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California Central Coast Region *Porsche Club of America*



December 2021 Issue

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Coastalaire

A Porsche Club of America Award Winning Publication

December 2021



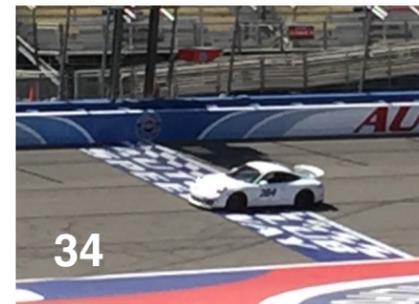
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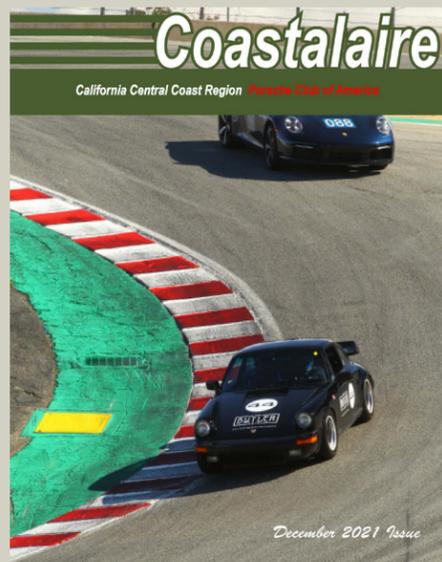
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The 959. Part 1



Cover Story



Photographer
Dito Milian
gotbluemilk.com

This month's cover is George Garcia and his '85 911 on the "Corkscrew" at Weathertech Raceway at Laguna Seca at the CCCR Drivers Education event in October. See George's story on page 23.

California Central Coast Region of the Porsche Club of America



2021 BOARD OF DIRECTORS

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

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Member Services

Classified Ads

Classified ads are posted in the CCCR PCA website at <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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The Prez's Corner

by Andy Winterbottom, President

As I write this, we are soon to enjoy our annual California Central Coast Region-PCA Holiday party being held at the San Luis Obispo Country Club. We have just over 100 people signed-up to attend. Sanja Brewer has organized a wonderful party with great food, musical entertainment and gifts to be distributed to guests with the lucky numbers. We will also announce the elected members of the 2022 Board of Directors for CCCR.

And they are:

Sanja Brewer - Membership and Historian

Bob Bruington - Driver's Education Events Director and Chief Driving Instructor

Bill Chadwick - Treasurer

Bill Gibson - Safety Director (Bill was absent from the meeting and was so promised)

Ron Green - Vice President

Chuck Jennings - Autocross Director

Bob Kitamura - Coastalaire Editor

Joe Kuntze - 356 Advocate and assisting with activities

Gil Igleheart - Activities Director

Joe Shubitowski - Webmaster

Carol Walker - Secretary

Andrew Winterbottom - President

I want to thank and applaud Alfred Abken and Jon Milledge for their service to the 2021 Board of Directors; Alfred kept us safe and Jon kept us solvent.

Despite the COVID complications, we hope that our membership enjoyed the activities organized especially by Sanja, Bob B., Bill, Chuck, Gil during 2021. The ongoing challenge for 2022 is to engage restaurants and the like who are staffed and ready to receive our event attendees that usually number more than 35 and can range to over 100.

Bob Kitamura has been doing a stellar job on our Coastalaire and has managed to get us into the Panorama "From the Regions" section for several months running. Look for yourself.

I would like to wish all of our members and their families a brilliant holiday season and a most happy and prosperous New Year. AND, if you put forward \$50 (or more) for the latest PCA 911 giveaway, there will be four happy and lucky winners; may one or more of them belong to our region.

All the Best and Happy Holidays!,

Andy



Get Out & Drive

by Bob Kitamura, Editor

It's hard to believe the end of 2021 is upon us. In looking back over this last year since taking over our club publication, we have done very well as a region after a long "Pandemic Pause". We were able to complete many great events that will help to set up a solid foundation for this coming year.

