

*Coastal*aire

May 2025



<https://ccc.pca.org>

California Central Coast Region • Porsche Club of America

Cover Story



Ferdinand! I Shrunk the Macan!

See pages 38-41

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

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

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

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1259 Ironbark Street
San Luis Obispo, CA 93401

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The deadline for submission of articles is the 5th of the month preceding the month of publication.

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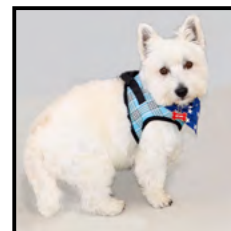
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This was Eva in 2013. Meet her now on page 36.

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The Prez's Corner

Joseph Shubitowski • President

CCCR has been a very busy region the past few weeks with both track and social events happening on almost a weekly basis. While not being able to participate in everything, I know from both *motor-sportreg* and looking at waiver signature pages that many of you are out there having a great time with your Porsches and friends!

Of course, we picked the hottest day of the year so far to head to Creston for Chuckapalooza! Chuck's mural is something to behold, and it was great to watch him sign it in the 100 degree heat. The food and hospitality were both excellent as usual! If you couldn't attend, head out to the Longbranch Saloon sometime to admire Chuck's work on the south side of the saloon! Our quick stop at Paul Newman's fabrication shop was also highly interesting.

Autocross is in full swing with our second big weekend of events coming in a couple of days. Along with Saturday's regular – and sold out – AX #70, we also have our first Ladies Only AX to be held on Sunday. We are all looking forward to a very fun, low stress event to hopefully get some of our women members to become full time AX drivers. Track days are about you becoming more confident in your abilities and your car's abilities. They are not some testosterone filled day with who goes the fastest!

Speaking of the track, our first Drivers Education event is at the Circuit at Buttonwillow in two short weeks. Then a quick month after that, we have a June 30th date at the world-famous Laguna Seca circuit in Monterey. We are the only PCA region booked at Laguna Seca so far this calendar year. If you have never driven on that track, I cannot stress enough the fun that is the Corkscrew - even if it is terrifying the first couple of times you go down. Not prepared to spend the whole day on the track? Why not register for the Parade Lap sessions during lunch break. In 2024, we had a record number of cars and folks driving around Laguna Seca at a good clip. The smiles during and after the laps were proof enough that everyone had a blast.

A couple of things you might want to pencil in your calendar are our New Member BBQ and, finally, the CCCR Off-Road 4 Wheel Drive trek over Hi Mountain Road to Pozo. The NMBBQ is earlier this year as it will coincide with the 70th Anniversary of PCA to be held on September 13th at our usual venue at the Len Estate.

Hi Mountain Road is scheduled for August 2nd!

It's not too late to register for Porsche Parade 2025 in Oklahoma City! Details on registration and all activities can be found here: <https://www.porscheparade.org/>. Registration reopens on May 21st, in case you missed the original deadline.

I must mention that our friends and sponsors – Porsche San Luis Obispo – has been recently named as a 2025 Premier Porsche Center!!!! Only 25 Porsche Centers in the United States are given this honor, and it means that Porsche SLO is one of the best-of-the-best in all aspects of the Porsche business model. This is a massive achievement when one thinks of the huge Porsche Centers in major cities compared to our boutique Porsche San Luis Obispo!!!

Congratulations to Ryan, Tony and the whole crew. We are very proud of you!

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

Let's Drive!
Joe

Joe

<https://ccc.pca.org>



The Editor's Wind

Chuck Jennings

Many CCCR members have seen the mural I painted at The Stable in San Luis Obispo. Quite a few of you attended the signing party on March 30, 2024. Brian Pritt owns The Stable and the Longbranch Saloon in Creston. After I completed the mural at The Stable, I was honored that Brian asked me to paint a second mural at the Longbranch Saloon. I started that mural in June of 2024 and completed it in late April of 2025.

On May 10, we celebrated the completion of the mural at the Longbranch Saloon with a tour to the Saloon for a lunch and another signing party. It was great fun for me, and I want to thank everyone who attended and gave me such gracious comments.

On pages 26 through 29 you'll find more details about this event.

On page 43 you'll find the reveal of the pages in Spring (April) Coastalaire where the Easter eggs were hidden.

Have fun!

Chuck



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PCA-CCCR New Members • May

Welcome New Members

Walt Beck Paso Robles	2010 Macan
Damian Burkett Visalia	2013 911 Carrera S
Nick Hill Paso Robles	2025 Macan EV
Janice Kleinsmith Arroyo Grande	2025 911 Carrera
Douglas Little Morro Bay	2012 Boxster S
Kelly Rose Los Olivos	1984 911 Carrera Targa
Simon Timms Paso Robles	1975 911S

Transfers In

William DeKorte Creston	2007 Cayman
----------------------------	-------------



CCCR PCA Membership

Primary Members 525

Affiliate Members 313

Total Regional 838



National Primary
108,023

National Total
164,099



Find
a new
face
and
make
a new
friend!

<https://ccc.pca.org>

CCCCR Events Calendar

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

<https://ccc.pca.org>

June 7 Jalama Beach • Drive 'N Dine

“Summers here and the time is right” for a drive to the beach, specifically Jalama beach in northern Santa Barbara County. We will be able to enjoy ‘the best burgers in the world’.
Meet at PorscheSLO at 830 for 9 am departure. Be aware this is about a 2 hour drive.

June 14 Ragged Point • Drive 'N Dine

Let's meet up at PorscheSLO at 9 am for a drive up the coast and brunch at Ragged Point.

