

*Coastal*aire

December 2025

California Central Coast Region

Porsche Club of America

<https://ccc.pca.org>



Cover Story



Porsche Golf?

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

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:

California Central Coast Region of
Porsche Club of America (CCCR/PCA)
1259 Ironbark Street
San Luis Obispo, CA 93401

joseph.shubitowski@gmail.com.

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

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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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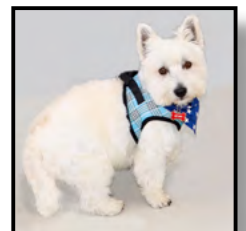
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Club Information

- 2 Member Services
- 3 Board of Directors
- 6 Prez's Corner
- 7 Editor's Wind
- 8 New Members
- 9 Anniversaries
- 10 Events Calendar
- 30 Advertiser Information

PCA / Zone 8 News / Porsche Items

- 31 Zone 8 Staff - Officers



11 *Charitable Contributions*

12 *CCCR People*

18 *ünStock*

20 *Drivers Education*

22 *National Instructor Training*

28 *Pedros Garage*



The Prez's Corner

Joseph Shubitowski • President

The 2025 Holiday Party was at a new venue this year and, wow, it was exceptional!! Café Roma really outdid themselves! The food was excellent, as was the setting, the music, the choral singers, and the parking!! CCCR members completely filled the main floor, and the bar area was a great place to sip and mingle before the festivities began. A summary article and many images will be featured in the January Coastalaire!

There are still a couple of events remaining this month. The White Elephant gift exchange will be held at Porsche SLO on December 13th, followed a week later with the rescheduled Drive to the Highway 1 Barriers. We have strong registration for both.....so hurry and sign up if you are considering one or both. Hopefully the weather will cooperate and let us drive Highway 1! A friend of mine did the same run with another car club and spoke to Caltrans folks working at the Regents Slide area. He reported that Caltrans is very optimistic about the March 2026 reopening of the entire length of Highway 1. It's been three years since the closure(s) so let's hope Caltrans is correct!

I know we just passed Thanksgiving, but I want to say thanks to all our volunteers who make events happen. Whether it be track events at zero-dark-thirty on a cold day, or getting waivers signed, or leading tours, or handling all the complex logistics of the NMBBQ and the Holiday Party, CCCR and PCA run on volunteer efforts and we wouldn't be having all this fun without all the countless hours that folks dedicate to a successful event! I also want to thank all of you for participating in events throughout the year! All AX dates sellout quickly, DEs are strongly attended, and driving tours and Drive 'N Dines are usually filled to capacity. Thanks to everyone who helps make our region so active and thriving!

Hope to see you soon and want to wish everyone the happiest of Holiday Seasons!

Let's Drive!

Joe

<https://ccc.pca.org>





The Editor's Wind

Chuck Jennings

<https://ccc.pca.org>

I hope you noticed that CCCR was included among the FROM THE REGIONS on page 100 of issue #824 of the PANORAMA. I try to send a photo and mini-story about us every month to Linda Goodman who compiles the entries. With 128 regions in PCA with recently more interest in competing for a limited number of pages allotted to FROM THE REGIONS, there's a backlog of these little shouts for attention. Hence, Linda has decided that she will publish regions' submitted snippets of news on alternating months, unless the competition subsides or the editors allocate more pages. Hence, look for us but don't be disappointed if we get bumped now and then. I'll keep submitting with hopes that our cheers for attention are given some well deserved preferential treatment.

The January Coastalaire will be a print issue and will feature our annual Holiday Party. You will receive a digital copy before your "analog" copy shows up in your mailbox a few weeks into 2026. Let's hope FedEx's printer gets it right the first time this time.

Merry Christmas and a Wonderful New Year!

Chuck



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PCA-CCCR New Members • May

Welcome New Members

Scott Hulett Paso Robles	2025 Cayenne Coupe
Kelly Kindler Los Osos	2024 718 Boxster
D'arcy Lorimer Pismo Beach	2019 911 Carrera 4 GTS
Sofia Marques Atascadero	1988 944
Charlies Morris Santa Maria	2022 911 Carrera S
Jim Sanfilippo Nipomo	2026 Cayenne Coupe
Beau Staley Solvang	2007 911 Targa 4
Tim Stevens Paso Robles	2025 Taycan 4S

Welcome Transfer In

Michael Lehrer Grover Beach	2023 718 Cayman GTS
---------------------------------------	---------------------



