

MARCH 2019

Coastalbreeze

Your monthly update

CALIFORNIA CENTRAL COAST REGION ■ PORSCHE CLUB OF AMERICA



2019 Activities Calendar

DE at Laguna Seca

**BBQ and Potluck at Jason Len's
Tour and Lunch at Pozo Saloon**

<http://ccc.pca.org>



MARCH 2019

COVER PHOTO



Porsche Colors

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

Coastalbreeze

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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: Joe Shubitowski at

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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Wow, what fun at Laguna Seca!!

On Friday March 15th a community of drivers and exotic cars gathered at Laguna Seca to enjoy the challenge of this famous track for a day.

I did not think that I would ever have a chance to drive my own car at this historic venue. Thank you to Bob Bruington, Warren White, Chuck Hoops, Alfred Abken and many other volunteers who made this memorable day happen!

For me, it was a very humbling experience after having had 12 years of Solo I and Solo II driving experience in a fully modified 911SC to have stepped down to a Boxster with 200 hp. I was surprised to be enjoying a challenging and enlightening driving experience learning from my friends, teachers and this amazing track. I also learned that the Boxster is a classic and capable racing machine of great design and ability, given its modest place in the great Porsche lineup.

Suddenly I was hurtling into a whole new driving experience on a vertically challenging track in a car whose limitations were still unknown to me. It was pretty scary at first and more amazing with time as the laps passed by.

With me screaming in exhilaration, my instructor Chuck Hoops showed me just how hard my little garage kept Boxster could be driven. It not only handled my instructor and I driving it, but we hot seated the car with two other drivers in sequence. The car, my car, performed flawlessly without a hitch. It's a testament to the great Porsche tradition and a very special race track that I fully feel the excitement of driving again. 🏆

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 Sanja Brewer at 805-541-9245 to let us know you intend to attend.

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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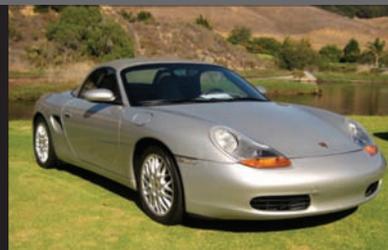
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PORSCHE



2019 CCCR Events Calendar Update



<http://ccc.pca.org>

Look for reminders and updates via email.

Mar 29-31 California Festival of Speed, Auto Club Speedway, Fontana

Mar 31 Formula 1, Bahrain

Apr. 3-6 Treffen, Santa Barbara

 **Apr 13 7:00 AM Teststrecke XXXVI, Santa Maria** **Contact Warren White**

 **Apr 13 No Flagship, Return of the miniature train even** **Contact Jack Ravin**

Apr 14 Formula 1, China

Apr 20 Santa Barbara Region autocross

Apr 27 Formula E, Paris

Apr 28 Formula 1 Azerbaijan

 **May 11 9:00 AM Breakfast, Dorn's, Morro Bay** **Alfred Abken**

 **May 17 7:00 DE Buttonwillow Raceway** **Bob Bruington**

May 25 Formula E, Berlin

May 26 Formula 1, Monaco

May 26 Indianapolis 500

 **June 1 7:00 AM Teststrecke XXXV Autocross, Santa Maria** **Warren White**

 **June 8 9:00 AM CCCR Breakfast, Dorn's Morro Bay** **Alfred Abken**

June 9 Formula 1, Canada.

June 15 OCR Concours, Sea Terrace Park, Dana Point.

June 22 Formula E, Bern.

June 23 Formula 1, France.

June 30 Pike Peak International Hill Climb.



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

CCCR-PCA presents



DE and AUTOCROSS



Teststrecke XXXIV

April 13

Teststrecke XXXV

June 1

Teststrecke XXXVI

July 20 *

Teststrecke XXXVII

Sept. 7

Teststrecke XXXVIII

October 19 *

Teststrecke XXXIX

Nov. 16

**Details and Registration at motorsportsreg.com
or contact Warren White at 805-709-8455**

*** Zone 8 Events TBA**

DE

Buttonwillow

May 17

November 15

PORSCHE

Santa Barbara

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Autocross and DE
Events*





CCCR-PCA Driving Tour to visit Ken Kelley's Trains in Santa Ynez

Join us Saturday, April 13th for a return visit to Santa Ynez to experience Ken Kelley's incredible train collection and model railways. A million dollar collection of Lionel trains running through California Coastal towns.