June 21 Teststrecke #71 • Autocross at Santa Maria Airport

June 30 Weather Tech Raceway, Laguna Seca • Drivers Education

July 12 Chintose • Drive 'N Dine

We have visited Germany, Italy, and China on our culinary world tour. Time to visit the Land of the Rising Sun. We will meet at PorscheSLO at 930 for a 10 am departure.
Destination? Chintose, a fine Japanese restaurant in Atascadero where we can enjoy a great lunch.

July 19 Primal House • Drive 'N Dine

Meet at PorscheSLO at 9:00 am and depart 9:30 We will explore a new concept eatery in beautiful Templeton. Primal House is a combination craft brewery, butcher shop and fine dining just opening in Tin City.

July 26 Teststrecke #72 • Autocross at Santa Maria Airport

August 2 Pozo • Drive 'N Picnic

Those of us with 4 wheel drive vehicles that are NOT 911s can take High Mountain Road to Pozo. If you don't want to drive your vehicle, let Joe Kuntze know, and he will try to find a ride for you. Alternatively, we will arrange an on-road drive.
This is a picnic. Pack a lunch, bring a chair or blanket.



August 23 Teststrecke #73 • Autocross at Santa Maria Airport

September 13 New Members' BBQ

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
Haryy Murphy

12 Years

John Larson

14 Years

Qunt Stevens
Richard Wolf

17 Years

John Cliff

19 Years

Sanja Brewer

20 Years

Roy Coffman

21 Years

Fred Herr

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

Note: In the Spring (April) issue of *Coastalaire*, **John Kepler** 's 61st CCCR anniversary was duly noted on page 19. On page 38 of the 817th issue of *Panorama* under **PCA member anniversaries**, it states, “ . . . **John Kepler**, California Central Coast Region, who joined in 1964 . . . We thank these long-term members for their long service to PCA” Congratulations! John Kepler!



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CCCR Goes To The Wild, Wild West

Story by Joe Kuntze

Photos by Joe Kuntze



*I*t was April 12, three days before tax day. In one last frenzy of freedom, one last patriotic attempt to spend our hard earned dollars before Uncle Sam seizes them, one magnificent declaration that Porsche People will celebrate spring before the taxman pries our last nickel out of our cold dead fingers; the Faithful set out in their trusty steeds to the historic Cold Springs Tavern on Stagecoach Road between Lake Cachuma and Santa Barbara.

Cold Springs Tavern was established 1868 as a stage stop, hence its location on Stage Coach Road. It has been in continuous operation since then and in the same family since 1941.

We met up at Porsche San Luis Obispo with Gil Igleheart leading that group south, and they met up at Pappy's Diner on Betteravia Road just east of Hwy 101 with the folks who did not want to drive up to SLO.



Your humble tour co Ordinator did not realize what a mess Pappy's was on the weekend; between hungry farmers, hung over ranchers, yuppies out for their weekend breakfast, long haul truckers filling up and not happy to see 'those little foreign cars' in their way we barely made it out of there alive! (But make it out of there we did and we will meet at Costco from now on)

Our journey continued; we traversed the fertile Santa Maria Valley farmland, the beautiful Lake Cachuma Reservoir and the wine country in northern Santa Barbara County before continuing on the Chumash Highway. (Just a brief personal note here; there are now 2, YES 2, roundabouts on Highway 154. Civilization as we know it is ending). After crossing that amazing but slightly sickening bridge we turned off the highway at Stagecoach road and went down the hill to our destination.

Now I must admit parking is challenging but after hiking to the restaurant (through the snow, up hill both ways) we arrive and were warmly greeted with an open bar and brief wait for the kitchen to open! Now if a place is famous for tri tip you gotta go w the French dip right? We had private seating but one of the great things about Cold Springs Tavern is you might be at a table with the CEO of Disney on one side and the president of the local Hells Angels chapter on the other. Great drive and a great day.



CCCR Goes Back To School

Story by Joe Kuntze

Photos by Joe Kuntze



Well Porsche people some of us just can't seem to leave the academic life behind. Thirty-two of the Porsche Faithful met up at PorscheSLO on April 5th for a springtime adventure. We enjoyed the fantastic collection of Porsche products at the dealership along with some SloDoCo pastries and Starbucks coffee before heading north to attend class. Attend class you ask? Heel toe shifting? Valve adjustment on your 356? How to exit the apex? No, none of the above are correct. After a great run through the back roads of the North County we reconvened at the Central Coast School of Wine; a business owned by CCCR member Sam Schmitt. Sam volunteered a few months ago to teach us a class on the wines of Germany; specifically the wines of Baden-Wurttemberg which is the region where the Porsche factory is located. Those Germans, great cars AND great wine. Who knew?

Well after enjoying a fantastic lunch of Brats with kraut, German potato salad, chips and a cookie al fresco style provided by Yabba Dabba Dog we adjourned to the classroom. Sam has put together a great venue and everyone was comfortably seated with a great view of the screen.





After a warm welcome and a little about his life path we got into it. Now by all rights German should be too cold for wine production (hence its reputation for beer) but we learned that due to some unique geography and climate as well as some unique soils that there are 5 distinct wine producing regions in Germany and the in fact produce quite a few world class wines, some of which are unique to that country! We started off with a delightful sparkling rose followed by 3 white wines (2 were Rieslings) followed by a couple of red wines.

All in all a great experience ad a job well done by Sam and the rest of the CCCR folks who help him put it on. Noted enophile and part time CCCR executive Joseph Shubitowski declared “ It was a pretty good class”. We enjoyed it so much we are coming back in the fall for pizza and wines of Tuscany. Sam can only accommodate about 30 people so don’t sit on the announcement when it comes out in the fall!



