite a beautiful morning to be out. Then there is the mess of construction still going on near Santa Barbara. At least progress is being made.

All in all, it was a remarkable weekend, for a winter weekend. I can't wait to do it again next year.

Firehawk Series: Chapter 3

by Jon Milledge

Prologue by Chuck Jennings

Prologue

*The first chapter of this series, **PCA Members Win Inaugural Firehawk Series**, was published on pages 18-21 of the December 2024 Coastalaire. The second chapter was published on pages 26-28 in the February issue of Coastalaire. You may wish to re-read those chapters once again before reading this.*

Lime Rock Park, July 4, 1985

After the St. Louis race, where we were classified 3rd due to a scoring computer error we believed, the team and equipment returned to California to prepare for the next race to be held at Lime Rock Park in Connecticut on July 4-6. Lime Rock is subject to local blue laws preventing track use on any Sunday, but by running the race on Thursday, Friday, and Saturday, July 4-6 we easily avoided the blue law conflict.

The truck was loaded and dispatched to arrive at Lime Rock on Tuesday, July 2. The drivers and crew all flew to New York JFK airport where we rented cars and drove to the track. The drive took much longer than I thought, with traffic and rain not helping. I had never been to Lime Rock, but Walt had previously raced there in IMSA GTU. Fortunately, in our driver rotation, Walt would qualify, start and finish the 6-hour race. I would drive the middle stint.

I studied the course layout. It looked simple but had quite a lot of elevation change. All the corners had names. There were only six corners in 1.5 miles. Turn one was “Big Bend”, a 180° right hand corner, followed almost immediately by the “Lefthander”, a nearly 180° left hand corner. These corners were large radius so they were medium speed corners. Then there was a quick right hand corner appropriately named the “Righthander”. This corner lead onto “No Name” straight later renamed “Paul Newman” after his death, which ended with the “Uphill” corner, a right hand uphill corner that was deceptively fast. After a sharp hill crest came “West Bend”, a fairly fast corner with the exit leading under a bridge and steeply down hill into the last corner named the “Downhill”. The Downhill exited onto the pit straight, the longest and fastest straight on the course. There it was, 1.5 miles with six corners. Deceptively simple!

Practice and qualifying went very well. I learned the track and Walt qualified on the pole. Race day dawned with bright sunlight after mixed conditions and rain the prior week. The rain had affected neither practice nor qualifying, but there were mini lakes and quagmires at the edges all around the lower portions of the track.





As the #1 qualifier, we had first choice of pit location. This was to be an important factor in the race. We knew that with slowing for the pit entrance, the slow speed limit through the pit, even with our normal fast pit stop, a pit stop would cost us at least one lap, even if a pace car was deployed. And under green flag conditions, we would probably lose two laps.

The race started with Walt leading. Coming down the hill into the last turn, the “Downhill” onto the pit straight, Walt was “tapped” from behind causing him to go off the track into a quagmire where he got stuck in the mud. IMSA immediately put out a double yellow flag around the track and dispatched the pace car. The pace car arrived at turn #1 before the leading cars and the wrecker crossed the track to pull Walt out of the mud. This happened relatively quickly because the wrecker was stationed on the inside of the exit of the Downhill corner. Walt was able to enter the pit lane and drive to our pit where mud removal was started. We were now 1 lap behind. The wheels were loaded with mud. The left side wheels/tires were changed. Then Walt was sent back onto the track to catch up with the pack of cars following the pace car. After catching up with the last car, he then pitted again for right side wheels/tires. After the right-side tires/wheels were changed, he returned to the track just before the track went green. We were only two+ laps behind with more than five and a half hours remaining in the race.

At this point, I didn’t realize Walt had been hit entering the Downhill on the first lap, and I was, in my mind, blaming him for running off the track. I was furious and remained so until after the race when we would discuss the incident. Meanwhile in the race Walt was making up time. When he pitted for fuel, a driver change, and new left side tires, we were still one lap down on the leader. After the second split function pit stop, we ended up two laps down when I left the pits. I drove with extreme anger, pressing every opportunity I could to pass cars, driven to make up the deficit at any cost. After all, we had already lost the race, I thought.

Two incidents stand out, one with humor and one with regret for my poor judgement. In the first, I was passing a factory sponsored Pontiac Firebird down the pit straight. How could this be? Well, the Pontiac was faster under acceleration but slower in the corners, and the Downhill corner was the fastest corner on the course. Our 944 was possibly 10 mph faster at the exit of the corner than the Pontiac, which meant our speed at the end of the straight was faster, even with less acceleration. The GM cars and the Ford Mustangs were known for their lack of brake longevity. Hence, my strategy was to wait to brake until the Firebird driver put on his brakes. I then slipped right in front of his car before I applied my brakes. My reasoning for this action was this: If he had a braking problem, I would rather he hit me in the 944’s rear 5-mph-solid-aluminum-beam-bumper than if he hit me in the vulnerable side of my car.