Reminder that there will be no breakfast at the Flagship in April.

There will be two departure points: North, we will meet at Alfano Motors, 1423 Calle Joaquin, San Luis Obispo, 93405 around 9:00 AM for coffee and donuts,



We will have a safety announcement and sign waivers.

At 9:30 we will head down 101 and exit at Stowell Rd exit (170).

South, Meet in the parking lot for Michael's 1321 S. Bradley Rd, Santa Maria, 93405 and Carl's Jr. We should arrive there around 10:00 and will have a short rest stop and connect with our South County and Santa Barbara County members for them to sign waivers and join in for the remainder of our drive.

We will plan to leave there at 10:30 and follow Foxen Canyon Rd. through the eastern Santa Maria Valley and on into Los Olivos Wine Country. Once in Los Olivos, we will cut over to the 101 to head into Buellton for lunch at Firestone Walker's Taproom, 620 McMurray Rd., 93427. The Taproom has agreed to do separate checks and to allow us to just order off their menu when we arrive. After lunch we will make our way to Ken Kelley's house in Santa Ynez, arriving between 1 and 1:30, for a tour and enlightening presentation about and demonstration of his remarkable railroad collection.



Please RSVP to Tim Calabretta, Jack Ravin, and Ken Finney prior to March 31 st , if you would like to attend.

tntcal1@charter.net

jack2547@gmail.com

kf4slo9ers@charter.net

Also, please mail a check to Ken Finney payable to CCCR-PCA for \$10/person attending to cover

Ken Kelley's costs and water/snacks at the train exhibit.

Mail checks to: Ken Finney, 278 Via San Blas, San Luis Obispo, CA 93401-6976.

For a preview of what you'll see please check out this link.

<https://www.youtube.com/watch?v=009nk8ndACw>

Jack's Membership Corner by Jack Ravin

Wow!!!! This has been an amazing start of the year with so many new members. I counted 22 as of February 28th. Several have already submitted brief bios with photos, as seen in the last digital Coastalbreeze. We have several currently writing theirs so check them out when they are published. You might find you have something more in common than just a Porsche and a club badge. Part of my job as membership director is to offer the new members a beautifully designed club badge so we can identify them at our fun events without having to ask for their name.

Talking about club events, how did you enjoy the Pozo tour and lunch? The new owners enjoyed having us so much we are invited back before the February 2020 party date. Wearing your club badge made it easier to identify who was entitled to a dinner plate since a lot of folks did not belong to the club. So be sure to wear it at all our events. If you need one, please email me at jack2457@gmail.com.

Please note: If you are not getting emails from me but receive the hard copy of the newsletter, then you should call the PCA national offices and give them your new email address. (410) 381 0911.

New and transferred members so far this year are:

Eric Hofbert, 2006 Cayenne Turbo S
Edward Wilcox, 1983 911 SC
Dan and Diane Mead, 1964 356 C
Carl Sepulveda, Carrera 4S 993
Chris Searle, 2017 Cayman S
Steve Mezzapesa 1964 356
Sarah DeQuattro
Linda Grable, 2015 911 Turbo S
Scott and Jeana Rosenfeld
Mike Krebsbach (see article)
Dave Low
Lorna Kendall 2018 GTS Boxster
Mark Schwartz
Dave Leader
Victor Early
Bruce Williams and wife Gail 2005 Carrera 911 S
Erik Hillgruber of course, he lives near the factory in Germany
Caroline and Stuart Marshall

Eric and Frances Hoffberg

The love of my life, Frances, and I retired to the picturesque beach town of Cambria 6 years ago, having left the rat race of Southern California. Prior to moving to Cambria, Frances lived in Ventura County for 32 years, and I had been in Valencia for almost 30. But I had dreamt of retiring to Cambria for even longer than that...and here we finally are! Prior to retirement, I was an IT executive and my wife was an Operations Manager, both of us having spent decades in the insurance industry. I worked for three different insurance companies: Penn Life, CNA, and Farmers Insurance, the latter I retired from as Director of IT. Farmers is where I met Frances; she worked there for 38 years! In between my stints at CNA and Farmers, I ran a software company as President/CEO for 16 years. We are now enjoying our retirement and look forward to participating in PCA events!



