

# *Coastal*aire

*November 2025*



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

## Cover Story



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### *Buttonwillow Sunrise*

Photograph  
by  
Chuck Jennings

# 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/>.

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## **Member Services**

### **Classified Ads**

Classified ads are posted in the CCCR PCA website at <https://ccc.pca.org>. Submit your text and photo (if required) by email to Joe Shubitowski at:

### **CCCR / PCA Mailing Address:**

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The editor reserves the right to edit the ad if it is over 40 words. The ad is Free To Members.

### **CCCR Name Badge**

California Central Coast Member Name Badges. Cost for your beautiful 5-color CCCR standard badge with pin, swivel clip or magnet closure: \$20.00. First Name, Last Name, optional 2nd line, for example, your club office within the club, your Porsche model. To order contact Joe Shubitowski at [joseph.shubitowski@gmail.com](mailto:joseph.shubitowski@gmail.com)

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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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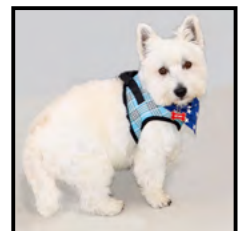
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Mission San Antonio de Padua 2018

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## The Prez's Corner

Joseph Shubitowski • President

**H**ere we are almost in the holiday season! A reminder to register for the Holiday Party before it is too late! The Café Roma menu looks wonderful. Hope to see many of you there in your holiday finery!

You may notice we did NOT have a Board election this year. Our elections are for two year terms, so 2026 will be the end of term for the current Board. We will be looking for candidates for the 2027-2028 Board very soon. So.....2026 provides you with a unique opportunity to dip your toe in the CCCR water and see what it is like behind the scenes. If you have ever thought about helping with an Autocross track layout, or helping to work the grid at Laguna Seca, or assist in the logistics of a social event/drive whether it may be suggesting a venue or helping with route planning, then 2026 should be your year!! Help with an event or two and see what it is like to work with us to benefit your fellow club members. One of the best ways to meet lots of folks in our club is to help put on an event! Contact me, Dr. Joe, Bob Bruington, or Fred Herr, or anyone else on the Board if you are interested.

Track season has wrapped up both Drivers Education and Autocross. Both were highly successful, and we also had eight new PCA certified driving instructors added to our local region. 2026 dates are already being firmed up for both DE and AX, so ask Santa for new tires and/or brake pads – or if you have been really good this year – a new track Porsche!

The social driving calendar is also firming up with some new very unique and fun venues mixed in with some of our old favorites. We are open to any/all suggestions for destinations and routes as we move forward!

Make sure to plan to participate in the Porsche San Luis Obispo Cars and Coffee on Saturday November 29th, as we want to help support their local charity – Big Brothers and Big Sisters. Look for details in the C&C email that will come out soon.

Hope to see you soon!  
And have a great Thanksgiving holiday!.

Let's Drive!

*Joe*





# The Editor's Wind

Chuck Jennings

<https://ccc.pca.org>

At the bottom of this page is a panorama I composed from several photographs I took on a tour to the Fess Parker Winery in 2017. At the far left are Ken and Celia Shinpo, and at the far right are Andy and Susan Winterbottom. Among those in the middle are Ken Finney, Tom Dobyns with his granddaughter Mae, and Jon Milledge. To the point, our membership has grown and evolved a lot since then.

Also to the point, I have many hundreds of photographs of our membership and activities since 2010. As the Newsletter Editor, it's fortunate I have a sizeable collection of our history over the past fifteen years. But I could never have too many. If you have photos you would like to share in the production of the Coastalaire, I would be pleased if you would share, and I would credit you appropriately.

*Chuck*



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# PCA-CCCR New Members • May

## Welcome New Members

<b>Loreen Belansky</b> Morro Bay	2020 911
<b>Gary Bernstein</b> San Luis Obispo	2024 911
<b>Tammy Bourne</b> Paso Robles	2025 Macan
<b>Steve Carle</b> Pismo Beach	2006 Carrera S
<b>Dan Ginnetti</b> Nipomo	2024 Carrera GTS
<b>Chris Hansen</b> Nipomo	2025 Macan
<b>Stu Hanssen</b> Santa Ynes	1997 911
<b>Andrew Hobin</b> Shell Beach	2004 911
<b>Rob Tachovsky</b> Templeton	1973 911
<b>Aimee Wilkinson</b> Arroyo Grande	2025 Macan S

## Welcome Transfer In

<b>George Lopez</b> Pismo Beach	2016 Cayman
------------------------------------	-------------

Find a new face.  
Make a new friend.



## CCCR PCA Membership

<b>Primary Members</b>	<b>546</b>
<b>Affiliate Members</b>	<b>328</b>
<b>Total Regional</b>	<b>874</b>



<b>National Primary</b>	<b>110810</b>
<b>National Total</b>	<b>167967</b>

<https://ccc.pca.org>

# PCA-CCCR Anniversaries

## 1 Year

Blake Jeffries  
William Reinhart

## 2 Years

Adrian Trajdos  
Anna Mafort Lacy  
Andrew Smith  
Chris McGregor

## 3 Years

Kurt Schoultz  
Ron Bez

## 4 Years

Audrey Hurdle  
Kevin Meyer

## 5 Years

Tony Brizzolara  
Mark Bogiatzis

## 6 Years

Rick Phillips  
Gary Andreini

## 7 Years

Michael Kresbach  
Richard Finnegan

## 8 Years

Scott Wilson

## 10 Years

Steve Sletten  
Immanuel Schramm  
David Eskinazi

## 11 Years

Charles Hoops  
David Schwartzbart

## 12 Years

Jeffrey Emrick

## 15 Years

Eric Chandor

## 18 Years

William Collins

## 21 Years

John Hoskins



50 Years

Gill Paszek



February 2014

# CCCR Events Calendar

Activities Director • Joe Kuntze



**November 15** *Drive North to Highway One Barriers*  
*Drive Highway 1 to the Northernmost barriers, return for lunch at Ragged Pt*

