

# *Coastal*aire

*September 2025*



California Central Coast Region  
Porsche Club of America

<https://ccc.pca.org>

## Cover Story



### *Gary Thies'* *1956 356*

See Pages 20-21

Photograph  
by  
Alfred Abken

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

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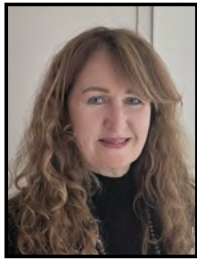
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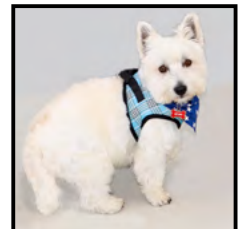
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## The Prez's Corner

Joseph Shubitowski • President

Official summer has flown by it seems to me. It is football season (yay!), kids are back at school, the Halloween pop-up stores are doing a brisk business, and the weather is perfect for driving our Porsches!

New Member BBQ is right around the corner. We are doing it a bit earlier this year to coincide with PCA's 70th anniversary on September 13th. We are expecting a large number of you at the BBQ – including a good number of New Members. Please introduce yourself to these new folks and make them feel at home in our region!

Last month we wrote extensively about the Hi Mountain Road Off-road Adventure. When our intrepid group stopped at the top of the ridgeline to stretch their legs and take some photos, we could see the Gifford Fire far in the distance to the southeast. Who would have imagined that less than a week after we finished our adventure, the fire would overtake much of the terrain that we traversed. Hi Mountain Road was the west side firebreak and bulldozers went up and over the road to make a better defense line. The road we drove on will be dramatically different the next time we are allowed access to it. I doubt it will be open for off-road use for a couple of years at least. We are actively looking at other 4WD routes as we want to continue this genre of event going forward.

Earlier this week, Porsche AG closed the order book for the Internal-Combustion-Engine-based 718 Boxster and Cayman models lines. While we knew this was inevitable, it still does not make it any easier to think about. Boxsters and Caymans are some of the finest sports cars in the world, and to know now that the next new model you see will be fully electric is, well, progress I guess, but disheartening on the other hand.



A major factor in Porsche's decision was that the current 718 model line, as well as the ICE Macan series were not compliant with the new European Union Cybersecurity regulations. Not being able to market some of their best selling vehicles in Europe was a lynchpin in the decision to shelve the ICE versions and go EV. Porsche has announced that they are developing a new ICE small SUV that will not be named Macan. Maybe there is hope for a new entry level ICE sports car as well?

Registration is open for both the last AX and DE of this track season. If you have been tempted to get your Porsche out on the autocross track, or dip your toe into big track driving, don't miss out on your chance! You don't have to worry about it being too hot out at Buttonwillow or at Santa Maria airport! Go out and have a blast!

I hope to see many of you at the NMBBQ next weekend! A big shout out to Jason and Bonnie Len for once again hosting us at their fantastic home!

Let's Drive!

*Joe*

<https://ccc.pca.org>

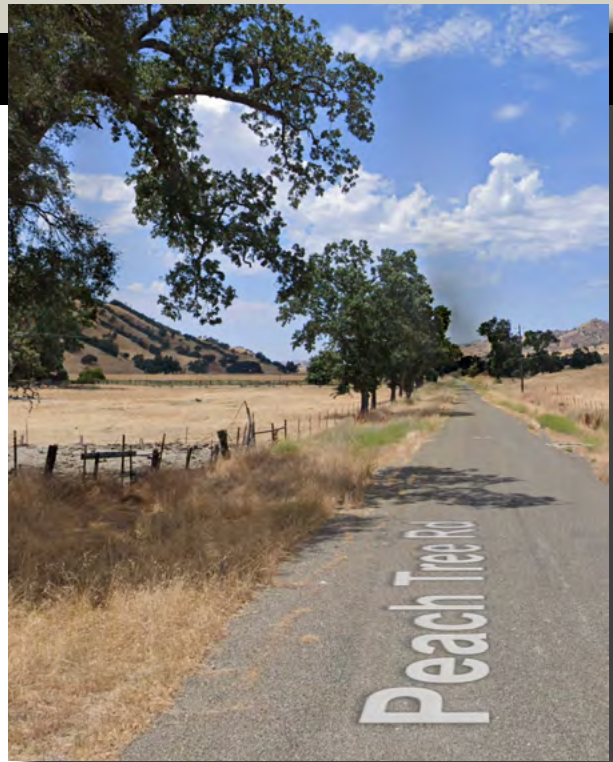


## The Editor's Wind

Chuck Jennings

Next month I'll be leading a very fun tour along the San Andreas Fault to King City via the Peach Tree Valley. I've driven this route twice on a motorcycle. It's the ultimate motorcyclist's dream route, but I have often thought it qualifies as a Porsche experience. Unless you are a fanatic about backroad adventures in Monterey County, I doubt you have ever been on these roads. It's very isolated country, and the destinations these roads serve are much less distant on Highway 101. Hence, choosing it is intentionally off the beaten path for stimulating and challenging driving. And I'd bet my Cayman you'll never see a California CHP officer for a hundred miles. So, checkout pages 12 and 13 for my invitation for a scenic Porsche adventure.

Chuck



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# PCA-CCCR New Members • May

## Welcome New Members

<b>William Bartlett</b> San Luis Obispo	1974 914
<b>Michael Barton</b> Los Osos	1963 356
<b>Jeffrey Bruce</b> Atascadero	2021 Macan S
<b>Chris Clemens</b> Paso Robles	2021 911 4S
<b>Drew Culver</b> Lompoc	2015 Cayman
<b>Ken Goto</b> Montecito	2024 911 4S
<b>Thomas McMillen</b> Cambria	2023 911 Targa
<b>Kevin Platt</b> Grover Beach	1974 914
<b>Tyson Swing</b> Buellton	'25 718 Cayman



Find  
a new  
face  
and  
make  
a new  
friend!



