

APRIL 2018

Coastalair

Your CCCR Newsletter

CALIFORNIA CENTRAL COAST REGION ■ PORSCHE CLUB OF AMERICA



2018 Activities Calendar
OBERwerks
Panamera Sport Turismo
2018 A Day Away From Work

<http://ccc.pca.org>



APRIL 2018

COVER PHOTO



2018 Panamera Sport Turismo

Photos by Joe Shubitowski

Editors

Chuck Jennings
concoursechuck@gmail.com

Alfred Abken
alabken@gmail.com

Staff Photography

Chuck Jennings

Webmaster

Art Trinidad

The Coastalaire and Coastalbreeze are available to all CCCR members on the website at <http://ccc.pca.org/>.

Coastalaire

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Member Services

Classified Ads

Classified ads are posted in the CCCR PCA website at <http://ccc.pca.org/>. Submit your text and photo (if required) by email to: Chuck Jennings at concoursechuck@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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Questions? **Jack Ravin** at jack2547@gmail.com

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



Chuck Jennings – President

805-459-7416
concourschuck@gmail.com



Andy Winterbottom – Vice-President

847-219-2964
awinterbottom@sbcglobal.net



Sanja Brewer - Secretary

805-541-9245
sbrewer@eyesonly.com



Ken Finney - Treasurer

805-542-9671
klf4slo9ers@charter.net



Jack Ravin – Activities Director

949-378-1634
jack2457@gmail.com



Larry Lloyd - Membership Director

805-925-1385
lloyd.larry@gmail.com



Chuck Hoops - Safety Director

805-674-6393
fourhoopses@sbcglobal.net



Warren White – Auto Cross Events

805-709-8455
warren41w@charter.net



Jon Milledge -DE Events Director

805-704-8785
jon.milledge@me.com



Bob Bruington – DE Events Assistant

805-528-2957
bruingtonplumbing@sbcglobal.net



Alfred Abken – Newsletter Co-Editor

805-221-5763
alabken@gmail.com

This month we have some very sad news. On March 15, David Miner, one of our most enthusiastic members passed away after a brief illness. Dave and his wife Iantha joined us three years ago, and have been active in many of our events. They formed many new friendships, and many of us will miss David very much. (See more on page 13.)

You will notice that in the last two issues of the Coastalbreeze/Coastalair we have included a report listing new members and members' anniversaries. (See pages 14 and 15). Our region continues to thrive, currently with five new members for the month of March, and 573 total membership. Also notice that we have members with 37, 39, 41 and 54 years anniversaries. Loyalty to Porsche runs deep.

I grew up in Indiana in the 50's and 60's. I do not remember having any awareness of the Porsche brand. The first time I saw one up close was when I was a Junior in college. Two of my teammates on the football team were brothers from the East Coast, and they "shared" a Speedster. I remember wondering, "What the heck is that? How do you get in or out of it? It has such narrow windows! How does anyone see out of it? And the engine is where?" My! Have I come a long way since John and Jan Kepler first joined PCA? It took me over sixty years to discover the Porsche mystique. And here I am, President of a PCA region with members of fifty-four years of loyalty. That's a remarkable destiny. 🏆

Board Meetings

CCCR members are welcome to attend the Board Meetings. Time may be made available for non-board members to have input during these meetings. Due to limited time and space, please call Ken Finney to inform of your intent to attend at 805-542-9671.

Location

San Luis Obispo
Country Club
255 Country Club Dr.
San Luis Obispo

Date and Time

First Wednesday of the month
at 6:30 PM

Minutes of all Board meetings are posted for your review on our website at ccc.pca.org.

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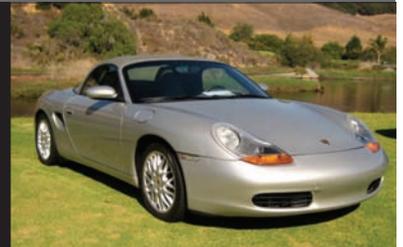
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PORSCHE



2018 CCCR Events Calendar Update

It's not just the cars,
it's the people.
Professional Club of Automobiles

<http://ccc.pca.org>

Look for reminders and updates via email.