Our new board is ready to bring you some great events for our Porsches that will involve events both on and off the track. I also want to thank all of you for your help and patience as I get used to publishing the Coastalaire. Trying to keep the

publication at the same high quality that Chuck was able to do for many years takes a big team of volunteers. They use their skills and creativity to write articles, provide photography, review and edit the publication, which gives me the opportunity to focus on the publication design and raise the bar for our region in the national publication, Panorama.

Our job is to communicate what we have done and will do for all of you. If there is anything else you would like to see in our monthly publication, please let me know. Here's to looking forward to a better

2022 for all of us.

Make sure you include your Porsche in your 2022 plans and let's "Get Out and Drive"!!!! Wishing all of you safe and Happy Holidays!

Kit






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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>

- DECEMBER 4th **ANNUAL HOLIDAY PARTY**
- DECEMBER 11th **DINE & DRIVE** - Breakfast at Dorn's with Drive to Cambria
 Join us at Dorn's Breakers Cafe - 801 Market St., Morro Bay
 Due to COVID 19 we will not be allowed to sit with more that 6
 people max. We will meet from 8-8:30 am. We will depart the
 restaurant as soon as everyone is ready! Then we are driving up to
 Cambria with our final destination, the Main Street Grill - 603 Main
 St., Cambria.
- JANUARY 8th **DRIVE & DINE** to Rustic Fire (more details to follow)
- JANUARY 22nd **DRIVE & DINE** to Cypress Ridge (more details to follow)
- FEBRUARY 12th **VALENTINE'S DRIVE & DINE** (more details to follow)
- APRIL 3rd **DRIVERS EDUCATION** - Big Willow - See page 13
- APRIL 12-14 **ANNUAL TRIP TO HEALDSBURG** - details coming soon!
- APRIL 23rd **DRIVE & DINE** to Cypress Ridge (more details to follow)
- MAY 7th **AUTOCROSS SCHOOL** - See page 12
- MAY 8th **TESTSTRECKE 51** - See page 12
- MAY 21st **DRIVERS EDUCATION** - Buttonwillow - See page 13

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

National & Regional Events for 2022



PORSCHE CLUB OF AMERICA



*Wednesday September 14, 2022 to
 Sunday September 18, 2022*

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 in Bend, Oregon. Situated on the east side of the Cascade
 Mountains, Bend is known for its great outdoor activities and
 multitude of microbreweries. The newly renovated Sunriver
 Resort located south of Bend by the Deschutes River is our
 host for the week. Stay tuned for more information.



PORSCHE CLUB OF AMERICA





CCCR-PCA presents

AUTOCROSS 2022



Drivers Education



Coming Soon in 2022!

- Autocross School** **May 7**
- Teststrecke 51** **May 8**
- Teststrecke 52** **June 4**
- Teststrecke 53** **July 23**
- Teststrecke 54** **August 27**
- Teststrecke 55** **October 1**
- Teststrecke 56** **November 5**



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



For any questions, you can contact Bob Bruington,
 Drivers Education Events Director
 at 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.

Next Year's Dates

Willow Springs Raceway **April 3**

Buttonwillow Raceway **May 21**

Additional dates and details will follow



Drivers Ed at Weathertech Raceway

by Chuck Jennings

Photos by Dito Milian (gotbluemilk.com) and Alfred Adken

To say the least, WeatherTech Raceway, more commonly referred to as Laguna Seca, is the most iconic and most world famous race facility in California. I first attended a Can-Am race there in 1969. Having grown up thirty miles from the Indianapolis 500, my youthful racing fandom was limited to Indy and the sprint car drivers that competed at the Vigo County Fairgrounds in Terre Haute, Indiana. My idol was Bill Vukovch. While at Laguna Seca in 1969, had someone told me that someday I would drive a Porsche around that track at speeds in excess of a hundred miles per hour and drive over two hundred times down the Corkscrew, I probably would have said, "You must be crazy! And what's a Porsche?" Now, fifty-two years later, I've been amazingly fortunate to drive Laguna Seca five separate days with over two hundred laps combined, all the while imagining that I could smell the tires and brake fumes from some of the greatest drivers in the history of auto racing. I owe that incredible opportunity to the encouragement from a few CCCR members who introduced me through DE to one of the most amazing experiences and challenges in my life.