**November 29** *Cars 'N Coffee • Porsche San Luis Obispo*

**December 7** *Annual Holiday Party • Cafe' Roma (see page 11)*

**December 13** *White Elephant Gift Party*

**January 17** *Return to Daniels Woodland*

*We are going to return to one of our most successful outings, Daniels Woodland. This will require us to leave in stages so we don't overload the venue. There will be a drive through some of our SLO County scenic roads and artistic director Craig Fraser and his team will guide us through one of the most innovative and entertaining businesses in California. We hope to provide a taco truck to help with the glucose deficit such a major adventure will engender. This is a kid friendly event.*

**January 24** *Rock Auto Armor*

*We will meet up in Santa Maria where Tony Torres will give us an update on the latest in pain protection, UV filtration and privacy films. Then a drive over Foxen canyon road for lunch at that famous gastrodestination, Matties Tavern.*

**February 7** *Valentine Sweetheart lunch Buona Tavola*

*Join us for our annual sweetheart lunch at Buona Tavola. We will enjoy a pleasant drive from PorscheSLO to one of the north counties iconic eateries where owner and loyal CCCR member Antonio Varia will attempt to outdo his previous efforts. Sign up early as this one sells out!*

## **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.**

California Central Coast Region • PCA

# Annual Holiday Party

Please join us for an evening of  
Celebrations, Food and Cheer!



5:30 pm • Sunday • December 7  
Café Roma, Railroad Square

## M E N U

*Insalata Tri-Colore*

*Butter lettuce, radicchio, endive, arugula, blue cheese crumbles, apples,  
candied walnuts, honey roasted garlic Dijon dressing  
and*

*Filet Mignon al Tartufo Nero*

*8 oz. prime grilled filet w/black truffle butter and wine reduction*

OR

*Pan-Seared Sea Bass Picatta with Lemon Caper Sauce*

OR

*Tortelli di Zucca*

*Squash filled ravioli with parmesan cream sauce and fresh sage  
and*

*Chocolate-Chocolate chip cake with butter cream layers*

\$100.00 per person

No Host Full Bar

please register at [motorsportreg.com](http://motorsportreg.com)

to reserve your seat and  
your entree selections  
by November 14th, 2025



# Ten Alpine Passes plus the Dolomites

by Bill Chadwick

**I**n January 2025 our club received an invitation from Lionel Neff, Activities Director for the Santa Barbara Region of PCA, to join them for a “10 Alpine Passes plus the Dolomites” tour he had set up with Fast Lane Travel. On September 15 my wife, Barbara, and I boarded a Lufthansa A380 for a flight from LAX to Munich with a connection to Stuttgart. We arrived a day before the start of our tour and had an easy day trying to adapt to the time change.

Our second day we joined our tour group and our Fast Lane adventure started with a visit to the Porsche factory and museum.

We toured the 911 production line including the upholstery shop where we learned that it takes about 6 hides to do the interior of a 911. The engine shop produces over 300 engines per day in 45 configurations, and the factory produces about 200 911's per day including all the 911 models with countless combinations of options.

The museum has cars on display, starting with the world's first hybrid from 1900 and many other Porsches up to present day models. I had to interrupt our tour of the museum to show the Santa Barbara people that our California Central Coast Porsche Club Logo (from a few years ago) was on display and theirs was not.



**They asked me how it got there, and I don't think any of us know how our logo found its way into their display.**

This picture shows a brick building back in the center where Porsche production all started. Sorry I can't share any pictures inside the factory because no cameras or cell phones are allowed.

## photos by Bill and Barbara Chadwick and Bill Hallier

Fast Lane arranged an excellent lunch for us at the Museum's Christophorus Restaurant. Barbara and I are 2nd and 3rd on the right side. Our group was also seated at the table to the left.



The day's activities ended with a mandatory driver's briefing in which we learned the different rules and road signs for driving in Europe. They warned us of hidden speed cameras and said that we would not know if we were "caught" until we receive a ticket in the mail a few weeks later. They also told of people who were caught too many times and had their license and car taken away! More on this driver's briefing and all these speed warnings later.

Our third day we joined our group for an afternoon tour of the nearby Ludwigsburg Castle. Built in the early 1700's it is known as the "Versailles of Swabia" (this region of Germany). Then we picked up our Porsches. Barbara and I had requested a Macan for this adventure tour but that was not available - so they had a beautiful red 911S for us (...too bad, right??). Rentals were from the Porsche Drive program, our 2025 911S was a nicely appointed sunroof coupe with about 5,000 km on the odometer.

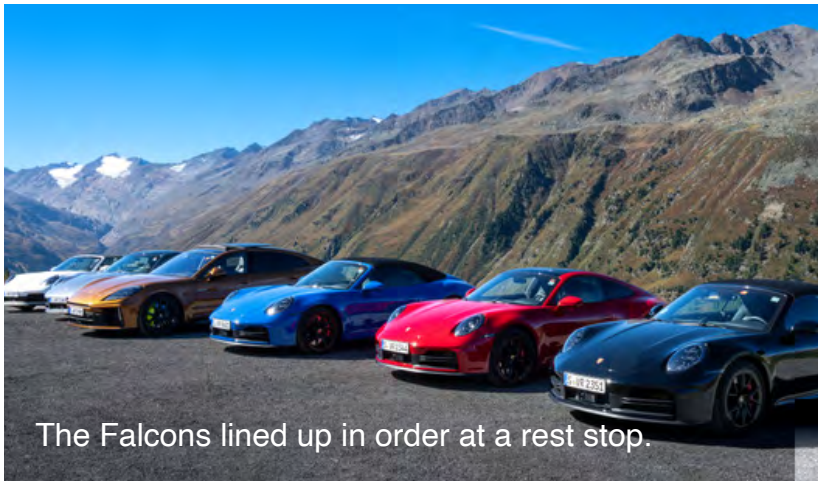


# Ten Alpine Passes plus the Dolomites

by Bill Chadwick

Our tour included two Fast Lane guides and ten cars for us adventure tourists. Everyone had a 911S except for one 911 GTS Targa and one Panamera GTS, and a new Cayenne GTS driven by Thomas, our Fast Lane host and guide. Thomas shared the guide role with his son, Fabian. We divided up into two groups, each with 5 cars following a guide, and were escorted back to our hotel in Stuttgart for the evening.

We broke up into two groups for all drives, one led by Thomas (the Eagles) and the other led by Fabian (the Falcons). We were “Falcon 5”, 5th in a line of six cars. The two groups met up for lunch every day but generally did not drive together.