Find a new face.
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CCCR PCA Membership

Primary Members	552
Affiliate Members	327
Total Regional	879



National Primary	111079
National Total	168327

<https://ccc.pca.org>

PCA-CCCR Anniversaries

1 Year

Arden Jarrid
Emily Sarmiento
Richard Durbin
Nick Hawkins
Adam Kemp
Gus Blythe
James Nance
Jon Wong
David Brallier

2 Years

Brad Rainbolt

3 Years

Seann Worthington

4 Years

Robert Fritch
Elliott Walker

5 Years

Mark Irwin
Daniel Hromyak

6 Years

Thomas Edel
Paul Rohrer
Heather Leage
10 Years
Ralph Slocum
James Kunkel

14 Years

Chuck Jennings

15 Years

Bernhard Singen

16 Years

Charles Cohn

19 Years

Robert Sage
Brian Glusovich

21 Years

Richard Sweifel

25 Years

Brian Pritt

29 Years

Gerald Homolka

32 Years

Bob Breunig
Eric Ruzius



46 Years

William Irving



CCCR Events Calendar

Activities Director • Joe Kuntze



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

OK! Porschephiles! Everyone knows how much we love our cars. To help avoid the tragedy of rock chips, interior fading, dulled paint or even hot interiors we will meet up at rock armor auto in Santa Maria at 9 am where Tony Torres will go through all the latest products available to help us keep our cars looking factory fresh or better. We will then explore the wonders of Foxen Canyon Road to have lunch at the iconic Mattie's Tavern. You dont want to miss this one!

February 8 Valentine Sweetheart Lunch Buona Tavola

In the immortal words of Pepe Le Pew "My darling, you are my peanut, and I am your brittle!". It is time for our date lunch at Antonio Varia's Buono Tavola. get out those button down shirts, borrow a tie and polish Zuffenhausen's finest export. Time to take your partner out for lunch. We will meet up at PorscheSLO at 9:00 am for the drive up to one of Paso Robles premier eateries, Buona Tavola. We will enjoy a pleasant drive from PorscheSLO to one of the north countie's 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!

Feb 21 Hunter Ranch

Let's hit the links! We will meet up at PorscheSLO at 9:00 am and make our way to the beautiful Hunter Ranch golf course for a lunch overlooking the manicured greens and oak lined fairways of the premier north county golf resort.

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.

CCCR Charitable Giving

by Bill Chadwick

Photos by Tony Brizzolara

CCCR is very fortunate to end 2025 in a good financial position. The biggest contributor to our income was, once again, our Autocross program. We also receive generous support from Porsche SLO, including their sponsorship dollars and the use of their facility for Cars and Coffee, a starting point for Drive n' Dine events, and our monthly Board Meetings. Other significant income comes from advertisers (Coastalair and ccc.pca.org) and quarterly membership rebates from PCA National.

We consider ourselves very fortunate to have such a great Autocross program. Our Club developed the use of the track, built by Porsche in 2012 to promote the launch of the Porsche 991, at the Santa Maria Airport many years ago. The program is now directed by Fred Herr and a great group of volunteers who work hard to set up the track for each event and train & mentor drivers to provide a safe and fun environment.

The Club uses this income to support the Coastalair Magazine, our website, the annual New Member BBQ, our Holiday Party and other activities for our members.

This brings me to our year-end Charitable Giving. The picture below shows our donation of toys to **Big Brothers and Sisters of SLO**, a drive hosted by Porsche SLO. Sanja Brewer volunteered to fill her trunk with these toys and some of us helped her make the delivery.

Our Charitable Donations for 2025 will total \$7,000 - \$1,000 each to:

Provident St Vincent Medical Research
Big Brothers & Sisters SLO (toys)
SLO Food Bank
SLO Noor Foundation
Cancer Support Community
Estero Bay Kindness Coalition
Transitions Mental Health Assn SLO

In another great Charitable Donation this year, volunteer Joe Kuntze organized Costa D'Oro, an event in which he raised \$7,400 for the Flying Samaritans charity.

The December Board Meeting is always a good one as we commit to support our community.

