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California Central Coast Region *Porsche Club of America*



*September 2021 Issue*

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# Coastalair

A Porsche Club of America Award Winning Publication

September 2021



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## Cover Story



Photographer  
Chuck Jennings

As it always does, the PCA Werks Reunion had a Porsche for everyone including this vintage unrestored 356. See the Werks story on page 23

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

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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](mailto: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.

### CCCR Name Badge

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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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# The Prez's Corner .....

by Andy Winterbottom, President

For September, please see the following "deathless" prose as ably edited by Bob Kitamura (my conscience). We have attached a rather large file "PCA Zone Administration" that outlines the history and evolution of the PCA Zone concept. As we are in Zone 8, you can see that we at one time were on the "fringe". But now, we are "big" in population, size and various activities.

As for activities, even as the Delta variant spreads, Gil Igleheart and Bill Chadwick are putting together plans for yet another activity for September and of course the upcoming New Members (and all-members) Bar-B-Q at the Jason Len residence and compound in October. Bring a mask, wear a mask but don't eat or drink with a mask. If you have a very "low-slung" Porsche, proceed with caution in the parking area. We will be there to guide you.

And then there is the Holiday party. We will probably move to a different venue which will be comfortably outdoors starting in the early afternoon; the open air allows us more "freedoms" than would the San Luis Obispo Country Club party room.

And then again, a reminder of the Festival of Speed October 30 and 31. There is still time to volunteer

for events on Sunday. Bob Bruington is putting the finishing touches on the FOS Drivers Education event working in conjunction with our Zone 8 organizers.

Also, it is that time of year again when our Region asks for some primary members to stand for election to the 2022 Board of Directors, It is simple. Let any of the Board members know of your interest and what Board position(s) you may be interested in (we could use a good President). A brief autobiography/resume or the like can be submitted. See our e-blast for more information. We will be in special need of a Treasurer for 2022 as our retiring Jon Milledge has served us admirably this year in addition to his history running autocross and D.E. events in prior years.

Sincerely, Andrew W.

**PCA Zone Administration attachment – Copy the red text below to your web browser to open and read**

[http://cccprca.org/misc/PCA\\_Zone\\_Administration\\_20210118\\_v3.pdf](http://cccprca.org/misc/PCA_Zone_Administration_20210118_v3.pdf)



# Get Out & Drive .....

by Bob Kitamura, Editor

It has been fun for me to be back involved with not only participating in Monterey Car Week after a hiatus, due to Covid-19, but now also being able to report on it. I am worn out so I am certainly glad it doesn't happen every month!

Bob Bruington, our Drivers Education Chair, along with one of our members, Brandi Colombo, did a great article in this issue about continuing to create equality at our track events. Something that is very important for our club to continue to do. Our track events help us all to be better daily drivers,

regardless of gender. It also helps us to be more aware while driving and how to better respond to adverse situations while on the open road driving any car, not just our Porsches.

With the pandemic once again causing issues with meeting in larger groups we are being very cautious. So when we are meeting please pay attention to the requirements we lay out for all of you.

Until next month, I hope to see you at one of our great events. If you see me, please come by and say hello! In the mean time, "Get Out and Drive!"





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# CCCR Events Calendar

Gil Igleheart, Activities Director - Bill Chadwick, Activities Co-Director  
Chuck Jennings, Autocross Director - Bob Bruington, Driving Events Director

<http://ccc.pca.org>

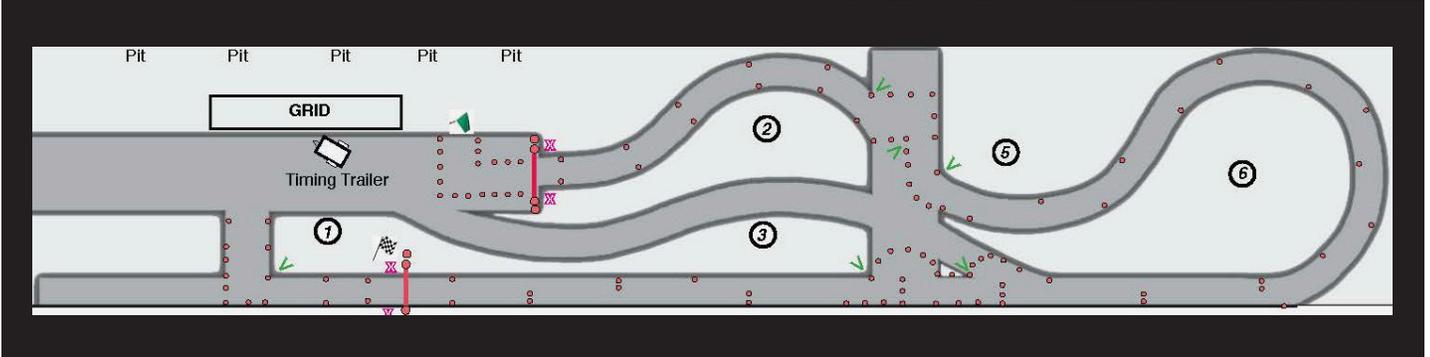
SEPTEMBER	<b>Watch for new upcoming events in your email</b>
OCTOBER 2nd	<b>Teststrecke 49 Autocross</b> See page 10 for more details
OCTOBER 9th	<b>New Members BBQ</b> See page 17 for more details
OCTOBER 18th	<b>Drivers Education at WeatherTech Raceway Laguna Seca</b> See page 11 for more details
OCTOBER 23rd	<b>Drive and Dine to the Loading Chute!</b> Please go to page 14 for very important details!!!
OCTOBER 30-31	<b>California Festival of Speed</b> See pages 40 & 41 for more details
NOVEMBER 13th	<b>Teststrecke 50 Autocross.</b> See page 10 for more details
DECEMBER	<b>Annual Holiday Party!</b> We are doing an outdoor afternoon event so watch for details

Please note, these activities are planned subject to “clearances” from all PCA, Federal, State and local authorities.