The Falcons lined up in order at a rest stop.

Our first drive took us from Stuttgart to Seefeld, Austria, with a lunch stop in Bavaria. This route was largely on the autobahn where we heard Fabian telling us (by walkie talkie) that we were about to arrive at our first section of the autobahn with no speed limit. He told us to “get ready” and he hit the gas. In one of these no-speed-limit sections we became members of the 150 mph club! The sections of the autobahn with no speed limit are in much better condition than most of our highways. Speeds like this would not be comfortable with a rough or uneven road surface.



**NO SPEED LIMIT**  
**IF “ON THE AUTOBAHN”**  
**You can open it up.**



Notice the “no speed limit” symbol to the left of the odometer reading 247 kmh.

We spent seven days driving through the Austrian, Italian and Swiss Alps, five or six hours every day. We stayed at 5 different “boutique hotels”. The accommodations were so nice that we wished we could stay for a few days at each place. But this was a Porsche adventure tour so there was no time to stick around!

Fabian did a great job of keeping us safe on these challenging alpine roads. He would advise us on walkie-talkie of “incoming” traffic, from pedestrians to bicycles, cars or busses. We would follow him through villages and then along narrow, winding roads up and down mountain passes. There was plenty of casual driving with time for sightseeing in these beautiful areas, weather was pretty good with sun, rain, clouds and even snow.

True to the tour’s title, we navigated 10 alpine passes. For instance, Stelvio Pass in northern Italy, see it on the GPS display photo, has 48 numbered switchbacks as it ascends to 2,757 m (9,045 ft) above sea level. As you can see from the photo, visibility wasn’t great that day, but maybe you can make out some of the switchbacks ahead. It was snowing gently at the top of the pass, not enough to stick to the road surface.

The second picture is of Grimsel Pass, not as high as Stelvio but the switchbacks show well in the photo.



# Ten Alpine Passes plus the Dolomites

by Bill Chadwick

Furka Pass in Switzerland also has many hairpin turns, although not numbered. It was used as a location in Goldfinger and one section is marked “James Bond Strasse”.

Being an adventure tour, and in contrast to the speed warnings in the driver’s briefing, we had plenty of spirited driving on these scenic and winding roads. We would listen for Fabian’s “clear, clear, clear” message on the walkie-talkie as a call to hit the gas! That was a theme for the trip... hit the gas! These alpine pass roads are loaded with curves and switchbacks, and we had a lot of opportunity to hit the gas and appreciate the performance of our 911S.

Fabian was good at keeping the Falcons together as a group. He would advise us to “close the gap” to exclude “intruders.” Intruders were inevitable when traffic would merge, and he twice took the first part of the group and extra time around the roundabout for the rest of the group to get back in line. Fabian also had ways to keep our group together on the autobahn. He would call for the “wing team” (Falcon 6) to “close the door” by moving to the left lane, and then we (Falcon 5) would jump into the left lane in front of Falcon 6, and the others would come left in front one at a time.

The Fast Lane experience was fantastic. It included all lodging, meals, gas and even one-euro coins for rest rooms along the autobahn. Of course, they also provided a luggage van so that our bags would magically show up in each new hotel room. Fast Lane would leave a surprise in our room every evening while we were at dinner - a note from Thomas (our “Festmeister”) telling us what to expect the next day with a surprise gift (hat, shirt, windbreaker, Porsche shaped mints, etc...). The experience also included having your car lined up in your running order every morning, prepared with a walkie-talkie, water bottles, clean windows and GPS routes for the day.



After the fast-paced Fast Lane tour, Barbara and I spent 3 relaxing days visiting Rothenburg and Regensburg, two medieval walled cities. We appreciated seeing more of southern Germany (from a rented Hyundai) as we drove from Stuttgart back to Munich for our flight home.

We really enjoyed traveling with this group from the Santa Barbara Region. Special thanks to Lionel Neff for working with the Fast Lane to organize the trip, and to Bill Hallier who shared pictures with us and gave permission to use them in this article.

*Bill*



Wasn't today's drive across the **Timmelsjoch** pass fantastic! And I hope you enjoyed dinner at the **Miramonti Boutique Hotel** too.

Tomorrow (Saturday, September 22<sup>nd</sup>), breakfast is available starting at 7:00 am. At 9:00 am, we will depart for our **fun day of driving** to the beautiful **Dolomites**. We will meet at 11:30 for lunch at **Hotel Fanes**.

Following lunch, we will continue our drive through the **Italian Alps** before returning in the late afternoon to the **Miramonti Boutique Hotel**. We'll meet for dinner and drinks at 6:00 pm at the hotel.

Get a good night's rest here in northern Italy at the **Miramonti Boutique Hotel**!

Your Festmeister,

A handwritten signature in blue ink that reads "Thomas". The signature is written in a cursive, flowing style.

Friday, September 21<sup>st</sup>, 2025

# Cars 'n Coffee October 25

Photos by Tony Brizzolara

Porsche. There is no substitute.



no substitute.





# Cars 'n Coffee October 25

Photos by Tony Brizzolara





# Cars 'n Coffee October 25

Photos by Tony Brizzolara





# Octoberfest at Paso Robles Brewing

by Joe Kuntze

Photos by Alfred Abken

*I*t was a clear crisp October morning; birds were singing and the sun was bright. Thirty two of the Porsche faithful were chomping at the bit. Coffee and pastries were consumed while we admired the gleaming new and like new offerings at Porsche SLO. New friendships were made and old acquaintances reestablished. The Ferrari dealership next door was eyed with suspicion, then dismissed as unworthy.



Soon it was time to depart. The roar of Cayenne V8s, Macan V6s and a few screaming 4-cylinder engines competed with the guttural howl of the legendary flat six. The air was filled with the sweet slightly sooty smell of burned hydrocarbons.

OK into the great mystical unknown did these intrepid souls; these fearless warriors launch themselves. The destination you ask? What quest were these persistent pilgrims seeking to fulfill? What destiny did these dauntless denizens of desperate fate seek with courage in their hearts, ice water in their veins and steel in their spines?

In a word, brats. Bratwurst. That humble sausage born in mystic darkness of the Black Forrest; sharing a common geographic heritage with our beloved marque. Yes, it was Octoberfest. Picture beautiful buxom blond barmaids, arms loaded with beer steins smiling down on you as you imbibe. Well, we did not have that; BUT we will enjoy brats, Bavarian pretzels and beer.