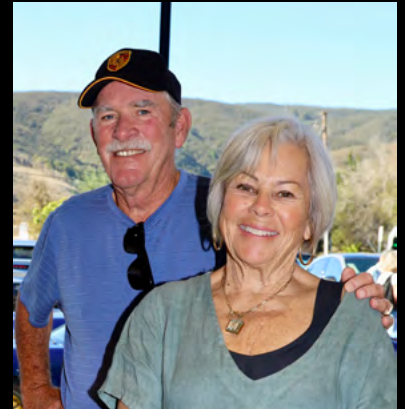


Above are Sanja Brewer (in red/black), Joe Shubitowski (in black), Carol Walker (in red/white), Bob Bruington (in blue), Bill Chadwick (in gray/tan), Mark Schilling (in yellow), **Big Brother Big Sisters Executive Director, Stacy Salame** (in black with name tag), and Dr. Joe Kuntze (in gray and blue jeans).

Cars 'n Coffee November 29

Photos by Tony Brizzolara





Cars 'n Coffee November 29

Photos by Tony Brizzolara





Cars 'n Coffee November 29

Photos by Tony Brizzolara





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ünSTOCK 2025

by Alfred Abken

*I*t was a dark and stormy night... (thanks Sparky, or whomever Charles Monroe Schulz got the idea from.) Sunday, November 16. Well before sunrise I was on my way to Santa Clarita for PCA's latest celebration of modified Porsches. Actually, as storms go, this wasn't too bad. Upon leaving home, I was bombarded by less than pinhead sized drops of water, which persisted all the way through the San Joaquin Valley, so it could have been much worse. Gaining elevation up the Grapevine, the drizzle/mist ended. Of course it reappeared again later, but traffic was not too bad, considering.

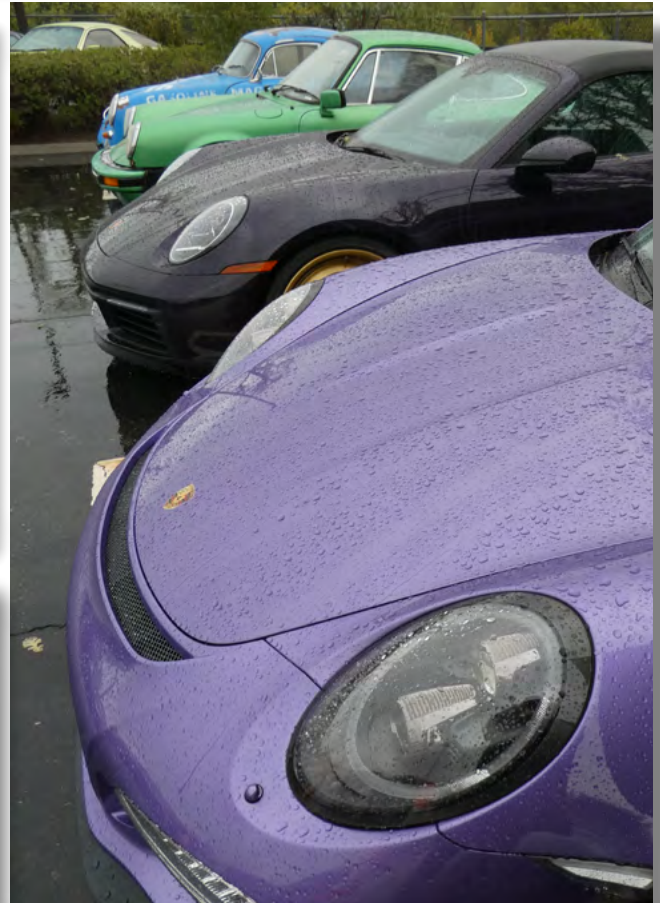


This year, ünSTOCK was held at Porsche Santa Clarita. It has been three years since I last attended one of these events. I don't know if it was the weather, but it did not seem to be that well attended. At least in terms of numbers of people. Anyway, aside from that, it was fun running into people I know and hanging around with them for a while. There were lots of spectacular cars to check out, and if showroom stock is your preference, Porsche Santa Clarita has a very large showroom, and downstairs they have a remarkable museum with some significant cars, as well as a replica of the first 356 Porsche.



The event was scheduled to end at 2:00 in the afternoon, but so many cars had left by noon, at 1:30 I said my "goodbyes" and started my return trip home.

Before I got to Gorman, I got into one downpour, which did not last very long, and I even saw some blue sky in several places coming back up I-5. All in all, it was a wonderful way to spend the day.