2006 Cayenne Turbo S is the second love of my life. I study the automotive scene voraciously and freely admit that I lust after all manner of vehicles, but I don't think I could ever give up my Cayenne. After all, our relationship started when she was only 4 miles old. And I know this is not something you're likely to hear a traditional Porsche owner say, but I'm proud of the fact that with 521 horsepower, 531 lbs. of torque, and a towing capacity of over 7,700 lbs., my Cayenne can tow lesser vehicles faster than they could travel on their own! So our next Porsche will likely be an addition, not a replacement...

Looking forward to meeting you and the loves in your life too!

Eric Hoffberg"

Erik Hillgruber, Hamberg, Germany

I got a few Porsche, 356 Cabriolet B Super 90 from 62, The 911 SC Targa, which an old friend of mine restored always when he'd had time. He had a Porsche workshop for decades on Lincoln Boulevard, Specialists Inc. 4400 Lincoln Blvd. Venice/LA.



Actually I was searching for a 911 Coupe with the 2.7 L engine and the ducktail where about only 500 cars were built. So I asked Fred Busche the formal owner Specialists Inc. He couldn't help me with the 2.7 L car but he just restored this 911 SC Targa. I came over to LA inspected the car and it was stunning. Completely restored engine, axles gearbox, body, paint and leather. So I bought it right away. I also have a 996 cabriolet and 997 cabriolet. Also I got some Mercedes cars, because I worked for 10 years at Mercedes-Benz along time ago. I have a 280SL pagoda 1971, a 280SE 6.3 cabriolet only one build 1969 a 560SL from California and a 300 SL from 1956.

I run a company for Telematic-Systems, from GPS-Tracking, Logistic Software for forwarding companies, selfsending statusmessages of wastecontainers, and Telematic-Systems for agriculture vehicles.

When I was a young boy my father also had some nice Porsche and he was in the PCA club in Los Angeles he passed away in 1998, on every Porsche here in Hamburg he had the PCA sticker in the window. Since I am a California native, now I thought it is time to take over this very nice habit, My wife and I are also planning if we will retire some time that we at least come over to California / Santa Monica for some months a year.

Carl Sepulveda

Growing up I always thought a true sports car was a small two seat coupe that was low to the ground, had the speed, and hugged the road like a snake. It was a vehicle that when you got in it, it had a feel of it's own, and could not be mistaken for a sedan. I saw the 911's and I was hooked.

In 1996 I purchased the 993 C4S for it's wide-body appeal. Through the past 23 years it has been a dependable joy to have. It's everything I think a true sports car to be.

Edward Wilcox

My father was an aerospace engineer for Pratt and Whitney, and always had Volkswagen beetles or Kar-mann Ghias. You could say he was an air cooled guy, as they were so similar to the aircraft engines in his planes. Those were the cars I learned to drive on. He never had a Porsche though. However, our retired neighbor, two doors down, did. Languishing in his carport was an old 911 that in all my years had never seen run, or move for that matter. My dad would periodically comment on how we should rescue it from its purgatory and get it running again.

This went on for years, as I watched it slip further into disrepair. My dad would say to Mr. Arron, (the neighbor),"when are you going to let go of that car?" To which he would always reply, "You don't want that old thing." Well, my dad did want that old thing, and one day got up the gumption (and a check for a thousand dollars) and knocked on Mr. Arron's door.

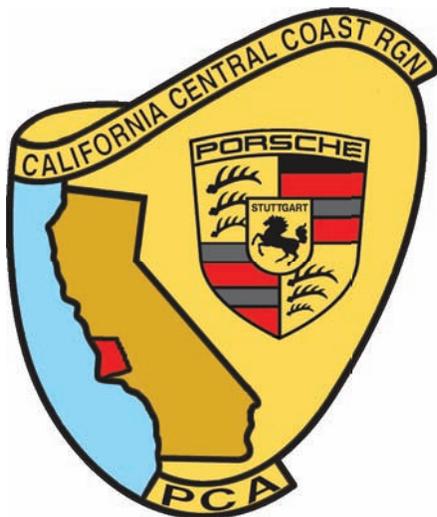
Now at this point in the tale I wish I could tell you that on that day we put air in the tires and rolled it over to our house, but this wasn't to be one of those stories. Mr. Arron proceeded to explain to my dad that he had just "given it away" to his son-in-law just to get it out of his carport! Needless to say this has been one of my father's few regrets that he didn't move on it faster. He's 85 now and still occasionally mentions it. He never did buy a Porsche. I'm not sure why. Probably had a lot to do with putting his two kids through college. But I'm sure this has something to do with why I now own an air cooled 911. When he comes to visit next, I'm making him drive it daily while he's here