CCCR-PCA presents

# AUTOCROSS 2021



*Autocross is a sport of trying to navigate your Porsche through a defined course of pylons while being timed. When you arrive at the autocross, you'll see a course set up on a large asphalt area. Soft rubber traffic cones will be used to form the course, which consists of turns, slaloms, and straights. Arrive early - see what goes on, and volunteer to get involved! It is a lot of fun and is a part of learning more about the great car you drive.*

## Sign Up Now!....only 2 left in 2021

**Teststrecke 49**

**October 2** \*

**Teststrecke 50**

**November 13**

**Details and Registration at [MotorsportReg.com](http://MotorsportReg.com)  
or contact Chuck Jennings, Autocross Director @  
(805) 459-7416**

\* **Zone 8 Events**



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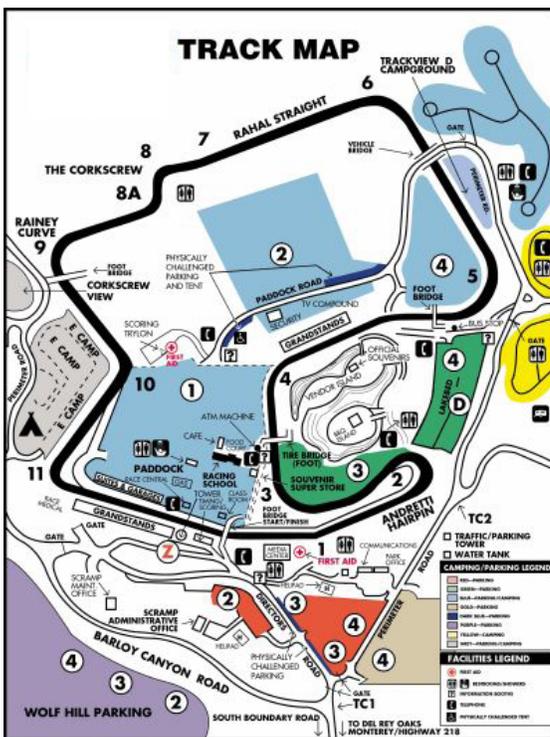


# Drivers Education

For any questions, you can contact Bob Bruington, Drivers Education Events Director at [aircooled911sc@gmail.com](mailto:aircooled911sc@gmail.com)

The mission and purpose of the Porsche Club of America's Drivers Education Program is to provide a safe, structured and controlled teaching and learning environment. The PCA DE Program is designed so that participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety. Participants will experience first-hand the capabilities of high performance automobiles in a controlled, closed-course environment and acquire skills that will enhance safer vehicle operation in all driving situations.

## OCT 18 - WeatherTech Raceway Laguna Seca



Registration for the CCCR Drivers Education Event to be held at Laguna Seca Raceway on October 18th is now open. Bring out your beautiful Porsche for a full day of high speed driving on one of the most famous tracks in the world. The track is right in our own back yard, only two and half hours away in beautiful Monterey. We will have in car instruction for fully vaccinated students and instructors. Four run sessions are available, novice through expert. There is a 92db sound limit.

This is a fantastic time to drive your car on a race track under the most stringent safety rules. If you have not attended one of our DE events, this is a perfect time. As a incentive, for the very first time, we are offering California Central Coast Region members only, a \$90.00 discount for this event. Upon check out on the site, please enter LS290 in the discount code box. You can register at CCCR Laguna Seca DE. Please do not distribute the code to others outside of our membership.

If you have any questions, please feel free to call me at 805 431-0919 or email me at [Aircooled911sc@gmail.com](mailto:Aircooled911sc@gmail.com). See you all at the track!

Bob Bruington  
CCCR DE Chair



# Moving Closer to Track Equality @ CCCR

Story by Bob Bruington and Brandi Colombo

As we all know, the car racing world, from cart racing to Formula One, is dominated by men. Happily, we are seeing more and more inroads to women participating in track events. We have seen Sara Christian in the late 40s, Shirley Muldowney in the 70s, Danica Patrick in 2005 along with a host of new women drivers in today's car racing circuits.

As time has gone by in our CCCR driving events women have become more common-place. Our autocross events have the most participation from women drivers but we are seeing an increase in the number of women drivers at the Drivers Education events. Brandi Colombo, a new participant to both our autocross and DE, was kind enough to answer a few questions as to why she as a woman and new to the sport, started participating in our events.

## ***How were you introduced into tracking your car?***

A friend of ours got my husband started, I saw that he was having so much fun I decided that I wanted to try it.

## ***Why did you decide to enter your first track day?***

I was fortunate enough to participate in a private course day for my first time. I knew everyone that attended and there were a number of 1st time drivers. It was fantastic, I was hooked. It was a no stress day and amazingly fun!



## ***Tell me what was your experience the first time you were on the track?***

Apprehensive? Calm, cool and collected? Terrified? All of the above, haha.

I was intimidated and nervous just to back my car up in the staging area, worried I was going to do something wrong, and that was amongst friends!

I had an instructor assigned to me. Honestly, that was even worrying me, I was sure he would think I

was totally incapable. But, I faced my insecurities, got into the car with my instructor and pulled up to the line.

## ***You have a fantastic, beautiful GT4. Why did you decide to drive that particular model?***

I am fortunate to drive a Porsche Panamera as my daily driver. I like to pretend it's a sports car on the back roads. I wanted a smaller car that was sporty, "fun" and held the corners in the most amazing way! Love it! I chose to get a manual, which I enjoy driving but it adds another layer of anxiety at the line and out on the track.

I know many women are probably intimidated by auto sports being dominated by men.

## ***Any surprises? Problems? How were you treated?***

Everyone was welcoming and friendly at the track. I had a personal underlying feeling that I had to prove that I belonged there, that I could hold my own and would not be in anyone's way.

Nobody put that pressure on me. It is just a personal insecurity that I think is pretty common when a person is in a new unfamiliar situation.



# Moving Closer to Track Equality @ CCCR

continued

## ***What was your experience with your instructors?***

They know what they are doing and boy were they helpful! Like I said before, I was worried to have someone drive with me. It wasn't that I thought I couldn't do it on my own but I was just worried.

I had so many fears, would I be able to understand what they were trying to tell me, would I be so bad that they would send me off the track, would they laugh at me? But all of those fears went away as soon as I was out on the track doing it. I just needed to get out there and learn.

The instructors are so patient, calm and informative. Even when I missed the line on the same corner over and over, they were encouraging, they would say, "it's okay, you will get that one next time".