We started off on Foothill drive to the legendary concrete ribbon known as Highway 1. Then a diversion to Old Creek Road until we diverted to Highway 46 East to Vineyard Drive. The entire band of brothers (and sisters) skillfully negotiated the treacherous roundabout; fortuitously avoiding disaster and carving the twists and turns of the Adelaida wine region like a sushi master cutting a California roll.

Despite every attempt to distract us and divert us from our path, we all made the turn onto Peachy Canyon Road and continued to battle our way forward. Avoiding suicidal ground squirrels, dastardly bicyclists and, yes, minivans full of semi-intebriated wine tourists we eventually arrived at our destination; the Paso Robles Brewing Company.



PRBC exhibited their usual flawless service and soon we were downing fine porters and pilsners, noshing on brats and Bavarian pretzels and consuming cheese curds. A well deserved reward for another fine outing where we avoided mahem murder and a roadside interview with law.

*Joe*



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TASTING ROOM OPEN DAILY



# Porsche Experience Center

by Joe Shubitowski

**T**uesday, September 30th, was an overcast morning as I made my way from, Long Beach to the Porsche Experience Center Los Angeles (PECLA) in Carson, CA. Our friends at Porsche San Luis Obispo had invited some of their best customers (and me!) to accompany them to PECLA for a fun afternoon of driving new Porsches on the various training tracks. Wow! Who could say no to that?!?

PECLA is a vast area of concrete race surface wedged up against the 405 freeway with the Goodyear blimp moored 100 yards away! We had a classroom session to discuss logistics, safety, experience levels, and then delve into the various track experiences available. It is not just about speed but car control, driver inputs, and expected (and unexpected!) results. We were then divided into pairs, and each pair with an instructor, and on to the tracks we went!

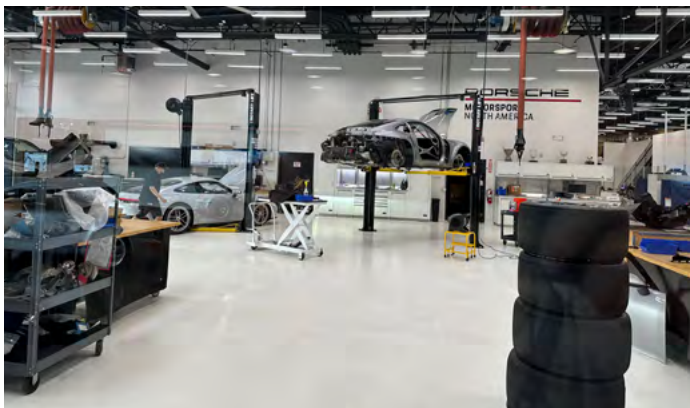
Kevin Nichols and I drove Cayman GTs first in lead-follow type exercises on the Handling Circuit, the Acceleration Circuit, the Kick Plate, and the Dynamics Pad. After 45 minutes, we swapped into 992.2 Carrera S models and did the same track exercises. I personally preferred the 992 and felt I could control the rear engine Porsche better. My mid-engine Cayman skills need some work!

Following a break, the group did Demonstration Laps in an instructor driven GT3 on the large Handling Circuit. I sat these laps out as my own driving had been enough to give me a queasy stomach, which I knew would get worse in a professionally driven Porsche!!

A fantastic lunch at the 917 Restaurant upstairs overlooking the track was the capper on an unbelievable day!



# Photos by Tony Brizzolara and Joe Shubitowski



*Thanks to Ryan and Tony  
for making it all possible!*

*Joe*



# Porsche Design Unveils the Chronograph 1 – PCA Member Edition

Porsche Design honors the 70th anniversary of the Porsche Club of America with a new edition of the Chronograph 1. Exclusively made for a special community, PCA members now have the opportunity to customize Porsche Design's most iconic timepiece that was originally designed by F. A. Porsche in 1972.

Creating a special sense of community amongst members, this new timepiece features the PCA logo and "PORSCHE CLUB OF AMERICA" lettering, and optionally a personalized club region name stated on the case back. The made-to-order watch will not only come with a titanium bracelet, but also two sportive textile straps in vibrant Club Blau, one featuring the PCA logo and the other the PCA 70Y anniversary logo.



▶ Visit: [pca.org/news/porsche-design-chronograph-1-pca-member-edition](https://pca.org/news/porsche-design-chronograph-1-pca-member-edition)



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# Columbus Day Weekend

by Alfred Abken

**T**his year's Columbus Day weekend turned out to be quite remarkable. The Order of the Sleepless Knights was called to order!  
(Apologies to James William Buffett)

Saturday started out for me with the CCCR Adventure Tour 'n Photo Rally. As the story of that event was chronicled in the October 2025 issue of "Coastalair", I will continue.

First, a historical note: I grew up in Pico Rivera, Ca. The house I grew up in was built in what was previously an orange orchard, and when we moved in, all the houses in the subdivision had 2 orange trees in the backyard. The elementary school I attended was Valencia Elementary. I have seen a few orange trees.

This is a roundabout way of bringing up Sunday, October 12. Santa Barbara Region of PCA held their 45th Concours d'Elegance, and I had entered my car to be judged, so I had not driven it to King City on the 11th. This year the SBR Concours was held on the grounds of Camarillo Ranch, in Camarillo. As car placement was at 7 AM, I was up and out early. This was my first time at Camarillo Ranch, and what a location to hold an event!

On the east side of Camarillo Ranch House (1892) was an orange tree that was taller than any orange tree I have ever seen in my life. The top of the tree was over the second story of the house. Speaking of big trees, also on the ranch was a Moreton Bay Fig. What a massive tree! My car was parked close to the tree, so there was a lot of airborne particles through the air all day.