## CCCR PCA Membership

**Primary Members 527**

**Affiliate Members 325**

**Total Regional 852**



**National Primary 110,035**

**National Total 166,714**

**<https://ccc.pca.org>**

# PCA-CCCR Anniversaries

## 1 Year

Alec La  
Ron Tripodi  
Bertin Pulido  
Jenna Robles  
James Edwards  
Karl Wood  
Chris Bonin  
Carole MacDonal

## 2 Years

Jamie Irons  
Teresa Berning  
Stephen Davis  
Hans Ziesmann  
Nolan Parsons  
Michael Gardella

## 3 Years

Dorothy Simone  
Rey Ruiz

## 4 Years

Mark Sheffield

## 5 Years

Richards Childs  
Emile Waked

## 6 Years

Ross Velardi  
David Gray  
Rob Skinner  
Craig MacKinder

## 7 Years

Daniel Coronado  
Rick Low

## 9 Years

Linda Detarr  
William Chadwick

## 10 Years

Adam Forrest  
Jeff Gater  
Jim Gerpheide

## 11 Years

Ken Helgren  
Ron Sneddon

## 12 Years

Jesse Zenker

## 13 Years

Ron Cappel  
Mark Cole

## 15 Years

Gary LeVine

## 16 Years

Keith Williams  
Robert Naste

## 17 Years

James Van Beveren

## 21 Years

Scott Brown  
Bruce Bero

## 22 Years

Robert Worthy

## 23 Years

Brian Eddy

## 25 Years

Steve Lock  
Rory Murphy  
Susan Foreman Lewis

## 27 Years

Robert DeVries

## 32 Years

Guy Ober



## 37 Years

Scott Watkins

Alice and Guy Ober



# CCCR Events Calendar

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

<https://ccc.pca.org>

## *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>

## *September 27 Cars'N Coffee • Porsche San Luis Obispo*

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

We depart from the San Miguel for Lunch at Cork and Plough in King City via the Peach Tree Valley along the San Andreas Fault

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

*See pages 12 and 13*

## *October 18 Octoberfest to Paso Robles Brewing*

Beers, brats and Bavarian pretzels

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

## *October 25 Cars 'N Coffee • Porsche San Luis Obispo*

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

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

## *November 1 Drives Education and Instructors School • Buttonwillow* *See pages 32-33*

Register Now at: <https://www.motorsportreg.com/em360/index.cfm/event/event.edit/uidEvent/65A9896D-E41F-344D-016FFB->

### ***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.***

# 2025 CCCR Annual New Members BBQ

Celebrating PCA's 70th Anniversary



**Free**  
All CCCR Members

11:30 AM • Saturday • September 13  
Jason & Bonnie Len's • Arroyo Grande  
Sea Shanty Grilled Top Sirloin • Chicken  
Raffle Prizes for New Members

***You must register before September 10***

[motorsportreg.com/events/cccr-new-member-bbq-pca-70th-event-california-central-coast-437903](https://motorsportreg.com/events/cccr-new-member-bbq-pca-70th-event-california-central-coast-437903)

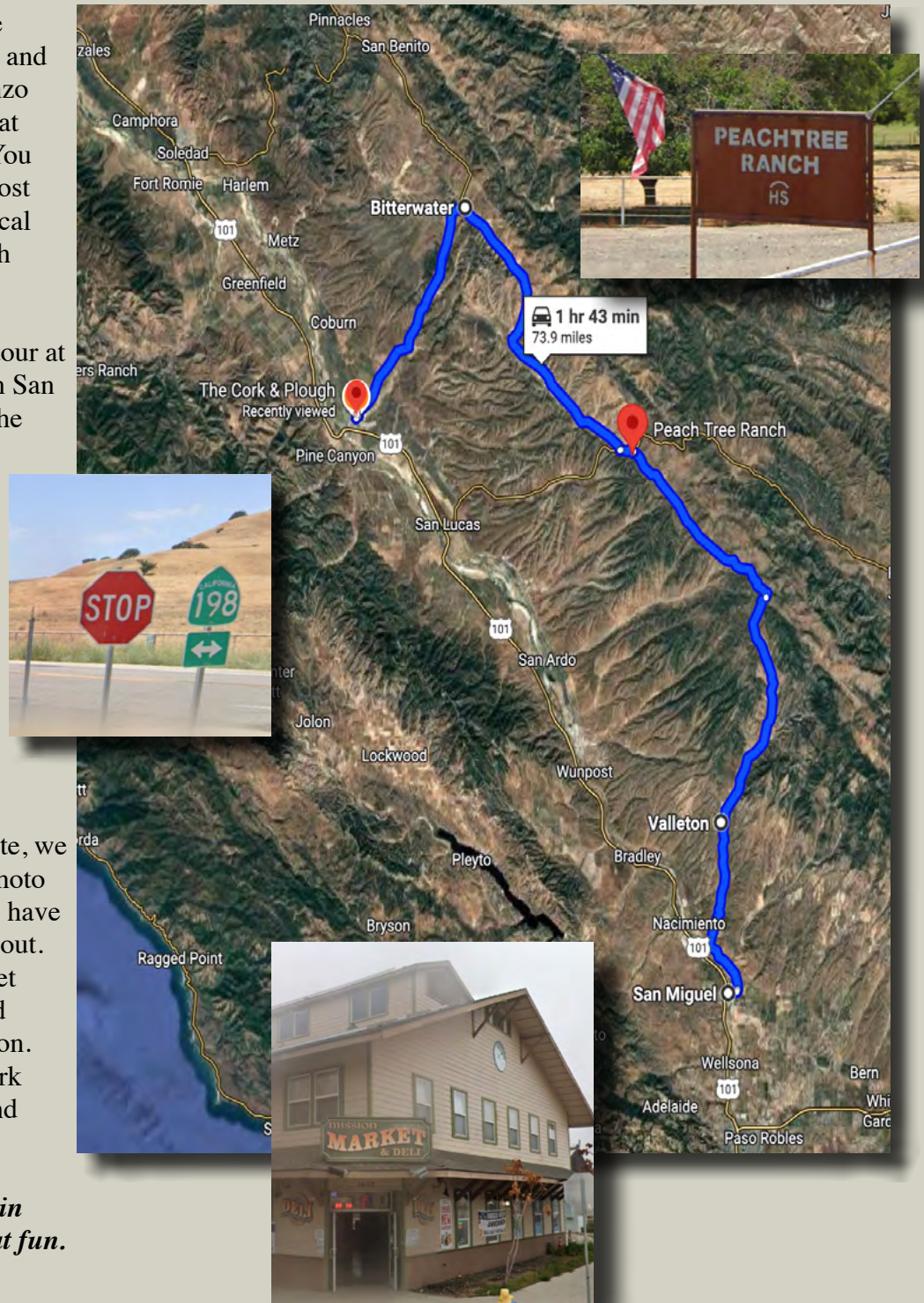
# Adventure Tour 'n Photo Rally

On October 11, CCCR will be offering a unique extended tour and photo rally along the San Lorenzo Creek and Peach Tree Valley that follow the San Andreas Fault. You will see some of California's most remote vistas, dramatic geological formations, and expansive ranch lands.