## ***Roger, your husband, seems very supportive of having you on the track. Did Roger have any apprehension when you decided to enter?***

I am not sure, I don't think so. He cheers me on and makes sure I have everything I need when it is my turn. Since he is new as well he has some tips and understands fully all of my fears. He is very helpful and supportive.

## ***You are signed up for Laguna Seca for our October 18th DE, I believe this will be the first time***

## ***at the famous track. Do you prepare for driving a new track? Look at videos, study a track map, talk to people who have driven the track?***

To be honest, I am kind of more of a just fly by the seat of my pants kind of person, just wing it. I should look at the track and watch videos. I am sure that would be very helpful.

I have spoken to a few people that have driven it and they all say I am going to have so much fun!

I did sign up to have an instructor, I need help finding the lines and getting through the track and of course I can always use some tips from the folks that know what they are doing.

## ***What do your friends think about you racing on the track?***

Most everyone I mention it to are shocked, "you are doing what?" I have 2 boys, they think it is pretty cool that I spend the day racing at the track.

## ***Do you think the way PCA runs the DE and AX programs, that you are safe on the track?***

Yes! I learned so much at my first drivers meeting. And I appreciate that the same information is reviewed each and every time. It helps to sink in the information. I have only participated in "point by" passing and I feel very comfortable with that system.

BTW, when someone points you by the first time it feels so GREAT,

I felt like the fastest person on the track. I wasn't, but I felt like I was.

## ***You went to your first autocross recently. What did you think? How does it compare to the big tracks?***

It was fun, they are very different. What a feeling it was to go into a corner too fast and just keep on floating right over 3 cones, haha! I was frustrated, I would think that I had a great run, expect that my time would be so much faster than the last lap and it wouldn't be! It is more of a competition with yourself than the bigger tracks because you get your lap time after each lap.

Since I am new and my lap numbers are not competitive with other people nobody was paying any attention to what my scores were, which is kind of relaxing in a way.

## ***Any suggestions to someone, particularly women, who would want to start driving high speed track?***

It's perfectly normal to have fears, anxiety and apprehension but just get out there and do it! It will be fun and you will see that most of those feelings go away!

## ***What are your goals for the track in the future? Eventually getting to wheel to wheel racing? Just keep it fun?***

My goals at this point are just



# Moving Closer to Track Equality @ CCCR

continued

to keep having fun.

PCA and CCCR want to really encourage new drivers, women and men, to our track events. Our club has many opportunities to do so at our seven autocross events and three Drivers Education events every year.

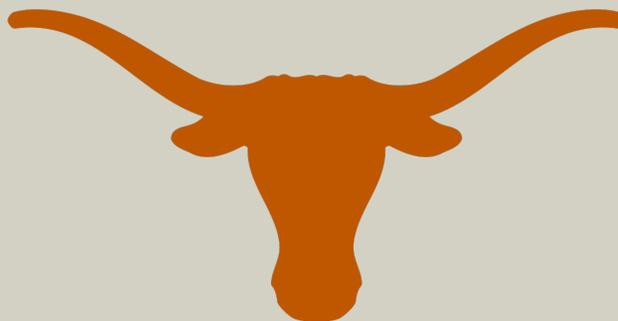
Yes, there is a little anxiety to be out of your comfort zone. You will find with the help from your fellow drivers and instructors, you will feel much more confident as the day goes on. All of your fellow drivers want you out on the track. The more participation, the stronger the sport becomes.

Our Laguna Seca DE is just around the corner, October 18th. You can register at MotorsportReg.com, type CCCR Laguna Seca in the search area, the registration site should come up.

If you have any questions, please contact Bob Bruington at Aircooled911sc@gmail.com or 805 431-0919. We are always looking for volunteers to help out at our Driver Education events. If you want to hang out at the track to see how it all works, please contact me. You will have plenty of time to watch the action and explore many of the walking trails to different vantage points around the track.

Thanks All!,

Bob Bruington  
CCCR Drivers Education Chair





## October 23

### DRIVE AND DINE

**On October 23rd we will meet at Alfano Motors (9AM)**  
**We'll leave (9:30AM) after everyone has signed the driving/ safety waiver. We'll be taking a little different route so you won't get bored! Our destination will be **The Loading Chute Restaurant**, located in Creston.**

**They are offering three choices for us. Their Caesar salad can either be with chicken or tri-tip, a Creston club sandwich or a tri-tip sandwich. All sandwiches come with homemade chips...and of course, a beverage of your choice...coffee, iced tea or a soda.**

**The cost of the meals are \$27.50 including tax and tip.**

**Please sign up on MSR so we can give the restaurant a head and order count by October 21st. Go to -**  
<http://msreg.com/cccr-creston-20211023>

**If you are having problems signing up, feel free to contact me at [gil.igleheart@gmail.com](mailto:gil.igleheart@gmail.com). I'll do my best to help you with the format!**

**We're trying to keep your meal costs down as low as possible but labor and food costs are rising!**



# More Teststrecke 47 Pics

Photos by Ian Anderson



# More Teststrecke 47 Pics

continued



## In Appreciation of Chuck

by Bob Kitamura

Photo by Alfred Abken

At our last CCCR board meeting, Chuck Jennings received a very well deserved plaque for his dedication as our newsletter editor for many years. He did an exemplary job for us during that time, in addition to serving as our club president and running our autocross program. Thanks Chuck your hard work is much appreciated by all of us!



# CCCR-PCA New Members BBQ in Edna Valley



The New Members BBQ will be held in Edna Valley on Corbett Canyon Road. It is open to all of the CCCR-PCA Membership.

**Saturday,  
October 9th**

A parking and car display area will be provided at the front of the property.

There will be tours of the auto and motorcycle museum and car restoration area.

The Sea Shanty will be providing BBQ tri-tip and chicken, with salads, bread and beverages.