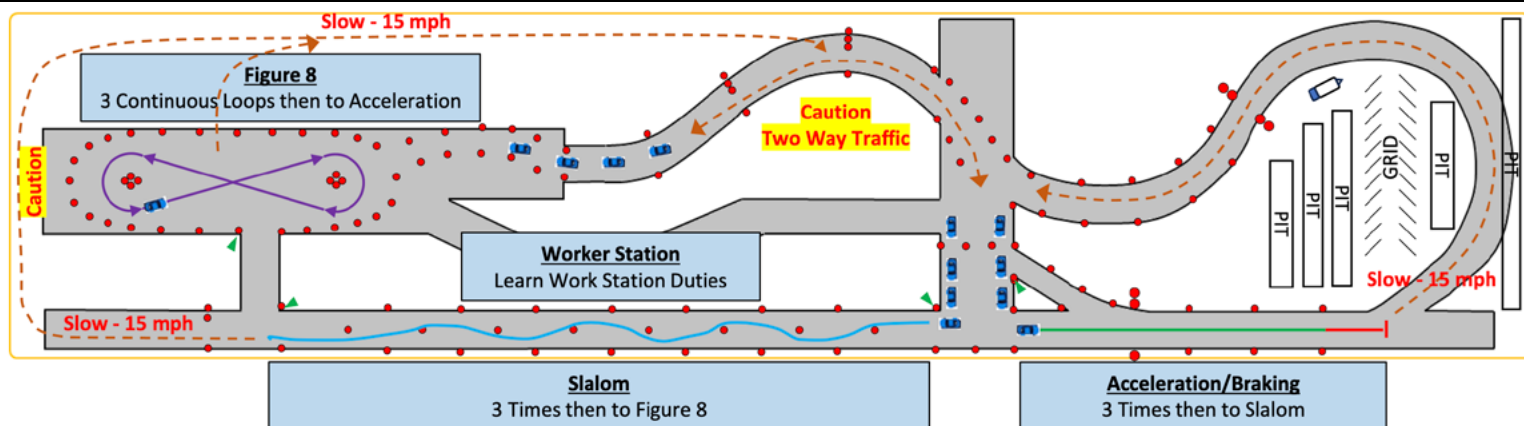


Autocross2025



Autocross #71	June 21
Autocross #72	July 26
Autocross #73	Aug 23
Autocross #74	Oct 25

Below is the Track Layout at Santa Maria Airport for AutoX Academy



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

Porsche San Luis Obispo

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Education Events*

CCCR Autocross (AX) Academy 2025

by Fred Herr

For as long as I can remember, the club has held an Autocross (AX) Academy at the start of every season. Though the format and content have changed over the years, it remains a staple of the AX program. While the primary goal is to get new drivers involved in our AX events, the school can be directly applied to AX, track driving and everyday street driving. This year's academy was held on Saturday, April 5th with the AX season opener the following day.

The Academy sells out every year, and though seats are limited to just 30 students, the size of the group allows us to provide an instructor for each student with ample track time. A day at the Academy consists of three main experiences, 1.) Classroom Training, 2.) In Car Exercises and 3.) Full runs of an AX Course. At the end of the day our intention for each student is to build confidence in their capability as a driver, identify areas for improvement and experience the driving range of their own vehicle. With any luck, they also gain a new found desire for high performance driving!

The Classroom

Thirty students showed up anxious and excited for this year's Academy. Classroom training started at 7:30 am at the Santa Maria Airport Board Meeting room. The Airport has kindly rented this room to us for the last several years, and it has worked well in accommodating our class size. Returning for his second year as Classroom Instructor was Ian Anderson who put on a fantastic and informative ninety-minute lecture. The classroom covers driving theory, car control, specific exercises in braking points and apexes. Ian went over basics such as seating position, car setup, car controls and the racing line. The classroom gives each student a foundation for the vocabulary and concepts to be applied during the day's in-car instruction.



With Instructor/Student introductions completed, everyone left the board room for our AX Track located on the south west corner of the Santa Maria Airport. If you've never been there, here's a fun fact: The track we use today was paved by Porsche back in 2011 for the unveiling of the 991 generation 911. Porsche unleashed journalists equipped with the latest 911 model onto the brand new, closed track for some hands-on fun. The airport has been renting the track to car clubs ever since. Thanks Porsche!



Once at the track, each student and instructor went through a typical AX Tech Inspection. Safety is always a priority for both drivers and course workers. The Tech Inspection is mostly a visual inspection of the driver's helmet and vehicle in checking for no leaks and good condition of tires, brakes, suspension, seat belts, etc.

CCCR Autocross (AX) Academy 2025

Exercises

After tech and a brief Driver's Meeting, the group is divided in half. Half the students will drive their cars with an instructor through 3 driving exercises, while the other half learns how to be a safe and effective AX Course Worker. Exercises run for 60 min, then the two groups swap places. Each instructor directs their student through the exercises, with a focus on different driving elements (Line, Brake Point, Apex Cones, etc.). Students are challenged to increase their pace while staying focused on safety and technique.

• Acceleration & Braking

Run 1: From a stop Accelerate with 100% throttle. At last set of perimeter cones, apply 100% Brake to a full stop. Goal is to engage ABS.

Runs 2+: From a stop Accelerate with 100% throttle. At last set of perimeter cones stop as quickly as possible without engaging ABS. This is the shortest braking distance.

Student Goals: Learn what full throttle feels like. Learn threshold braking.

• Slalom

Proceed through Slalom with emphasis on technique and line. Learn line and back siding each cone. Each run should increase pace while maintaining control. Student should learn to balance car, keep inputs smooth.