Firehawk Series: Chapter 3

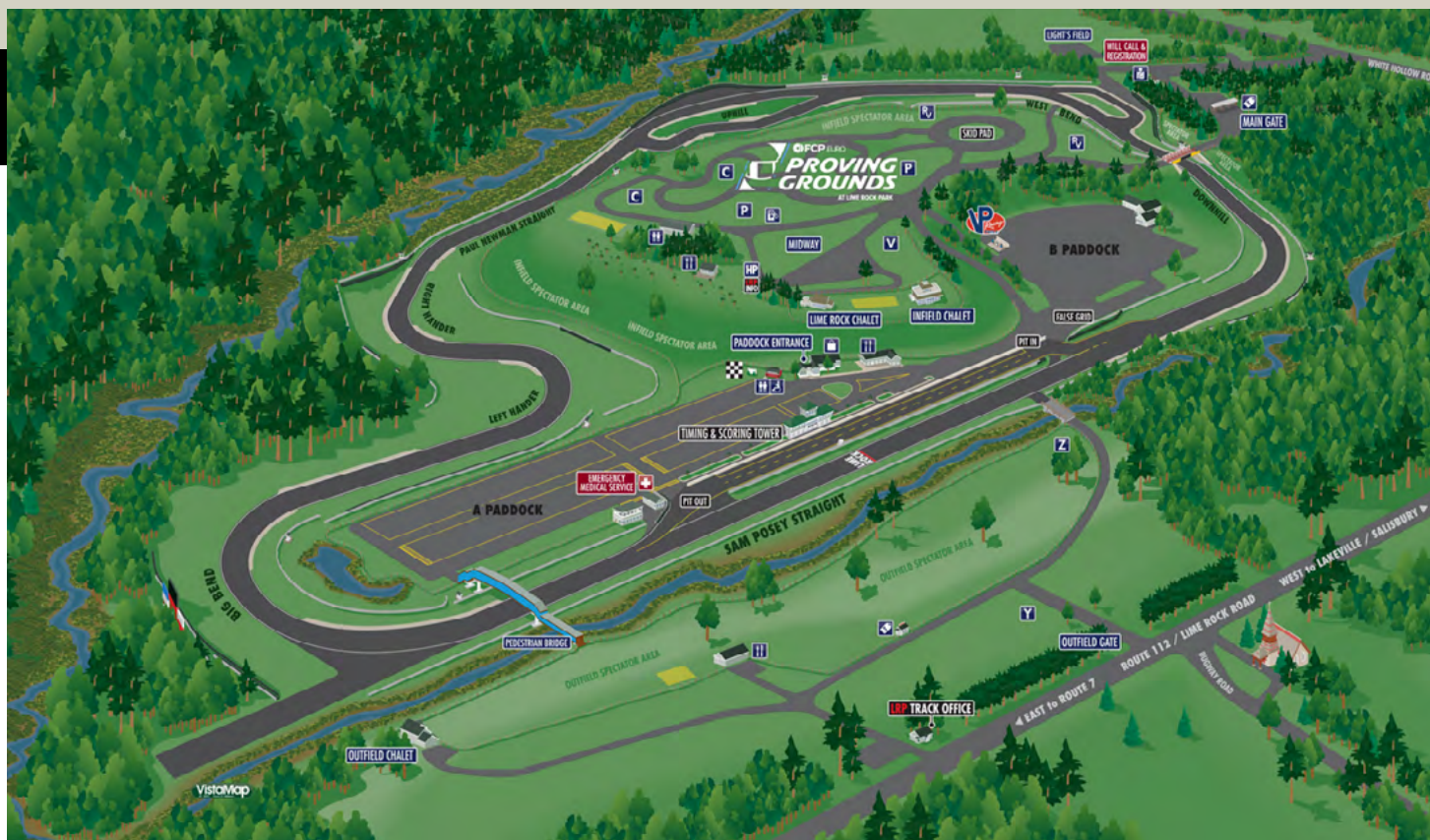
continued

Nothing happened, and we continued racing, but apparently my action caused him some problem. While I don't know exactly what the problem was, if our positions were reversed, I might think the action was an attempt to short brake me and take out my radiator. Of course this wasn't the case. If, again our positions were reversed, I would brake early to prevent the short brake attempt to take out my radiator. Anyway, I didn't encounter this car again, probably because he had to pit for fuel at which time they changed drivers so the next time I lapped the car, a different driver was driving. Later, after I pitted for fuel, tires and Walt started the final stint (we were leading easily by now), the Pontiac driver charged into our pit area to settle this with violence. He didn't get very far before Lloyd Brown intervened on my behalf and the Pontiac driver decided he would stew somewhere else. Just a note about Lloyd. He was only about six feet one inch tall but weighed about 240 lbs. He was all muscle and could pickup two 80lb nitrogen bottles, one in each arm, placing them on his shoulders and carry them from the truck to the pit with no trouble. He was very mild mannered, not aggressive in attitude and a student at Stanford who worked part time at Carlsen Porsche. But he wasn't the one I would ever pick a fight with. You might think this would be the last of this incident but it wasn't. The follow up incident will be covered in the race at Elkhart Lake, Wisconsin.

