



*Coastal*aire

August 2025

California Central Coast Region • Porsche Club of America
<https://ccc.pca.org>

Cover Story



Ce Zhou's Macan Turbo

Hi Mountain Road
August 2nd

Photograph
by
Chuck Jennings

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

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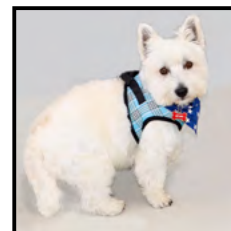
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The Hi Mountain Adventurers

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The Prez's Corner

Joseph Shubitowski • President

The PCA slogan that we all know and love - It's not just the cars, it's the people - was really exemplified on last Saturday's Hi Mountain Road Off-road Adventure. We had a grand total of ONE Porsche (thanks Johnson!!!) on the trek, and it didn't matter one bit as the group of folks who participated were a blast to be with all morning! I thoroughly enjoyed meeting and talking with everyone before departure, during our stretch your legs stopover, and especially while having lunch and relaxing at the Vintage Cowboy Winery. The 4WD drive part was a blast too! Route suggestions are already coming in for our next adventure. Look for my story and Chuck's follow-up on pages 26-29.



On a more global note, Porsche AG is having a rather rough summer with a combination of dramatically decreased market share in China, plus uncertainty moving forward with tariffs. New vehicle prices have been raised across the board by about 3.6%. Layoffs have occurred in Germany, and quite a few more are scheduled. There are rumors of new internal combustion engine development, as well as the development of a new small ICE SUV as the Macan is now fully EV. If you read Letters to the Editor in Pano, you will see that many folks are clamoring for the return of a 924/944 type of Porsche entry level model. New 718 base Boxster and Cayman model pricing starts in the mid/high \$70K range, which can be out of reach for an aspiring prospective Porsche sports car wanna-be owner. Whether an entry level Porsche sports car is cost effective for the company remains to be seen. Porsche currently sells far more Macans than they do all 718 models combined. Porsche has faced far more dire financial crises in the past, and I am sure they will keep the ship upright going forward.

Now that we are into August, our racing season is actually beginning to wind down! We have one more DE to be held at Buttonwillow on November 1st. Coinciding with that DE will be a PCA National DE Instructors Certification School. The more certified local region instructors we have, the easier it is for new novice folks to get instruction on a major racetrack. Our Autocross schedule is also well past the halfway point. We have AX #73 on August 23rd, and then our last AX of the year is October 25th. If you want to get your Porsche out there on the AX track, make sure you register for one or the other or both!

No CCCR members were winners in the PCA Spring raffle. Two members of PCA San Diego did win though – and one was the grand prize of a GT3! Now we just need the prize patrol to come further north!

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

Let's Drive!

Joe

<https://ccc.pca.org>



The Editor's Wind

Chuck Jennings

Betty and I live on the East side of SLO County Airport, not far from Islay Hill. We've been watching the cumulus clouds that have been forming over the Gifford fire for the past ten days. For the first time this morning we had ash on our truck sitting in our driveway. I hope by the time you read this, the fire will be history.

I am reminded that eight days ago we were driving Hi Mountain Road from Lopez Lake to Pozo. We could see the plume of smoke to the East of us, especially from Pozo, and we wondered its course at that time. I assume that most of Hi Mountain Road is burned out by now. I hope the folks, horses and farm animals around Pozo will be spared. *Chuck*



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Gregory Torres
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face
and
make
a new
friend!



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Affiliate Members 319

Total Regional 848



National Primary 109,588

National Total 165,982

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PCA-CCCR Anniversaries



1 Year

Eugene Smith
Amy Kardel
Ty Kharazi
Mike McPheeters
Stacey Heindl
Dave Jenkins
Donna Fraser
Simon Towers
Jason Teery

2 Years

Dan Verstuyft
Jeff Alwen
Scott Cain
Luke Silver
Aasim Sajjad
Richard Crowe
Michael Guarnieri

3 Years

Dawn Bucolo
Craig Clifton
David Edsall

4 Years

Gary Waer
Scott Roesling

7 Years

Myra McBeth
Dave Low

8 Years

Lukas Amler
Mike Manning
Gordon Goetz

11 Years

John Kauffman
Judy Alesso
George Garcia

12 Years

Ralph Bush

13 Years

Richard Nohr

14 Years

Christian Striepen

16 Years

Jeffrey McGillicuddy
Robert Bruington

17 Years

Alice Thorp

18 Years

Edward Musolff

20 Years

Gary Flanagan

22 Years

Howard Glidden

23 Years

Brian Eddy

25 Years

Arthur Chilcote

28 Years

James Lokey

41 Years

David Ferguson

44 Years

Gary Keltz



57 Years
Sam Mancino

CCCR Events Calendar

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

<https://ccc.pca.org>

August 23 **Teststrecke #73 • Autocross at Santa Maria Airport**

August 30 **Cars 'N Coffee • Porsche San Luis Obispo**

September 6 **Drive 'N Dine • Eros Plateroti Shop Tour • Chef Gregory's BBQ Emporium**

We will be driving North to tour Custom Vintage Autoworks, a full service resoration shop in Atascadero. We will then adjourn to Chef Gregory's BBQ Emporium for some authentic Memphis barbeque created by multiple-award-winning and former World Champion, Chef gregory Kalatsky.

September 13 **Annual CCCR New Members BBQ**

This is a free event for all CCCR members in celebration our new members for 2025. Once again we are very grateful to Jason and Bonnie Len for hosting this event. Here's where to RSVP: <https://msreg.com/cccr-nmbbq-2025>

October 11 **Extended Drive 'N Dine • San Miguel to King City**

We depart from the Mission San Miguel, take Indian Valley Road to Peach Tree Road to Highway 25 to Bitterwater Road to King City.

Lunch in King City at the Cork and Plough.

This will be another one of those fun photo rallies with prizes for 1st, 2nd, and 3rd.

October 18 **Octoberfest to Paso Robles Brewing**

Beers, brats and Bavarian pretzels

October 25 **Teststrecke 73 • Autocross at Santa Maria Airport**

November 1 **Drive North to Highway One Barriers**

A drive up Higway One to the Northernmost barriers and return for lunch at Ragged Pt

Please Take Notice!