On October 28, with the leadership of Robert "Bob" Bruington, CCCR was scheduled to hold its third DE (Drivers Education) event of the year at Laguna Seca.



Bob has been the chief, and heart and soul of our DE events for the past two years. He had put a great deal of planning, time, and effort into organizing this event. Unfortunately, a few days before the event, Bob was admitted to French Hospital followed by a serious surgery, and much remained to produce the DE, especially given our pandemic protocols.

Jon Milledge has had the most experience as our previous Director of DE events. I was the Director of autocross events, and although I had driven in all of the CCCR DE events since 2013, I had no direct experience with the DE's production. Tom Dobyns had quite a bit of experience with track events, and consequently, Jon and I conferred with Tom to put together a list of tasks that remained to be done before October 28. We didn't panic but we immediately went into "scramble mode" and with some consultation with Bob, managed to pull off a minor miracle by the day of the event.

DE events are non-competitive, untimed, organized practice drives on a high-speed track. Passing is allowed only under very controlled protocols on designated long straightaways. Drivers are assigned a run group according to their experience, typical track times, and the performance potential of their cars. Consequently, beginners are placed in a group of other



Drivers Ed at Weathertech Raceway

continued



Drivers Ed at Weathertech Raceway

continued

novice drivers with instructors, until the instructors decided they are competent to drive on their own. If and when an instructor certifies that a beginner is ready to “solo”, the beginner is “signed off” in their personal log book, and is allowed to drive in the lower intermediate group. Drivers can continue to have instruction on request as they move up in experience and skills. And most do. It’s all about learning and improving driving skills in a safe environment. And it’s about having fun.

Sixty-nine drivers registered for this event, which was far less than we had anticipated. Our pandemic protocols required that all beginner drivers and their instructors must have been vaccinated to share a car. This resulted in fewer registration numbers. And then, we had a weather forecast for rain for the morning of the event. Consequently, we had quite a few no-shows. In the end, only about fifty drivers attended. Hence, we only had about seventeen cars in each of the three run groups, to which no one complained. Fewer cars meant more room with less traffic making for faster and easier runs.

Joe Shubitowski and Andy Winterbottom were very helpful at the sign-in table that opened just after sunrise. Joe also made an extra-early morning trip to deliver the boxes of T-shirts. Alice Ober did an excellent job com-



Drivers Ed at Weathertech Raceway

continued

manding the T-shirt distribution table, making sure no one walked off with the wrong size or without paying. Alfred Abken served as our “Black Flag Man.”

Tom Dobyns organized and led the drivers’ meeting, and one of the several corner workers discussed the meanings of their various flags by which they communicate to the drivers while running the track. A green flag means the track is open for top speed driving. Yellow means caution, during which no one is allowed to pass. A red flag means “all stop” due to an accident or tow truck ahead. A black flag pointed at a specific car for excessive noise or for a safety protocol issues requires the driver to immediately pull into the grid for a talk with Alfred Abken regarding the reason for their being flagged. And there are flags for an obstruction or oil on the track, a problem with your car, or to let a driver know that a car behind them should be allowed to pass. Of course, the checkered flag means the session is ended.