Information on the time, address and how to sign up will be emailed to you soon so watch for it! It is free to all members that sign up for the event through the [Motorsportreg.com](http://Motorsportreg.com) website. If you do not there will be a charge of \$20. For any questions contact Gil Igleheart at [gil.igleheart@gmail.com](mailto:gil.igleheart@gmail.com)

# Alfred's Monterey Car Week

Story & Photos by Alfred Abken

After no events being held last year, it was great to have the Monterey Car Week events back this year. For years, I have been arriving in the Monterey Bay Area on Thursday. This year I went up a day earlier because I wanted to check out the Automobilia Pop-Up Show held at the Embassy Suites in Seaside on Tuesday and Wednesday.

## DAY ONE -Wednesday

After checking into my hotel in Pacific Grove later that afternoon, I drove down to Carmel Valley to have dinner at the Baja Cantina. While I was parking my car, a gentleman from Arizona driving a real 924 Carrera GT showed up and parked next to me. I had to pick my lower jaw up off the ground!

## DAY TWO -Thursday

Another benefit of driving up a day earlier on Thursday morning I was able to get up and drive down to Monastery Beach, just south of Carmel, to watch the Pebble Beach Tour d'Elegance. If you are not familiar with this event, cars that are entered in the Pebble Beach Concours d'Elegance the following Sunday, have the option of taking a drive from Pebble Beach down Highway 1 to Big Sur, and then return to Pebble Beach.



I watched the cars drive south, and the first group of cars as they returned north. Seeing a Porsche 917/30 driving down Highway 1 was quite a remarkable experience!

I had arranged to volunteer to help set up for Friday's Werks Reunion at the Bayonet & Black Horse golf course. I was anticipating traffic being horrible, but as it turned out, I got to the golf course early. Traffic moved along much better than I expected.

After the setup was completed, I drove into Monterey and had dinner at Turn 12 Bar & Grill. This is owned by the same folks who own the Baja Cantina, but whereas the Baja Cantina is, shall we say eclectic in its decoration, Turn 12 is far more restrained.

Following dinner my car refused to start. I will not dwell on this. As it turns out, I missed Werks Reunion on Friday.

## DAY FOUR - Saturday

Saturday morning, I got a ride to the airport to pick up a rental car. I had hopes of getting to WeatherTech Raceway Laguna Seca when the track opened at 7 AM, but that was not to be this year. I arrived at the track about 9:30 AM, which wasn't too bad, all things considered.

I wandered around the paddock until late morning then I walked over to turn 5 where PCA had their hospitality tent set up, and had



lunch there with Bob Kitamura. After lunch I walked part way up to the corkscrew. About halfway up the hill I had to ask one of the shuttle drivers for a ride. After, I was able to continue my walk down the hill and around to the start/finish line. I had dinner that night again in Monterey, this time at Rosine's. They have some outrageous desserts. In honor of the 102nd anniversary of my father's birth, I got a piece of their chocolate cheesecake and took it with me to the Pebble Beach Concours on Sunday.

## DAY FIVE - Sunday

For several years now, I have been trying to convince myself not to return to the Pebble Beach Concours d'Elegance. However, for last year's show they had announced they would have a class of 917 Porsches. That show was cancelled, and moved to this year. I am glad I went. In addition to the afore mentioned class of Porsches, they also had on display 41 of their previous Best Of Show winners, along with their usual classes of Antique, American and European Classic, Vintage, Packard, Rolls-Royce, Duesenberg, Mercedes-Benz and Ferrari, etc. This year they also had a class celebrating the Centennial of the 1921 French Grand Prix. There were only 4 cars on display, a 1920 Ballot 3 Litre, and two 1921

Duesenbergs, 183 Grand Prix cars and one 1915 Duesenberg Board Track car. As this class was "Exhibit Only", no awards were given. I was looking forward to seeing them drive across the ramp, but that did not happen.

All too soon, the weekend was over. I have been in the habit of driving up to Danville for the Blackhawk Museum's open house the Monday following Pebble Beach, but because of the problems I was having with my car, I did not attempt to go this year. Surprisingly, my car started Monday morning, and I made it home without incident. I can't wait to do it again next year.

## The 917 Porsches



# The Porsche Monterey Classic

Story by Bob Kitamura

Photos by Jason Smith



**PORSCHE**

PORSCHE MONTEREY



# The Porsche Monterey Classic

*continued*



Every year The Porsche Monterey Classic celebrates its designation as a Porsche Classic Partner at Monterey Car Week, an exclusive Porsche event highlighting Classic Porsches. They welcome all Porsches to register that are at least 10 years old for display. They also have live music, wine tasting, beer tasting, and local food trucks.



This year it took place on Monday, August 9th at the beginning of Monterey Car Week. Although I was not able to attend this year, some friends of mine were able to be there to enjoy the festivities and allow us a look at the experience. I noticed many if not all of the Porsches in the photos were at the Werks Reunion later in the week.



It is one of many great car events to see at Monterey Car Week. I want to thank Jason Smith and his wife, Vicki, for attending and taking these great photos.



# 2021 WERKS REUNION

story by Bob Kitamura

photos by Chuck Jennings & Bob Kitamura



The 2021 Porsche Club of America Werks Reunion once more was worth attending and a bargain for a Porsche event. There were well over 700 Porsches either shown or judged on the Friday of Monterey Car Week.

This year's event was moved to the Bayonet – Black Horse Golf Course in Seaside. A beautiful setting for a car show in a location I liked because it was only 10 minutes from my motel, which I will not stay at again, but that's another story.

I started off the day with an early phone call from Alfred Abken, who unfortunately ran into car problems and was not able to attend Werks. I wish I could have picked him up and given him a ride but I had to be at Werks early since I was one of the judges for the Judged Cars part of the event. He and I would join up on Saturday at WeatherTech Laguna Seca Raceway at the PCA hospitality tent for lunch.

One of the things I look forward to at Werks is seeing many of the





“Porsche” friends I have made over the 31 years I have been in PCA. As well as making new friends. I also ran into quite a few members from our club which was nice to see. That included Chuck Jennings and Jon Milledge

What makes Werks a great Porsche event is the variety of Porsches and their owners that are all in one location from early unrestored 356’s to the latest 992’s and everything in between and beyond. For those of you that don’t want to fight the crowds in Monterey during the week or pay the exorbitant lodging prices, the event is close enough that you could just go up and back for the day, which many people do. A few of the judges from Southern California had to stay at a hotel in Paso Robles because they couldn’t find any rooms up in Monterey. So they ended up with a daily commute up to Monterey over a few



days.