Student Goals: Learn the Line. Learn Car Control/ Balance.

• Figure 8

Perform multiple continuous loops around figure 8; each loop increase pace while maintaining control. Most cars will achieve understeer, increase pace up to grip limit but not exceeding it. Learn threshold of tires in a turn. Execute brake, turn in and acceleration within tire's available grip levels.

Student Goals: Learn Brake Points, Turn In, Maintaining Car Control (Understeer/Oversteer) and Acceleration out of a Turn.

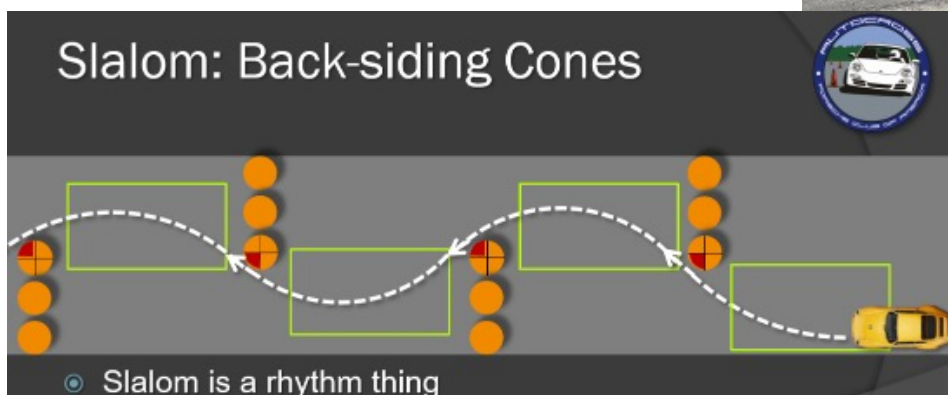
• Course Worker Instruction

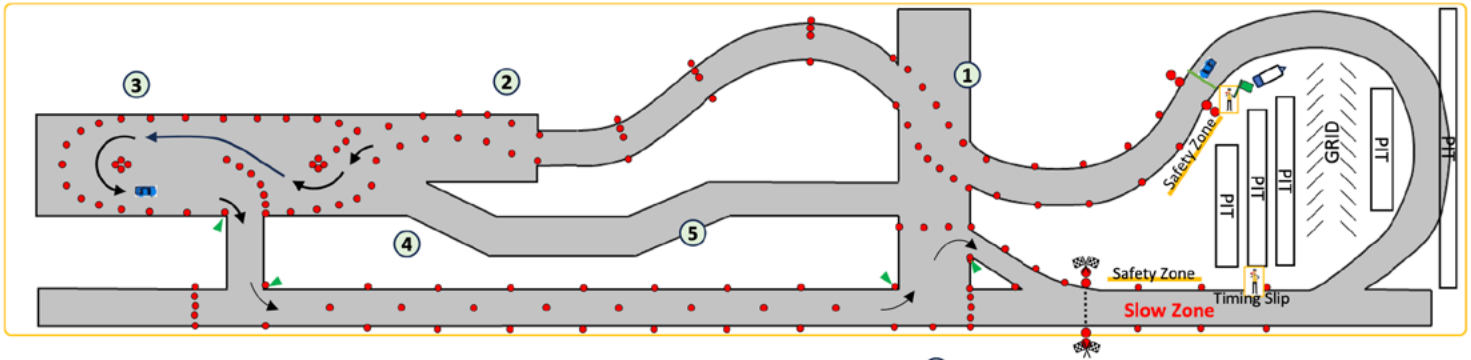
Instructors teach students how to be an effective and safe course worker.

Course Worker duties: Return Cone, Radio in cone count and Car #, use of Red Flags, etc.

Safety Considerations: Watch for cars ahead and behind, Never run in front of a car, watch for safety of workers and drivers.

Student Goals: Learn how to be an effective and safe course worker.





Full AX Course

After a quick lunch break, all students report back for the second and last Driver's Meeting of the day. We debriefed the exercises, discussed what surprised students, what they learned, etc. Most were surprised at how hard their car could brake, others by how fast their car could navigate the slalom. With exercises fresh in their minds, it was time to put it into practice. The afternoon consisted of a 45 min session for each group to run through a full AX course. Instructors ride with their student to help guide them through the complete course. Focus remains on safety and good technique, followed by bringing up the pace. The AX timing system is setup to help students see their progress in real time. Most students saw their times drop by 8 – 12 seconds per lap, huge improvements. Each student left with a new appreciation for their car, a better understanding of how to handle it and hopefully a new addiction to performance driving.

I hope to see you at our 2026 Academy.

Some Student Feedback

"I attended the CCCR autocross school a couple of weeks ago and had a great time. The event was extremely well run allowing everyone to have a great time in a safe environment. My instructor, Bill Deviny was instructive and fun at the same time. I can still hear him yelling, gas – gas – gas – brake – brake! It was great to see the surprise on his face when we flew through the slalom (or at least it seemed fast) without knocking down a cone."

Needless to say, I'm hooked!"

"I wanted to tell you how much I enjoyed this last event. Everything went very smoothly and almost no drama (except from behind the wheel) This new format is by far my favorite yet! A job very well done! I am looking forward to getting back out there to play with cars."

"I can't begin to tell you how much I appreciate all of the work that all of you put into making the school happen. I had a fantastic time and learned a lot about my car and how to drive it and how to work the cones, 'radio' and flag, none of which would have been possible without your organization's efforts, particularly my instructor, Geoff Straw."