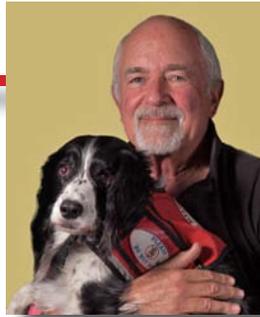
Date	Start Time	Event	Organizer
4-7	8:00 AM	Tour, Parkfield, James Dean Memorial, Lunch Rustic Fire	Joe Shubitowski/Jack Ravin
4-14	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
4-28	8:00 AM	Teststrecke XXIX, Autocross, Santa Maria Airport	Warren White
5-12	9:00 AM	Alfano Motors, Mother's Day Lunch, Hunter Ranch, Paso Robles	Steve Archulita
		Must RSVP required: ca1surf@yahoo.com	
5-18	8:00 AM	DE at Buttonwillow	Jon Milledge
6-9	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
6-16	8:00 AM	Teststrecke XXX, Autocross, Santa Maria Airport	Warren White
6-23	10:00 AM	Tour to Mullen Museum, Oxnard,	
		RSVP required: rc.sherman@outlook.com	Randy Sherman
7-14	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
7-21	9:00 AM	Tour, Piedras Blancas, RSVP required, Jim Major jimandroberta2	
7-28	8:00 AM	Teststrecke XXXI, Autocross, Santa Maria Airport	Warren White
8-11	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
8-18	9:00 AM	Coastal Peaks, Wine Country Tour, Edna Valley	Ron Green
9-8	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
9-15	8:00 AM	Teststrecke XXXII, Autocross, Santa Maria	Warren White
9-22	8:00 AM	Tour to Old Days Festival, Los Alamos	Jim and Shu Gerpheide
10-6	11:00 AM	New Member BBQ, Ragged Point	Chuck Jennings
10-13	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
10-20	TBA	October Fest, The Rock @ SLO Brewer	
11-3	8:00 AM	Teststrecke XXXIII, Santa Maria Airport	Warren White
11-10	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
11-17	TBA	Tour to Pozo and lunch	Larry Lloyd
12-8	9:00 AM	Breakfast, Flagship Restaurant, Pismo Beach	Jack Ravin
12-15	6:00 PM	Annual Holiday Dinner Party, SLO Country Club	Sanja Brewer

Jack's Calendar Corner

by Jack Ravin

Greetings from Vancouver Island, Canada.

I am here for some R & R. This is my annual trip that has turned into four times a year. I really came up to check out this 57 T replica Electric Speedster by Intermechannica based in Vancouver, BC. See photo. If all goes well, you might see it at some events next year.



I'm very excited about the May 12th Mother's Day event put on by Steve and Anji Archuleta. We meet at 9:00 AM in front of Alfano Motors in SLO. I'll try to pick up coffee and donuts for everyone. We leave there for an interesting drive up to Hunter Ranch for a light lunch followed by a visit to the 10th Annual WarBirds Celebration.

June 23rd: Event Planners Randy and Wendy Sherman will put on the drive down to the Mullen Auto Collection with lunch at a local place.

July 21st: Jim and Roberta Major, event planners and tour guides, will be leading the drive up the coast from Alfano Motors to lunch at Centrally Grown followed by a guided tour of the Piedras Blancas Light Station.

August 19th (Sunday) event planners Ron and Joyce Green have planned out a nice lunch and drive through the wine country with our final stop at Fess Parker's Winery.

It was mentioned in the last Newsletter that we have a new group of energetic members known as Event Planners. About 20 in all. They will be pulling together events for next year. If you have any suggestions for an event please let me know. Don't worry, I will ask you to help put it together.

Keep an eye out for these coming events:

All the event planners want to thank everyone for your attendance to these events. This is your club and these events are for you and your family. 🐕



I will be back for the April 7th drive out to the James Dean Memorial with lunch at Rustic Fire in Paso Robles. See photo. Joseph Shubitowski is the event planner this month. He put a lot of time into setting this up. Thank you so much Joe.