At the event there are food tents and food trucks for lunch or snacks, with a covered dining area. Most of us that judge, bring our own chairs and food to relax under the trees after we are done.

I was fortunate to be a part of a team that judged some very recent and very nice GT2, GT3 and GT4 Porsches. It is fun to judge at Werks because to win your class it is more about your “story” rather than how perfect your car looks. We spend time talking to them about their car, and you get to hear some great stories. Although sometimes, it makes it harder to chose the winners. At the same time it is much more rewarding for us as judges because we get to hear how much the owners love their Porsches and the extent they will go through to own one.

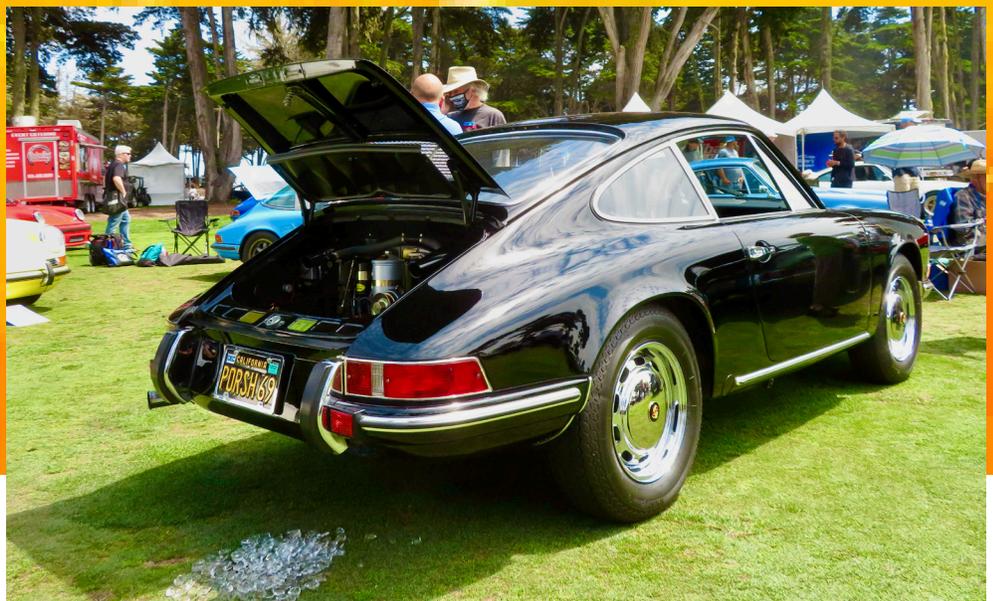
Maybe you don’t want to go every year like some of us do but occasionally it is nice to be a part of a great car show like this one. Especially where you feel appreciated by a car manufacturer and its car club. Maybe I will see some of you there next year.



*Jon asking Tom, “Now where did we park our Porsche?”*









# ROLEX MONTEREY MOTORSPORTS REUNION

story by Bob Kitamura

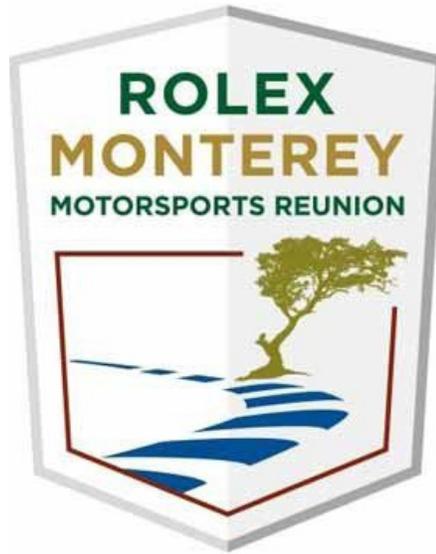
photos by Chuck Jennings & Bob Kitamura

The 2021 Rolex Monterey Motorsports Reunion at WeatherTech Raceway Laguna Seca, was worth waiting for, even though there were less participants, less food venues and retail booths. On Saturday you could actually easily catch a shuttle up to the Corkscrew and back with no waiting anytime you wanted to. I haven't seen that in many years. In fact, for a Saturday morning the Corkscrew seemed to be empty so I am certainly not complaining.

Ford was the marque this year so there were some very nice Ford GTs, Trans Am race cars and Mustang Shelby GTs. I was able to spend both Thursday and Saturday at the track so there was an opportunity to leisurely observe what was going on in the paddock and talk to some of the mechanics and owners as they prepared their cars for running over the next few days.

The most fun was to see the Pre-1920 Ragtime Racers on the track on Saturday. One of the things I may want to do next year is stay until Sunday to see the '63-'78 Indy Cars run on the track. That was the period of time when I first got into Indy and Formula One racing so I have some fond memories. I have always gone home on Saturday to miss the traffic.

One of the things that I am not usually able to do is be there for the driver's meeting on Thursdays before all of the big racing starts. Seeing and hearing Patrick Long prepare the drivers for the next few days was a treat to be able to do.



# ROLEX MONTEREY MOTORSPORTS REUNION

*continued*



Patrick Long preparing the racers



The Porsche Club of America (PCA) tent was at turn 5 right on the track and had a great view with chairs to watch the race. They also had parking right next to the tent.

On Saturday we were able to have a box lunch at the PCA tent, which actually was pretty good. Ran into a few of our group there on Saturday including Alfred, Jeff Koskie and Craig Smith along with a few others. After watching some of the afternoon races on Saturday, I decided to head back home. I am looking forward to going back next year, with hopefully more events and racing as things get back to normal. Although this wasn't too bad with less people and crowds.



# ROLEX MONTEREY MOTORPORTS REUNION

## The Real Histories - The Ragtime Racers

continued



# ROLEX MONTEREY MOTORSPORTS REUNION

On the Track and In the Pits

continued



# DMV Driver's License

by Pedro P. Bonilla (Suncoast Region PCA)

Recently checking my social media accounts, I came upon a question that got me thinking about the past and brought memories of times gone by.

The question was: "On which car did you pass your driver's test?" Let me tell you a story. It's completely true.