Regards, Edward

Karin & Bruce Jurcevich



Bruce & Karin Jurcevich recently retired from the Bay Area to move to the Central Coast area of Pismo Beach. Karin went to high school at Arroyo Grande, and enjoys reconnecting with old friends. Bruce is originally from Pennsylvania and has always been a part of a car club since he was 16 with his first 1969 427ci Corvette. Previous members of the PCA Golden Gate chapter they look forward to the CCCR events. Bruce's favorite joke at introductions is that Karin is his first wife but he is on his third Porsche, currently a 2015 Cayman S.



Steve Mezzapesa

"I've been a "coasty" for almost 15 years now. I grew up in the SF Bay Area and moved here for college (Cal Poly). I've been a part owner (with two partners) of two antique stores here on the coast for 5 years now. "Main Street Antiques" in Morro Bay and Cayucos. I met my fiancé, Sarah, two years ago and we are set to be married April 6th of this year in Morro Bay. We will drive off in my beloved Porsche and hop a flight for Cabo San Lucas, Mexico for our honeymoon.



I've had my '65 356 C for 4 years now. It was a grey market car that my grandfather bought in '66 and he handed it down to me with 46,000 original miles, all original except for the paint. It was a Togo brown car, but my grandpa loved the factory ivory color and had it repainted in the early 70's. I grew up all my life (32 years now) admiring grandpa's 356 and am honored to be its guardian to keep it in the family forever.

I just joined the PCA and am excited to start attending some of the events and meeting all of you!



CCCR Anniversaries



Anniversaries for February

- 1 YEAR:** Cladio Baserga
Jeffrey Chenoweth
Lynda Christianson
James Dean
Chris Steele
- 2 YEARS:** Tim and Theresa Calabretta
Vicki and Mike Dirkes
Phil Henry
Geoff Straw
- 3 YEARS:** Rick Albro
Sandra Dubow
Urs Gretener
Eric Kalenbach
Jack Moyer
- 4 YEARS:** Nicholas Taylor
- 5 YEARS:** Joe and Donna Dervin
Harry Murphy
Steve and Donna Potratz
- 6 YEARS:** John and Teresa Larson
Randy and Wendy Sheman
- 7 YEARS:** Alfred and Neil Griffith
Thomas Shepherd
Quint Stevens
Dennis Robinson
Renate Vet
- 8 YEARS:** Richard and Coleen Wolfe
- 11 YEARS:** John and Joelle Cliff
- 13 YEARS:** Sanja Brewer

- 14 YEARS:** Roy and Carol Coffman
- 17 YEARS:** Maurice and Jemma Heagren
Joe and Jacqueline Shubitowski
- 16 YEARS:** Rena and Burke Dambly
- 17 YEARS:** Ray and Sandy Cosno
- 18 YEARS:** Carol Walker
- 19 YEARS:** Martin Howell and Jeanne Hanysz
- 21 YEARS:** Brian and Beverley Louw
Terrance and Brenda De Groot
- 22 YEARS:** Ken and Gisela Cooper
- 23 YEARS:** Jim and Ann Collins
John Eskelin
Lissa McConnell
- 24 YEARS:** Roy and Sandy Keefer
Chuck and Shelly Stevenson
- 26 YEARS:** Robert and Cheri Clucas
- 27 YEARS:** Lawrence and Karen Thomas
- 28 YEARS:** Glen Jensen
- 29 YEARS:** Doug and Robin Hendry

38 YEARS
Hamp and Susan Miller

Driver Education at Laguna Seca

The First Annual (Hopefully!) CCCR PCA Driver's Education at Weather Tech Raceway, Laguna Seca is completed and in the books. With all of the rain we had this year, the chances of clear weather did not seem to be realistic but the weather was spectacular for our track day, lots of sun and a nice cooling

Alfred Abken, our black flag man, looks toward the start-finish line in the hot pit.



The cars were beautiful, ranging from Porsches to Volkswagen GTIs to a McLaren, a Lamborghini to a Ginetta. It was fun to see all of the great cars on the track, to see the competition between friends. Watching Warren White and Chuck Hoops chase each other around the track in their Caymans was a special treat.