**Changes to this calendar may occur anytime between this publication and the event.
Updates are made via email! Be sure to read your emails from CCCR.**



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PCA 2025 Parade • Oklahoma City

by Alfred Abken

Saturday, July 5th I had a midday flight out of San Luis Obispo to Dallas. Heading south on 101 through Templeton, there was still smoke billowing into the sky from the Templeton Feed & Grain burning. Fortunately, it did not affect my journey south. There were not very many parking spaces open in the parking lot at SLO, but I finally found a spot. Things went as scheduled, and I arrived in Dallas on schedule.

After collecting my checked bag and picking up a rental car, I was off to Oklahoma City for the 69th Porsche Parade. It was an easy drive of about 200 miles up I-35. I got into light rain off and on. Nothing serious. It was dark when I finally got to my hotel. This year I spaced out during registration and did not make my reservation at the host hotel. That was the Omni. I was at the Courtyard by Marriott. It turned out to be an easy walk. I only got rained on once walking between the two hotels, so that was not too bad.

When I was getting dressed, before I left home Saturday morning, I had seen a small amount of the Formula1 qualifying for the British GP. Sunday morning, I managed to get the TV on in my room and see a small bit of the race, which was already on the 8th lap. But I digress. I was out the door early to work my double shift in Parade registration.

That evening, the Welcome Party was held in the Omni hotel. They had a nice procession of people walking in carrying placards from the previous Parades. Although there had been an earlier unveiling, the new 992 70th Anniversary 911 Club Coupe was on display. The color is a dark blue, like the Club Blue of the 60th Anniversary Club Coupe, but with some metallic flake added. It is called Sholar Blue in honor of PCA founder Bill Sholar. It is a very attractive car. There will be 70 of these cars available, and you must enter a raffle for a chance to purchase one. (See page 39)

Monday was the Parade Concours. It was held at the Oklahoma State Fairgrounds. It was a short 4-and-a-half-mile drive, but shuttle bus service was offered so after an early breakfast I walked over to the Omni and took one of the shuttles. I don't recall if I have ever seen a Porsche in the Moonstone color before, but there were five of them lined up outside when you got off from the shuttle. There was also an interesting Historical Display. It included the first 1975 911 Turbo built for the U.S. market. Kevin Buckler's Voodoo Blue 2003 996 GT3 RS was also on display, to only name a couple.

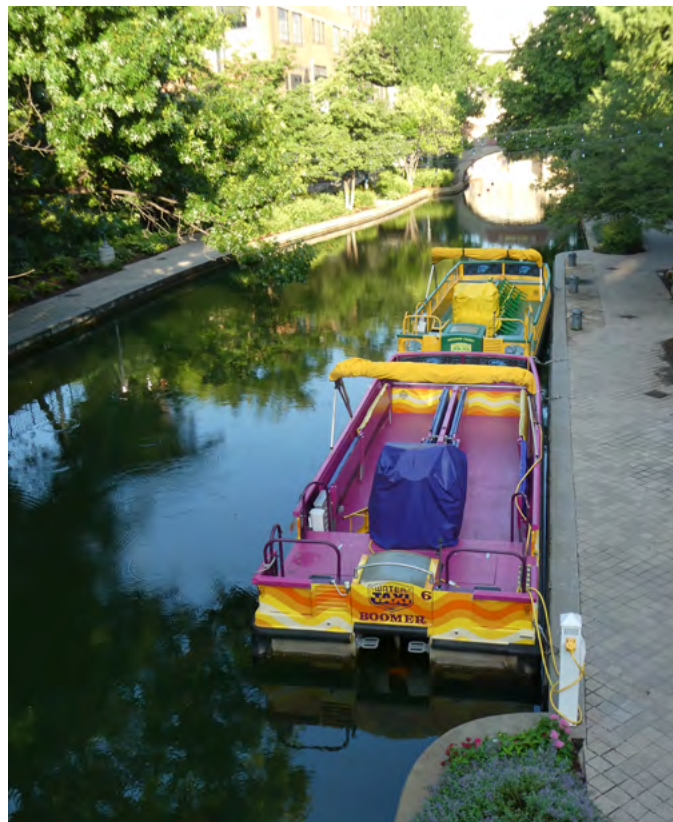


After wandering around the concours site for most of the morning, I took the shuttle bus back to the Omni so I could attend the reception for the artists in the Art Show. After the artists reception concluded, I walked across the street from the Omni to Scissortail Park. It turns out, this park is much bigger than I first imagined. I did not realize there was a footbridge (Skydance Bridge) that crossed I-40, and the park continued the south side of I-40 as well. On the south side, there were well lit athletic fields. On the north side there was a lake, a vast variety of vegetation, and numerous paths.



Before I left, I had written down names and addresses of several restaurants where Guy Fieri had visited for his Food Network show *Diners, Drive-Ins and Dives*. As it turned out, I never got around to visiting any of them. There were only 2 nights there, not counting the Saturday I arrived, that did not have banquets planned, and I attended all of the banquets. Thursday evening, I ate at the Chickasaw Bricktown Ballpark. I will get to that later. Monday evening, I had dinner at a sports bar that was inside the Omni hotel. The heat in Oklahoma pretty much matched what I experience at home in Paso Robles, but the humidity was way beyond my usual experience.

Tuesday morning, I got up and out early and took a walk around Bricktown, an area of Oklahoma City. I crossed the Bricktown Canal and saw a couple of boats that rides are given in later in the



day. As I found out I had used 75% of my data on my cellphone for the month, I was not able to do much with it until August 3. Not very helpful. As I had not written down directions to the ballpark



where I had ordered a ticket for the Thursday night game, I wanted to see where the ballpark was located. As it turned out, I took a much longer walk than necessary, but it was and enjoyable walk. Lots of nice murals, and a great variety of brick layed in many different patterns.

PCA 2025 Parade • Oklahoma City

by Alfred Abken

Following my walk, I headed over to the Omni and wandered around the hospitality room. There was a special display celebrating PCA's 70th anniversary.



One of the special gifts turned out to be a book: "PCA Through The Ages 2025 Edition". Only 1000 copies of this book were printed, and if you have any interest in PCA's history, it is well worth looking for. Full disclosure, there is a photo of my car on page 83, but I would feel the same about this book if that were not the case.