I was truly excited that morning as I recall. It was finally going to be official; I was getting my driver's license if I passed the test. I had had my learner's permit but now I had just turned 17 which allowed me to obtain my driver's license if I passed the written and driving exams.

I knew how to drive, and the actual driving part didn't worry me since I'd been driving with my Dad for some years now, competing in AXs, Gymkhanas and even piloting his rally car with him as co-pilot in the Dominican Republic (DR) where we were living at that time.

My worry was more about the written part with all of the specific laws and regulations, you know: At what minimum distance should you follow a car on the highway?, What's the maximum speed on a two-lane highway?, etc.

My appointment was for 2:00 PM that day. I don't recall the exact circumstances, but I remember that when I asked my folks if one of them could drive me to the DMV in their car so that I could take the test, something had just happened and they were all stressed out about it. After some tense silence, my Dad just said: "Take the rally car ... and be careful!"

Wow, the rally car... to the DMV ... for my exam! ... Gulp!

This was really cool and scary at the same time. The rally car that Dad and I had competed in about half a dozen times was a white exterior with red interior, 3 year old Porsche 912 that was fully prepared as an off-road rally vehicle. A very light car, ultra competitive and with a powerful (modified) 1.6 liter engine and a 5 speed transmission, beefed up suspension, harnesses, and half a roll-cage. It was also very loud since it had a straight-tuned exhaust with no mufflers.

Right after lunch, I couldn't wait any longer and took the car out to warm it up and after a few minutes,

drove off to the DMV office. It wasn't very far, probably less than 10 miles and I arrived quite early. I then went to the reception desk and signed myself in. The attendant told me that an instructor would be assigned to me and that I would be called when it was my turn, so I should just take a seat and wait.

It was just after 1:00 PM. The waiting area was hot and full of people waiting to be called for their test or other DMV-related issues.

I decided to not sit. I was too anxious and just stood by one of the windows to catch a little refreshing breeze.

After just a few minutes of waiting, one of the solid-wood doors to the multiple little offices that surrounded the reception lobby burst open with a loud bang and a rather large guy who I immediately recognize as the older brother of my close friends, the twins, shouts out: "I need help!" ... "Can anyone drive me to my house NOW? It's a life-or-death emergency!"

I instinctively raise my hand so he can see me and say: "I can drive you home Tony". Tony rushes over to me. I remember that his face was really red and swollen and he said to me in a raspy voice: "I was just stung by several bees ... and I'm very allergic ... and I don't have my adrenalin shot with me ... please take me home as fast as you can!"

I said: "Sure, my car is right outside". I run over, unlock it and we both jump in. Tony is looking worse by the minute. Also being allergic to bee stings and other stuff and having recently been through an anaphylactic shock myself, I know how he's feeling and also know that time is of the essence, so I need to get him home as fast as humanly possible.

Some of you may be asking yourself: "Why did this idiot leave home without his EpiPen and why did he not call 911?"

This happened in 1969. Neither 9-1-1 nor EpiPens existed yet and we were in the DR where ambulances were a gamble if you could find a phone that worked and a phone book to search for the number because dialing zero would get you nowhere.

Luckily, Tony and the twins didn't live too far



away. Probably about 8 Km (5 miles) or so. We were also lucky that it wasn't 2:00 PM yet, when traffic would pick up again.

I was driving inspired and on a sacred quest. I was sure that it had been destiny that put me there with the rally car at that precise moment when Tony needed a fast getaway car. Thinking about it now, it's kind of blurry, trying to recall all of the details. I know there were a few red lights run, multiple STOP signs that flew by as if they were painted green and said GO, and lane changes galore. Maybe even a couple of blocks up the wrong way just because it was shorter and would save time. I do remember a street vendor throwing a tomato at me when I scared the bejesus out of him as I drifted around a corner, missing his cart by inches. The sudden loud roar of the racing engine as I appeared around the corner must have been nerve racking for him. He must have been a baseball pitcher at some time in his youth because he hit my rear window square in the center with the splattering tomato as I sped away.

The ride was over quickly, 6 or 7 minutes since we'd left the DMV but Tony was really struggling. I turned into his driveway honking the horn and revving the loud engine. Tony's Mom and Dad both came out as I was helping him out of the car. They took him in right away. I hung around to see if Tony would be OK. About 10 minutes later Tony's Mom came out and invited me in. Tony, who now was much better after taking an adrenaline shot and some other medication, had told her that I saved his life. She was in tears and couldn't stop shaking. Tony's Dad also came downstairs with Tony who now looked and talked fine.

After a couple of minutes of thank you's and hugs Tony said that we should get back. He assured us that he was fine and said he had a lot of work pending. We got back in the car and made our way back to the DMV office at a much slower pace and taking another longer route so no one would recognize the car that had just made such a racket. I was also really concentrating on driving correctly and respecting the laws and signage as best as I could.

Sometime during our return to the DMV I men-

tioned to Tony that I had been at the DMV for my driver's license tests and asked if he knew who my instructor would be and if he could help because I had probably lost my place in line. He said: "I was the instructor assigned to your test, and I seem to recall that you broke every single traffic law in the book ... during a time when I must have been delirious, because I can see that you drive very well and you are very respectful of the laws and regulations. I am also very thankful that you were there, willing and able to help me. I'm pleased to tell you that as soon as we get back, I'll fill out the paperwork and you'll be an officially licensed driver". That made me feel very happy.

Tony and I saw each other occasionally after that day but we never talked about our experience again. I had practically forgotten all about it until that question on social media brought it all back.

Well, that's my story, and I'm sticking to it. As I said, the story is true, I just changed the names to protect the innocent.

Tony's real name is not Tony and the rally car was not a '66 white Porsche 912 with red interior, it was a '66 white Alfa Romeo Giulia TI with red interior (there had to be Porsche content in the story, sorry).



For more information about Porsches and more, please visit my website: [www.PedrosGarage.com](http://www.PedrosGarage.com)

Happy Porsche'ing,  
Pedro

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# If You Haven't Heard

by Bob Kitamura

## PORSCHE MISSION R CONCEPT PREVIEW Electric Sustainable Race Car

**HOT OFF THE PRESS!** Porsche's commitment to electrifying its model range continues with the brand's first EV race car. The Mission R concept is Porsche's ideation for a future zero-emissions race car built from sustainable materials and offering track performance that equals or exceeds their powerful combustion-powered competition. It will make its debut at the IAA in Munich with the Stuttgart-based company even talking about a potential one-model race car series in the future, although there are no specific plans for now.