Drivers' Education 2025

Bob Bruington • Drivers' Education Director



Registration is Open! CCCR's Drivers Education Parade Lap and Track Experience Laguna Seca Raceway June 30th

Registration is now open for CCCR's yearly track day at the famous Laguna Seca Track in beautiful Monterey. We have a 92db sound day for Monday, June 30th. CCCR is the only PCA Region to host a Drivers Education event at Laguna Seca this year! Please take advantage of the fantastic opportunity to join us for a fantastic day.

We will have four run groups as usual, with a limited number of instructors available for novice drivers. The instructors will be assigned on a first come first served basis, don't procrastinate too long, this is a very popular event.

Along with the DE, we will have a Parade Lap during the noon time break. The Parade lap is very limited speed, you will follow a qualified PCA driver on the track for 25 minutes. You don't need a helmet, passenger are encouraged. Everyone who runs the Parade Lap loves the experience. Who would not? An opportunity to drive your own car on a world famous track, there can't be a much better experience than driving your down the Cork Screw, maybe the most famous track corner in the world!



If you want something a little more exciting, or maybe you want to join the DE portion of the day, but are unsure if you would like the speed on the track, we have a very limited number of spaces for the Track Experience program approved by PCA. You will ride a full session at track speed with an approved PCA instructor in the instructor's car. During the ride, the instructor will explain to you the basics for driving the line, dealing with traffic, how to pass, where to brake and accelerate, you will have a true race track experience. Most passengers will tell you they did not know cars were capable of the heavy braking, or how fast a corner can be taken by an experienced driver. You will have a true track experience and a new appreciation of the professional drivers you see on television and your own personal Porsche

Registration for the DE is at MotorsportsReg.com, please type CCCR Laguna Seca in the search bar. For the Parade Lap or Track Experience, you should Type in CCCR Parade Lap.

Don't forget we have a DE at the new Buttonwillow track "The Circuit" on May 30th with the same programs as above. Type in CCCR DE The Circuit for the full DE, and CCCE Buttonwillow Parade Lap and Track Exp, in the search bar at MotorsportRreg.com.

Any questions, please feel free to contact, Bob Bruington at, Aircooled911sc@gmail.com. We are always looking for members to donate a little time to help with the driving programs. If you are interested or have question of what this may entail, please let me know.

Thank You,
Bob Bruington
CCCR DE Chair.



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Firehawk Series: Chapter 5

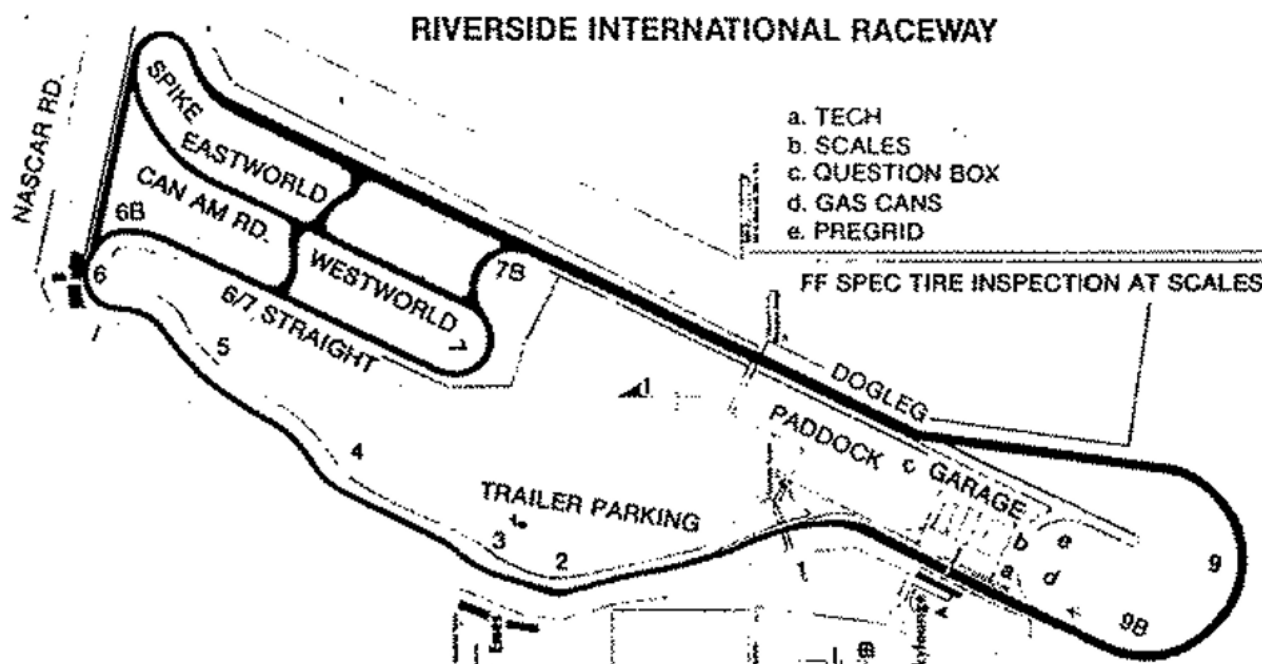
by Jon Milledge

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. Chapter 2 through 4 followed in January, February and March of this year. Before reading this chapter, I suggest you reread Chapter 1.*

Our prior race had been at Sears Point Raceway, probably the friendliest track layout for our Porsche 944 in the series. We had won easily but our next race was a six-hour event at the less friendly Riverside International Raceway. There were many configurations available to a promoter at Riverside but most of the races were held on the “short” course or the “long” course. This race was to be held on the “long” course.