After wandering around hospitality, and checking out the numerous vendors located there, I decided to check out one of the seminars. As I had not registered for this ahead of time, my name was not going to be drawn for the door prizes they offered. The seminar I went to see was scheduled as Porsche History Authors Sean Cridland & Jay. This might be Jay Gillotti, but the schedule did not have enough space. As it turned out, Sean Cridland was a no show, and what I saw was a seminar of the Panorama Team & Contributors. The featured speakers were Rob Sass, Burce Sweetman, Dave Mathews, Randy Wells & Jay Gillotti. Lori Schutz moderated the seminar. She was at both. More about the second one shortly.

Between seminars, I checked out the On Road RC car event, and the ice cream social. The second seminar was a conversation between Lori Schutz and Kevin Buckler. Kevin is the founder and CEO of The Racers Group, and Adobe Road Winery. During the Daytona Prototype era, he won the Daytona 24-hour race overall in a 996. Lori is the daughter of Peter Schutz, CEO of Porsche between 1981-1987, and is credited with saving the 911. He passed in 2017.



Following the seminars, I took a short walk north a couple of blocks and visited the Myriad Botanical Gardens. What a fascinating place! Walking up to it, I had no idea how deep it was. I wonder if it might have been some sort of quarry in years past. Anyway, they have the first cylindrical greenhouse I had ever seen. Inside was a remarkable collection of plants. I was surprised to see so many cacti in the upper level.

On the grounds, they also have a small Herschel merry-go-round. It was free to wander around the grounds, but there was a modest charge to enter the greenhouse.

That evening the concours banquet was held in the Omni hotel. Hans-Peter Porsche was in attendance. It was his first Parade since Monterey in 2014. It was good to see him again. He appeared to be in good health.



Wednesday morning, I was out to the autocross site fairly early. The heat wasn't too extreme, but the humidity meant I did not stay very long. There was not much shade to hang out in. It was on one massive parking lot! They had a 1:00PM scheduled finish time. They were experiencing delays caused by the timing system. I heard they did not finish until 3:00 in the afternoon. Steve Lau, of GGR, had the TTOD in his modified 987.2 Cayman.



That afternoon I drove around and found 3 different antique malls to wander around. The A/C was working in all of them, and it was fascinating seeing the variety of stuff offered. LOTS of native American artifacts.

Wednesday evening was the TSD Rally Banquet.

The autocross continued Thursday for the Improved and Modified cars. I usually try to see this, but this year I took a tour to the Goodyear factory near Lawton, Oklahoma. It is almost 100 miles SW of Oklahoma City. As I was on the morning tour, following the tour, which was incredibly fascinating, we drove into the Oklahoma mountains for lunch at Mountain Park. On the way there, we passed a sign that said, "Prairie Dog Crossing". I tried to look for it on my way back down, but I think I started looking for it too late. I did not see another in the direction I was heading on my way back. Following lunch, there was an option to take a drive to one of the peaks, but I had tickets to attend a Oklahoma City Comets baseball game. I got my dinner that night at the ballpark. One of the Comets hit an inside the park home run in the second inning, which put them in the lead, but that lead did not last long. The Sugarland Space Cowboys won 12-8.



PCA 2025 Parade • Oklahoma City

by Alfred Abken

Friday morning, I was up early to take part in the 5K run. It was a pleasant morning to be out for a run. As the Tech Quiz start got pushed back later, I was able to return to my hotel and shower and get something to eat before the Tech Quiz. When I first started taking the Tech Quiz, in 1995, I used to do fairly well. However, until this year I had won a trophy in about the past 5 of 6 Parades I have attended. This year I got second place in the transaxle car class.



Talk about more cheap thrills. Friday afternoon, Porsche hosted a special screening of the new ***F1 The Movie***. I had seen it in Paso Robles on July 4, but it was fun to see it in a theater packed with mostly gearheads.

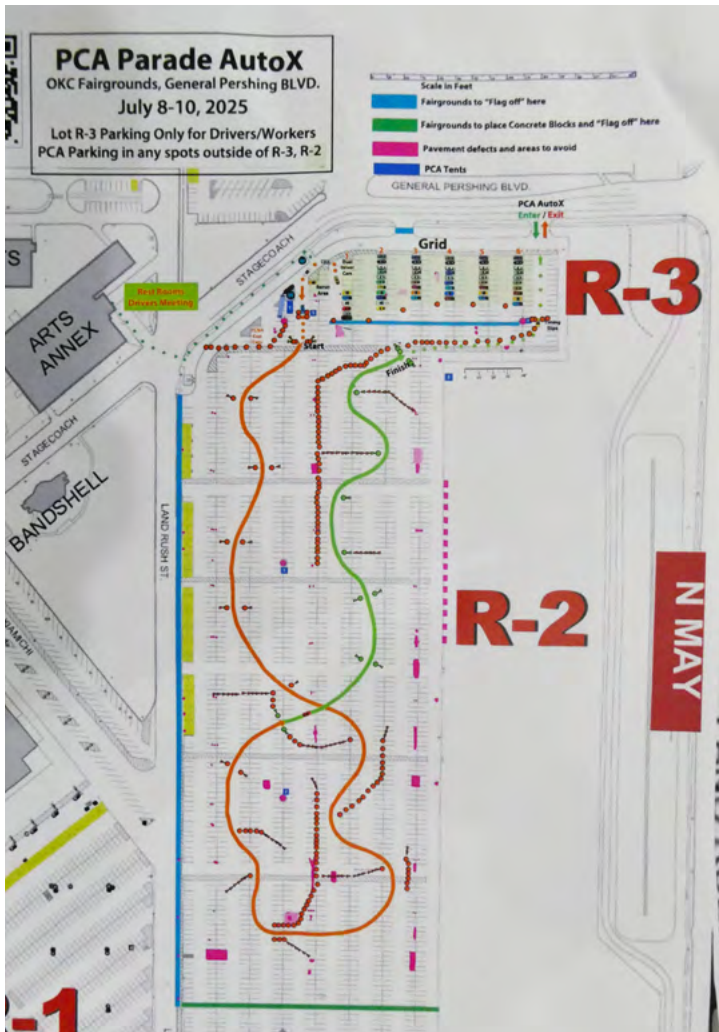
Friday evening was the autocross awards banquet. In addition to the usual awards, because we were celebrating PCA's 70th anniversary, they gave out three special awards. The oldest car competing was won by Alan Surgi, Santa Barbara Region in his 1957 356, did 55.927 sec. The oldest driver award was won by Maury Hamill, Florida Citrus Region, at 93 years of age, he did 51.946 sec. He did not look a day over 80 to me. Finally, the award for the fastest driver over 70 years of age was won by Jeffrey Jackson, from Southern Indiana Region. He is 72 years of age, 45.800 sec.