June 23

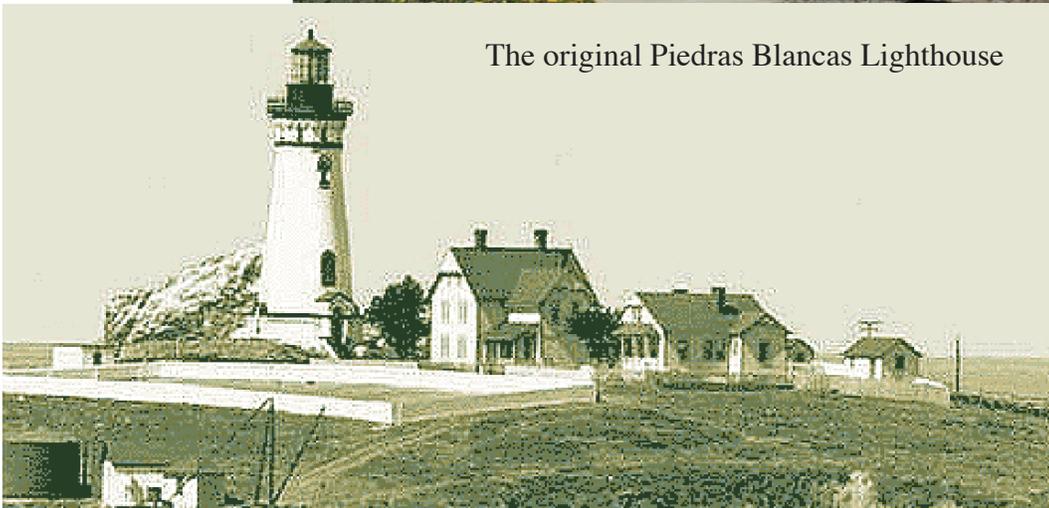


Piedras Blancas Lighthouse Tour

July 21

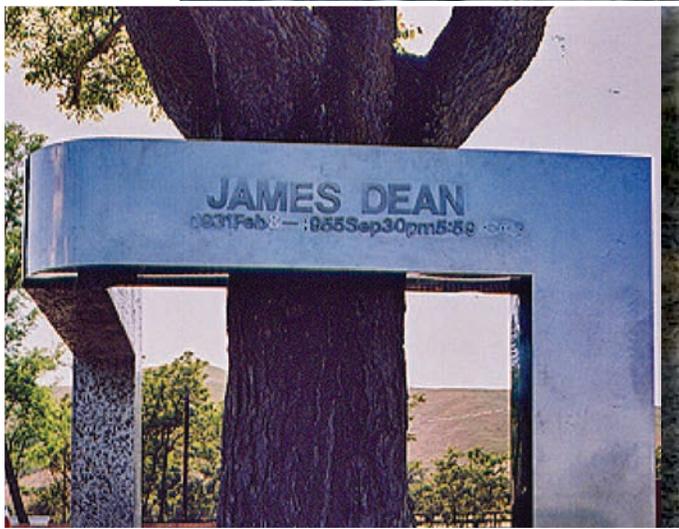


The original Piedras Blancas Lighthouse





April 7



Looking East at the intersection of Highways 41 and 46. Dean's car came to rest on the right side of this image beyond that yield sign.



The Driver's Corner a.k.a The Late Apex

CCCR-PCA presents

AUTOCROSS 2018

At Santa Maria Airport



Teststreckee XXIX

April 28

DE at Buttonwillow

May 18

Teststreckee XXX

June 16

Teststreckee XXXI

July 28 *

Teststreckee XXXII

September 15

Teststreckee XXXIII

November 3

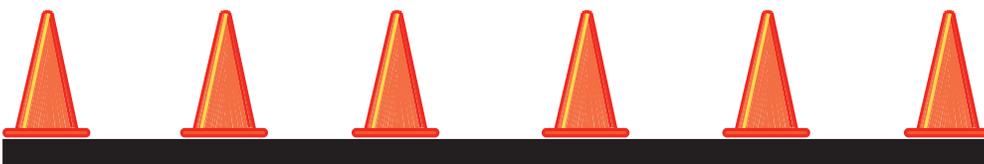
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Zone 8 Events



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MEMBER PROFILES

Jim and Roberta Major

Event planners for the July 21st tour.