Drivers' Education 2025

Bob Bruington • Drivers' Education Director



Buttonwillow Classic November 1

Drivers Education track days for California Central Coast Region came to a successful ending for 2025. The last of three DE events held at the Buttonwillow Raceway on November 1st. We lucked out with the weather. It was clear and about 80 degrees, much better than the first DE of the year at Buttonwillow where the temperatures were 100 degrees plus. We had a very light turnout, and it seemed like miles of free track space for every session.

In addition to the DE portion of the day, we hosted a PCA National Instructor Training School for eight potential instructors. PCA sends a National Trainer to teach the school. Our trainer, Dan Germain, traveled all the way from Austin, Texas.

The day started early at 7:30am, progressed through a working lunch, and then ended after 5:00pm. It was a very intense day of classroom study and on track training. Each Instructor Candidate had a "Mentor", an experienced PCA approved instructor, to act as a novice driver for four sessions on track. These Mentors, volunteered to give up their day, sit in the classroom, and pretend to be novice drivers on the track, all to train the new instructors. **Chuck Jennings, Jon Milledge, Bill Deviny, Mark Schilling, Kevin Sullivan, Bob Poulin, Carls Stevens, Kevin Jubbal** – we all thank you! Without your help, we would not have been able to grow our instructor pool.



Above: Bob Bruington conducts the early morning mandatory drivers' meeting. The wall clock had not yet worked up, as was true for most everyone but Bob.



Right: Several drivers arrive for DE events with their cars towed on trailers. Most often these cars are highly modified and not licensed to be driven on public roads.

The National Instructor Training could not have been possible without a sponsor to help defray the cost of the school. One of the Instructor Candidates, and longtime CCCR member, **Marc Englert**, donated \$5,500.00 to CCCR to cover the cost! **Thank you, Marc**, for your donation plus helping CCCR gain seven new instructors who passed the training!

The new Instructors are **Scot Burns, Luke Cacciapaglia, Fred Herr, Rand Simonson, Larry Hebenstreit and Larry Kirlin** and (thank goodness!) **Marc Englert**! All passed the course and are now our new Driving Instructors. We now won't need to worry about having more students than instructors available for 2026 and beyond. **Congratulations and thank you all!**

We had a very light attendance for the DE event. Not counting the NIT school, we only had thirty-six cars on track. Those were, divided into three run sessions. To give you an idea how low attendance that was, we normally have sixty to eighty cars attend our DE events. There was so much free track space, it was like a private day at Buttonwillow.

As always, it takes a team of volunteers to run the Drivers Education track days. We have registration, tech, grid and black flag stations to be manned. If you attend our Autocross programs or the DE, you will recognize the names giving their time and expertise to our club. They include **Fred Herr, Kevin Sullivan, Jeff Bartel, Mark Schilling, Mark Torcaso, Alfred Abken, John Becerra, Bruce Morgenthaler, Sonny Brown and Bill Deviny**. Thank for your help for all three DE events completed this year, we could not run these events without you!

We have two DE dates for 2026 – May 1st at Buttonwillow, on the Classic Course, and Laguna Seca on June 29th. We normally have three DE events every year, but with the low attendance we had this past year, we will for sure host only two events, but if attendance picks up in the first two we may add a third event.

Your Porsche, along with it's fantastic ability to cruise along on the city streets and back country roads, is made for the track. No matter how you drive on the street, you will not ever have the same experience as you can on a professional racetrack. You will be able to explore the limits of your car and your driving ability in a safe environment. If you have not tried the Autocross or the high speed driving DE events, you are missing out on experiencing the fullest capabilities of your car. We have friendly, highly qualified instructors for both events. You will not wear out your brakes or tires in a day at either event, not even close.

Give it try in 2026. You may find you absolutely love it and wonder why you haven't tried it before.

You can always contact me with any questions you may have.

See you on the track in 2026!

Bob Bruington

CCCR DE chair
Aircooled911sc@gmail.com

National Instructor Training

by Chuck Jennings Photos by Chuck Jennings and Alfred Abken

November 1 • 2025

I have been a PCA driving instructor for a few years. I was first “approved” at a *Day Away From Work* event organized and produced by the **Grand Prix Region** at Willow Springs Raceway about ten years ago. On this past November 1st, I served as a “mentor” in CCCR’s first National Instructor Training event. Conducted at Buttonwillow Raceway.