Because of my anger over Walt's off-track excursion and the following actions that happened on the first lap, my whole driving stint was very aggressive. In the end, my anger was to our benefit, but the following action was not. The incident of note was caused by my attitude, to pass cars as soon and as many as possible, so I tried an impossible pass. Lime Rock Park hadn't been redesigned since it was first built in the 1950's and all but one corner was to the right. The remaining corner is labeled on the track map as "The Lefthander".

The Lefthander is a long varying radius corner of about 180 degrees taken in 3rd gear. Our 944 was one of the fastest cornering cars in the field, which allowed me to pass cars in the Lefthander on the outside edge of the pavement, not normally the fastest way around but we had superior corner speed. I had successfully passed three cars at a single attempt in this corner, but on this occasion, I attempted to pass four. I remember adding more and more throttle trying to pass the fourth car before the next corner. My car was in severe oversteer with a lot of opposite lock (Steering right to keep the rear from overtaking the front and spinning.). Then, as I added more right-hand steering, the steering wheel stopped turning abruptly. I was at full right-hand lock. I spun and stopped just off the track in the grass. Immediately, I selected first gear and re-joined the race. I lost about 15 seconds on that lap. My bad! And so, I wisely refrained from trying to pass four cars in the Lefthander again. At the end of my driving stint, we were leading. We did a quick stop for only a half a tank of fuel which resulted in being near the lead with all our competitors due for another pit stop. Walt cruised through the last stint, and we won by two laps. This again revealed our advantage due to our crew's pitstops and strategy.

The Firestone Firehawk series scoring awarded one additional point for qualifying on the pole. Due to his pole qualifying at Lime Rock, Walt was now leading the series with one more point than I. Our next race would be at Sears Point in Sonoma, a track I knew well. I needed the qualifying point to match Walt. What happened will be in Chapter 4.



WIKIPEDIA *The 1.530 mi (2.462 km) Lime Rock track was originally conceived of in 1956 by Jim Vaill, who, along with John Fitch and Cornell Aeronautical Laboratory, built the track utilizing state-of-the-art road and highway safety principles of the time. The first race, a mix of G-Production class and an MG class, was held on April 28, 1957. The winner of the G-Production was Ted Sprigg in an Alfa Romeo Giulietta. The winner of the MG class was Charles Callanan in an MG TC. Rodger Ward (24) battles George Constantine in 1959*

In 1959, Lime Rock was the site of a notable upset, when Rodger Ward won a Formula Libre race driving an Offenhauser-engined midget car, usually used on oval tracks. Ward used an advantageous power-to-weight ratio and his dirt-track cornering abilities to defeat several highly regarded sports cars and drivers for the victory. That year, the track also hosted the Little Le Mans race, won by Charles Callanan and Roger Penske in a Fiat Abarth. In 2008, the track was re-paved and two new corner complexes were added.

The track has a loyal following, though it did face some resistance from the local community shortly after it opened. In 1959, the Lime Rock Protective Association, with support from the nearby Trinity Episcopal Church, took the park to Litchfield Superior Court in an effort to ban Sunday racing. The court issued a permanent injunction against Sunday racing, and its decision was upheld by the Connecticut Supreme Court. While restrictive, the carefully crafted injunction was also enabling. It preserved the track's right to conduct unmuffled sports car racing on Fridays and Saturdays, plus testing on Tuesdays and other operating benefits. The injunction stands to this day.

The track has featured many well-known racers including Paul Newman, who supported his own Newman-Haas team with Bob Sharp, Mario Andretti, Stirling Moss, Dan Gurney, Sam Posey, and Mark Donohue. Other racers have included Parnelli Jones, Joey Logano, Austin Dillon, Simon Pagnaud, Alexander Rossi, and Tom Cruise. Posey and Newman have sections of the circuit named for them.