When we met, it was a comedy of errors. A mutual friend had invited us separately to a dance to meet other people! And that was pretty much it. Roberta asked me to dance, but I just got back after a four-hour drive from Cambria and was not in the mood. But afterward, I thought about her and asked her out. Again and again. We finally got married in our new home (in a new home development that she was selling) that was under construction, standing on stacks of sheet rock. That was thirty years ago.

We were both professionals, Roberta a new home sales agent, and I a materials manager for an electronics manufacturer.

We picked up our first Porsche, a '98 Carrera S in 2005, joining the Diablo Valley Region of the PCA. A few years later we sold it to our son who had just retired from the Army. After being Porsche-less for a year or so, we bought a '99 guards red cab which we still have.

Retiring to Cambria hasn't slowed us down a bit. We are kept busy volunteering for darn near everything. Piedras Blancas light house, Hearst Castle, Meals on Wheels. Jo-slyn Center and the Cambria Newcomers Club are all on our calendar. We've even delivered meals in the Porsche, getting the strangest looks!

Our planned lighthouse tour on July 21 starts off at Centrally Grown in Cambria at 11:30 for lunch. After lunch, we'll drive up to Piedras Blancas for a two-hour tour of this amazing place. Make sure to bring your cameras, the recent rains are bringing out the wildflowers

Scott Wilson



Scott's gorgeous 2011 Porsche Carrera S Cream White/Sand Beige. Since this picture was taken he has added new OEM Porsche Sport Classic wheels and black stone guards. His car gets a lot of attention everywhere he goes in it.

Scott moved to Cambria from Palos Verdes Estates. He rejoined PCA late last year. He was a member in the late 60's early 70's.

David Miner 1947 – 2018 by Chuck Jennings



I met Dave Miner in March of 2015. He had recently purchased his first Porsche, a '99 911 Cabriolet, and was a new member of PCA. I was his instructor for one of our first CCCR autocross academies at the Santa Maria Airport. He was quite proud of his Carrera not only because it was his first Porsche, but in fact, he had initially not set out to buy a Porsche, but when he found this car, it was too good a deal to pass it up. The previous owner had just put \$7000 into the car, including an upgraded IMS bearing, and Dave bought it for \$16,000. Not exactly the thrill of one of those amazing barn finds that we hear about, but it was an exceptional find, nonetheless. He had had the car for only three months, just enough time to grow to appreciate the quality and performance characteristics he had not previously experienced. He was quite enthusiastic. The car did not need much, but he and I talked about all the things he could do to the car to make it his own prized toy. Wheels were first on his list.



According to Dave's wife, Iantha, his joy for cars started in high school in the Visalia area when he and his buddies built dune buggies, and brought them to "race" on the dunes of Guadalupe and Oceano "with a six pack of beer." Later, his enthusiasm included water skiing, and jet skiing, including jet ski sales. Power cruisers were the source of many good times on the delta around the Sacramento and San Joaquin Rivers. When Dave and Ianka moved Morro Bay to be near the water, he gave up boating but transitioned to the Porsche 911 for his source of fun.

Up until his acquisition of the 911, his choice of car fun was Mercedes. The Porsche was his first authentic sports car, and Dave said, "Now, I'm going to just have some fun." And of course, autocross provided the perfect opportunity for sampling the fun-factor of a 911. I also instructed Dave on his first track day during one of our DE events at Buttonwillow Raceway.



Both Dave and Iantha were as enthusiastic about CCCR as he was about his 911. They became "regulars" at many of our club social events, including breakfasts, tours, and the annual holiday party. But their single favorite event was the tour to the Blackhawk Museum in Danville followed by the boat tour on the San Francisco Bay. Iantha said, "It was near our anniversary, so that was a very special time for us."

Everyone who knew Dave will miss him. He was a good fellow, well liked, and a "Porsche Guy." 