The DE started Thursday evening with registration and tech sessions at the track paddock. All went well due to the volunteers to complete the tech sessions, register the drivers and give out tee shirts. This is the first time we had registration available the night before a DE. Many drivers took advantage, making Friday morning less stressful for us all, plus they were able to sleep in a little later on Friday morning. Many people were able to unload and leave their cars parked in the paddock over night.

Article by Bob Bruington CCCR DE Events Director

Eleven of us that spent Thursday night in Marina, went to dinner at the Korean Barbeque restaurant down the street. Fantastic food even if you had to cook it yourself. The karaoke started about a half hour before we left. Our group did not participate but several patrons did. Luckily for them, they were drinking enough Sake so as not to remember that awful sound. Someone described it as cats scratching on a blackboard. Lots of laughs and great company that night!

One of the stipulations of our rental agreement with the track was we had to use the small paddock for parking, as the large paddock was used by HMSA, an historic auto racing club. I had sleepless nights worrying about how the cars would fit. Most of the time parking is not an issue at a track but this was tight to park 78 cars, some with trailers. Thanks to brilliant planning by Craig, Kathy and Clint Smith, everything went as smooth as could be.

Porsches waiting in the hot pit for the green flag.



Friday morning was cool but clear. Driver's started showing up around 6:30. Registration went without incident thanks to the drivers being prepared with tech forms filled in, helmets in hand. Next, the driver's meeting hosted by Warren White, flag demonstrations from the corner workers chief Sal Traverse, then on to student and instructor meetings.

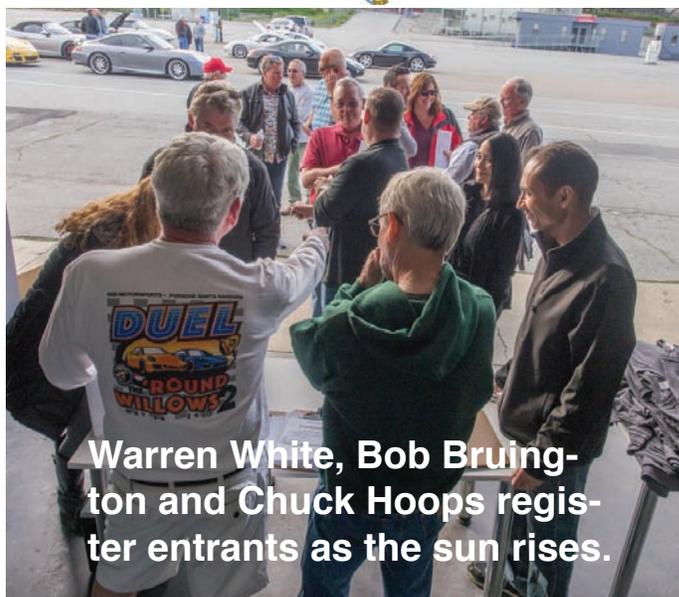
First out were the students with their instructors, second were intermediate, third advanced, fourth the expert group. All went well, everybody had a smile and something positive to say, and it just got better as the day went on.

The twenty four instructors were fantastic. Some instructors even chose to instruct two students and gave up their track time! We could not have held this event without the instructors to take care of twenty eight students. Try getting into a 450hp car with a novice driver on a race track. Not easy, but these great people give their time and put their safety on the line to teach new drivers. I received numerous emails from students heaping praise on the instructors for this event.

The track was fantastic all day long. We purposely kept the number of cars on the track low so drivers would have plenty of room and free space. I have been on the track with up to 38 cars in one session – very crowded with cars on the track. We did not have more than 19 cars at a time in any run groups. Several people commented how nice it was to have room to drive. We had very few incidents on the track with just a few spins, a couple of people a little off the track, and only a few black flags, but no tows or major incidents! Thanks for the safe and sane driving!

The event took a lot of support from many people from the club: Warren White for printing the maps, envelopes, instructing, registration and led the drivers meeting; Chuck Hoops for safety, instructing and registration; Andy Winterbottom and Tom Dobyms for both instructing and leading the novice group classroom sessions; Kathy Smith, Craig Smith, Ron Green, Alice Ober for grid and hot pit; Alfred Abken for running the Black Flag station; Guy Ober from SGS Motorsports for tech inspection; Jon Milledge for teaching me how to work with Motorsportreg.com registration program, and how to run a Driver's Education event; and the instructors! The Laguna Seca Staff were friendly and super helpful.