At 9:00 AM we will begin our tour at the **Mission Market and Deli** in San Miguel. Our end point will be the **Cork and Plough Restaurant** in King City where we will have lunch and exclusive Porsche parking on the mall at the King City Town Center. Our route will be approximately 75 miles long and will take about two hours. Every car will be given specific route directions with pictures of important junctures.

For those who wish to participate, we will offer one of our very fun photo rallies. Participants will need to have both a driver and a navigator/scout. Participants will be given a sheet with 15 photo-waypoints to find for points in the rally competition. Results will be tallied at the Cork and Plough and first, second, and third prizes will be awarded.

*If you have never participated in our photo rallies, they are great fun.*



# October 11

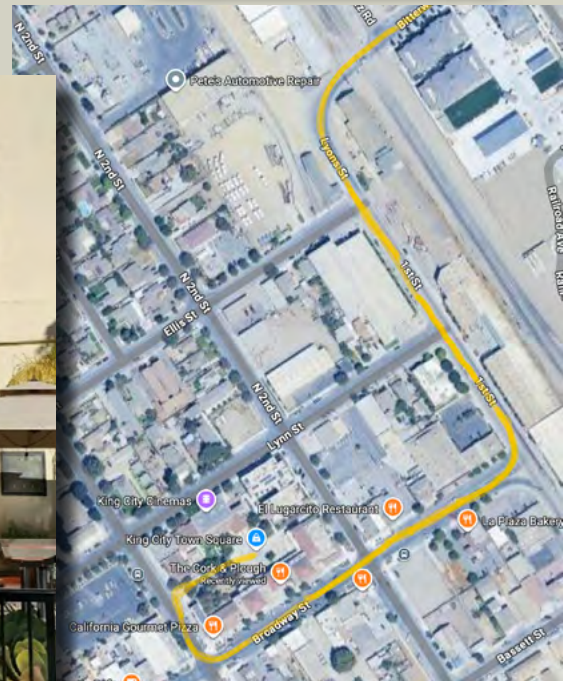
**Noitce:** Our route will take us on Indian Valley Road for 26 miles, Peach Tree Road for 13 miles, Highway 25 for 20 miles, and Bitterwater Road for 15 miles. All of these roads are clean and paved. Due to the remoteness, traffic is very, very light, but some sections are quite narrow. There are two cattle guards to cross, and because these roads traverse an active fault line, some sections have been repeatedly patched. Thus, speeds will be slow and drivers will need to take care over some less-than-ideal surfaces. Stock 356s, 911s, Boxsters, Caymans, Panameras, Taycans, Cayennes, and Macans should be fine. Lowered Porsches with stiff suspensions are not advised.

Along sections of Indian Valley Road and Peach Tree Road, there is limited cell phone service, but be sure to bring a smart phone, especially if you are to participate in the photo rally. Also, between San Miguel and King City there are no public toilet services, and roadside trees are few. Consequently, if you have a less than two-hour bladder, you may want to consider bringing a p-bottle, bed pan, or lidded pot. Go light on your morning coffee.

When we depart the Mission Market and Deli in San Miguel, those who opt out of the photo rally will be released first. Those in the photo rally will be released at a one or two minute interval so that photo rally cars don't bunch up at waypoints. The very last car released will be the safety car to make sure everyone makes it to King City.

The *Cork and Plough* will need an accurate head count for our reservation.

**You must register for this event at:**  
[motorsportreg.com](http://motorsportreg.com)



# *LeVigne with Chef Walter Filippini*

by Joe Kuntze

Photos by Ton Brizzolara



Well, Faithful, those of you who did not make the trip August 9 to Le Vigne are going to be kicking yourselves. Jes sayin’.

About 40 of us met at their fantastic facility in Paso Robles near the airport for some great wine. The building sits on acreage at the end of an industrial road and although nondescript from the outside is fantastic on the inside. We were welcomed by events manager David and seated in the expansive barrel room. The setting was first class, and we were free to enjoy the entire facility. Once settled, an amuse bouche was presented, and we all got settled in. The wine was excellent. Even a non-enophile like me could tell this wasn't Gallo Hearty Burgandy!

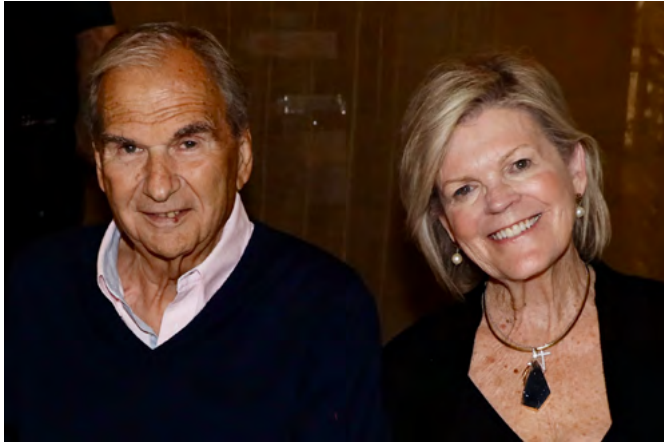
The first course consisted of a salad of fruit and shrimp; very refreshing. This was followed by a wagyu steak with assorted vegetables and a dessert. The weather co-operated by being clear and blissfully cool so no heat stroke. I enjoyed meeting some of our new members as well as many of the usual suspects.

We are planning to arrange a number of these evenings out, and I do believe the next tone will be our holiday dinner hosted by our beautiful vice president Sanja Brewer.

Many thanks to David and the Le Vigne staff for making the evening special and to chef Walter for serving up a wonderful meal.



# ***It's About the People***



***<https://ccc.pca.org>***

# Cars 'n Coffee

Photos by Tony Brizzolara





# Cars 'n Coffee

Photos by Tony Brizzolara





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# Six Years and 3300 Hours

by Gary Thies    Photos by Alfred Abken

After six years and 3300 hours, I finally finished this 1956 Porsche European, 55547!

I found this car, right here in Arroyo Grande. I knew about it for about 10 years, as it belonged to my ex-son-in-law's, ex-brother-in-law's Dad! Story was; his dad was going to will him the car, with the agreement he would put a down-payment on a house!