Track Season Has Arrived

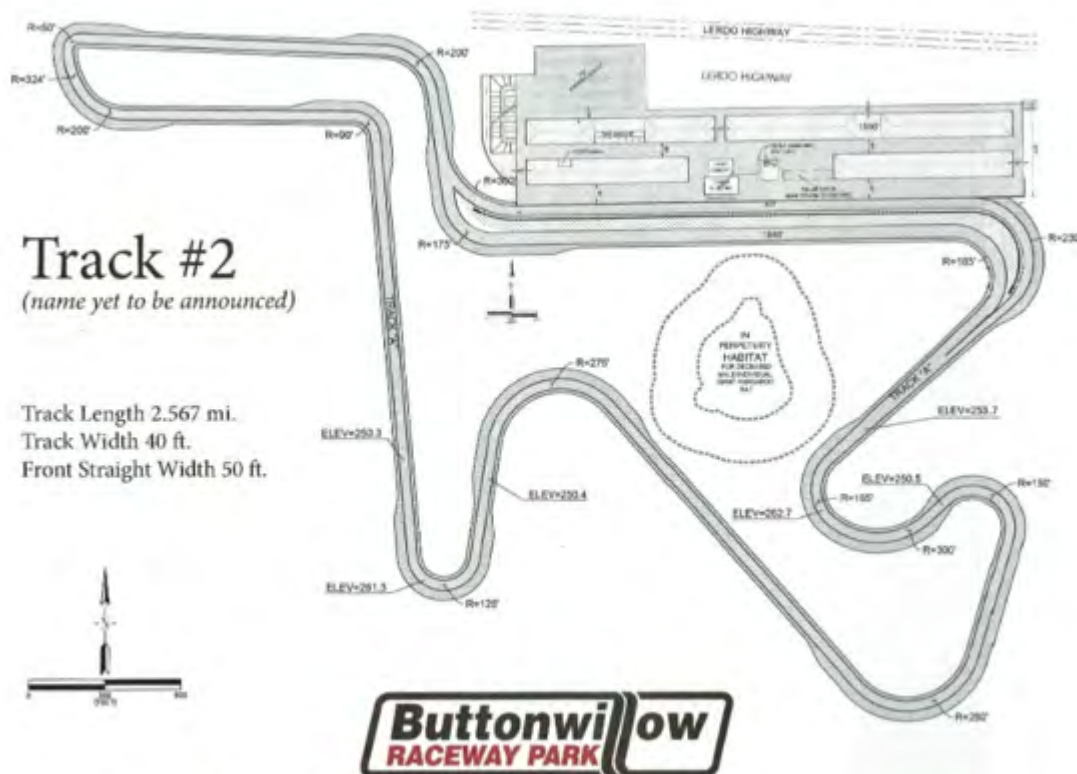
by Fred Herr

One of the many reasons it's great to live on the Central Coast is that our typical Track Season is almost all year long. Things usually wind down from Dec – Mar during our colder and sometimes wet months, but the track season is strong April – Nov. Of course, there are those diehards amongst us who do not care if rain or a holiday is in the forecast, that often brings lower car counts and more track time. Just two months into the new year, many of our CCCR PCA members have already started their track season with events at Buttonwillow and Spring Mountain.

Buttonwillow Raceway Park

Exciting news for us, Buttonwillow Raceway Park opened their new track, "The Circuit", the last week of January '25. The Circuit is 2.56 miles long with 10 turns. Unlike the "old track" which has multiple configurations, The Circuit is a single configuration, single direction (clockwise) track. While the track surface is open, the facilities are still being completed but should make for a very nice complex with its own RV parking, Garages, Restrooms and Cafeteria.

Buttonwillow "The Circuit" (2.56 miles, 10 Turns)



Our club is hosting a High Performance Driver's Education (HPDE) day at The Circuit on May 30th, register at motorsportsreg.com. Bob Bruington who organizes our HPDEs thought it best if we've actually been on the track at least once before hosting our club there. Brilliant, more track time! To get that time under our belt, about a dozen CCCR members attended a track day on Feb 12 organized by Speed District.

With rain in the forecast, we all bravely showed up to a track we've never been on. It was a cold morning, sub 40 degree temps to start but by 11am it started to warm up into the upper 50s. The track is fun; smooth with wide pavement through flowing turns. Good trail braking is rewarded in several key turns. Some wished there was a little more variety and challenge with the layout, but everyone had a blast. There are a couple of low speed (30 – 50 mph) turns, several mid speed turns and a few higher speed (80 – 100 mph) turns. 3 straights are included in the layout where our cars will easily crest 120+ if you keep that right pedal pushed. The track designers built in some elevation changes as well as some banked turns, so it's not all flat. T2 – T3 is a fun S turn combination with good banking for each turn. Very fun to toss the car into those and be able to accelerate hard out of them. T5 is faster than it looks from within the car; it has positive camber (inward with the turn) allowing you to carry more speed, similar to T5 at Laguna Seca. T8 appears to be a double apex, but really is just a single apex that happens very late and very tight. T9 – T10 are both fast getting you onto the main start/finish straight at 90+ mph. Like the old track, rumors around the paddock were sub 2 min times are the "fast" mark. We saw lots of great times, none of which were better than the full Mercedes GTR race car ... talk about a thunderous exhaust note!

By early afternoon we had gotten in 5+ sessions when the dreaded storm clouds could be seen on the horizon. I'd like to say we all braved through the rain and drove on but no, we decided to be cautious and packed it up.