CCCR New Members & Anniversaries in March

NEW MEMBERS IN MARCH

Claudio Baserga James Dean
Jeffrey Chenoweth Daniel Corsini
Lynnda Christensen

19 YEARS

BRIAN & BEVERLY LOUW

20 YEARS

TERRANCE & BRENDA DE-
GROOT
CRAIG & LYNN SWETLAND

21 YEARS

KEN & GISELA COOPER

22 YEARS

JAMES & ANN COLLINS
JOHN ESKELIN &
LISSA McCONNELL

23 YEARS

SANDY & ROY KEEFER
CHARLES & SHELLY
STEVENSON

25 YEARS

ROBERT & CHERI CLUCAS

26 YEARS

LAWRENCE & KAREN
THOMAS

28 YEARS

DOUGLAS & ROBIN HENDRY

37 YEARS

HAMPTON & SUSAN MILLER

39 YEARS

RICHARD BERG &
SAMANTHA CURRAN

ANNIVERSARIES

1 YEAR

JAAP VAN LAGEN
TIM CALABRETTA
MICHAEL BELL
MIKE DIRKES
PHIL HENRY
GEOFF STRAW

2 YEARS

JOHN WHITWORTH
ERIC KALTENBACH
URS GRETENER
RICK ALBRO
STEVE & SANDRA DUBOW
JACK MOYER

3 YEARS

DAVID MINER
IANTHA MINER
NICHOLAS TAYLOR

4 YEARS

STEVE & LAURIE POTRATZ
HARRY MURPHY
JOE & DONNA DERVIN

5 YEARS

JOHN & TERESA LARSON
RANDALL SHERMAN

6 YEARS

CARLOS GOMEZ
ALFRED & NEIL GRIFFITH
THOMAS SHEPHERD
QUINT STEVENS
DENNIS ROBINSON
ALEX MARTI

RENATE VET

7 YEARS

RICHARD & COLEEN WOLFE

10 YEARS

JOHN & JOELLE CLIFF

12 YEARS

SANJA BREWER

13 YEARS

ROY & CAROL COFFMAN

16 YEARS

MAURICE & JEMMA HEAGREN
JOSEPH & JACQUELINE SHUBITOWSKI

17 YEARS

ROBERT & CAROL WALKER

18 YEARS

BILL & LISA CHADWICK
MARTIN HOWELL & JEANNE HANYSZ

CCCR Members' Anniversaries for April

1 YEAR

MARK SCHILLING
JOE PELZ

3 YEARS

CRIADO JEAN-LUC
FELIX HERNANDEZ JR. &
PETER HERNANDEZ

4 YEARS

KELLY SANDERS
ART & DEBBIE JO TRINIDADE

5 YEARS

JACK & DIANNE RAVIN
ROBERT & HELEN WONG

7 YEARS

DOUG ONEAL

9 YEARS

BILL TURNER & DEBORAH LINDEN
ROBERT BOLLINGER
PATRICIA BOLLINGER

11 YEARS

MONICO & KAY PASILLAS

12 YEARS

JAMES YOCUM

13 YEARS

RICK & RHONDA MAREINA
CHARLES & DEBORAH AMIAN

15 YEARS

KITTY GREENE

22 YEARS

DAVID & CONNIE BETTS

23 YEARS

DON & CINDY DUFF

24 YEARS

ROBERT & BARBARA WORTHY

33 YEARS

R. STEPHEN & DOROTHY
HEINRICHS

39 YEARS

GARY SWAUGER & SUSAN BARGHINI

41 YEARS

DOUG & JUDY BROWN

54 YEARS: JOHN & JAN KEPLER



OBERWERKS with Guy Ober



A late Happy New Year greeting to all of my fellow Porsche Pushers. This month we have questions regarding pre-1999 cars, and I am pleased that our members are working on them and getting them on the road where they should be. Let's see how much of my long-term memory is working!

The first question is from an owner of a 1995 993 Cabriolet. He wants to go to 19" rims, but the owner's manual recommends a maximum diameter of 18". 993 ('95-'98 911) coupe owners have been successful with the 19" upsize. So why is the cabriolet singled out? From my personal knowledge I recall a customer that fitted 19's to their cab and