Weather Tech Raceway, Laguna Seca is a very special place and is difficult to secure a date for our DE due to its popularity. We were extremely lucky to have our DE date this year. Without a cancellation from another car club, it would not have happened. We will try to secure another date in 2020, hopefully around the same time. We should know in the fall of 2019 which dates are open. We are now taking registrations for May 17th for our next DE at the Buttonwillow Raceway. I know Buttonwillow is not Monterey but the track is really a lot of fun with consecutive corners and nice straights. The track is very safe with only one wall to worry about. If you go off track, you just go off in the desert in a cloud of dust. Not that anybody would! Please register at MotorsportReg.com. Our friends up North, the Golden Gate Region, will hold their own DE and Porsche Owners Club race the next two days after our DE, the 18th and 19th. 

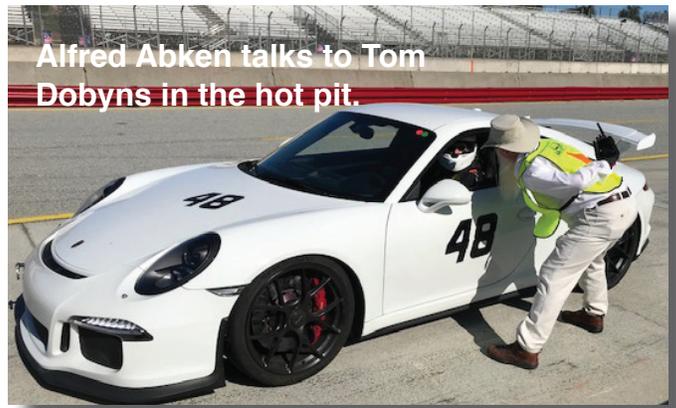


Warren White, Bob Bruington and Chuck Hoops register entrants as the sun rises.





Bob Bruington leads Clint Smith into turn 4.



Alfred Abken talks to Tom Dobyns in the hot pit.



Cars and drivers waiting for their run session.



Clint Smith's 1970 911



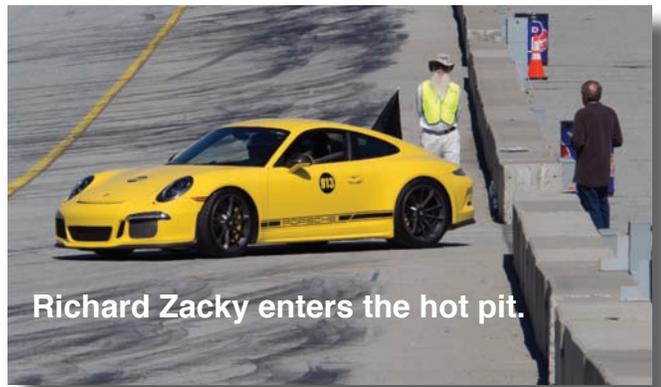
Andy Winterbottom's new GT3 RS



Three Porsches head toward the finish line from turn 11.



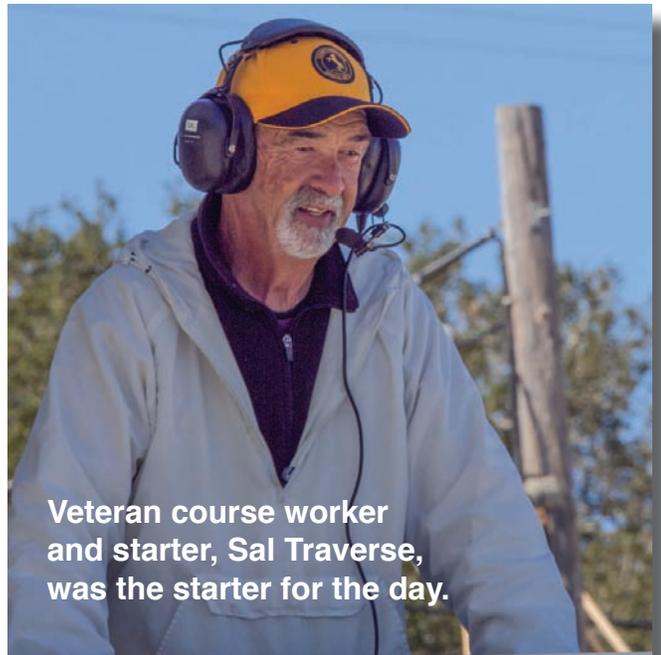
Chuck Hoops enters the hot pit.