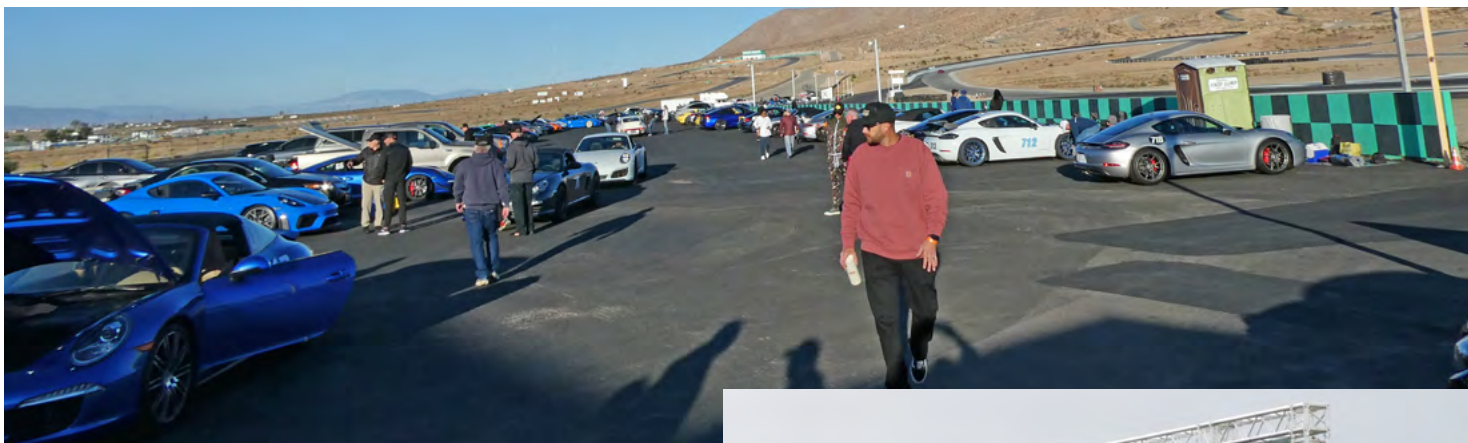
While I was judging, I met Stan Florentino and his gorgeous 1973 Carrera. As usual, there was a fabulous buffet lunch. I even won first place in my Detail and Shine class. There was even another car in the class! The drive home was less traumatic than I had imagined. The construction work on 101 south of Santa Barbara is pretty much completed. However, between the Gaviota Rest Stop and Buellton most of 101 is one lane, and there are a couple places with a 45 M.P.H. speed limit.

B-O-R-I-N-G.



# Columbus Day Weekend

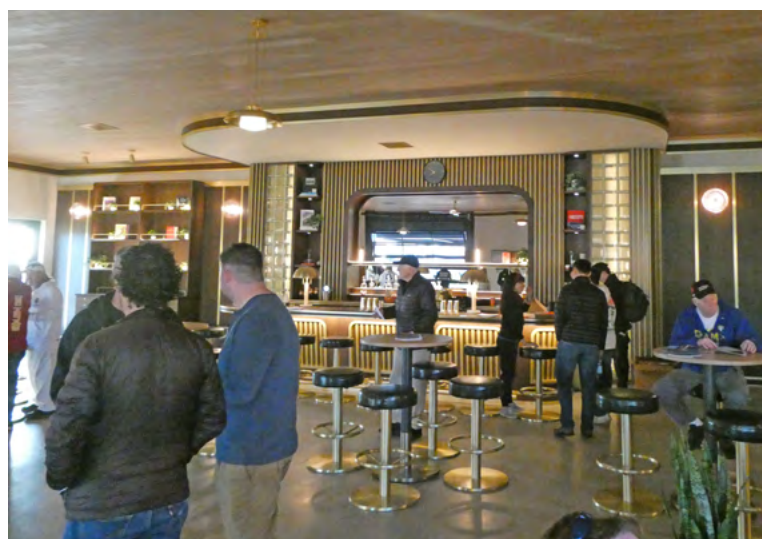
by Alfred Abken



And now for Monday, another morning where I was up and out early. This time I was headed to Streets of Willow for Grand Prix Region's Day Away From Work D E event.

Another historical note: Willow Springs International Raceway has recently undergone a change of ownership. On Saturday, October 11, they held an event celebrating their new ownership. Some of the remnants of that event were still there Monday morning. Around sunrise, it was clear, although there were clouds along the mountains south of the track. By the end of the day, there were clouds, and the wind was blowing at a pretty good clip.

This year there was a great turnout of about 90 cars participating. The Streets course has been resurfaced, and a lot of used tires have been used to line the curves. Also, along the pit strait the chain link fence has been removed and replaced by used tires. If you have been there before, you would not recognize what has been done to the garage. There is an extended roof making a semi-covered patio, with comfortable seating outside. The inside was quite the transformation. There is a bar along the rear wall, and the small enclosed "office" was gone. They also have two big roll up doors on the patio side of the garage. The restrooms have been updated, and the enclosure is walled off with big glass blocks.





It was a great day to be at the track. I did my usual black flag thing. One oversight on the new ownership, in my humble opinion, there were no porta-potties near the grid, nor around the track for corner workers, so when a corner worker needed a comfort break, they had to wait for someone to drive out and collect them and get them to the facilities in the garage. This delayed the start of a couple of the run groups.

Driving home, I was about halfway to Tehachapi when I got hit by the first drops of rain. It did not last long. Several times driving home I got into light rain.

It was nice being back home and being able to relax on Tuesday.