Well about seven years ago, I found out the transaction had taken place, and I tracked him down. The car had been restored by a local bodyshop, painted a metallic black. We haggled a price, and the deal was done. (I don't think he ever bought a house by the way)

Now, I say the car was restored, but far from correct, so I decided to start from scratch, began removing paint and bondo. (Did I say bondo?) Yes, in several places, the bondo was at least 1 inch thick! (I have pictures)..

Apparently, the car had been in a serious wreck. I ended up replacing several body panels as a result. I had taken some welding lessons from my son who owns Thiessen Metal Works and had done metal work on my TR3B. I had also taken the body and paint classes at Hancock in the past, restoring my 62' Triumph TR3B there. So, I decided to use the college's paint booth to do the final prep and paint on this car.

Everyone wants to know about the color and; What's with the European script?

I restored the car to original specs', including the paint and upholstery colors according to the Kardex. So, the original exterior color is "Lagogratin" (Lago Green Metallic) a one year only 1956 color. The interior is: "Kunstl Beige" (Beige).. All the hubcaps and wheels are dated "1956", most of the panels have the correct date on them.

## First Place Award Winners - Judged Field

Gary Thies. 1956 356A



In 1955, the US importer, Max Hoffman convinced Dr. Porsche, that the cars would sell better with a “script” of some kind. So the script, “Continental” was put on all the US imported coupes and cabriolets’. Ford/Lincoln disagreed with Porsche, threatened a lawsuit, lest they cease and desist. So, with the remaining “punched” fenders, Porsche installed the “European” script, that lasted until somewhere in early February of 1956.

There is a European Registry, and there are only 42 remaining registered Europeans.. This car 55547, dated 26-1-1956, is one of the last of the “European” scripted cars.

*Gary Thies*

Well, that’s the story, and so far “Lago” has acquired a “First in class” at the 2025 N/S in Cambria, A “First in class” at the 2025 Monterey Werks’ Reunion, and a “Best of Show” at a Cancer Drive, Local car show here in Arroyo Grande! That has made me feel good about the time, money and effort put forth on this car. But, I’m tired. This is my last restoration . . . unless.





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# 2025 Car Week • Monterey

by Alfred Abken

Wednesday, August 13 found me heading up to the Monterey Peninsula again. My plan was to drive the Porsche, but the cooling fans were not working when I got home from the La Vigne dinner on the 9th, so I was driving incognito in my E350.

My first stop at the Embassy Suites hotel in Seaside. Last year I did not see a listing for the Automobilia Collector Expo. It was fun to stop by here again. Following a quick walkthrough, I was headed once again to Pacific Grove for the Little Car Show. Some of the other events happening on the 13th was the Astons on the Avenue in Carmel featuring Aston Martins. At the BMW dealership in Monterey, there was a celebration of BMW vehicles. The Little Car



Show was fun as usual. As I was staying again near the north end of Pacific Grove, I had to make a stop at the John Denver Memorial before I checked into the hotel. After checking in, I made the drive down to Carmel Valley to have dinner at the Baja Cantina. While I was going south on Highway 1, in the opposite direction were 2 Maserati MC 12s running nose to tail. They were followed by some other supercar, which was followed by a Porsche Carrera GT. Welcome to Car Week!

Thursday evening while watching the local news on TV, I heard that a Maserati MC 12 had sold at the Broad Arrow auction for \$5,202,500.



Thursday morning, I was up and out early to get pastries for breakfast from the Paris Bakery in Monterey and head down Highway 1 to Monterey Beach to watch the Pebble Beach Tour D'Elegance, where a lot of entries for Sunday's Concours drive by on their way down to Big Sur. The Tour departs Pebble Beach around 9:30 in the morning, but before then a remarkable selection of cars pass by. One of the cars that went by completely caught me off guard, and I could not get a photo of it. At the time, I had no idea what it was. It was very sparkly. That evening on the local TV News, they showed the car. It was an Aston Martin Valkyrie Spider. They said it had some 300,000 crystals glued to the body. I was able to get a shot off the TV screen.



Some of the other activities going on Thursday were Legends of the Autobahn in Pacific Grove, the Ferrari Owners Club Concours in Carmel, the Prancing Ponies All-Women's Car Show, also in Carmel. There was a new show this year, Woodies in the Woods, which was Thursday afternoon at the Asilomar Hotel in Pacific Grove. I would have liked to have seen that one.

Last year I left Monterey Beach at 11:00 AM to drive up to the Monterey Pines Golf Club to help PCA setup for Werks Reunion. The traffic was so bad it took over an hour to drive the seven miles to get there. Fearing that might happen again this year, I left Monterey Beach at 10:45. This year it only took me 15 minutes to get to there. After helping set things up, I had another fabulous Honey Truffle Chicken dinner at Turn 12 in Monterey.

Friday morning, I again was up and out early for pastries from the Paris Bakery then back to the Monterey Pines Golf Club for Werks Reunion. Friday turned out to be a beautiful day in Monterey. Thursday morning things were really wet, but not so Friday. Also happening on Friday was The Quail: A Motorsports Gathering in Carmel Valley. I spent all day at Werks Reunion. And what a day it was! The biggest thrill for me was seeing Roger Penske's Porsche 963 RSP. Wow! Can you imagine yourself driving that along Highway 1?



If you have never been to a Werks Reunion, it is quite the experience. There are areas where Porsche dealers are competing in The Porsche Classic Restoration Challenge, there are cars being judged, numerous vendors are offering their wares, and there is corral parking for hundreds of Porsches. There are also plenty of fascinating cars parked in the general parking lot. On top of that, there is a pretty good chance you will run into people you know. I know I certainly did. What a wonderful day! To top it off, I had lasagna for dinner at Rosine's in Monterey. As it was the anniversary of my father's birth, in honor of him I had a piece of their cheesecake for dessert. Cheesecake was my father's favorite dessert. Happy Heavenly Birthday, Henry.



# 2025 Car Week

by Alfred Abken

There is a pattern here. Saturday morning, I again made my way to Monterey for pastries from Paris Bakery, then I was off to Weather Tech Raceway Laguna Seca for the Rolex Monterey Motorsports Reunion. This year they were celebrating 75 years of Formula 1, and the IROC series. Some of the other events happening Saturday were the Concours d'Lemons in Seaside, Concorso Italiano, also in Seaside, Exotics on Broadway, again in Seaside just to name a few.