Will you like it more or less than the old track? There's only one way to find out, sign up for May 30th.



Bill Chadwick



Bill Deviny



Fred Herr



Guy Ober



Chuck Jennings



Jeff Bartel



Ron Sneddon



Mark Schilling



Mark Torcaso



Randy Simonsen



Jon Milledge



Spring Mountain Motor Resort & Country Club

Spring Mountain is a private track, similar to a golf country club but with a race track instead of a golf course. The complex contains two tracks, an autocross area, lots of garages, homes, condos and even a full Spa and Restaurant for club members. This is also home to the Ron Fellows Driving School. Spring Mountain is located in Pahrump, NV. It is not a short drive for us Californians, but once you've tried the track you'll agree it's worth it. The facility is not open to the public, but lucky for us the Las Vegas PCA region has formed a relationship with them and offers several HPDEs there each year.

For the second time in as many years, a group of CCCR drivers attended the Las Vegas PCA HPDE at Spring Mountain. The track used both times is called "Spring Mountain Charleston Peak". This is their newest track which opened in the fall of 2022. We ran the full configuration which consists of 18 turns over 3.23 miles. And yes, that is a lot of turns to memorize, but each is fun and unique so you pick it up quickly.

Though built in the flat desert, this track is anything but flat. Track videos do not do justice for the elevation and camber changes this course provides. At all times you are either climbing uphill, diving downhill, taking a turn quickly with positive camber or attempting to take a turn bravely with negative (fall away from the turn) camber. There are a few slower mid 30 mph turns and several high speed turns. T6 – T9 is a wonderful long high speed sequence of turns you'll be taking in the 70 – 100 mph range. There is a big ditch you drop into and immediately climb out of through the T10 – T11 sequence. T13 – T15 has you crest over and down 3 hills while turning, forcing you to use smooth inputs and control the car's weight/balance.

Editor's Note:

Above is the Mercedes AMG GT R race car. This car was a monstrous beast with 750+ bhp, It sounded like an A-10 Thunderbolt roaring down the straights.

It was quite an experience having it come up from behind and "thundering" by. It rattled some windows.

Even if you are not a driver, visiting one of these events can be impressive.

Spring Mountain Charleston Peak (3.23 miles, 18 Turns)



Charleston Peak Full course, CW – 3.23 mi

(modified 03/04/2023)

© Spring Mountain Motor Resort & Country Club

Last year's event occurred in March, which was rainy and cold. This year we attended on Feb 22 – 23 and the weather was perfect! Four 30 minute sessions were scheduled for each day. While there were some mishaps on Sunday with cars dropping coolant/oil on track delaying or outright canceling some run sessions, overall it was a great weekend. Lots of drivers attended, I would say each run group had 25 – 28 cars, so there was plenty of practice for point bys. Being our second time at the track, our personal bests from the previous year were dropping quickly. Next year's goal for myself, get under 2:30.

LV PCA has two more HPDEs planned for Spring Mountain in 2025 the weekends of Sept 6th and Nov 29th. Being a PCA region, they follow very similar procedures as we do and use the same PCA tech forms.

Track Days with CCCR PCA

There's no time like the present. If you're an active track driver that just hasn't gotten out yet this year or someone new to track driving, I encourage you to come join us. We have a friendly, supportive and talented set of regulars who can quickly and safely get you up to speed. Need help with driving line, technique or just advice on car parts, we can help. CCCR PCA has three HPDEs planned this year, come join us:

- May 30th - Buttonwillow "The Circuit"
- June 30th - Laguna Seca
- November 1st - Buttonwillow "The old track"

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The Guys At Spring Mountain





by Bill Chadwick

Here we are . . .

Standin' on a Corner

such a fine sight to see.

Late last year my wife, Barbara, and I attended an event in Tucson. We decided to drive there so we could take some extra days “a-runnin’ down the road tryin’ to loosen our load” and explore other parts of Arizona.

Winslow is a small town east of Flagstaff on old Route 66 (bypassed by the I-40 today), made famous by the 1972 Eagles song Take It Easy. Notice the mural on the wall behind us (reminds us of Chuck’s Porsche mural at The Stable!). You can see the “girl, my Lord, in a flatbed Ford slowin’ down to take a look at me”. The Corner includes a real flatbed Ford parked on the street, pictured here with the girl who slowed down to take a look at me 30+ years ago.



Also notice in the mural (above), there’s an Eagle perched on the window ledge and a couple making out in the upstairs window. We are standing with a statue of Jackson Browne, who wrote the “Take it Easy” song. To the right but not pictured is a statue of Glen Frey of the Eagles. This park was created by local volunteers and dedicated in 1999. There are a couple of t-shirt and souvenir shops close by, but Winslow is a pretty small town.