*What a fabulous weekend!*

*Alfred*

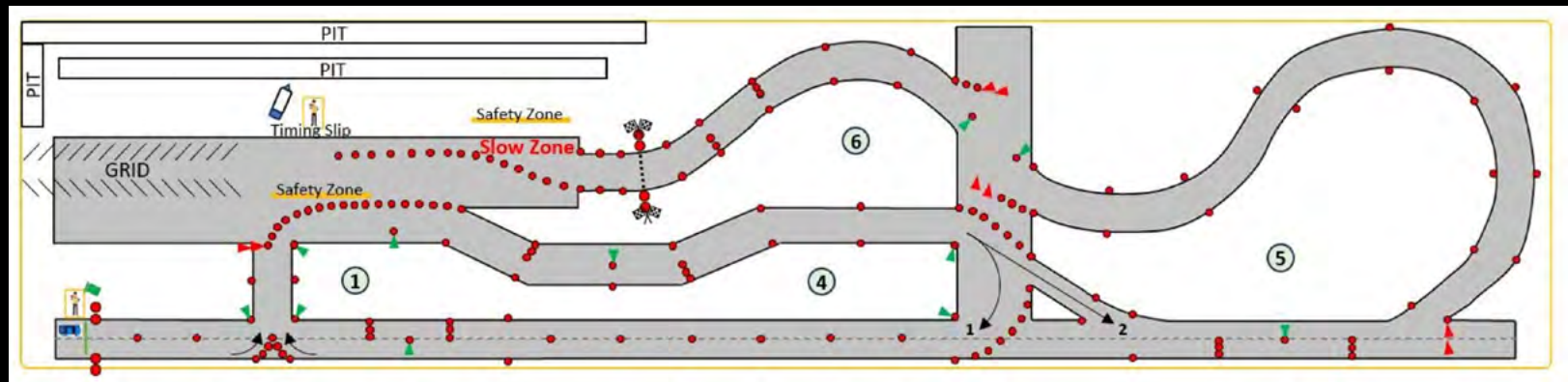




# Autocross2025



Last Autocross of 2025  
Autocross #74 • Oct 25



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**T**his weekend we completed our sixth and last AX for the 2025 season. From all of us at the California Central Coast Region of PCA, Thank you for participating in this season's autocross series. We truly enjoy putting on these events and offering you an opportunity to exercise your car and compete in a friendly environment.

This completes my second season as AX Director and I continue to learn from you all. Another year has gone by too quickly. I learned a lot and will continue to look to improve our autocross program in 2026. We had a very successful autocross season with all six events sold out with zero incidents and tons of fun.

2026 Schedules have not been made but anticipate an April start to next season with our usual AX Academy followed by six AXs along with our second annual Ladies Only AX. I hope to have schedules published by February 2026.

Congratulations to all participants of our 2025 AX Season. It doesn't matter what place you ended up in, it only matters that you participated. A big THANK YOU to all the volunteers who make these events happen; all course setup and running of these events are volunteer based and they would not happen without them.

I hope you had a great season. I hope you improved your skills. I hope you made new friends and most importantly – I hope you had FUN!



^ Sarah Grove riding with Fred Herr

#### Some fun facts from this event:

- 62 Drivers Participated
- 7 Laps Completed
- Top Time of Day was 62.655s
- Average Lap Time was 71s
- Porsches took all three podium spots



^ Ian Anderson instructing Amy Smith



# Autocross2025

2025 Championship Season Results:  
Congratulations to this year's 2025  
Championship Trophy Winners:

Class CC07

**1st Jerry Hsu**



Jerry Hsu

Class CC08

**1st Thomas Meyer**



Thomas Meyer

Class CC10

**1st Ian Anderson**

Class CC11

**1st Kevin Sullivan**

**2nd Bruce Morgenthaler**



Bruce Morgenthaler

Class CC12

**1st Jeff Bartel**

**2nd Sonny Brown**

Class OPEN B

**1st Geoff Straw**

Class OPEN C

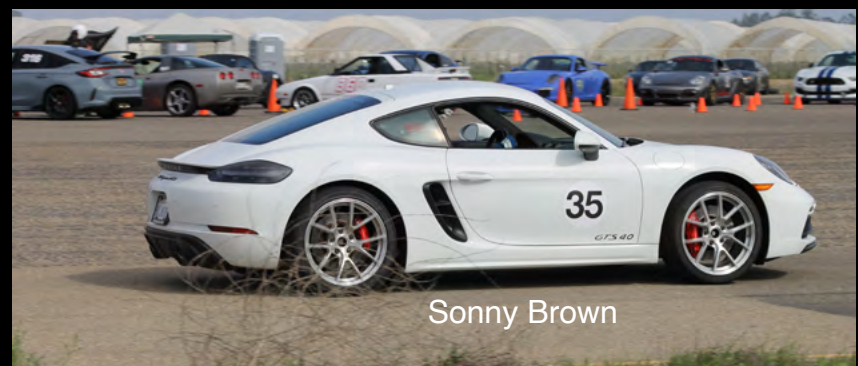
**1st Logan Williams**

Class OPEN D

**1st Ian Blancett**

**2nd Aaron Murano**

**3rd Larry Butler**



Sonny Brown

Class OPEN E

**1st Charles Floyd**

**2nd Tyler Combs**

photos by Alfred Abken and Chuck Jennings





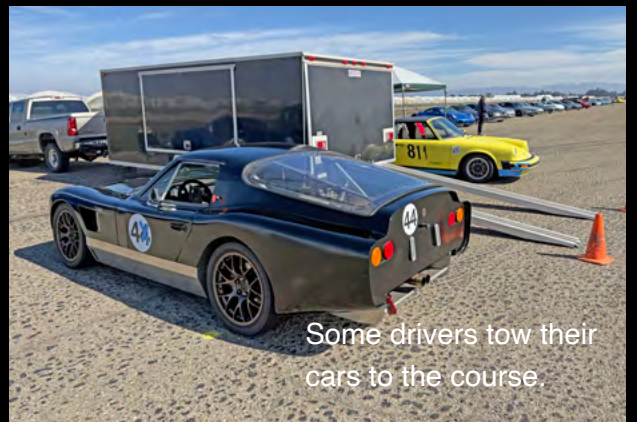
# Autocross2025

Mandatory drivers safety meeting at 8:30.



Fred prepares the drivers for action.

One of the timing crews in the trailer.



Some drivers tow their cars to the course.



Donna Frazer



gives a



time slip to



Bruce Morgenthaler

photos by Alfred Abken and Chuck Jennings



Bob Bruntington



Clint Smith



Waiting in the grid can be quite the social time.



Some drivers take all this very personally!



Looking for a naughty cone wedged under Fred's GT4.



BJ Jones ready to start Amy Smith.

# Drivers' Education 2025-2026

Bob Bruington • Drivers' Education Director



## *I Think It's Time*

**I** think it is time, time for me to step down from the Drivers' Education Director for CCCR. It is time for someone else to continue and improve the DE program with fresh ideas and enthusiasm. 2026 will be my last year running the DE program for CCCR. I am having such a good time on the Board. I plan on staying on the Board, but in another capacity.

I took over the DE program from Jon Milledge in 2018. Jon started a successful DE program for CCCR in 2008 and then, started the Autocross program several years later. To say the least, Jon has been instrumental for CCCR's track events. Starting track programs from the ground up, is not an easy task. Without Jon's dedication to the club, we would not have the track programs we have today.