Notes: The long course had the 1.1-mile (1.8 km) backstretch between turns 8 (Spike in the above map) & 9. This version was used primarily for the Los Angeles Times Grand Prix, although the long course was also used for Indy car racing in the mid-1980s. When the 1969 version was built, the dogleg was added to ease the highspeed transition into Turn 9 (The track had seen numerous brake failure-induced accidents approaching turn 9, and this change was made as a safety measure). The Dogleg was flat out in any car but there was less braking for the much faster new turn 9. In the “short” course, the track would use turn 7B rather than 8. The “turn 7-7B” configuration effectively shortened the back straight to slightly over three-quarters of a mile in length.

The 1.1 mile back straight would be torture for us as our top speed would be limited to about 120 mph, whereas some other cars would be able to reach 135 mph. For this differential in performance, this track would be our greatest test in the series.

PRACTICE

Practice went poorly. We had handling problems traced to tire shaving that limited our practice time. Both drivers, Walt Maas and I, had run and won races here but in more competitive cars. The back straight seemed to take forever. And with the faster cars passing us easily, it seemed to never end.

QUALIFYING

Records differ on our qualifying position, but we probably qualified either eighth or ninth. Even though our speed down the long straight was slower than some other cars, our corner speed on the rest of the course was excellent, and overall, we felt very competitive for the race. In fact, all of the other 944s qualified behind us. The Max Jones-Ron Grable-Tommy Kendall Nissan 300ZX Turbo was on the pole. We wondered why there would be three drivers for a six-hour race. Two equal drivers would be ideal and would guarantee both drivers logged enough seat time to qualify for maximum points. We had beaten this team at Sears Point quite easily even though they had qualified second because only one driver was as fast as we were, and their pit stops were slower and more frequent.

The RACE

When Riverside Raceway was built in 1957, it was a testing facility that could also hold races. I am sure the hot pit area then was more than adequate, but by 1985, it was pitifully inadequate for sixty-five cars. Because the length of the original pit area was so short, over the years it had been extended toward and around turn #1. Even with the extension, teams had to share pit spaces which required coordinating pit stops with the team you were sharing the pit space. The simple solution would be to pair teams that would require fuel at differing times, but our solution was to share our pit space with the sister #92 car. If you remember from the first article about this series, the #92 car was owned by Paul McIntosh, a developer from Florida. Paul and his co-driver Larry Bliel were very early in their racing career. Their car was prepared at Garrettson Enterprises in Mountain View by Jerry Woods and the PCA crew. Paul and Larry's car was serviced during the races by the same crew as the #91 car. They helped pay the travel costs for the crew which aided our budget problem. The #92 car's drivers drove shorter stints in the races until their physical conditioning would allow longer stints. This prevented any interference with our pitstops and solved our problem with the shared pit spaces.

This race was Walt Maas's turn to qualify and start the race, which meant I would drive the middle stint. The start of the race was uneventful, but I fidgeted nervously in the pits, waiting for our pit stop when I would get in and drive. At about one hour twenty-five minutes into the race, the leading Nissan 300 ZX Turbo pitted for fuel, tires and a driver change. With Walt turning consistent laps near qualifying speed, we moved up in position. Soon, other cars in front of us made pit stops for fuel, tires and a driver change. Our crew meant that we could refuel a nearly empty tank, change two tires and change driver in less than two minutes of stopped pit time. Other teams took longer, some much longer. We had the advantage. By the two-hour mark, we were leading but were soon passed by the Nissan 300 ZX Turbo. Then, the Nissan unexpectedly made a second stop for fuel, tires and another driver change. It seemed to be a short stint even for a thirsty turbo car. We were back in the lead for a short time but were passed by other cars that qualified in front of us. At about two hours and fifteen minutes into the race, Walt pitted for fuel, tires and me. As was usual, our pit stop was quick, and I rejoined the race. For the next two hours and twenty minutes, I drove as fast as I could, taking minimal chances. The radio was working for most of the course, and I was aware of our progress. It seemed to me that we were winning the pit stop battle with all the cars that qualified in front of us except for the Nissan 300ZX Turbo. It would lose the lead on a pit stop but was fast enough to make up the lost time on the track. All the other cars that qualified in front of us lost more time in the pits than they could make up.

On schedule, I pitted for fuel, two tires and driver change to Walt. I was happy to get out of the car. Driving around Riverside in this car wasn't particularly physically taxing but it was August, and it was hot. To keep the car's engine from overheating, we were running the cabin heater full blast, which made the interior distressingly uncomfortable and dehydrating. Running the interior heater removed enough BTU (British Thermal Units, a unit of energy, specifically a measure of heat) from the engine coolant and kept the engine temperature in the normal range. I'm sure I lost a few pounds of fluid weight. After two hours and twenty minutes of driving, my helmet and Nomex underwear were always damp but this time they were soaked with sweat.

Walt continued turning fast consistent laps until the race ended. He was totally exhausted at the end, but his lap times didn't suffer. We finished in second place. This was an excellent result for us on this very fast track.

Our next race was going to be at Road America near Elkhart Lake, Wisconsin. It had and still has three long straights. Another difficult race for us.

Drive ‘N Dine Tour to Creston

by Chuck Jennings



Founded in 1884, Creston is barely a town. Ten miles East of Astacadero and a mile off of Highway 41, it has a rodeo arena, a restaurant, a leathersgoods shop, a church, a jail, a saloon, and thirty-six households with ninety-five residents. Bypassed by the railroad, it's rumored that Creston could have been as large as Atascadero. But then, it would not be what it is today. If you take O'Donovan Road a few miles Southeast out of Creston and turn right on Coyote Creek Lane, you'll find the Creston Ranch where L. Ron Hubbard of the Church of Spiritual Technology spent his last days. But that's not why I called that area around Creston "God's Country".