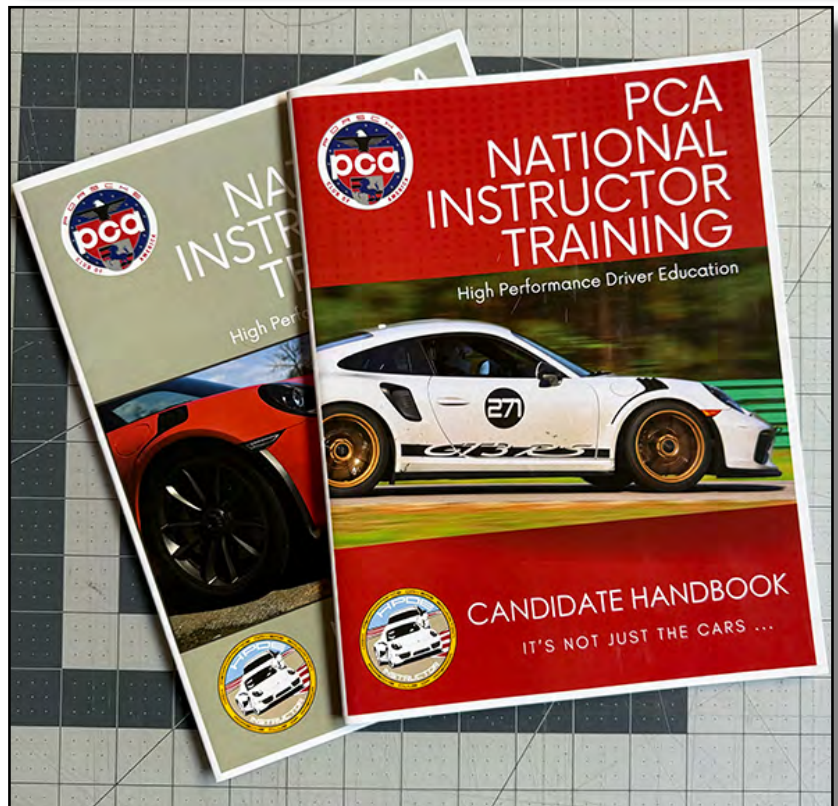
Bob Bruington, our Director of Driving Education (DE) events, was the initiator and producer of this event, and it was very informative, so much so that I wondered how much of a better instructor I would have been all these years had this been my initial training experience.

Organized and conducted by a very experienced **Dan Germain** from Austin, Texas, the program is almost more information to be processed and retained in one day. Indeed, Dan hinted that this program was normally conducted over three days. It was exhausting for my octogenarian mind. Nonetheless, I took away more than I had learned in my ten years of study and application at the track. The instructor candidates were very fortunate to begin their “careers” with this exposure to resources and infusion of information.

We “mentors” vounteered to ride and role play as “novices” with an assigned instructor candidate. In other words, we “played dumb” with the candidates from our first conversations, at speed on the track, and in the pits after we scared them out of their skin. As we progressed through the day, our skills improved, and we challenged the candidates with more intense laps.



Dan Germain instructs while Marc Englert, Kevin Sullivan, Fred Herr, Randy Simonson, Jon Milledge, Scot Burns and Greg Weisenfeld look on.



PowerPoint presentations and print materials were excellent. The printed materials were extremely valuable in refreshing our memories of the extensive information in the PowerPoints.



Cars in the NIT Mentor/Instructor program were queued up in a separate grid from the DE cars in order to facilitate more instruction time.

By role playing as a novice, we had to reach back to our beginnings and to the novice students we had instructed for errors, omissions, quirks, myths, stiff necks and rapid breathing. It was fun, but it was not easy to deliberately give up what we had so long disciplined ourselves to be and do. Braking too soon, turning in too soon, jerking the steering wheel, and using only half of the track was a challenge. We were also encouraged to exhibit bad attitudes, such as, a “know-it-all”, driving above our novice skill level, being overly timid, or just not listening. It was a devilish temptation to throw it all at the candidates all at once, just for the fun of it. But our real role was to encourage learning and awareness, not confusion and frustration.

Personally, I found it all a very fun and productive process, and I would certainly volunteer if offered again. **Marc Englert** was my candidate for the the first three sessions. He is an experienced driver, enthusiastic, and a quick learner. I soon moved my role play skill level up to more aggressive speeds, and he came along very well. Recommending him for instructor stratus was a “no-hesitater”. I was fortunate to be assigned **Luke Cacciapaglia** for his final checkout ride. Luke also has a lot of experience and awareness with track skills and protocols. I assumed the role of an experienced driver that wanted to be more competitive. Hence, I pushed my car and myself (and Luke) pretty much to my limits to see how he handled the stress. He was very calm and stayed ahead of me anticipating the next challenge the track had to offer. He was trackwise, articulate, and proficient – another shoo-in. At the end of the day, we approved seven new instructors, a great day for CCCR track events.