While in the area we visited Petrified Forest National Park, about 50 miles east of Winslow. I’ve seen petrified wood before, but whole trees like this are impressive! You can see other petrified trees in the background. They are scattered all over the park, some measuring over 130 feet in length.

Looking at the environment, you may ask where did these big trees come from? The visitor center tells you that this part of the world was near the equator over 200 million years ago when these trees were growing, and now due to continental drift it is a semi-arid grassland at 35 degrees north latitude and about 5,000 feet elevation. It also tells you that the now petrified trees “washed into an ancient river system and were buried quick enough and deep enough by massive amounts of sediment and debris also carried by the water, that oxygen was cut off and decay slowed to a process that would now take centuries.” This petrification process involves silica being absorbed into the porous wood and turning it to solid quartz, makes some beautiful coloring.



Also in the Park we visited the Native American Puerto Pueblo, remains of a 100+ room village populated in the 1200's and 1300's and abandoned by 1380 due to climate change. This and a few other petroglyphs were nearby. Information in the kiosk told us that the stork didn't bring babies, but took away the bad kids!

We highly recommend the La Posada Hotel in Winslow if you are planning to stay in the area (my brother recommended it to us). The hotel includes a great restaurant, the Turquoise Room.

The La Posada is the last of the Harvey Hotels. We knew of Harvey Hotels from travel to national parks, they built several of the park lodges. The La Posada website says that “Fred Harvey “civilized the west” by introducing silverware, china, crystal, and impeccable service to railroad travel, he developed and ran all the hotels and restaurants of the Santa Fe Railway eventually controlling a hospitality empire that spanned the continent.” The Fred Harvey Company was founded in 1876, he died in 1901 and his sons ran the company until 1968.

The hotel was built in the 1920's and opened in 1930. It closed in 1957 and was in danger of being demolished until it was purchased by Allan and Tina Affeldt in 1994. They rehabilitated the hotel keeping the original flavor intact, and reopened in 1997.



Tina Affeldt is a painter and her artwork is on display throughout the hotel - very interesting. The whole place has a great historic and quirky magic to it. The rooms are named after a long list of famous people who stayed there including Albert Einstein, Amelia Earhart, John Wayne, and Howard Hughes (we were in the Grover Cleveland room). Next door, and part of the hotel, is a small museum displaying local history, more art, and the world's biggest Navajo rug, 26 x 36 feet! Look for Barbara in the picture back there on the left side.

We took the picture on page 31 of the front of the snowy hotel just before we departed. The road to Flagstaff was very slow with snow, ice, and accidents, but conditions improved west of Flagstaff and we made it all the way home in one long day.

“Take it easy - don’t let the sound of your own wheels make you crazy”!

Bill



“Take It Easy” written by Glenn Frey and Jackson Brown and performed by the Eagles

Well, I'm a-running down the road
Tryin' to loosen my load
I've got seven women on my mind
Four that wanna own me
Two that wanna stone me
One says she's a friend of mine

Take it easy, take it easy
Don't let the sound of your own wheels drive you crazy
Lighten up while you still can
Don't even try to understand
Just find a place to make your stand
And take it easy

Well, I'm a-standing on a corner
In Winslow, Arizona
Such a fine sight to see
It's a girl, my Lord
In a flat-bed Ford
Slowin' down to take a look at me
Come on, baby
Don't say "Maybe"
I gotta know
If your sweet love
Is gonna save me
We may lose and we may win
Though we will never be here again
So open up, I'm climbin' in
So take it easy

Well, I'm running down the road
Trying to loosen my load
Got a world of trouble on my mind
Lookin' for a lover
Who won't blow my cover
She's so hard to find

Take it easy, take it easy
Don't let the sound of your own wheels make you crazy
Come on, baby
Don't say "Maybe"
I gotta know
If your sweet love
Is gonna save me