Not all PCA Regions have DE and Autocross programs, in fact, most do not. Of the sixteen Regions in Zone 8, CCCR, San Diego, Grand Prix, Arizona and the Las Vegas regions only hold DE events. Only two of those run autocross and DE programs. Not bad for a Region with only 800 plus members. Most of the other clubs mentioned have thousands of members.

When I took over the DE program from Jon, we increased the program from one event to three events a year. At the time, I had the bad case of "track bug". Only one track day a year was not nearly enough. At the time, there were a few private clubs to join for track day without joining SCCA, POC and others. PCA was the only way to "Day Track" for occasional drivers. PCA with its driving instruction program is the gateway to learning how to drive your car safely and efficiently on a race track. I believe it is the best instructional program to start your HDPE experience. PCA has many more rules than other track clubs, but that is why PCA Drivers Education days are safer than any other program.



November 1st of this year we hosted a National Instructor Training (NIT) program along with our DE event at Buttonwillow. This is just the second NIT hosted by CCCR. Although it was a completely different program at that time, Jon Milledge hosted the first CCCR NIT in 2012.

The driving instructors are vital to the DE program. Without these dedicated people, we would not be capable of introducing new drivers to the sport we all love. And without new drivers, the program would wilt away to nothing. Now, there are many clubs offering track days, and as a result, the competition is high to find tracks to rent. The racetrack managers in our area know this, and they have full calendars, and prices for renting the tracks have risen higher and higher. A summer day at Laguna Seca starts around \$34,000! I hate to keep raising the entry prices, but we have no choice. We breakeven for most of the events and the Autocross helps support the DE program along with a few sponsors like **The Stable**, **Porsche of San Luis Obispo** and **The Bayside Inn**. Please be sure to support these great businesses. They help to “keep the lights on”. We should support them as well.

I am lucky to have been chosen to run the DE events for CCCR. I feel a great sense of accomplishment, and have met many lifetime friends in the last seven years. As I have written articles for the Coastalaire in the past, the driving events are not just driving on the track. Each event is a fantastic social day, and sometimes, several days with fellow drivers.

Most track days are just a few driving hours away. Laguna Seca is about 2.5 hours. Buttonwillow is about 2 hours. We start the day early to make sure all the drivers get the most substantial track time. Most people travel the day before the event, rent a hotel room, or camp at the track. We get together for dinner the night before for a fun evening, and meet again at the track the next day. Some trips further away, such as Sonoma Raceway, Willow Springs in Lancaster, and Spring Mountain in Pahrump Nevada, are a night stay before the track day and a night after the track day. It’s just way too much fun hanging with your fellow track junkies!

This is not a *men’s only* club. We are encouraging and seeing more women bring their cars to track and having a blast. We currently have one women driving instructor in our group, Carissa Texeira. We sure would like to see many more women join the fun.

Running the DE program is a lot of work, but I have many of our club members tremendously help out, especially the day of the event. We have grid workers, registration helpers, tech inspection helpers, Black Flag stewards, and gate keepers. I have never counted, but we must have at least 20 volunteers at every DE.

### **We are looking for a new DE Director for 2027.**

If you are interested in taking over the DE program, you should be trained in 2026. I will be available to help out in 2027 and beyond. We would not expect anyone to take over without help. If you want to discuss what is involved, please contact me. If you don’t want to be committed to organizing the DE program, we are always looking for volunteers to help in other ways.

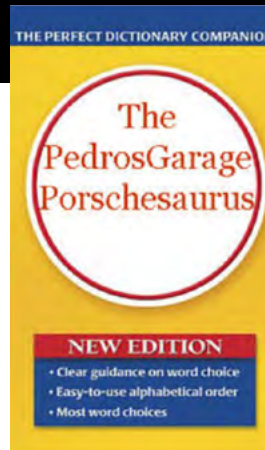
Thank You! Keep driving!

*Bob Bruington*

# PEDROSGARAGE: PORSCHE SAURUS

by Pedro Bonilla

We live in an abbreviated-crazy culture, and the automotive world, with Porsche in particular, is even worse! It seems as if every different system has an acronym or an abbreviation and new ones are introduced with every model year, so I decided to try to put together our very own Porschesaurus which includes many of the most used ones. *Pedro*



*Editor's Note: Just for fun, test yourself. How many of these do you already know? You might be surprised. But no, CAFE is not a place to have coffee and a donut!*

- A** Amperes (unit of measure for an electrical current)
- ABD** Automatic Brake Differential (anti spin control for the drive wheels)
- ABS** Anti-lock Braking System (this technology maintains maximum tire traction while braking)
- AFR** Air-to-Fuel Ratio (also known as Stoichiometric point – 14.7 parts of air to 1 part gasoline by weight)
- AGM** Absorbed Glass Matt (no maintenance type of battery such as the Optima)
- AIR** Secondary Air Injection (additional pollution control on cold startup)
- ASR** Anti- Slip Regulation (prevents excessive slip on the drive wheels)
- AWS** Auto Weight-Sensing (controls air bag deployment based on passenger's weight)
- AX** Auto Cross (timed competition through a defined course, against the clock)
- BARO** Barometric Pressure Sensor (self explanatory)
- Brake Horse Power** (an engine's horsepower before loss to the secondary BHP systems)
- BPS** Barometric Pressure Sensor (self explanatory)
- BOX** Boxer (type of engine with 2 banks facing each other at an angle of 180°, slightly staggered)
- C** Celsius (unit of temperature measurement where water freezes at 0C and boils at 100C)
- CAFE** Corporate Average Fuel Economy (US Regulations aimed at automotive fuel economy)
- CAI** Cold Air Intake (way to deliver cold –outside- air to an engine to make more power)
- CARB** California Air Resources Board (California's Clean air Agency)
- CAT** Catalytic Converter (automotive system that clean exhaust gasses by chemical reactions)
- CCA** Cold Cranking Amps (the amount of current a battery can produce at 0°F / -18°C)
- CD** Coefficient of Drag - also CX (used to quantify the drag or resistance of an object)
- CDI** Capacitor Discharge Ignition (automotive electronic ignition which replaced inductance coils)
- CEL** Check Engine Light (self explanatory - same as MIL)
- CL** Closed Loop (self explanatory)
- CLU** Central Locking Unit (unit that controls the locking and alarm systems in a Porsche)