Saturday morning the Parade of Porsches was held. While working in registration on Sunday, I heard numerous people say they had been given refunds after signing up to participate in the Parade. I have heard several different numbers mentioned, so I can't say how many cars were originally planned for. Apparently, the local police did not want to deal with more than 125 cars. Anyway, it was fun to see them line up and depart.



Saturday afternoon was the Volunteers Lunch. If you have never been to a Porsche Parade, it is quite an experience to sit through. Lots of stuff is passed out as door prizes. To qualify to attend, you first need to volunteer to work a minimum of 2 shifts. Through each of the banquets, a video was shown starting with the first Porsche Parade in 1956. They were informative and entertaining. Through the subsequent banquets, the timeframe advanced.

All too soon it was Saturday evening, and the final Victory Banquet was held. Again, this year, the grand door prize was 2 tickets to hang out in the Porsche box at the next 24-hour race at Daytona. I am not sure if transportation there was included. Next year's Parade will be held in Lake Placid, New York from June 14-20, 2026. The following year, the Parade returns west of the Rockies and will be held again in Boise, Idaho from July 11-17, 2027.



CCCR Drives Hi Mountain Road

by Joe Shubitowski

Photos by Chuck Jennings



*E*xcitement mixed with a bit of nervous anticipation was the general mood of our participants as they gathered in Arroyo Grande's Biddle Park for the 1st Annual CCCR Off-Road 4WD Adventure. The goal was to traverse the rugged Hi Mountain Road, which runs between Lopez Lake and Pozo, and arrive at the Vintage Cowboy Winery for lunch with the same number of intact vehicles and personnel as we departed. I have been advocating for an off-road excursion for CCCR's capable Cayenne and Macan owners, and 2024's attempt at this event was thwarted by early rainstorms and the closing of the road due to dangerous running streams and falling rocks. An August 2025 date would ensure that rain would not be an issue, and we only had to cope with the heat and more poison oak than you have ever seen in your life!

The event announcement went out with the call for a Porsche off-road adventure, allowing for members to bring whatever off-road capable vehicles they wished. We had the entire spectrum of vehicles on the trip from fully kitted out Jeep Rubicons to Subaru Outbacks and everything in between PLUS one Porsche Macan Turbo courtesy of CCCR member Ce Zhou (Johnson). Following waiver signing and a drivers' meeting, we were off.



The Joes (Dr. Kuntze and I) had reconned the route a week prior and found that the Forest Service had bulldozed the road sometime in the spring. This moved much of the major rock and debris to the side of the road and left a still very rough and ready surface for our use. I led in my '99 Tahoe and Dr. Joe took up sweep position in his Ford F250.

There are at least seven stream crossings on the road, and each of these is marked by a severe angle of descent and ascent through a dry boulder strewn stream bed. Lower profile vehicles like the Macan and the Subarus had to carefully plan their descent routes and pick the proper pathways so as not to damage their undersides. All came through totally unscathed! The surfaces ranged from exposed bedrock, to rocky ruts, to fine talcum-like sand.

Dirt bikes and ATV riders were met on the road and a few folks unknowingly took detours to the condor lookout and campgrounds, but eventually everyone arrived at the Vintage Cowboy Winery for lunch in the shade, while sipping wine and exchanging stories! Everyone agreed it was a blast to drive and look forward to our next off-road adventure.

Joe

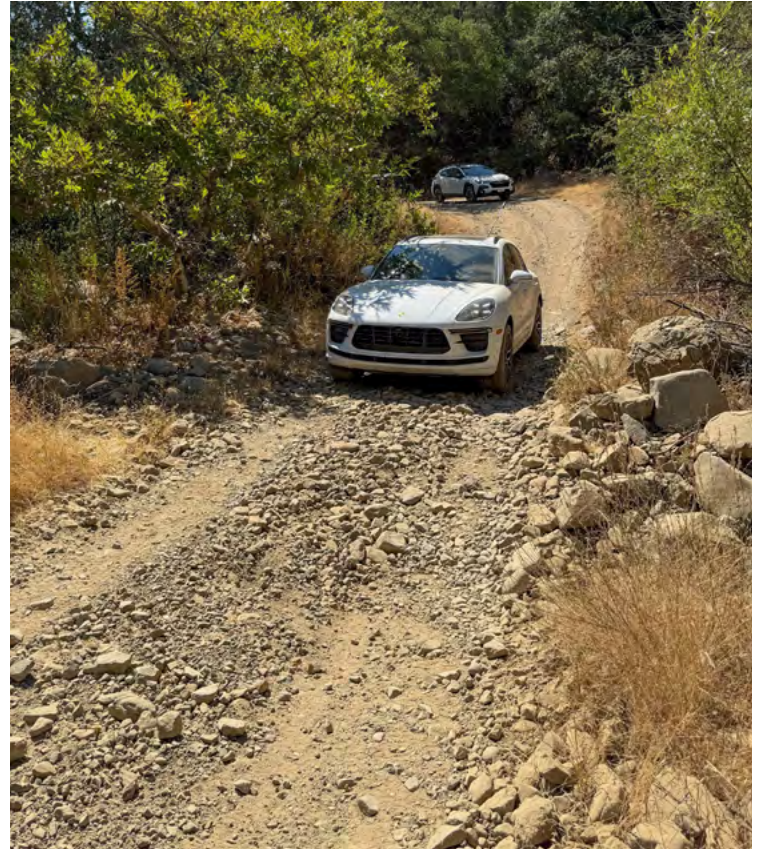


Our midway rendezvous • Note the dust

CCCR Drives Hi Mountain Road

by Chuck Jennings

Photos by Chuck Jennings



When Joe Shubitowski introduced this idea several months ago at a Board of Directors meeting, there was skepticism among some Board members as to whether any Porsches would show up. It was conjectured that 99% of all Cayennes and Macans had never been off of pavement. But I immediately visualized a cover photo for the Coastalaire, and hence, I was excited and hopeful. When it finally came together, and we had twelve vehicles registered, my vision for the cover photo formed again in my head. I immediately called Joe and begged for a ride in the lead car.