Oh we got it easy
We oughta take it easy

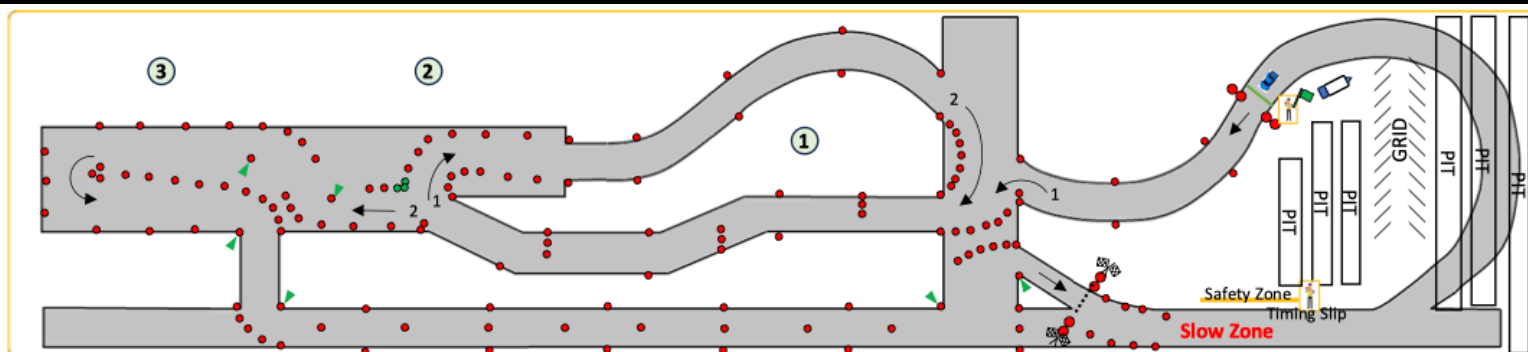


Autocross2025

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
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Autocross Director @ 805-720-2070

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The 2025 Autocross (AX) season for the California Central Coast Region (CCCR) Porsche Club of America (PCA) kicks off in April. We will host our annual Autocross Academy on Saturday April 5 with our first Autocross of 2025 on Sunday April 6.

All CCCR PCA Autocross activities are held at the Santa Maria Public Airport located in Santa Maria, CA. All event registration is handled at:

www.motorsportreg.com.



<https://ccc.pca.org>

AX Academy

The Academy is limited to just thirty students and is expected to sell out. With just thirty, students will get lots of one on one instruction and many laps on course to learn and progress their driving skills. This is a great way to dip your toes into AX or just learn more about your current driving ability and how your vehicle handles performance driving.

If you've been on the fence, now is the time to do this. This is a safe, controlled and friendly environment to learn what you and your car can do. The Academy begins with classroom instruction followed by an afternoon of driving exercises and then full runs of an AX course. Students will leave the academy having learned more about their capability as a driver, areas for improvement and what their vehicle is capable of.

AX #69

Our first AX of the 2025 season is scheduled for Sunday April 6th. If you sign up for the AX Academy, I highly recommend you also sign up for this AX event. Nothing works better for learning new skills than putting them immediately into practice. This event will be capped at sixty participants and will undoubtedly sellout.

I hope you'll come join us. If you've never tried AX, you have no idea what fun you're missing out on. Come join a great community of car enthusiasts, get hooked by the competition and join in on the camaraderie.

Fred

Drivers' Education 2025

Bob Bruington • Drivers' Education Director



Making New Friends at California Central Coast Region

May 30 Buttonwillow

June 30 Laguna Seca

Nov 1 Buttonwillow

Porsche Club Of America is so much more than a car club. In the fifteen years since I joined the California Central Coast Region, I have forged friendships that will last a life time. We have new members in the club, many who are from out of area, looking to establish a new set of friends in a new area. CCCR has around seven hundred members, it is a fantastic place to make those new friendships.

I and my wife Betty, moved to San Luis Obispo in 1978 from Santa Barbara, where we were both lucky enough to grow up. At that time, Santa Brabara was about the same size and population of what San Luis is now. Entering a new area, no local friendships, we decided to start looking for new friends. Anyone who moves into a new area knows how difficult and uncomfortable this can be. We decided one of us would arrange an activity with new people almost every weekend. One weekend I brought a potential friend home the next weekend, her choice. Sometimes it worked out, others not so much. When a friendship did click, we were introduced to new people through the friendships we did make. The biggest boost was the softball team I joined and played with the same base group for seventeen years. Life time friends were made and the pool of people we met continued to grow.

When I could no longer play softball, the next phase of my social life came when I joined the CCCR Porsche Club of America. I remember our first New Members BBQ, at that time a drive and dine to Parkfield, not the barbeque we have today. It was not the friendliest group I had been with. Being the new couple, we pretty much stayed by ourselves, not invited to sit with other groups, pretty disappointing to say the least.

We recently have had that same complaint from some of new members at our events. It is so much easier to hang with your established friends than to make conversation with someone you don't know. It is not so much clickish, but about being comfortable, just human nature, please do not take offense.

We on the Board are trying to reach out to new members at events. With CCCR growing so fast, a hundred and four new members in the last 15 months, it's not easy communicating with everyone. I hope the general membership, will be a little more proactive with the new members to the club. If you are new to the club, please keep coming to the events, volunteer to help at the events, eventually people will start to recognize you and will be more willing to open up to you. Even after the disappointing experience at the New Member's BBQ, with a little persistence, I have met another set of fantastic lifelong friends. If you are new to the area, looking to expanding your social life, with just a little patience and persistence you will find it at CCCR.

The CCCR Board is always looking for new people to help with Social, Autocross and Drivers Education events. The club is growing extremely fast, we could use your help. If you have new ideas for the Club, let the Board know, we are always looking for next great idea. You do not need to commit to all of the events or to a Board seat, help for any of the events is greatly appreciated. Who knows, you could meet your next best friend!