All our instructors are volunteers and very important for the continuance, growth, and safety our our program. Much gratitude to all who support us. And much appreciation to **Bob Bruington** for his tireless efforts in producing one of the few active and thriving DE programs in Zone 8.



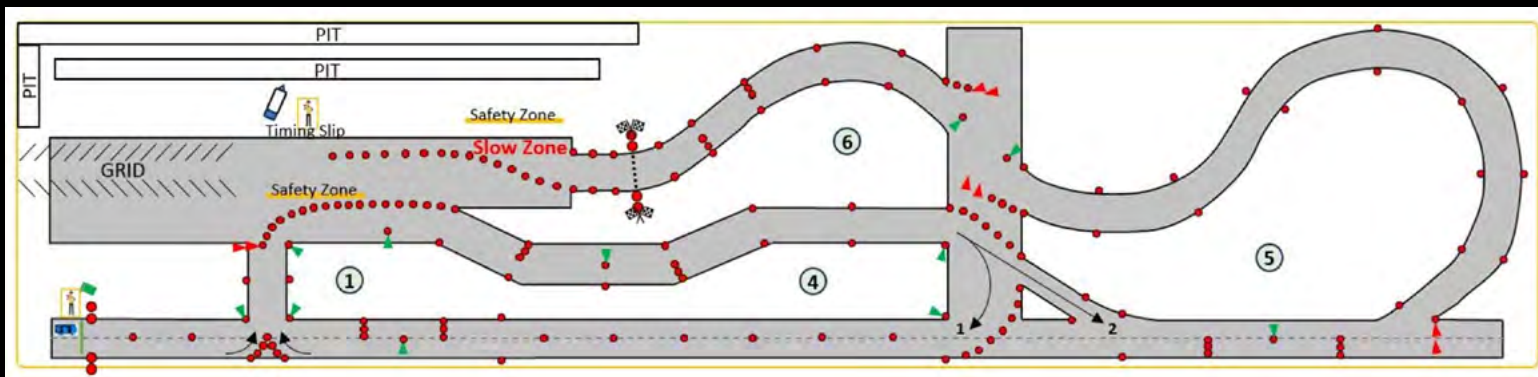
That’s me feigning a “bad attitude.”



Autocross2026



- Sat - 4/11/2026 AX - Academy
- Sun - 4/12/2026 AX 75
- Sat - 5/16/2026 AX 76
- Sun - 5/17/2026 AX - Ladies Only
- Sat - 6/13/2026 AX 77
- Sat - 7/18/2026 AX 78
- Sat - 9/12/2026 AX 79
- Sat - 10/17/2026 AX 80



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WHO ARE RON AND MON?

by Pedro Bonilla

If you look closely at the gas pump the next time you're filling up your car's tank, you'll see that the different types of octane available at the pump are measured using the $(RON + MON) / 2$ method. Here in South Florida the typical octane ratings (also known as gasoline grades) are 87, 89, 91 and 93.



But what exactly is octane, and who are RON and MON?

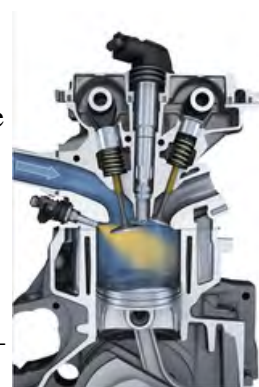
When crude oil is “cracked” or refined, it breaks down to produce hydrocarbon chains of different lengths:



Methane (CH_4) with one single carbon atom
Ethane (C_2H_6) with two carbon atoms in the chain
Propane (C_3H_8) with three carbon atoms in the chain
Butane (C_4H_{10}) with four carbon atoms in the chain
Pentane (C_5H_{12}) with five carbon atoms in the chain
Hexane (C_6H_{14}) with six carbon atoms in the chain
Heptane (C_7H_{16}) with seven carbon atoms in the chain
Octane (C_8H_{18}) with eight carbon atoms in the chain
Nonane (C_9H_{20}) with nine carbon atoms in the chain
Decane ($C_{10}H_{22}$) with ten carbon atoms in the chain
and others, including Kerosene, Fuel Oil, Lubricating Oils, Grease, Vaseline, Parafin Pitch, Tar and Petroleum Coke, each one with consecutively longer carbon chains with up to 26 or more carbon atoms in the chain as is the case of Petroleum Coke.