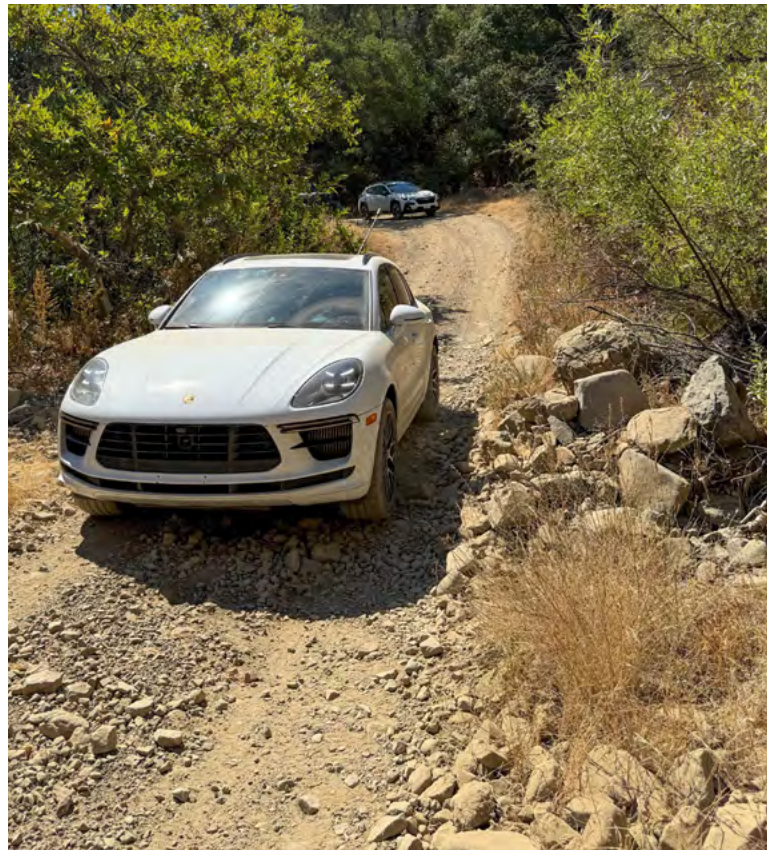
I was familiar with the road because several years ago I had ridden to Pozo on it on my motorcycle. At that time there was water in all the creek crossings, and some of the crossings would not have been traversable with a few of the vehicles that showed up for this trip. I was a bit anxious about the challenge for some of our drivers.

I was also fearful that my only subjects for my cover shot might be Jeeps or Powerwagons! As we waited for everyone to arrive at Biddle Park, it appeared that perhaps my worst fear would be realized. But finally, Ce Zhou, a.k.a. “Johnson”, showed up with his Macan. I made sure that the Johnson’s Macan followed Joe and me on the trail. As we crept along, I was able to jump out of Joe’s Tahoe and get some great shots.

It was great fun for me! And I got some exercise.

When we arrived at the Vintage Cowboy Winery in Pozo, all our vehicles were covered with an inch of fine mountain dust. But much to our delight, the dust served as a badge of courage, and everyone proudly smiled and expressed how much they enjoyed the experience. Hence, this became our “first annual”. Be sure you sign on for next year! Maybe your dirty Porsche will show up on the cover of the Coastalaire.

Chuck





Autocross2025



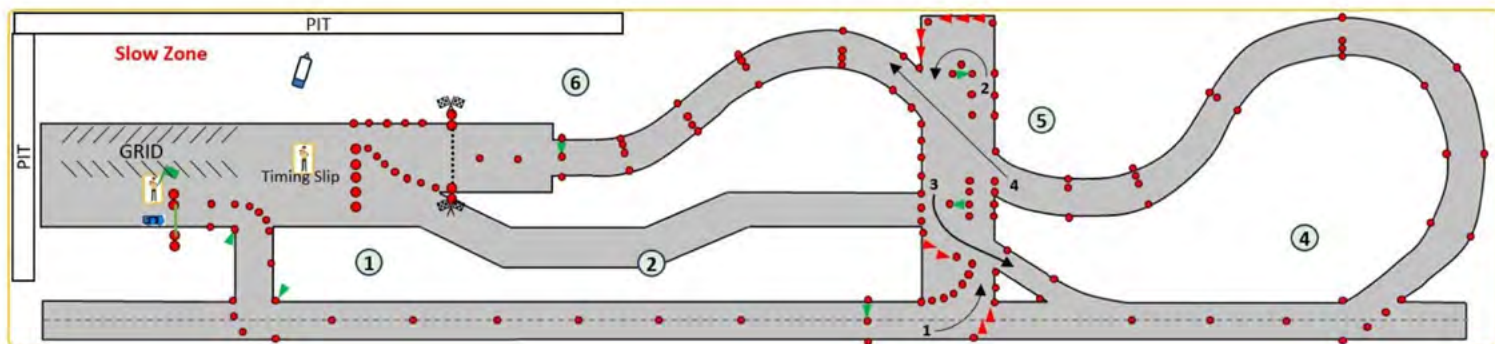
Autocross #73
Autocross #74

Aug 23
Oct 25



Photo by Alfred

Below is the Track Layout at Santa Maria Airport for Teststrecke #72



Details and Registration at
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CCCR Teststrecke #72 July 26

Check this out: <https://www.youtube.com/watch?v=fF64x4N1IH1>

Thanks to everyone who participated in our July 26 autocross. This completes four of six AXs planned for the year. We had a great day at the track, perfect weather. Thanks to all for being punctual. Thanks to all the volunteers who helped setup the track on Friday, those who helped setup Saturday morning and those who helped clean up after the event. We only got in eight laps for this shorter course, but we wanted to exercise caution and make sure we never had two vehicles heading into the center rectangle section at the same time, so we always gave the car on track plenty of lead time before launching the next car. Congrats to each class winner. If you didn't place where you wanted, don't quit, it takes lots and lots of practice. Have a question, need any help, come ask me. I want this to be fun, not frustrating for everyone. Finally, thanks to all for the great sportsmanship you all show out there. It's great to see the level of support you give each other.



I was a little nervous going into the event with the track design, but everyone did a great job walking the course before hand and everyone understood the path through the middle u-turn section of track. (See course map on page 30) Great job. I hope you enjoyed this layout, I had been racking my brain for months on a way to utilize that large rectangle area in the middle of the track, I think the layout worked very well. This was certainly a handling course vs. power course, but I was pleasantly surprised that it wasn't too slow. The course had great pace. Hopefully you got in some car control practice with getting your car to the traction limit and holding it there.