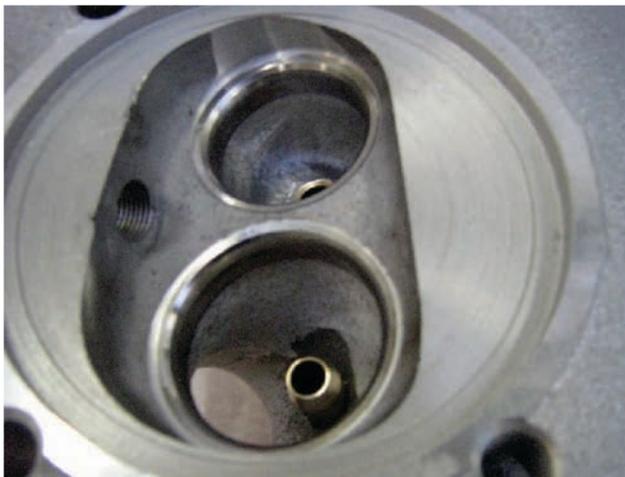
it ended up with a strange harmonic type shake at highway speeds. We balanced the tires, checked for out of round rims and tires, tried a little more toe-in on the front – all the usual culprits, but it still didn't help. Our conclusion was the factory was right. I suspect with the lower profile tires, stiffer side walls and the with the cabriolet having a less stiff chassis this problem raised its annoying head at a certain speed where that combination caused a vibration. The owners went to back to 18" wheels / tires with correct profile for the 18's and the problem went away. I can't say this will always happen but the factory engineers are right most of the time.

The second question is also from a 993 owner (nice to see they are still out being driven instead of polished and stored). They want to retrofit the factory headlight system to an HID lighting system. I assume this would be using the factory lens and re-

lector. I'm in luck, as this month's Panorama magazine had the same question posed. They found that the main problem is the reflector inside the housing is designed to have the stock halogen bulb in a very precise spot. This is so the beam is projected properly down the road. My advice is the same as the Panorama tech guys. Don't do it unless you are very handy with tools and

measurement as you will have to do cutting, modifications and patching of the interior housing. My recommendation is to purchase the same size of bulb in a modern extra white 55 wattage. You can find 100 watt high beam bulbs, but this adds much more amperage going through the circuit / relay which was not designed to handle that power. You could add extra load reduction relays, but that project is not typically in the DIY recommendations for most people. When we upgrade pre-90 cars to the euro-style headlights we always add load reduction relays at the fuse box area. This greatly reduces the amperage thru the headlight hi/lo switch and increases the life of the switch as well. It also keeps voltage drops to a bare minimum, which is important as halogen bulbs love voltage.

Boy, the next one goes way back to the era when I started wrenching (I was about 6 years old, but could get under the dashes much easier). The owner of a 1972 914 is experiencing pinging under load. The engine is a 1.7 liter (does not say if it is fuel injected or carbureted). He states that the pre ignition is better with premium fuel and that adjusting the timing with more advance helps as well. He also wanted to know if it's time for a rebuild (If I read between the lines correctly he has had this car for a while and this problem is new). A stock 914 factory setting for full mechanical advance is 27 degrees (usually this works out to about 7 degrees). I have always found they run better with 30 degrees total mechanical advance. The first thing would be to see if the advance is coming in too fast. Possibly a broken advance weight spring. Other things to think about would be excessive carbon build up which should also indicate excessive oil consumption. Pulling the spark plugs for one or more with lots of oil crud on the electrode would be an indicator (do an internet search for pictures of plugs and what their wear indicates). Performing a compression check might show a cylinder with higher compression than the others. My big question is, are you really hearing pinging or is it actually popping back thru the intake? 914's have a history of valve seats not staying in the head. The seats can move around and create lots of odd noises that turn into general havoc. Start with the distributor, pull it out and take it apart until you can see the advance weight springs. Then do some R&R. If you have gone that far with a 46 year-old distributor, you may as well rebuild it anyway.



The last one is from an owner of a 1979 928. His steering rack is leaking and he can't find a NOS (new old stock) on-line. We don't use new racks unless we have to. We have a company in the Mid-West that does great rebuilding on the racks, and provide an excellent warranty. The thing you have to do when you are replacing steering racks is to make sure the system is flushed clean (use the same hydraulic fluid). Replace the power steering reservoir as well because it has internal screens that get clogged and these cannot be easily cleaned and certainly cannot be replaced.



There are also power steering pump seal kits available. If you decide to do the rebuild yourself, I would also disassemble the power steering rack and inspect for metal grindings in the housing. Don't just clean out the metal and think you are done. Find out what is worn and replace it if you can. Sadly, sometimes you just have to decide that a job is best left to people who do it for a living and can do it right. That decision is yours to make. Always remember that Porsches are designed carefully (sorry all you IMS victims. I should say that it is a general rule), with very tight tolerances and packaging. There is rarely room for slop; so proceed at your own peril. The reason for this extra work is due to the fact that if the rack seals / rack rod have failed due to metal particles from the pump scoring the rack. Your new rack won't last long and you will have problems getting any warranty from the rebuilders.