Again, I ran into people I know wandering around the track and the paddock. I guess I had waited too late to order my ticket, as the Porsche corral passes were sold out. So, I ended up with a "European Car Corral" pass. As it turned out, that worked out well. However, when I arrived at the track, there was no European Corral, so I was directed to the International Car Corral. A few days before I left home, I got an email about taking parade laps around the track. I ended up taking them up on their offer. I got to take 2 laps around the track. I think that was the first time I had driven my MBZ around the track. That evening, I had dinner at Fishwife in Pacific Grove.



In years past, I would have gone on about attending the Pebble Beach Concours D'Elegance on Sunday. Not so this year. They finally broke through my price threshold for attending. So, Sunday morning I got up and took a little run along Sunset Drive in Pacific Grove. It was mostly cloudy, but it was dry, and I did see a few stars and the moon in the sky. It was fun running along the edge of the continent, and hearing sea lions barking, and the waves crashing on the shore. I was on my way home fairly early.

Something I discovered last year, the ramp show at Pebble Beach is broadcast over the internet. I was home in time to watch it on my computer. It was an interesting experience. They had a lot of coverage that was shot from a drone flying overhead, so there was that perspective I have never experienced by being there in person. No crowds of people, and no walk back to the parking lot to ride the shuttle bus back to my car along the coast. All in all, it was a fabulous 4 (+) days!





1956 356 Carrera 1500GS Coupe



Speaks for itself!



Chrysler Airstream



#8 1955 Mercedes-Benz W196 R SLR.



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Camping anyone?



< Alwin Springer along with Dieter Inzenhofer,  
Two of the original founders of ANDIAL.

# Porsche SLO Classic Restoration

by David Garver

Photos by Chuck Jennings

## The Legacy of the 1977 Porsche 930 Turbo

In the heart of California's Central Coast, where winding backroads and ocean vistas beckon to be explored, the story of a rare and storied machine begins – a 1977 Porsche 930 Turbo, a marvel of German engineering with deep roots in San Luis Obispo. This wasn't just any 930 Turbo. It was the pride of Dr. Joe Young, a well-known physician and respected member of the SLO community, whose love for precision and performance was embodied in this car.

Dr. Young took delivery of the 930 new in 1977, when the Turbo was still new to American soil and already a symbol of boldness and innovation. With its wide hips, iconic whale tail and turbocharged ferocity, the car wasn't just ahead of its time – it was defining it. For Dr. Young, the car represented more than speed. It was the harmony of design and disciplined art and engineering. He cherished it not just as transportation, but as a mechanical expression of his values.

Decades passed, and the car remained remarkably preserved, clocking only 25,000 miles. It was a time capsule – its presence commanding, its interior worn just enough to tell stories without revealing secrets. When the time came for the car to find a new home, it was Porsche San Luis Obispo that stepped in, recognizing the significance of the particular 930. To them, it was not just a trade-in: it was a piece of local history.

The story didn't end there. The car soon caught the attention of Shahin Nazari, a Southern California restaurateur with a deep love for Porsche's legacy. Known among enthusiast circles for his curated collection of both modern and classic Porsches, Shahin saw something exceptional in the 930 – something soulful. Where others might see a collector's item, he saw a living story, ready for its next chapter.

Today, this 1977 Porsche 930 Turbo stands proudly as Porsche San Luis Obispo's 2025 Restoration Classic entry. It represents not just a brand or a model, but a lineage of owners who understood what makes a Porsche more than just a car. From Dr. Joe Young's original stewardship to Shahin Nazari's passionate guardianship, this 930 continues its journey, powered not only by a turbocharged flat-six, but by the enduring heritage of those who believed in it.



***Tony Brizzolara unveiling the 1977 Porsche 930 Turbo at Cars 'N Coffee, August 30 at Porsche San Luis Obispo.***



2025 Monterey Werks Reunion

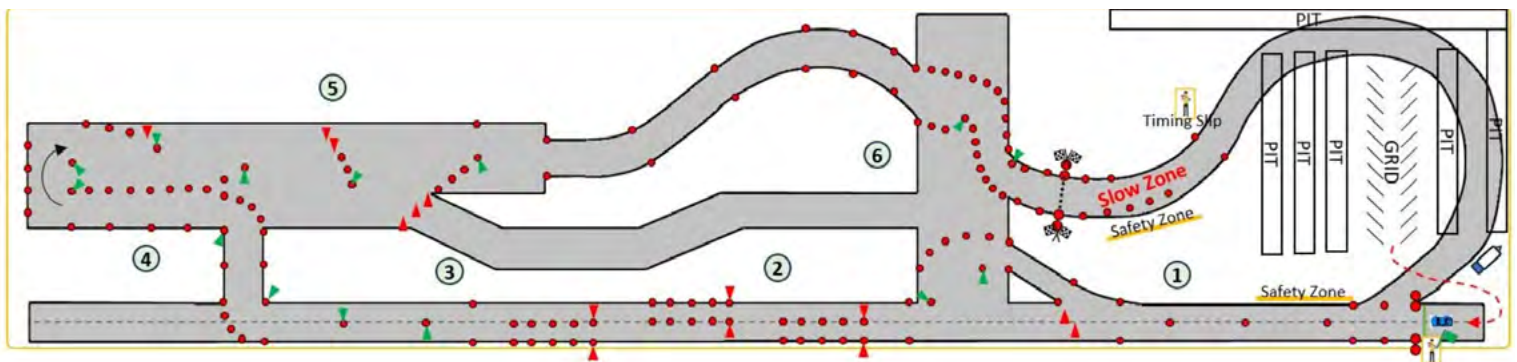




# Autocross2025



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# Teststrecke #73 • August 23

**T**hanks to everyone for participating in our August 23rd Autocross (AX). This completes five of six AXs planned for the year. Our next and final AX of 2025 is Saturday October 25. Expect registration to open about five weeks out from that event.

What another great day at the track! Weather turned out much better than forecasted, still warm but not hot. Thursday it was 95 degrees in Orcutt! Thank you to the volunteers who helped setup the track on Friday, Saturday morning and close down after the event. The volunteers make these events possible. THANK YOU!

AX #73 was a huge success! Great sportsmanship and camaraderie all around. Thanks to everyone for being punctual. Another event started at 8:30am sharp.

Despite utilizing the full length of the pavement, we were able to get in ten runs and be done by 2:45pm. We saw at least six hands raised for newcomers to the event. Great to see new faces showing up. If you have any questions about how the day went, track obstacles, car driving, etc., please reach out. I want to help. In addition to new faces, we also saw lots of family and friend competitions. Let the inner family rivalries begin!