Some fun facts from this event:

- **57 Drivers Participated**
- **8 Laps Completed**
- **Top Time of Day was 50.605s**
- **Competitive Day: Just 2.6s from 1st to 10th**
- **Top 5 results were all mid-engined Porsches**
- **182 Cones Hit!!**
(Perhaps some of you found yourselves just a bit over the limit of traction.)

Please let us know if you have any feedback or areas for improvement. This season will continue with a variety of new track layouts. If you have an idea for a layout, please submit. If you're interested in volunteering to support one of our AX teams (track setup, timing, etc.) please reach out, we can always use extra help.

Fred



Autocross2025



CCCR Teststrecke #72 July 26



Drivers' Education 2025

Bob Bruington • Drivers' Education Director

Last Drivers Education Event of 2025

The last of three Drivers Education Events of the year will be held on "The Classic" track at Buttonwillow Raceway on November 1st. For the first time, CCCR will be hosting a PCA Driving Instructor School along with the DE.

The format will change a little, we will have three run groups not the usual four. For this event the fourth run group will be the Candidates, the prospective instructors, learning through practical experience how to instruct student drivers. The Candidates will ride with approved PCA Instructor, the Mentor, who will pretend to be anywhere from a novice driver, to an intermediate driver on the track. At the end of the day, the Mentors will conference, deciding if the Candidates are capable to be an approved PCA Driving Instructor. This is a very full day for the Mentor, Candidate and the National PCA National Instructor Trainer, supplied by PCA. Beside the track time, there are hours of classroom time for everybody.

If you have attended any of our DE events, you know how important the Driving Instructors are to the day. Without these dedicated people, we could not introduce new drivers to the sport of track day driving. We are always scrambling for driving instructors for every DE. Having these new instructors will be a tremendous help to our club. Our existing instructors are sacrificing a track day to become Mentors for the day. I am sure they all would like to just go out and drive their cars, but they are more than willing to help CCCR with this school and will continue to instruct students in future track days. At the next DE please acknowledge the instructors for the time and effort they give.

**Next CCCR DE
November 1st
Buttonwillow**



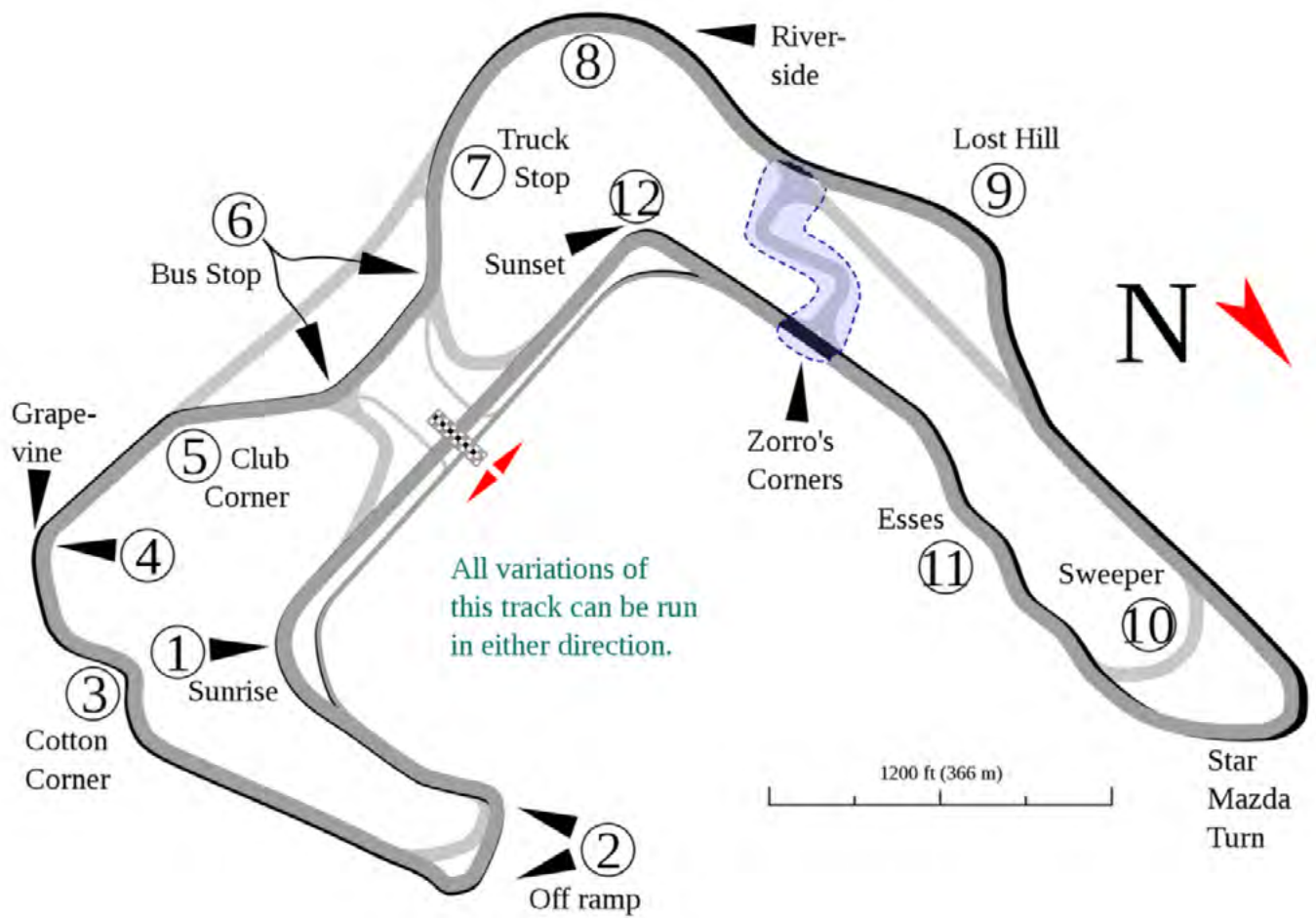
We are always looking for people to help at the DE events, especially the November 1st DE. Many of the people who help with tech and registration will be busy with the PCA Drivers School.

If you would like to join the "DE Team" Please contact me at Aircooled911sc@gmail.com.

Guaranteed you will have a rewarding and fun day. To register for the DE, go to your **MotorsportReg** account, type in **CCCR Buttonwillow** in the search bar.