As always, thank you for your questions and giving me the space to answer them. Ober and Out. 

Panamera Sport Turismo and More by Joe Shubitowski



Stunning Audi display.....gosh I love the A/S7. Sat in new A6 hybrid, and got the full scoop on the car – in French! Tried to get some seat time in the new VW Golf.... but the line was huge so I managed to get a picture instead. The Lambo Aventador was very photogenic if one could manage to get to the front of the line to even get a glimpse of it! Onwards!

Over in GM-land, I got seat time in a Corvette 427 convertible, sat in multiple Cadillac ATS for the first time and realized that it could be a serious contender for the BMW 3 Series. Saw all the diesels that GM offers in Europe but not in the US.

McLaren had all their cars in a deep burnt orange. The new P1 is a knockout. Right across the aisle was the new Jaguar F Type. The car journalists are swooning over it....but it did not do a whole lot for me. Let me know what you think!

Paris is a ghost town during early/mid morning on any given Sunday, so I thought I would head out to the Pte. de Versailles exposition centre early on Sunday to be at the gates of the 2012 Mondial de l'Automobile. The Mondial is the greatest of the European auto shows and alternates annually between Paris and Frankfurt. I was fortunate enough to be working in Paris and have a free Sunday; so off to the show I went! Thousands of other Parisians had same idea I did, so the entrances to the expo centre were jammed long before opening time.

Upon opening, I bolted to Pavilion 4 which was the home of the VW Group – Porsche, Audi, Bentley, Lamborghini, VW, Seat, and Skoda (plus Toyota and Lexus somehow got in there as well...). The Porsche display was well stocked with the world premier of the 991 C4 and C4S models, the 8 cylinder turbo diesel Cayenne S, and the unveiling of the concept Panamera Sport Turismo (think, elegant hybrid Panamera shooting brake). Great cars, great colors, great display, and I walked away thinking I actually could buy a Porsche station wagon!





Photo by Alfred Abken

Pavilion 1 was filled with BMWs, Minis, Mercs, and Fords, along with all the French domestic manufacturers. I cannot begin to tell you how crowded this pavilion was. Thousands upon thousands of folks there to try and get some seat time in the new Renaults, Citroens, and Peugeots. Then there was Ferrari. The aisles were ten deep just trying to get close enough to take pictures of the F12 Berlinetta along with various 458s, California Spyderys, and the “Breadvan” throwback FF.

The final stop was Pavilion 8 which had recreations of manufacturer displays from Mondials back in the day. Great old Citroen, striking Alpine A110s, and a great Porsche display with three cars from the Porsche Museum – a 1987 959, a 1965 911 and a 1996 993 C4S T-series coupe in Guards Red, which would look right at home in my garage next to my Aventura Green version of the exact same model.



It was an amazing day at the Mondial and I can't wait for the Porsche pavilion at the LA Show next in November! Hope the pictures provide a glimpse into the cars and the excitement they generated. 🍀