**DOHC** Double Overhead Cam (engine with dual cams in which each operate the intake or exhaust valves)

**DOT** Department Of Transportation (oversees federal highway, air, rail and other transportation)

**dB** Decibels (unit of measure in acoustics, electronics and control theory)

**DE** Driver Education (a safe, structured and controlled teaching and learning environment on the track)

**DFI** Direct Fuel Injection (a system that injects the fuel directly into the combustion chamber)

**DME** Digital Motor Electronics (engine Management System built by Bosch for Porsche automobiles)

**DTC** Diagnostic Trouble Code (diagnostic Error Code used by the On-Board Diagnostic (OBD-II) System)

**EACV** Electronic Air Control Valve (also known as the Idle Control Valve)

**ECL** Engine Coolant Level (self explanatory)

**ECM** Engine Control Module (same as ECU)

**ECTS** Engine Coolant Temperature Sensor (self explanatory)

**ECU** Electronic Control Unit (same as ECM)

**EDC** Engine Drag Control (prevents all driven wheels from locking up when the vehicle is overrunning)

**EECS** Evaporative Emission Control System (traps and stores evaporative emissions from the gas tank)

**EVAP** EVAPorative emission system (same as above)

**F** Fahrenheit (unit of temperature measurement where water freezes at 32°F and boils at 212°F)

**FCHV** Fuel Cell Hybrid Vehicle (a vehicle that combines electric and fuel-driven mechanisms)

**ft.lb.** Foot-Pound (a unit of measure of torque – rotational force)

**GT** Gran Turismo (Grand Tourer – performance car designed for long distance driving)

**GTS** Gran Turismo Sport (as above, but a 4 door saloon)

**GTS** Gran Turismo Spyder (as above, but a 2 door Spyder)

**GTR** Gran Turismo Racing (as the Porsche GT-3 R)

**HBA** Hydraulic Brake Assist (assists the driver in an emergency or panic-braking situation)

**HEV** Hybrid Electric Vehicle (a vehicle that uses two types of power, one of them being electric)

**HFC** High Flow Cats (catalytic converter with freer flowing cells, generally for racing)

**HP** Horse Power (unit of measure for power, generally for engines)

**HVAC** Heating, Ventilation and Air-Conditioning (self explanatory)

# PEDROGARAGE: PORSCHE SAURUS

*by Pedro Bonilla*

- IACV** Idle Air Control Valve (air valve in the throttle body which controls the engine's idle speed)
- IAT** Intake Air Temperature (temperature of the air as it flows into the engine colder means more power)
- IC** Ignition Control (the system responsible for igniting the air/fuel mixture in the engine)
- IC** Inter Cooler (mechanical device used to cool a fluid, generally air on an engine's turbocharger)
- ILSAC** International Lubricant Standardization and Approval Committee (Motor Oil standards)
- in** Inches (unit of measure for length)
- in. lbs.** Inch Pounds (unit of measure for torque)
- ITB** Individual Throttle Bodies (individual – one-per-cylinder – throttle body stacks)
- IMS** Intermediate Shaft (engine shaft which turns the timing chains on Porsche engines)
- KESSY** Keyless Entry, Start and exit System (self explanatory)
- L Liter** (Litre) (unit of measuring displacement in an engine and unit of liquid measurement)
- lb./ft.** Pound Feet (unit of measuring torque)
- LCD** Liquid Crystal Display (flat panel display that uses light modulating properties of liquid crystal)
- LED** Light Emitting Diode (a semiconductor light source)
- LSA** Lightweight, Stable, Agile (sub-frame-mounted rear suspension)
- LSD** Limited-Slip Differential (differential that can alleviate wheel spin while cornering)
- LWB** Long Wheelbase (vehicle with a longer distance between front and rear wheel than a comparison model)
- MAF** Mass Air-Flow (sensor that determines the amount of air being fed into the engine)
- MCD** Magnetic Chip Detector (sensor that can detect ferrous metal chips in an engine's oil)
- MIL** Malfunction Indicator Lamp (self explanatory - same as CEL)
- MON** Motor Octane Number (Gasoline Grade) (type of octane-rating for gasoline grades)
- MOST** Media Orientated Systems Transport bus (automotive high-speed multimedia network technology)
- MT** Manual Transmission (a.k.a. manual gearbox or standard transmission)
- MY** Model Year (model availability date – traditionally begins with the 4th quarter of the preceding year in USA)
- Mxxxx** Motorcycle (yyyy) (Helmet Safety Standard) (nomenclature to identify motorcycle helmet safety)
- NHTSA** National Highway Traffic Safety Administration (directs highway safety and consumer programs)
- Nm** Newton-Meter (unit of measuring torque)

- O2** Oxygen (self explanatory)
- OBC** On-Board Computer (offers information to driver regarding vehicle parameters, consumption, etc.)
- OBD** On-Board Diagnostics (vehicle's self-diagnostic and reporting capability – mandated after MY 1996)
- OEM** Original Equipment Manufacturer (generally refers to a replacement part made by the OEM)
- OHC** Overhead Cam (camshaft above combustion chambers which drives the valves and or lifters)
- OPC** Official Porsche Center (Porsche-approved service center, tire and or body shop)
- OS** Oxygen Sensor (sensor located pre and or post catalytic converter that measures O2 content in exhaust)
- PAG** Porsche AG (Porsche Aktiengesellschaft – Porsche Corporation – Porsche Auto Group)
- PAS** Power Assisted Steering (self explanatory – also known as power steering)
- PASM** Porsche Active Suspension Management (electronic damping control system)
- PCA** Porsche Club of America (formed by 139 regions throughout the USA and Canada)
- PCCB** Porsche Ceramic Composite Brakes (siliconized carbon fiber disc with very high temp capability)
- PCM** Porsche Communication Management (navigation system with integrated audio)
- PCNA** Porsche Cars of North America (Porsche's exclusive importer for USA and Canada – based in Atlanta)
- PDCC** Porsche Dynamic Chassis Control (active anti roll system on Cayenne vehicles with air suspension)
- PDE** Porsche Driving Experience (based at Barber Motorsports Park, AL – Porsche performance driving)
- PDK** Porsche Doppelkupplung (double clutch transmission)

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2025

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