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Pedro's Garage with Pedro Bonilla

Vanishing Art

Well it looks like if you're getting a new Porsche you're going to have to take lessons in German because you'll need to be able to say Porsche Doppelkupplungsgetriebe, please.

This is the wave of the future, the new(er) 7 speed dual clutch transmission from Porsche, now in it's third generation. Even the new GT3 is now only offered exclusively with PDK. You cannot get it with a stick shift!

To me, sports cars made a connection between the driver and the car through the shifter. Taking a manual transmission Porsche to the track or to a spirited drive on tight and winding mountain roads is like going to church. Having to concentrate on accelerating, braking, steering and shifting, and making it all seem effortless and appear like a ballet requires a lot of effort and after a session like that I generally finish "cleansed" in body and soul.

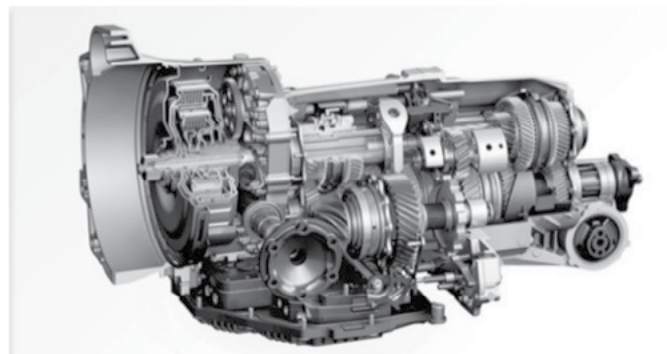
One of my fondest memories is remembering my Dad teaching me to drive. Learning to synchronize the letting out of the clutch with the left foot while smoothly accelerating with the right was jarring to say the least. I remember the jerking forward and stopping as my left foot let out too soon, but I overcame and within a short time became a very smooth driver.

A year or so later my Dad decided that it was time for me to learn to heel-and-toe. He was then, as I am now, a track junkie, and having one of his sons also enjoy anything that burned rubber and gasoline made him want to teach me everything he knew about cars, and he knew a great deal.

But I'm now somewhat saddened because my children probably won't be able to teach my grandkids how to drive a stick, because there won't be any!



There's no doubt though, that the Porsche Doppelkupplungsgetriebe is an incredible feat of engineering capable of extremely fast shifting and it also makes shift points get their bearings from the driving dynamics of the driver. Upshifts and especially downshifts are perfect and made almost at the speed of light!



Having a PDK-equipped Porsche eliminates the requirement for heel-and-toe'ing and shifting which in turn allows the driver to better concentrate on steering, accelerating and braking, making him/her a faster driver around the track.

Porsche calls it a dual-clutch manual, but we all know it's an automatic. I mean, it shifts for you without any input and that's the definition of an automatic, even though it has some pretty cool steering wheel-mounted shift paddles.



So, the joy of being one with the car and the road will very soon come to an end when the last Porsche stick shift is made (probably sooner than we expect). But if there's one thing I enjoy more than shifting and heel-and-toe'ing, it's lowering my lap times at the track, so I can't wait to have one of the new generation Porsche Doppelkupplungsgetriebe-equipped Porsches!!!

I guess I'll just start teaching German to my grandkids so that they can properly pronounce: Porsche Doppelkupplungsgetriebe.

To learn more about PDK please visit my website at: www.PedrosGarage.com.

Happy Porsche'ing *Pedro*



Pedro P. Bonilla, Jr

Pedro P. Bonilla

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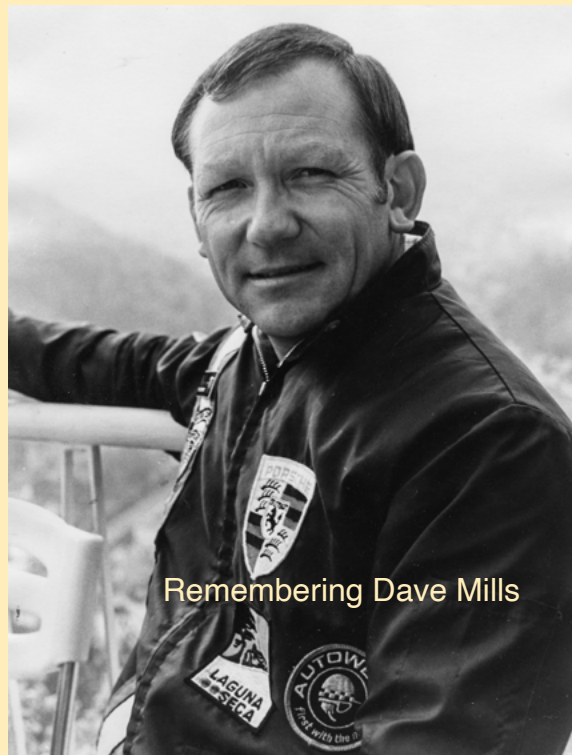
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