The Mission R is powered by new generation electric motors with a combined peak output of 1,073 horsepower (800 kilowatts) in its qualifying mode. Its all-wheel-drive system is good enough for a sprint from a standstill to 62 miles per hour (0-100 kilometers per hour) in just 2.5 seconds, and its top speed is supposed to be 186 mph (300 kph). Porsche says the track performance of the Mission R will match what the Porsche 911 GT3 Cup is capable of.



## PORSCHE VAN

### THIS PORSCHE ELECTRIC VAN CONCEPT PREVIEWS THE FUTURE OF AUTONOMOUS DRIVING PORSCHEs

By Bradley Brownell

If you had asked ... well, anyone ... twenty years ago if Porsche would ever build an autonomous-driving electric van, I'm pretty sure 100 percent of people polled would have given a resounding and definitive no. These days I'm not so sure. The German sports car company is building SUVs and sedans in overwhelming numbers, the kinds of cars that enthusiasts of the brand couldn't even have imagined possible in 2001. Where Porsche was once in the business of selling fun and fast machines for drivers, and while it still does that, it is now focused largely on the future of the company. And the future of the company is definitely electric and possibly autonomous. As a way of working within the company to help design a future Porsche which can drive itself, the Renndienst Study van was devised.



There are so many things that an autonomous pod might need baked into its design but which Porsche doesn't already build. For one thing, the interior can be a bit more modular if the "driver" isn't actually driving.



# If You Haven't Heard.....

by Bob Kitamura

“We thought about how we could still give a distinctly Porsche flair to a passenger compartment that is so far removed from the classic sports-car interior. And how autonomous driving could be designed,” Mauer explains. “We don’t assume that our customers want to give up using a steering wheel,” continues Michael Mauer, Porsche’s Chief Designer. “When I want to drive, I can have more cockpit feeling than in any other car. And when I don’t, the driver’s seat can be rotated 180 degrees — with one swivel, it turns to face the other passengers. We worked on materializing these basic ideas for about a year.”

The Renndienst Study’s space capsule exterior is inspired by the Volkswagen Bus that Porsche’s racing team once used as a service van. Designers managed to find a way to give a people carrier the distinctive Porsche design language. Inside, the van deploys a unique seating arrangement with a single seat in the front row meant for just the driver. The second row features a pair of sporty bucket seats. The third row is a three-wide bench seat. With seating for six and plenty of room around each passenger, this could be an extremely versatile family truckster.

In particular that single front seat is unique among other autonomous shuttles, as it allows the Porsche driver to continue to drive when they so choose. With a low center of mass thanks to the floor-mounted batteries, and wheels pushed to the outer extremities of the chassis, there is still an intense probability that this Porsche van would be quite fun to drive. When you don’t want to drive, like long highway journeys or traffic-riddled cities, the Renndienst allows you to make that choice.

While obviously the Renndienst Study is still nothing more than a concept, it’s pretty interesting to think about Porsche moving forward into an increasingly autonomous future. Porsche’s advanced driver assist systems are already incredible to use, so we can only imagine how much better the company’s future tech will be. One thing we’d love to see is the autonomous tech used to augment the fun driving experience, constantly studying the road ahead to prevent you from

making a wrong move, overdriving the corner, or crashing. Autonomous tech might one day be used to make your track laps as quick as possible. Wouldn’t that be something?



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### 11 Years

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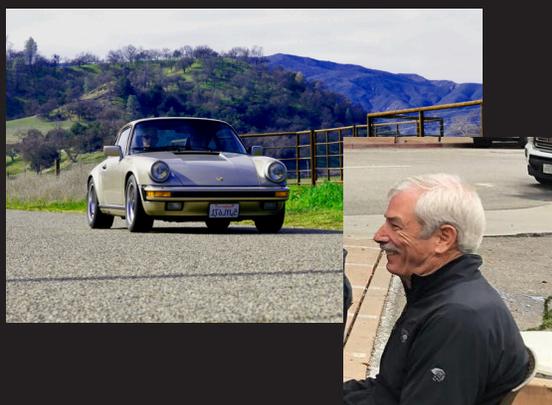
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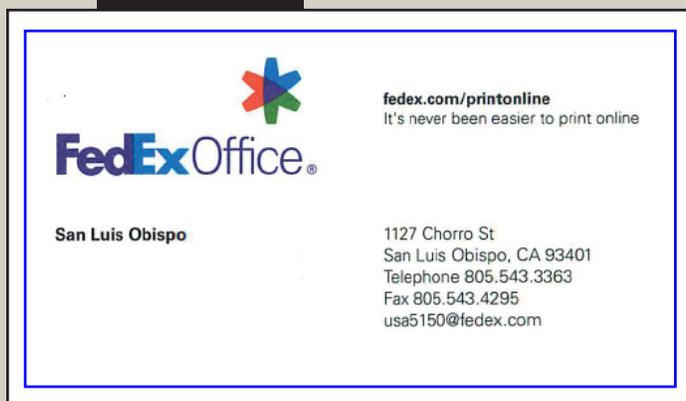
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# PORSCHE CLUB OF AMERICA