A Day Away From Work by Chuck Jennings

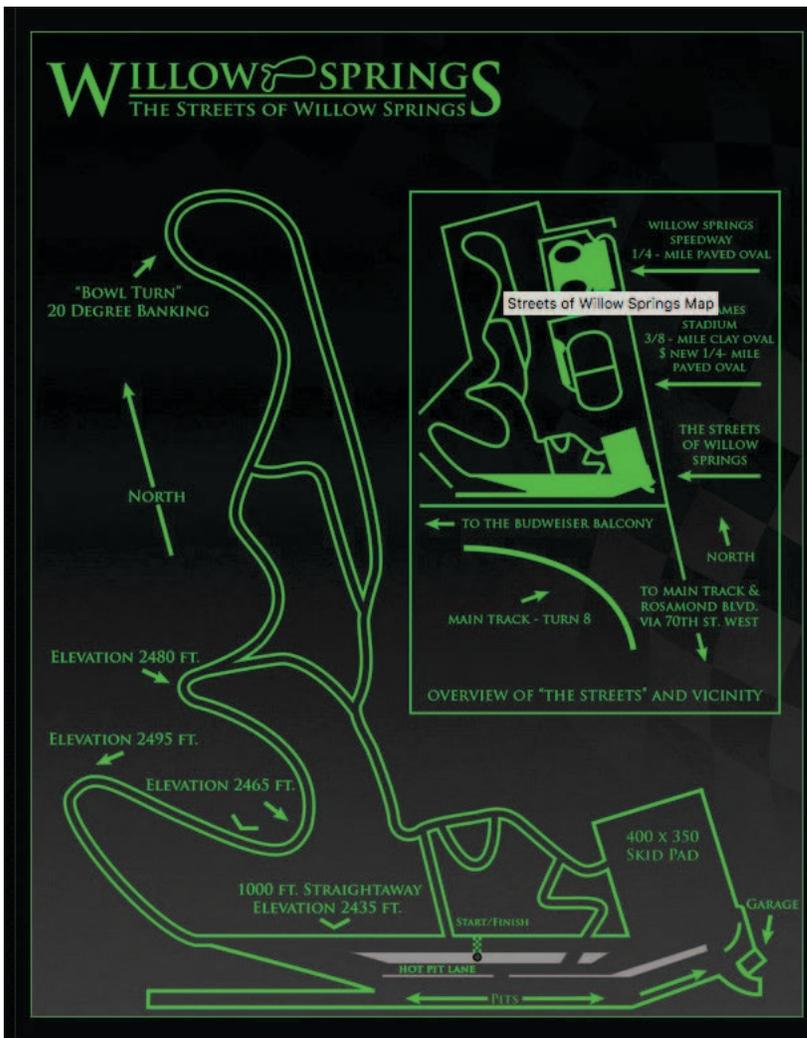
On March 12 (Yes! That was a Monday), five CCCR members took a day off from work, as proposed by the Grand Prix Region of Zone 8, for a DE/autocross event at the Streets of Willow-springs a.k.a. “The Streets”, the lesser track next to “Big Willow” at Willowsprings Raceway. Midway between Mojave and Lancaster the tracks (and there are several there) are well placed in the middle of the proverbial “Nowhere”. Actually, none of us had to take a day off from any form of work, unless you count golf or wrenching on our Porsches. In fact, with all the changing of wheels and tires, checking tire pressure, working the grid, and instructing, any R & R was left in the hotel in Lancaster the night before. None of us won a trophy or stood on a winners’ podium, but we were as happy as a bunch of puppies running around on a brand new couch with no body home to care what a mess we might make.



Photos by Alfred Abken, Warren White and me.



Although DE events are technically not racing, drivers share the track with other drivers, and passing is allowed if the driver in front of you gives a hand signal called a “point-by”. Consequently, if a faster car advances close to your rear, you should give a point-by when it is safe. The drivers are assigned to a group from novice to advanced based on their experience and documented skill. In the novice group, passing is allowed only on certain straight sections of the track. Above, David Gray, #71, leads the blue GT3 after a point-by. David was running his GT3 with the advanced-intermediates. He had been trying to pass the blue GT3 for several laps and was quite pleased with my photo documentation of his success. David has been driving track events not much more than a year. He has progressed with remarkable acceleration.



Above, I enter the straight headed toward the start /finish line. This was my second event on The Streets, the first time running counter-clockwise four years ago. I love my Cayman S!



Above, Tom Dobyns enjoys his recently acquired GT3. He says it's a "rocket". Everyone of the CCCR drivers knows that very few other drivers have much hope of stay in front of Tom, no matter what he is driving.



Above, Warren White in his Cayman #41 leads another Cayman (in blue) and Tom Dobyns around the turn off "the skid pad" headed toward the start/finish line. At 1.6 miles with a lot of elevation changes and at least one 100+ mph straightaway, "The Streets" is considered a larger, faster autocross track than typical. Warren did a good job of keeping Tom Dobyns behind him for a lap or two, but honoring Tom's faster GT3, Warren soon gave him the pointby. At the end of that session, Warren remarked with a big grin, "Now ain't that more fun than a barrel of . . ."



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