Last, I want to thank all the competitors who come from such long distances to join our events. We have the “locals” from Orcutt, SLO, Los Osos, etc. but I know we have those from Ventura, Thousand Oaks, San Jose and maybe even further. Thank you for joining us.

I hope you enjoyed this new layout. To my surprise, it seemed to have a nearly perfect 50/50 distribution of momentum vs. horsepower areas. I don't think I've ever seen the field so tight. If you take a look at the “Best Time” results, you will notice how there are so many groupings separated by less than a second. AMAZING!

Please give me feedback on the new “Emergency Lane Change” section on the main straight (we really need a better name for this obstacle). I thought it turned out great, pushing you to use more guts. By the afternoon laps I was finally not touching my brakes and only briefly lifting throttle to make the hard right and then left lane changes. Let me know your thoughts. Overall it was a track of two halves. First half from start to U-Turn was for momentum and bravery. Second half from U-Turn to Finish was putting that right foot down while keeping it on the track. From the chatter throughout the grid though, you'd think the hardest part was the first three slalom cones at the start. Which was faster, right side or left? I still don't *know*.

## *Some fun facts from this event:*

- **54 Drivers Participated**
- **10 Laps Completed**
- **Top Time of Day was a blistering 44.744s by Jeff Bartel**
- **Extremely Competitive Day Only 0.562s from 3rd to 9th!**
- **Porsche Cayman's took the Podium's top 3 spots It had to be Shark Blue for 1st or 2nd.**
- **39 DNFs (were you one of them?) 212 Cones Hit Cones!!**

Final results for AX 73 have been verified and are posted on the **MotorsportsReg AX 73 Events Results**.

*Fred*

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

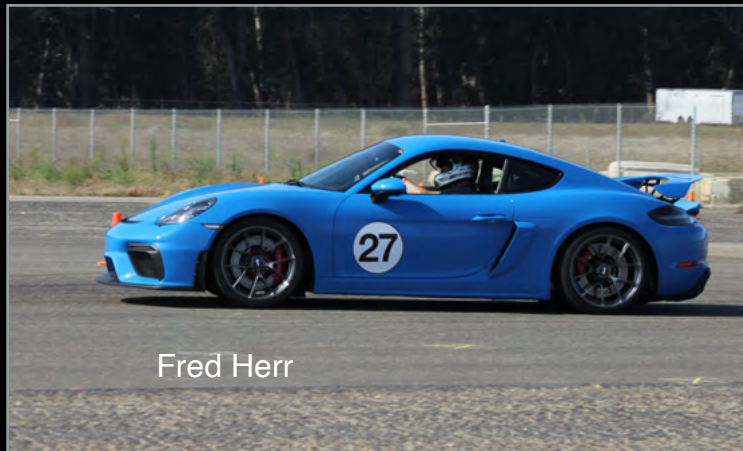


# Teststrecke #73 • August 23

Photos by Alfred Abken



Top Time of Day • Jeff Bartel



Fred Herr



Sonny Brown



Emile Waked



Tony Moradian



Donna Frazer



Guy Ober



Tom Meyer



Steve Rossi



Jack Rossi



Gil Igleheart



Bruce Morgenthaler



Scott Burns



John Milliedge

# Drivers' Education 2025

Bob Bruington • Drivers' Education Director

## Last Drivers Education Event of 2025

**Next CCCR DE  
November 1st  
Buttonwillow**



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 Drivers Education..

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 an 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. 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.



We are always looking for people to help at the DE events, especially the November 1st DE.

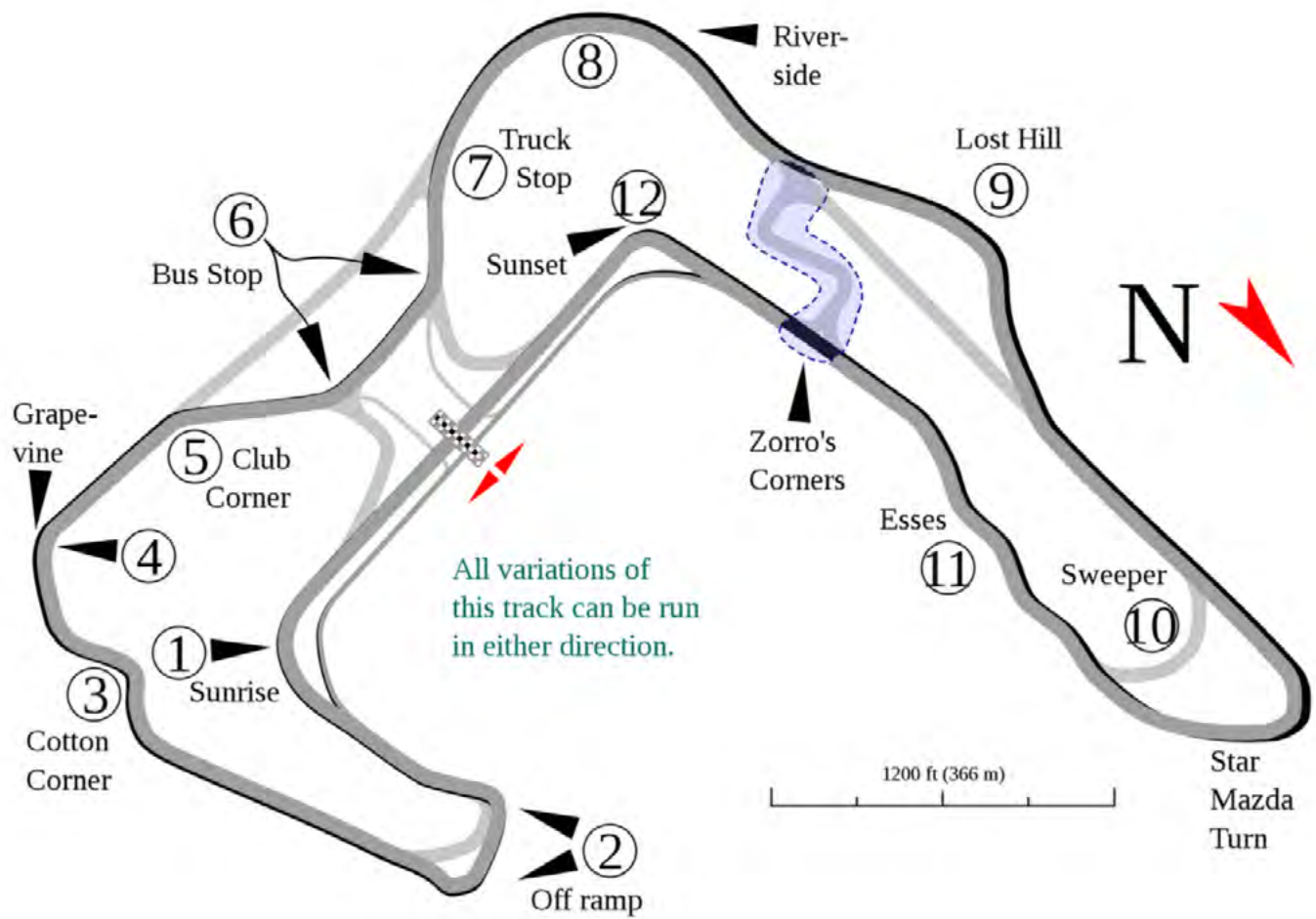
Many of the people who help with tech and registration will be busy with the PCA Drivers School.