The first run group departed the grid at 9:00 a.m. on a somewhat wet track, that is, some of the track was wet enough to pose hydroplaning, but mostly at the higher elevation of turns six, seven, and the corkscrew. Everyone slowed down out of caution, but most of us seemed to enjoy the challenge. It wasn’t quite like Racing In The Rain, but it was



nonetheless a bit of excitement and a topic of some animated conversation. By 11:00 a.m. the track was mostly dry. There were very few incidents of drivers losing control and cars exiting the track into the gravel safety pits. Thus, those folks who chose not to attend missed a great day of good track conditions, little wind, and comfortable temperatures.

Luckily, despite an emergency crew in place of Bob Bruington’s final command, this event ran without a hitch (pun intended), and many drivers expressed their appreciation and delight. Bob spent a couple of weeks in the hospital, but came out in good health. All of us who stood in for him now have a greater respect for what he does to make these events safe and give everyone the opportunity to improve their skills and enjoy the wonderful engineering that goes into their cars. Bob Bruington is currently putting together the 2022 CCCR DE schedule with a day at Buttonwillow, a day at Willow Springs, and a day Laguna Seca. Watch for the schedule to be posted in the Coastalaire, the CCCR website, and via email blasts coming your way. If you have questions, contact Bob Bruington at aircooled911sc@gmail.com.



Drivers Ed at WeatherTech Raceway

Members Come to the Rescue by Bob Bruington

Life does seem to get in the way sometimes. I was just cruising along, organizing our club's October 18th Drivers Education Event at Laguna Seca. Then I wasn't. Four days before the event, I am in the hospital facing surgery. My position on the CCCR Board is to organize the DE events. I had worked on the event for several months consisting of many hours sitting in front of my computer working on the MotorsportReg registration site, responding to questions, setting up schedules, organizing the run sessions, pairing the students and instructors ordering t-shirts and organizing with the track personnel. With four days before the event, there still were many decisions to be made.

Lucky for me and our club, my fellow CCCR Board Members and club members came to the rescue! Chuck Jennings took the lead, organizing and recruiting additional help. One of the first decisions he made was to recruit Tom Dobyms, a veteran of Drivers Education track days to run the Drivers and Student Meetings. Jon Milledge took over the last minute registrations and changes on MSR, Joe Shubatowski, Andy Winterbottom and Bill Deviny both stepped up to help at the gate, registration and many other duties. (Don't ask Joe about green dots, he is still a little sensitive.) Alice Ober took charge of the

t-shirts and helped out on registration and grid. Jon Boussard and David Low jumped in to help at grid. The participants cooperated as always. The day by all accounts, was an outstanding success!

Sometimes, it does take a village. I am more than grateful to all of you who made this a successful Drivers Education Event. I am so proud to be part of this fantastic club where no matter the situation, everyone has your best interest in mind.

Thank You All !!!
Bob Bruington
CCCR DE Chair



A rainy day in Monterey makes for a memorable Laguna Seca DE experience. As it turns out, losing the rear end at Turn 10 wasn't going to be the most harrowing event that occurred that eventful day in Monterey.

After an early rise, light breakfast, and nod to the front desk folks, I walked out the front door of our quaint hotel in downtown Carmel, only to be greeted with rain. Not a morning mist mind you. Like serious rain. After sprinting over to my parked 1984 Carrera 911, it occurred to me that this is the first time I would be driving my classic Porsche in the rain. First time ever.

After starting the engine and waiting the compulsory warm-up time, I notice the windshield began to develop a thick layer of fog and condensation. It was then that I realized I absolutely had no idea how to work the defroster nor heater inside the cabin. Great. After turning a few knobs and pulling a few levers, I rolled down the windows and figured I would just carry on. After all, it was only a quick 20 minute drive to the track, right? A mere two blocks in, the windshield resembled a steamy, sweaty glass shower door. Wiping it down with my hand only made things worse. It was then I realized the problem.