Actually, anywhere on the East side of Highway 101 and West of Interstate 5 between Santa Margarita and San Miguel are some of the most beautiful rolling hills of the Golden State. I vividly remember driving through it my first time during the summer of 1965 on Highways 46 and 41. It was unlike any California landscape I had seen or imagined.

Until I converted my sportscar passion to the Porsche passion, I had visited Creston only a few times via Highway 229 behind the windscreen of a couple of motorcycles. It wasn't until Brian Pritt asked me to paint the mural on the Longbranch Saloon that I grew very fond of the intersection of Webster and O'Donovan Roads.

After nearly a year's weather-permitting work on the mural, I completed it in late April of this year. Much to my delight, our Activities Director, Joe Kuntze, proposed a Drive 'N Dine tour for a signing party at the Longbranch on May 10. And, hence, we did.



We caravanned from Porsche SLO in two groups of about fifteen cars West on Los Osos to Turri Road. Found our way to Highway 41 and turned East toward Atascadero. That course of road on Highway 41 was also part of my first experiences in 1965. The sight while descending by the entrance to Cerro Alto Campground toward Morro Bay, seeing the stacks, Morro Rock and the Pacific Ocean is revived every time I drive that road, no matter the direction I'm going.



Twenty miles later, our caravan passed through Atascadero. At that point we could have simply kept our course to Creston, but I decided to take an extended scenic route North on Templeton Road to El Pomar Drive where headed Northeast through the “wine country” of Northern San Luis Obispo County.



I hope you might remember an article written by Jon Milledge that appeared in the July 2024 issue of Coastalaire in which we featured an interesting story about Paul Newman. (Not *that* Paul Newman) Paul has an impressive resume of experience designing and fabricating custom cars, notably one that climbed Pikes Peak with a Porsche 911 engine and driven by Rick Mears. Paul’s creations won numerous custom car shows with Porsche engines.

Lest you think I have inexplicably digressed, it just so happens that Paul’s residence and shop are located on El Pomar Drive, about halfway between Templeton and Creston. I brief stop with a welcomed tour was too much to pass up.



Paul is very humble about his history and his talent, but his fabrication skills are spectacular. His shop and his current projects are a special treat for any of us who appreciate the automobile.



Drive 'N Dine Tour to Creston

by Chuck Jennings



We departed Paul Newman's shop continuing East on El Pomar Drive. At Cripple Creek Road, we turned South and in another mile, we turned Northeast again on Highway 41. About two miles later, we turned Southeast on Webster Road, a.k.a. Highway 229, taking us directing into the towering infrastructure of beautiful downtown Creston with its most famous and historical architectural marvel, the Longbranch Saloon.

At one time, a gasoline station, and who knows what else it may have been, it's most recently best know as a saloon. Inside, there's a bar that seats eight, a pool table, and several portable bar stools made from old tractor seats and single-action revolvers. The ambiance is reminiscent of a set on *Gunsmoke* but without Kitty or Chester or Doc. (But I believe I talked with Festus a couple of times.)



Seven years ago, Brian Pritt bought the Long Branch. He kept the flavor of the saloon, and he refrained from "modernizing" the craftlessly spontaneous architecture. Somehow it works, inspite of its appearant aged disregard of gravity. In fact, I think that is its attraction. It's like old weathered cowboy boots, still waterproof and comfortable. Come as you are. Forget all pretenses. Y'all are welcome! And there's a real rodeo arena right across the street.

In rather stark contrast, Brian created a large arena "out back" that serves as the main dining area with a bandstand, party tent, sunshades, skateboard ramp, and playground equipment for kids. It's a family retreat with great food and casual climate.





In April of 2024, when Brian Pritt asked me to paint a mural on the South side of the saloon, he asked if I could reproduce the mural that was on the side of the eighteen wheeler featured in the 1977 movie, *Smokey and the Bandit*. I could not remember the specific image, but my wheels started turning, and I suggested we reproduce the entire truck. He agreed. When I painted the mural at the Stable, we agreed to a basic concept, but I was given free rein to evolve the details. And I did.

Brian gave me the same freedom to expand his concept for the Longbranch. We started with an image, and the wall turned into a complete narrative, a three-dimensional story with a cast of characters and a fantasized event at the Longbranch Saloon.

You see, Burt Reynolds, as “The Bandit” was in partnership with Jerry Reed, “The Snowman” smuggling Coors beer via the eighteen wheeler into States where it was not yet legal. Jackie Gleason, as “Smokey”, and his incompetent son chased “The Bandit” and “The Snowman” from Atlanta to Texarakan and back while Sally Field tagged along as Bandit’s new girlfriend. Bandit’s Pontiac Trans Am acted as the to-be-chased car, a diversion from the eighteen wheeler, outrunning and demolishing the most Dodge police cars ever filmed. It’s an iconic movie seen frequently on Apple TV. But what most people don’t know is that while filming the movie in 1976, Burt, Sally, Jerry, and Jackie made an unscheduled chase to Creston, Trans Am and eighteen wheeler, right in front of the Longbranch.



Drive 'N Dine Tour to Creston

by Chuck Jennings



Thank you to all of those who came along and made my day so very special. It was a hot one, especially during the signing. Thank you for enduring and for all your support.

And a special thank you to Brian Pritt for giving me the opportunity for a very fun project.