Richard Zacky enters the hot pit.



Ron Green ogles a McLaren.



Veteran course worker and starter, Sal Traverse, was the starter for the day.



David Gray about to enter the hot pit.



Craig Smith directed drivers out of the hot pit for the day.



Joyce Green shares her excitement at Laguna Seca in a selfy with very fast Porsches screaming by to the finish line.



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A Novice's Thoughts About Laguna Seca

No Longer a Track Virgin

by Joe Dervin

Driving from Monterey to Laguna Seca on Friday morning, my mind was overflowing with nervous thoughts.

Am I going to be able to do this without embarrassing myself or screwing up my precious car (my first and only Porsche) or running off the track or???

If that wasn't enough, the numbers I had applied to the hood of the car barely an hour earlier were already flapping in the breeze.

Could I get kicked off the track for missing numbers?

Not only was I a novice on this track, but on ANY track, since someone in the club explained that my exploits on Southern California drag strips in my teens didn't count. We'd driven by Laguna Seca countless times on our way to Monterey or Carmel, but had never actually seen the track. Yes, as Bob Bruington had suggested, I'd viewed several instructional videos, however they truly don't prepare you for your first look at it which, for me, was Thursday afternoon arriving for the evening gathering. Of course, the fact that there's no way to see the entire track at once only further complicates things for a newbie.

My instructor, Barry Lockton from Clovis, had emailed me early Thursday morning and we met at the track that evening. Like me he has a 2007 Carrera, although his is tricked out a bit. In addition to riding with me he would be driving his car in the Blue Group. We talked about my goals for Thursday and I was pleased with his calm demeanor. I collected my package and t-shirt, then went to work putting my number on the doors of the car. My car is midnight blue, so I'd selected bright green Frog Tape, which a woman at Miners assured me, was the stickiest. Reality appeared Friday morning.



Donna and I got to the track early on Friday, found a "pit" location and I went to work fixing the front and back numbers, half of which had disappeared during the short drive from Monterey. Why couldn't I simply focus on the day ahead without this silly painter's tape issue? Drivers meeting - check, white group meeting - check, find Barry, put on our helmets and head for the gate to the hot pit. Starter waves me onto track entry lane and we're off. The entire first run was a mind-boggling flood of sensations. Seeing those eleven turns for the first time (also the second, fifth, eighth?) while trying to listen to some of Barry's input, while driving my car in a way I'd never even come close to before, while remembering to look at the tach -- and then actually shifting, etc, produced a complete blur of emotions.



The second morning run was definitely better, if only because the track layout was no longer completely new. I was actually able to absorb a lot of what Barry was feeding me and to start paying attention to things like the correct approach to a turn, using the berms and finding the right apex. I even began to look forward to the corkscrew. Back in the pit, Barry invited me to ride with him on his second run and I eagerly accepted. Wow did it help to be able to completely focus on the track without having to drive the vehicle. At the end of his run, we reviewed a bunch of important issues. I was typically braking too gently and often continuing to brake into a turn. I was accelerating too hard before exiting some turns (more about that later). Barry suggested that I drive most of the course in third gear so I could focus on the track and each turn's particular challenges. I definitely had a lot to think about during the white group's lengthy lunch break.

Before the third run, Barry offered to drive the first two laps in my car and I quickly accepted appreciating just a bit more time to focus on track, braking correct entry lines, berms, apexes and correct acceleration technique upon exits. Unfortunately, after getting back behind the wheel I quickly forgot that last item, although not until my second lap exiting Turn 2. Too much gas before completing turn resulted in two right wheels into dirt then amazingly right back onto the pavement. A few turns further and I saw my first black flag. I pulled back into hot pit and we stopped for a chat with Alfred. Told him what happened, he looked at right wheels/tires, then asked if I knew what I'd done wrong. Oh yes! He waved me forward to the starter and we returned to track. After the run, Barry patiently reminded me that the gas pedal has more than just off and on positions. Point well taken. Later, talking to one other black-flagged driver, I felt I was in pretty good company.