Although both car and driver that morning were "normally aspirated", it was my pulmonary expirations that was causing the zero visibility situation. Being the consummate improvisational problem solver, I realized the solution was right in my coat pocket, compliments of the global pandemic. Yes,

Driving While Masked by George Garcia

for a brief 20 minutes on the Monterey peninsula I became one of "those people" who was driving while masked. Windows down, mask up, I could only imagine that the satirical comments from the other drivers on the road that morning were worthy of a stand-up routine.

No matter. This was track day. I was willing to endure any amount of ridicule and finger-pointing, since those folks were probably heading to work on a typical Monday morning, whereas I was heading to the famous Corkscrew. Who's laughing now?

By the time I passed the Monterey Airport the rain had subsided, and I was able to de-mask. If you've ever had the pleasure of participating in a PCA DE track day at Laguna Seca Raceway, you know that feeling of anticipation as you turn off Highway 68 and enter the grounds, winding your way up the hill to the guard gate, seeing the track unfold before your eyes.

By the time my group hit the track, the sun was shining and all seemed well. That is, until halfway thru the 2nd lap, when the clouds rolled back in and decided a little more precipitation was in order. Which was followed by another first; using windshield wipers on track. I contemplated aborting my lap and pitting to wait out the rainstorm, but life is short, and so are track days. Within a few minutes the rain had subsided, and the group slowly gained speed.

As we learned later (some of us first-hand), this was the first substantial rain that had fallen on Laguna Seca Raceway this Fall, and the fresh storm water was happily yet esoterically comingling with the oil-saturat-

ed track pavement. With no traction control nor ABS, my '84 Carrera seemed to be holding its' own, and my confidence was building back up as I again entered the infamous Turn 8-8A, otherwise known as the Corkscrew. Late on the brake, quick left-then-right turns, back on the throttle. Porsche driving nirvana. Having successfully navigated Turns 8 and 9, the penultimate Turn 10 seemed like a good place to pick up some lost lap time. Halfway thru the turn, I spotted my line into Turn 11, which is exactly the moment when my rear tires exceeded their coefficient of friction, while I simultaneously ran out of talent. If you have ever had the pleasure of unintentionally driving a Porsche backwards, you know that feeling of being completely out of control. Terrifying yet exhilarating at the same time.

Alas, this was a Drivers Education (DE) event, a controlled environment intended to test the limits of both car and driver. And as I can attest, both were tested (and exceeded) on Turn 10. After gathering my composure and dignity, I restarted my 911 and sheepishly headed into the pits. No lasting damage to car or driver, except for the humbling knowledge that more Driver's Education would be in order.

All in all, a glorious October day in Monterey.



San Simeon Beach Bar & Grill D&D

Story by Gil Iglehart

Photos by Alfred Abken & Gil Iglehart

On November 20th we all met at Alfano Motors for a Drive "N" Dine to San Simeon Beach Bar & Grill.

Some of our favorite restaurants are now opening up to large gatherings and this is one of them!

We all (39 of us) met at Alfano Motors, greeted each other, signed the waiver and then took off for our backroads drive in 23 cars. We had two groups and all arrived safely.

The drive went up Hwy 101 to Vineyard Dr., to Peachy Canyon and then to Adelaida Road and on down to Vine into Paso Robles. The fall colors were very nice on Peachy Canyon were fabulous for this time of year! We then went on HWY 46 to HWY 1 and straight up to San Simeon.

The folks at the restaurant were very accommodating and welcomed us back...and it was good to be back!

Please join us on our next trip (December 11th), after breakfast (8:00-8:30) at Dorn's, we'll drive up to Cambria and have some Christmas cheer at Main Street Grill.

See you there and thanks for making these adventures fun!

Your Activities Committee



San Simeon Beach Bar & Grill D&D



Teststrecke 50 Autocross

Story by Chuck Jennings, Autocross Director

Photos by Alfred Abken

It seems quite remarkable that, after several years without autocross events, almost ten years ago in the summer of 2012, CCCR ran its first autocross event at the Santa Maria Airport. Coincidentally, but fortunate for us, the airport track facility had been installed by Porsche AG in 2010. It was not for autocrossing but for a test-drive facility to promote the new 991. You might say that it was a rather diminutive precursor to what is now known as the Porsche Experience Center in Los Angeles. When Porsche was finished with the promotion, the small road course and skid pad remained in place at the airport and became available for autocross to CCCR and the Vapor Trails Corvette Club in 2012.