Photos by Mike Dirks, Tony Brizzolara , Russell Zinc and Chuck Jennings





In both of these photos you see Tom and Rene Dobyns' granddaughter. In July of 2013, Eva was visiting from Tennessee, and the top photo was taken at the Gathering of Friends at Laguna Lake Park. Eva proudly posed in a very impressive Carrera GT. Eva went back to Tennessee and grew up. Eleven years later she returned to stay, and she decided to change her name to Mae. That's her now in Grandmother Rene's Boxster. She's definitely a Porsche fan.

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Air/Water 2025

by Alfred Abken

As a point of reference, this is being written early in the afternoon of Sunday, April 27, 2025.

For several days, the weather forecast had been for it to start raining late Friday night into Saturday morning. I got up Saturday morning well before sunrise, and was surprised to see it was dry outside in southern Paso Robles. It was pretty close to 5AM when I finally got on the road. My destination?

The Orange County Fairgrounds in Costa Mesa. I was about 20 miles east on Highway 46 before I got hit by the first drops of rain. As it turns out, these were not well-formed drops of water. This is a situation that would repeat itself many times for my drive south, and returning home, for that matter. I was well south of Highway 58 when the sun began to rise. It was fun watching the sun rise above the Sierras, then set behind a line of clouds only to rise again about the same clouds.

When I arrived at the Fairgrounds it was raining lightly. This, luckily, was not one of those drenching rains. Although I had a map of the facility, I sought out one of the buildings to look at the cars on display. There were also covered areas between some of the buildings, so it was fairly easy to avoid getting soaked. The first building I walked into housed a lot of vendors. In speaking with one of the vendors (who lives in So. Cal.) she said it was forecast to begin raining there at 11AM. As this was shortly after 9AM, it seems their weather forecasters are not any more accurate than the ones up here.



In another of the buildings, Broad Arrow Auctions were holding an auction of some 55 Porsches. They had a remarkable selection of cars on offer. As this is Sunday, I was able to locate on the interweb the results of some of the sales. The 1989 RUF CTR Yellowbird realized the highest selling price at \$4,680,000. Their total sales amounted to a bit under \$18.5 million.

The top ten sales were as follows:

- #10** 1960 Porsche 356 B Super 90 Coupe
“Sanction Lost” by Zagato: \$445,000
- #9** 2003 Porsche 911 GT3 RS
Yankees-Orbit Racing: \$445,000
- #8** 2019 Porsche 911 Speedster: \$461,500
- #7** 2012 RUF RT 12 S: \$180,000
- #6** 1994 Porsche 911 Turbo 3.6 X88: \$555,000
- #5** 1990 Porsche 911 Coupe
Reimagined by Singer: \$1,006,000
- #4** 1966 Porsche 906: \$1,528,500
- #3** 2005 Porsche Carrera GT: \$1,650,000
- #2** 2015 Porsche 918 Spyder
Racing: \$2,590,000
- #1** 1989 RUF CTR Yellowbird: \$4,680,000.
Weissach Martini Racing: \$2,590,000



It has been well over a decade since I was last at the OC Fairgrounds. I had been there in the past to Good Guys hot rod shows. At one point when I was out wandering around, trying to avoid the rain, I saw their “Millennium Barn” in the distance. I wasn’t quite sure there were any cars there, but I decided to get a closer look, and I was well rewarded. There was a very nice selection of mostly 356s outside and some other choice cars and other surprises inside.

I had a lot of fun walking around. Probably around 11 the rain let up, and there was even blue sky visible. It turned out to be quite a nice day. Aside from the static displays, there was an area where you could get a ride with a professional driver in a late model 911. They started out in a straight line, then the car on the left made a left turn, and the car on the right made a right turn through a squiggly autocross section back to the starting point.

AO Racing was there with REXY and SPIKE. If you follow the IMSA WeatherTech Sportscar Championship, you will be familiar with these two cars.

In one of the buildings, there was a Porsche powered motorhome. It turns out it was made in 1955 on a Tempo Mikafa Sport chassis. I had to look that up. I do not recall seeing one before.



Speaking of things I had never seen before. The Meyers Manx folks had several dune buggies on display. Last year there was one at Luftgekühlt 10 that had a 356 Carrera engine in it. That was again on display in OC. What I had never seen before was an Australian Radial Motion 3-cylinder radial engine that was powering one of the other dune buggies. What a remarkable looking engine hanging on to the rear of a Meyers Manx!

One other thing I had never seen before. In one of the corral parking areas, I came upon what I thought was a 924 Turbo. It had 5 lug wheels, and a turbo nose, and a small spoiler on the rear hatch. However, there was no NACA duct on the hood. There was a sheet of paper inside that identified it as a 1988 924S Special Edition. #254 of 500 produced. Very interesting looking car. Comeau Racing Enterprises in San Diego has it offered for sale.

It was fun walking around, in spite of the weather. There was one field that cars of different colors were arranged in a giant X. Along the edge of the field were a group of all red cars. Then, at the “Pacific Amphitheatre” there were groups of cars placed in similar colors. There were so many people there it was hard to get a photo of the layout. In this area was a 1985 TAG McLaren MP42B Formula 1 car. Behind it was a white 959, and someone was photographing their white dog next to it.

About this time, the clouds started to disperse. People began to wipe the water drops off their cars. As it was approaching noon, I felt I had seen most of what was on display, so I started my drive home. I stopped in OC before I got on the freeway to fill my car with gas. After getting out of L A County the drive home was uneventful. I am not certain, but I think there might have been snow on the tops of the peaks west of Gorman, but it was so cloudy there I could not be certain. I had moments of light rainfall every once in a while, on the way home. It turned out to be another remarkable day.

Air/Water 2025

by Alfred Abken





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Did you find all the Easter eggs in the Spring issue of Coastalaire? If not, below are the pages where they were hidden.



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