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# California

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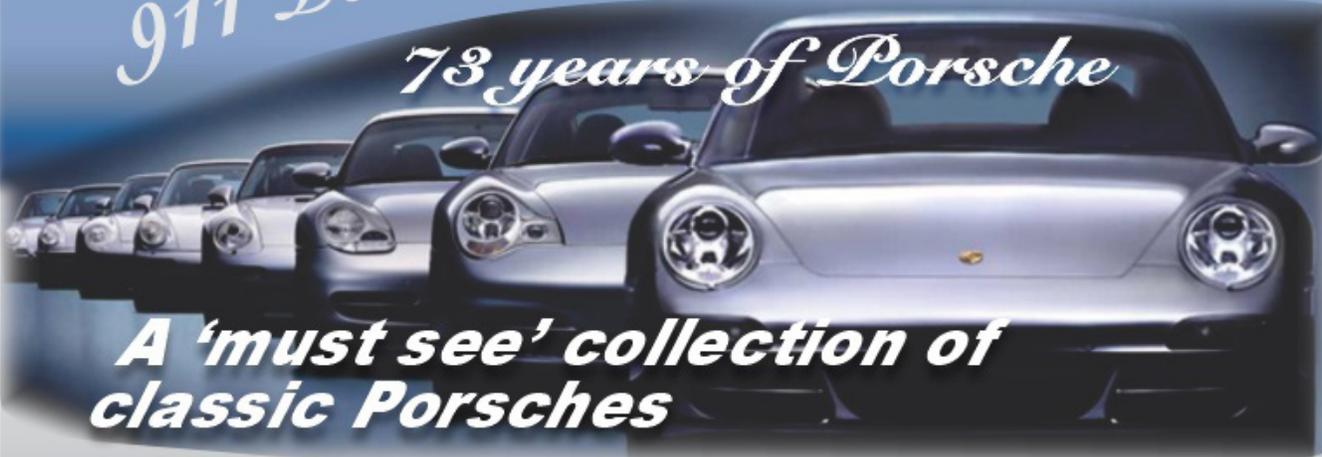
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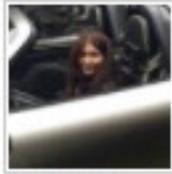
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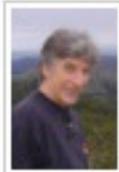
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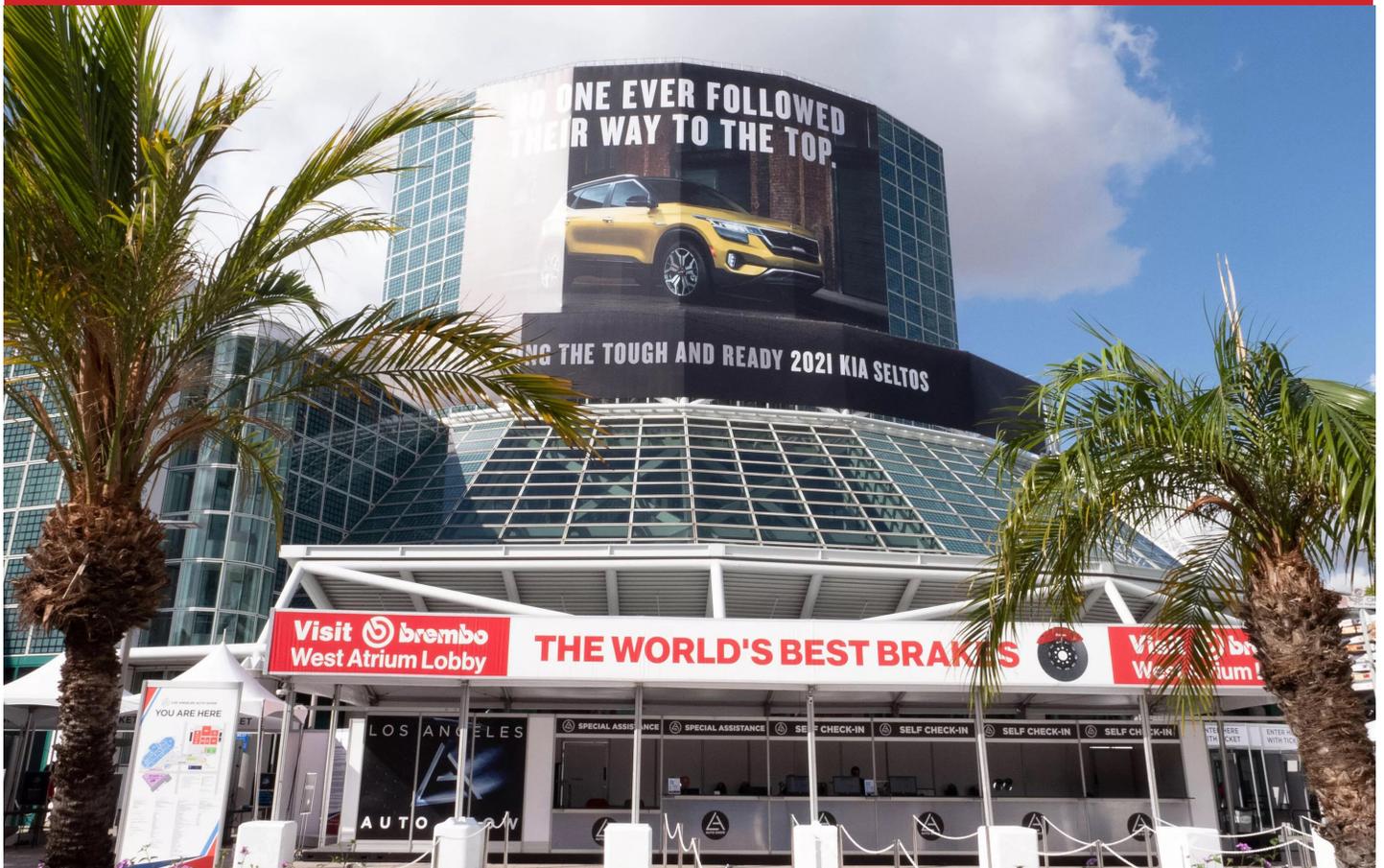
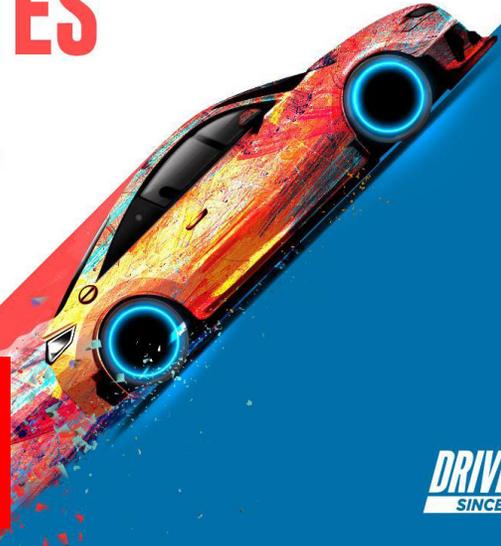


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