That evening we dined at Tarp's with three sets of friends who were participating in Saturday and Sunday's HMSA racing. I couldn't stop talking about the day I had just experienced and replaying the track layout in my head. I was so amped up, I wasn't sure I'd be able to sleep later. Fortunately, a glass or two of really nice Pinot solved that issue.

Thoughts about my first track day:

I learned so much about my Porsche, and just how really well it can handle, turn and brake. It performed beautifully and, thankfully, I didn't harm it. There is so very much I still have to learn, and I look forward to every possible opportunity to do so. Hopefully, I'll be fortunate enough to have another instructor as focused, calm and helpful as Barry. I'd drive with him the right seat anytime. Finally, I can't wait to get out on Laguna Seca again, the sooner the better! The corkscrew awaits, but so do two and six, the turns I really need to work on.

Thanks to all of our CCCR members who made this a reality. The day was easily one of my top five single-day adventure experiences. 🏆

Joe Dervin

BBQ and Potluck at Jason Len's Garage, March 9



On March 9, sixty or so of us CCCR folks met at Jason and Bonnie Len's home on Corbett Canyon Road for an excellent BBQ and potluck. Jason and Bonnie cooked all the chicken and beef, and everyone else brought side dishes. The food was so good, one must wonder why we bother ourselves with the fancy-dancy restaurants. Mm-mm-mm!



Ken and Celia /Shinpo.



More From Jason Len's Garage and BBQ



Jason Len's Garage



Porsche Ladies Tour Antiques

by Joyce Green



On February 22nd the ladies of the Porsche Club had lunch at Adelina's Bistro at Monarch Dunes/Trilogy in Nipomo, CA. Then the 16 ladies went to Michelle & Robin Onsoien's home to see their car collection, shop and finished garage. They house eleven antique and classic autos, including a 1909 Rolls Royce Project, two 1911 Pierce Arrows, 1913 Cadillac, 1924 Duesenberg (which they hope to show at Pebble Beach this year), and six classic Porcsches. It was an exciting, fun day for all the ladies.



Michelle & Robin Onsoien



Annual Pozo Saloon Tour and Lunch by Chuck Jennings

After a two year hiatus due to a change of ownership, CCCR returned to its annual tradition of a winter tour for lunch at the Pozo Saloon.



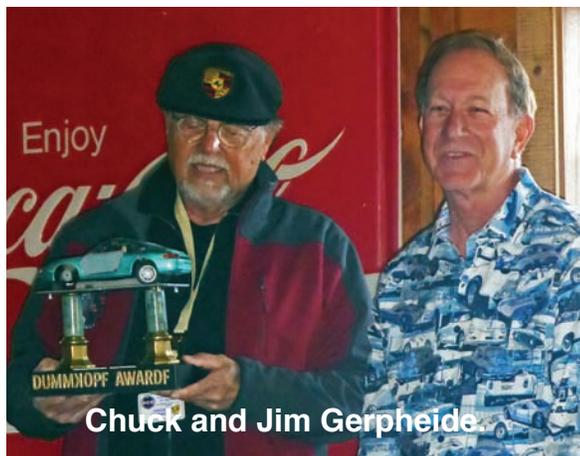
Andy Winterbottom (in light blue, top right) gives instructions to our group before we drive the route from the Home Depot in Atascadero to



On a beautiful day, approximately 100 CCCR members and guests drove over 50 Porsches on the scenic back roads to the Pozo Saloon for lunch. The route, designed by Joe Shubittowski and Alfred Abken, took us through the most beautiful wine country of northern San Luis Obispo County. The hills were verdent green and the horses were all happy.

At the Saloon I had the distinguished honor to present the annual CCCR Dummkoff Award. Awardees must demonstrate three special qualities unique to club membership in the past year: a deep affection for their Porsche, a profound but fleeting incident of human imperfection with their Porsche, and a remarkable characteristic to not take themselves too seriously. In other words, they have to have done something really stupid with their beloved Porsche, and have a well honed self-deprecating sense of humor.

This year's awardee is Jim Gerpheide. You'll have to ask Jim what he did to earn the honor.



Chuck and Jim Gerpheide



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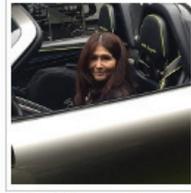
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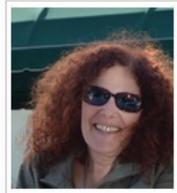
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