If you would like to join the "DE Team" Please contact me at [Aircooled911sc@gmail.com](mailto: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



# Photo of the Month

by Sanja Brewer



“Dear, if you must ask how much, you can’t afford it.”

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# PEDROSGARAGE

ONE PORSCHE AT A TIME



# Porsche Trivia

by *Pedros Bonilla*

**I**n the fall of 1950 the Austrian ex-pat and adoptive New Yorker Maximillian “Max” Hoffman became the first Porsche dealer in the US when he took delivery of two 1.1 liter 356 coupes and put them on display at his showroom on 430 Park Avenue. The fall of 2020 marks 70 years of Porsche in America.



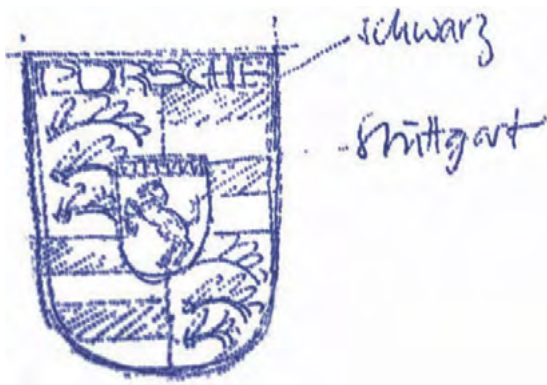
To celebrate, here are 70 Porsche fun-facts that you can use to impress friends on trivia night.

1. The 1898 Lohner-Porsche Elektromobil was the first car in the world with brakes on all four wheels.
2. Prof. Ferdinand Porsche chauffeured Archduke Franz Ferdinand in a Lohner-Porsche in 1902.
3. In 1939 Prof. Ferdinand Porsche designed the Mercedes Benz Type 8 car to be the fastest car on earth with a projected top speed of 470 mph. Because of the political events at the time, the car never got to do its run.
4. During WWI, Prof. Ferdinand Porsche designed heavy transport vehicles: flatbed trailers with the wheels powered by individual hub-motors.
5. The very first 356 (356 #1 - prototype) was a mid-engined car. The rest of the production had a rear-engine layout.
6. Beutler Carrosserie turned closed 356s into open ones – completing its first custom cabriolet in 1947, three years before Porsche came to America and a full seven years before the 356 Speedster was introduced.
7. U.S. importer Max Hoffman displayed the first U.S. Porsches in his New York City showroom by late 1950.
8. In 1952, US auto maker Studebaker contracted Porsche to develop a new car and engine.
9. Hoffman conducted Porsche 356 test drives on Park Avenue, an accomplishment that could not be proficiently duplicated today.
10. Hoffman’s Porsche dealer showroom was designed by famous Architect Frank Lloyd Wright. It is now a modern office building with a Mercedes-Benz dealer on the street level. Hoffman also contracted Wright to build his home in Rye, NY.
11. In addition to importing the first Porsche models to the United States, Max Hoffman also raced Porsches. Several of Porsche’s initial U.S. racing victories can be attributed to him.
12. Hoffman is also credited for the birth of the Porsche Speedster, with the intention of producing a lower-cost Porsche to compete with the Austin Healey 100, Triumph TR-2 and MG models in the United States.



13. In 1952, Hollywood dealer John von Neumann wanted to race a Porsche, so he ordered a 356 without paint or upholstery to modify it himself.

14. The Porsche logo/crest was designed in the USA in 1952 by Dr. Ferry Porsche on his napkin as he sat opposite U.S. importer Max Hoffman in a New York restaurant.



15. In the original 356 Speedster, a tachometer was not standard, nor were padded seats, sun visors or heaters.

16. An exhibit at the Museum of Modern Art in 1953 featured 10 automobiles, including a 1952 Porsche 1500 Super.

17. The first Porsche to appear at the New York Auto Show was in 1954 and was called “a snappy Porsche roadster.”

18. The Porsche Club of America was founded in 1955, only five years after Porsche was introduced to the United States.

19. The word “Continental” appeared on the side of the 1955 Porsche Coupe and Cabriolet, but only in North America.

20. The Porsche of America Corporation was founded in 1956, taking over national representation of the brand from Max Hoffman.

21. The inaugural Porsche Parade took place in greater Washington D.C. on August 29, 1956.

22. The first appearance of a Porsche at the historic 12 Hours of Sebring endurance race was in 1956, piloted by Hans Herrmann.



23.- One of the first U.S. Porsche brochures in the 1950s featured a pair of woman’s gloves on the cover with a set of Porsche keys. The tagline read: “The keys to miles of pleasure . . .”

24.- British automotive weekly publication Autocar became the first outlet to test a Porsche in April 1956, a Porsche 356.

25.- The first Porsche series-produced roadster was aptly named the America Roadster for its intentional distribution entirely within the United States. It was completely unpublicized in Europe and only 16 models were ever built.

26.- The first vertical-drive German inline engine was displayed at the 1958 New York Auto Show along with several other “firsts”, including the first diesel outboard motor.

# Porsche Trivia

*by Pedros Bonllia*

27. Jean Behra drove the first single-seat Porsche race car in the 1958 Formula 2 race at Rheims, France.

28. The “D” in the 1959 “Speedster D” takes its name from the Drauz Factory of Heibronn.

29. The 1950s Porsche airplane engine (based on the 356 1.6 L) could power a helicopter when mounted vertically.

30. Rear seats, headlights, and higher bumpers were the prime accessories fitting a new Porsche in 1960. The starting price for one of these new models was a whopping \$3,400.