Bob Bruington
CCCR DE Director

BUTTONWILLOW RACEWAY PARK TRACK OVERVIEW



Firehawk Series: Chapter 8 Watkins Glen 24 Hours

by Jon Milledge

In Chapter 7, I went into some detail about the racing history of the area and town of Watkins Glen, NY. If you didn't read that article, I suggest you go back and read the July issue of the Coastalaire. The 1985 version of the track had 11 turns of which three were medium speed and the remaining 8 were faster. There were no slow corners. One of our crew, Martin Raffauf, wrote an article for another magazine with a two-paragraph synopsis of the race. I thought the wording was so good that I will quote it in the following paragraphs. Then I can give some insight to what it was like for the drivers.



Why anyone scheduled a race in upstate New York in mid- October we did not know. Weather could be iffy, rain and cold a distinct possibility. For this race we needed more drivers, as two were not going to do the 24 hours by themselves. We brought in two “ringers” to assist. Kees Nierop, who had driven with us in 935 days and won Sebring with us in 1983 in the 934, and Drake Olsen. Drake was driving for Rob Dyson in IMSA in the 962 and was trying to win the Porsche cup. Points were awarded for various races as long as you drove Porsches. Ours was basically the last race in the USA where any points would be awarded, so if we could do well, Drake would move up in the standings. Both these guys were very quick right off the bat, and we had trouble slowing them down! As I remember we sent either Drake or Kees out to qualify, as we did not want to fall afoul of the 1- point rule with the two main drivers, Walt and Jon.

The race started, and things went well early. By early nightfall, conditions deteriorated. We had cold rain, and later, even some snow flurries. It was very cold and windy in the pit lane. At one point the temperature dropped to near 30°F. Visibility was bad, but the race did not stop. By Sunday morning the rain and snow had stopped, but it was still very cold. Drake and Kees were still hammering around at very fast lap times, although they said they were just “cruising”. Both Jon Milledge and Walt Maas spent some time out on the pit wall signaling them to slow down. We really had four excellent drivers in the car, kind of overkill compared to the rest of the field, and we ended up winning by 12 laps.



Just queueing on Martins first paragraph, in practice both Walt and I drove very little as we knew the track and were used to the car. Drake and Kees, on the other hand had a pseudo time trial race in their practice sessions. I could see that they could hardly wait for the race. Again, like in the 3-hour race there was no qualifying. The cars would start in order of their points in class so we would start on pole and the Hendrick's 944 would start 2nd. Walt would be the starting driver. At the 3-hour race we had been forced to use an older cylinder head that had no preparation, used valve springs, camshaft, lifters, etc. and had been the slowest 944 on the back straight where there was a speed trap to record all competitors' speeds for IMSA use, presumably to detect cheaters. For this race, all parts were new, and race prepped. Our back straight speed was up with the other 944s.



I remember little of the first few hours but just after midnight, I was summoned to get ready for the next stint in the car. It was cold and raining. We had sets of new full treaded tires for the rain. When the car came into the pits a new set of tires were put on the car, it was completely refueled, and I went on my way. You may recall we could, in the dry, run the car for 2 hours 20 to 30 minutes depending upon the track, but this was in the rain when full throttle was usable a far less percentage of time which extended the time between fueling stops to over 3 hours. Oh joy, over 3 hours driving the car in a blinding rainstorm with the windows fully rolled down (a requirement of the rules) and the heater on full blast. Then it started sleeting, and I started slithering around the track, passing many cars off track trying to find the traction to get back on the track. It was then that I was really glad to have grown up in Iowa where sleet and snow were common.

Miraculously, I think we had only one full-track-yellow/pace car period. Because we were picked up by the pace car, I knew we were leading. The car that closed-up behind me was the dark blue 944 of Hendricks Racing. At last, we got the green flag and after a couple of laps, I was passed by the Hendricks 944. I, at the time, felt I was going as fast as was prudent. I knew I could go faster but this was a 24-hour race and I didn't want to chance an accident. Within two laps, I re-passed the Hendricks 944 after the driver had gone off course and was trying to get back on. He made it and a couple of laps later, he passed me again but lost it in the next corner, went off track and didn't rejoin immediately. I didn't see him again in the next hour when I pitted for fuel, tires and the next unlucky driver. The sleet had turned to snow and then back to rain, but it was still very cold. I was soaked through my double layer suit and nomex underwear and glad to go to the rental motorhome for a luke-warm shower and clean dry clothes.

Firehawk Series: Chapter 8



As Martin pointed out, we won the race by 12 laps. After the race there was a presentation of year end trophies. We had not been organized enough at the beginning of the year to decide what the disposition of the trophies would be and there was some disagreement between our sponsors that was resolved in the following way. Porsche won the Manufacturers Trophy. Presumably it is on display somewhere. There was no “Best Team” trophy, so initially, Carlsen Porsche, as our largest sponsor, got no trophy. There were trophies for the Series Co-Champions, Walt Maas and I. Walt got one of these trophies and the other one ended up in the Carlsen Trophy Case. Then there was the Norelco Cup Trophy for Outstanding Driver in the Series with attending \$5000 check, which I won and managed to keep.

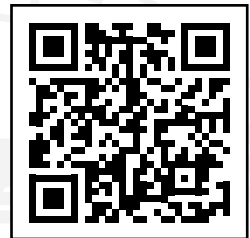




New Porsche 911 Club Coupe celebrates 70 Years of PCA — 70 cars for 70 members

The Porsche Club of America is proud to announce the third 911 Club Coupe, a collaboration with Porsche AG to celebrate our club's 70th anniversary. As with the 50th and 60th anniversary Club Coupes, this Club Coupe contains many unique features that one cannot not find on other Porsches. 70 units will be produced and exclusively offered for sale to PCA members through a raffle system.

Stay tuned to [PCA.org](https://pca.org) for more information and updates on this incredible opportunity for PCA members. Consider expressing your interest to become a PCA70 911 Club Coupe owner when the raffle opens July 11.



► More about the Club Coupe at pca.org/news/pca70-club-coupe



PORSCHE CLUB OF AMERICA

Speed Doesn't Kill

by Pedro Bonilla

... it's the sudden deceleration that does.

And that's precisely why, first the seatbelts and then the airbags were introduced as safety features in automobiles. In general, most humans can just barely survive a sudden deceleration of 40G.

In a typical frontal crash at a speed of 60 mph, the driver and passengers can probably survive if they are using restraint systems such as safety belts and their car is equipped with airbags. Part of the reason that the passengers can survive is also due to the car's safety design. All modern cars, Porsches included, take into consideration when designing the vehicle, safety crush zones to further reduce the "sudden stop" of the passengers in a frontal crash.