In an internal combustion engine, its compression ratio is a single number that can be used to predict the performance of the engine. It is the ratio between the maximum volume of the combustion chamber and cylinder, when the piston is at the bottom of the stroke and the minimum volume when the piston is at the top of its stroke.

In a properly-firing cylinder, the spark plug ignites the air/fuel mixture at just the right time and a flame front starts on one side of the piston and burns across the top to the other side, which creates a rapid and evenly-expanding gas that pushes down on the top of the piston and thus makes the engine rotate its main shaft. When the air/fuel mixture is ignited prior to the spark plug firing as with pre-ignition, the two flame fronts collide, causing a pinging and knocking noise and a loss of peak power.



High performance cars generally have high compression engines, such as the ones found in our normally-aspirated, flat-6 Porsches, because the higher the compression ratio, the more mechanical energy an engine can squeeze from its air/fuel mixture. However, higher compression ratios also make detonation more likely.

An octane number or octane rating is a measure of the resistance of gasoline and other fuels to self-ignite or pre-ignite due to compression in an internal combustion engine. As the compression ratio of an engine increases, so does the required octane number of gasoline if you want to avoid knocking.

In order to account for differences in the performance quality of gasolines, two engine octane numbers are routinely used: The most common type of octane rating worldwide, RON (Research Octane Number – simulates the fuel performance under low severity engine operation) and is determined by running the fuel in a test engine with a variable compression ratio at 600 rpm, and MON (Motor Octane Number – which simulates the fuel performance under more severe engine operation using the same test engine but with a preheated fuel mixture, at 900 rpm and with variable ignition timing to further stress the fuel’s knock resistance). The octane number is then reported as the average therefore we see: $\text{RON} + \text{MON} / 2$.

It turns out that heptane (C7H16) handles compression very poorly. Compress it just a bit and it self-ignites spontaneously. Octane (C8H18), on the other hand, handles compression very well – you can compress it quite a bit and nothing happens. By definition, the RON and MON of n-heptane and iso-octane are exactly 0 and 100. So, ninety-three-octane gasoline is gas that contains 93% octane and 17% heptane (or some other combination of fuels and additives that have the same performance of the 93/17 combination of octane/heptane).

Other fuels and their RON and MON values are listed in the table below.

FUEL	RON	MON
hexadecane	< -30	
n-octane	-10	
n-heptane	0	0
diesel	15-25	
n-hexane	25	26
1-pentene	34	
2-methylhexene	44	
1-heptene	60	
n-pentane	62	
n-butane	91	
Regular Gas (USA)	91-92	82-83
iso-octane	100	100
benzene	101	
t-butanol	103	91
ethane	108	
propane	110	
toluene	111	95
xylene	117	
isopropanol	118	98
ethanol	129	116
methanol	133	105
methane	135	122

An octane number doesn’t relate to the energy content of fuel as some people tend to believe, it is just a measure of the fuel’s tendency to burn in a controlled manner rather than exploding in an uncontrolled manner.

Another misconception that some people have regarding gasoline is that if they use a higher octane level than recommended by the manufacturer they can obtain better gas mileage or higher horsepower. That is not so because switching to a higher octane rating does not add any more hydrocarbon or oxygen content. The different octane ratings exist

so that each particular engine can have the best fuel possible due to its internal design (compression ratio).

However, burning fuel with a lower octane rating than recommended often reduces the power output or efficiency on the engine because of the knocking. Modern Porsches have anti-knocking systems integrated into the engine which are controlled by the ECU (engine control unit or main computer). These systems retard the ignition timing to reduce the tendency to detonate, but by the same token retarding the timing reduces power output and fuel efficiency.

To obtain the maximum power out of your engine, follow the manufacturer’s recommendation for gasoline octane requirements for your particular engine.

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Altitude Hone Loans.....	25
Baywood Inn.....	25
California Sportscars.....	31
German Auto.....	30
Giclee Print and Photo.....	30
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The Stable.....	7
The Tire Store	30
Tolosa Winery.....	27
Vintage Auto Body.....	17

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