31. Porsche withdrew from the 12 Hours of Sebring endurance race in 1960 in protest over organizers requesting that the manufacturer use a particular brand of gasoline.

32. Porsche’s production of diesel tractors peaked in 1960/61 with 150,000.

33. The first American citizen to win a Formula One Championship victory at a U.S. track while driving a Porsche was Dan Gurney in 1961.



34. Dan Gurney also won Porsche’s first (and only) World Championship Grand Prix with a victory at Rouen, France in 1962.

35. The 911 was originally the 901, until Peugeot informed Porsche of its trademark rights on cars named with a “0” between two numbers.

36. At the end of its production in 1965, Porsche 356 models were being produced exclusively for the American market.

37. 1966 was the first full production year for the 900 series Porsches and one-half was shipped to the United States, while one-quarter stayed in West Germany.

38. The 907 prototype, developed in winter 1966/67, was the first Porsche to go faster than 300 km/hr (186 mph).

39. In 1967, a Targa version of the popular-selling 911 model was introduced. It included a stainless-steel rollbar to provide a solution to suspicions that the United States would outlaw open-top convertibles.

40. Porsche’s 914/4 model was sold as the “VW-Porsche” in Europe but only had the Porsche crest in the United States.

41. More than 100 dealerships marked the increasing popularity of Porsche models in the United States by opening simultaneously on November 1, 1969.

42.- The 1970 Porsche 914 was initially ruled as unsafe for driving in the United States because it lacked proper side marker lights on its front end.

43. The first twenty five (25) 917 racecars were called Secretary Cars because they were literally assembled by secretaries and anyone with a pulse at the factory. Porsche needed to build enough 917s in a short amount of time to satisfy the FIA homologation inspectors. They did it, and the rest is history.



44. The first ever Porsche “drivers’ school”, a precursor to the current Porsche Sport Driving School, was conducted on May 29, 1971 at Mitchell Field, Long Island, NY.

45. The 1975 Silver Anniversary limited edition was built in both coupe and Targa body form, painted in diamond-silver metallic and individually numbered.

46. For the 1976 912E, “E” stands for Einspritzung, meaning “fuel injection,” because the car had Bosch L-Jetronic fuel injection.

47. The 924/944 water-cooled Porsche models were designed by an American, Tony Lapine.

48. The first few Porsche 924 Turbos to come to the United States had black and white-checkered flag fabric on the seat inserts and door panels.

49. Porsche partnered briefly with Indianapolis 500 racing in 1980 for the first time in its long motorsports history on the Formula One racing circuit.

50. The Interscope Porsche, developed for racing in the Indianapolis 500 race in 1980, was originally unveiled at a press conference at Tavern on the Green restaurant in New York City.

51. The enduring success of the 911 model is owed to American CEO Peter Schutz, who in 1980, after seeing the proposed end of production in 1981 on a chart, extended the line with a marker and told Helmuth Bott to “make it happen.”



# Porsche Trivia

*by Pedros Bonllia*

52. It is largely believed that Peter Schutz was selected as CEO of Porsche from 1981 to 1986 because as an American, it was hoped that he would revive dwindling U.S. sales of the 911.

53. The success at the 24 Hours of LeMans in 1981 is due to combining chassis from three 936 models with experimental engines developed for U.S. Indy Car racing.

54. Porsche began promoting vacation delivery in 1982: order the car in the United States, take delivery in Europe, drive around the continent and return the car to the factory to have it shipped home.

55. The Porsche 928 in the film Risky Business is actually a total of four cars ranging in years from 1979-1981. Each car had different options such as interior colors, wheel designs and even paint colors. The production crew had to be very careful about which part of the cars they filmed to make it look like only one vehicle was used in the movie.

56. Al Holbert set a FIA international class speed record while driving a stock 928 S4 at the Bonneville Salt Flats in 1986. His speed: 171.110 mph.

57. The 959 was the most technologically advanced supercar of its generation. A 200 mph, all wheel drive, turbo powered Porsche which won its class at the 24 hours of Le Mans and also won the overall first place in the grueling Paris to Dakar Rally.

Because Porsche didn't provide the USDOT with four 959s for crash testing, the car was never certified by

the NHTSA for street use in the US. In 2001 with the passage of the "Show & Display", the crash test requirements were removed and US imports of 959s were allowed.



58. Porsche 911 engines were air-cooled for an astounding 34 years before switching to a water-cooled format in 1998 to meet increasingly stringent environmental rules and Porsche's desire to provide more power while reducing fuel consumption.

59. In 1992 it took 125 hours to build a Porsche 911. By 1994 the factory was down to 80 hours, thus reducing the cost of the cars.

60. The Porsche 911 RS entered the United States in 1993. The "RS" stands for "Rennsport," German for "race sport" or racing. It had no sunroof, A/C, backseat or power steering.

61. Porsche was the first auto manufacturer to make passenger air bags available, optional or standard.

62. The names for both the 911 Carrera and the Panamera came from Mexico's historic Carrera Panamericana race, where Porsche scored many victories.

63. Notable past and current American celebrities who are or were Porsche enthusiasts include James Dean, Paul Newman, Steve McQueen, Ralph Lauren, Jerry Seinfeld, Jay Leno, and Patrick Dempsey.

64. Only 1,270 units of the V10, 612HP Carrera GT were built between 2004 and 2006. 604 of them were sold in the USA. The original production run had been established at 1,500 units but new airbag regulations in the US stopped the run a bit short.

65. In 2013 Porsche established a record at the famed Nürburgring by setting the fastest lap ever by a production car (on street-legal tires) of 6:57:00, with the 918 Hybrid Supercar.

66.- The 800-volt technology used in the all electric 2020 Taycan was developed by Porsche for the 919 Hybrid Racecar.

67.- Porsche was the last major manufacturer to enter Formula-E (all electric formula cars). After 30 years Porsche has returned to single-seater racing.

68.- Porsche now offers a Club Sport Package for each one of its GT cars: GT2, GT3, and GT4.

69.- It is estimated that over 70% of all Porsches ever built are still running today.

70.- The correct pronunciation of Porsche is  
***“Porsch-eh.”***

For more information on Porsche trivia, facts and more, please visit my website: [www.PedrosGarage.com](http://www.PedrosGarage.com)

Happy Porsche'ing,

*Pedro*

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