DOOR PANELS DAMAGED ?

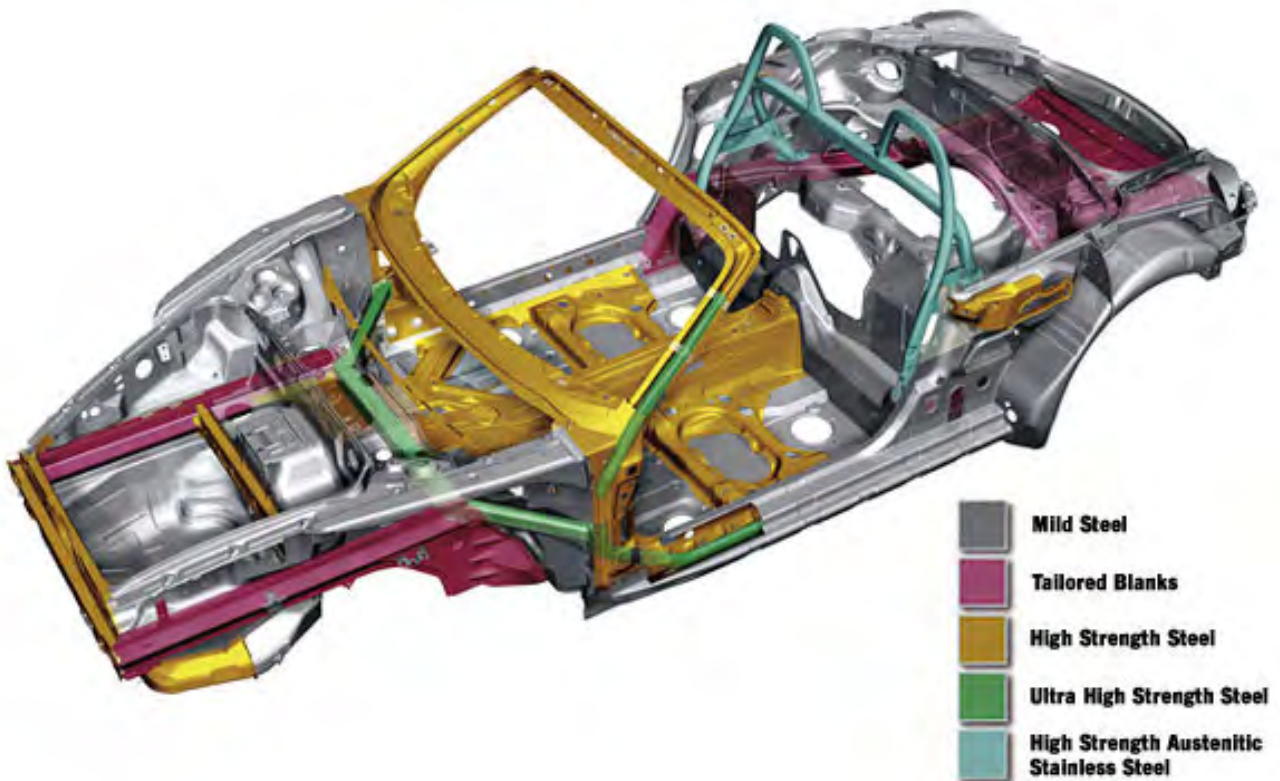


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By the act of the car's crushing, the passengers are slowed down by 4 feet (that's how much the car shrinks by the impact) and the airbags will slow down the passengers another 18 inches.

Federal Frontal-Impact Standards now call for a maximum of 60 Gs on the chest of the crash dummy, for 35 milliseconds.

To give you an idea of what 60 Gs is, it's the equivalent of stopping from 30 mph in less than 1 foot. If the person involved in this sudden deceleration normally weighs 200 lb, during this sudden stop his body will weigh 12,000 lbs (6 tons) and his head, which normally weighs around 10 lbs will briefly weigh 600 lbs.

The first safety restraint system was the seat belt which was patented by Edward Claghorn in 1885. They were offered as optional equipment by Nash in 1949 and Ford in 1955, but it was Saab that first introduced them as standard equipment in 1958. Because of the low usage of the by then standard seatbelts in the 70s, auto manufacturers decided to develop the Supplemental Restraint System (SRS) also known as the Airbag. In 1980, Mercedes-Benz introduced the airbag (which they had patented in 1971) on their high-end S class.



In

1987 Porsche introduced the first automobile in the world to have as standard equipment driver and passenger airbags. That car was the 944 Turbo. The 944 and 944 S offered them as optional equipment that same year.

By 1998 the National Highway Traffic Safety Administration (NHTSA) mandated as standard equipment dual frontal airbags.

Today, the technology has evolved to also include side impact airbags to further protect the vehicle's occupants.

Speed Doesn't Kill

by Pedro Bonllia



Because of the still low utilization of the safety belts by drivers and passengers in the US, airbags fitted in cars registered in the US have to trigger much more forcefully than airbags for the rest of the world. This created uneasiness by some and today many of our modern cars now use electronic controllers that can recognize if the safety belts are being used or not by the passengers and alter the airbag's deployment parameters in accordance to further increase the passenger's survivability in a crash.

According to the NHTSA, in 2009, in the US alone, 15,403 lives were saved by the use of Child Restraints, Seat Belts and Airbags.

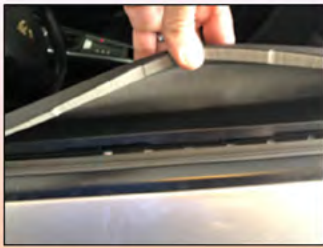
Make sure your car's SRS (Airbag) is working properly.

Check that the Airbag light first comes on when you turn the ignition, but then shuts off after the engine is running. If it stays on there is an issue with the system which should be checked. If it doesn't light up at all, the bulb may be burnt. Have it checked as well.

So buckle up and Happy Porsche-ing,

Pedro

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2024

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Porsche Now the Official Car WeatherTech Raceway Laguna Seca

Porsche Cars North America, Inc. (PCNA) is now The Official Car of WeatherTech Raceway Laguna Seca. The sponsorship launches with Porsche serving as the official safety car for the TireRack.com Monterey Sportscar Championship IMSA race. A Porsche Driving Center (PDC) will also launch at the legendary raceway in 2026.