In 2012, Jon Milledge was the CCCR Autocross Director, and I was a neophyte with my first Porsche. Andrew Winterbottom and Dave Mills were significantly involved in helping with the production of our autocross. We started producing only three events per year. As we became more experienced and more proficient, we increased to four and then six events per year. Warren White served as Director for several of those years until the end of 2020. In 2020 we netted \$7500. Some of our revenue pays the rent for the track from the airport at \$500 per event, and with the funds we bought a storage/timers' trailer, timing

software and equipment, electronic time displays, blowers, and the most important item, traffic cones. We use about 150 cones per event, but we have to replace about thirty every year. Now that we are well equipped, a larger portion of the funds we raise helps to enhance the club's treasury to supplement club activities.

Ten years of continuous and successful operation has not only entertained a lot of "need-for-speed" drivers, but has been a major contributor to CCCR's overall events. With great fanfare, our 50th autocross in ten years at the Santa Maria Airport was held on November 13th. In celebration of this milestone, and for the first time, we offered free registration to all PCA members. Guy Ober of SGS Independent Porsche Care in San Luis Obispo generously sponsored this event with free lunches for all the drivers and volunteer workers. The lunches from Allseasonsalohacatering.com were a big hit. Each lunch box was topped with a photograph and quotation by Ferdinand or Ferry Porsche, a thoughtful touch. And specially designed commemorative T-shirts were disappointingly stuck in a shipping container somewhere off the coast of Long Beach. These were to be given to all participants, but its distribution will have to wait.

As we had hoped, this free event resulted in ten PCA members signing up for their first autocross. Indeed, for the first time



in ten years, we filled all of the spots in the first two days registration with all PCA members. Many of our "regulars" had to be turned away. Eight people signed up not as drivers but as volunteer workers.

First-timers, all with instructors, displayed ear-to-ear smiles and expressed not only joy but also a pledge to come back next year. This made the event a huge success.

Fifty-six drivers competed for the "best-time-of-day" in seventeen different classes, including a class for SUV's. Many drivers do not participate to actually compete, but to simply enjoy the thrill of safely extending their driving skills. Hence, one class is simply called the "Fun" class. Each driver was offered twelve runs, and most did, but a few had to leave early or had mechanical problems.

- In Porsche Class 03, Gil Igleheart posted his best time of 46.917.
- John Quick posted a 44.599 in Porsche Class 05.
- Amy Smith from Santa Barbara, posted 43.531 in Porsche Class 06.
- In Porsche Class 07, the best time of 40.488 was posted by Fred Herr.
- Eric Ruzius posted a 41.969 to win Porsche Class 08.
- Yon Vissell, also of Santa Barbara, posted a 39.136 in Porsche Class 09.
- Porsche Class 10 was topped by Steve Kraft with a 39.574.

- Jon Milledge posted a 42.110 in only six runs in Porsche Class 11.
- Class 12, typically the largest Porsche Class at our events, was won by Ian Anderson in his GT4 with a 39.355.
- Sam Gardali in his beautiful green GT4 posted a 40.065 in Class 13.
- In Porsche Class 15, Brian Pritt drove a Taycan Turbo S to a 42.023.
- Kathy Thorp won Porsche Class 16 and had the overall best-time in her highly modified Boxster with a time of 37.201.

With PCA Porsches filling up the registration, Open and Fun Classes were smaller than usual, but included:

- Cory Holt in a BMW with a 41.66
- Emile Waked in a BMW with a 42.376
- Geoff Straw in 914 with a 40.520
- Carole Zepeda in a Ford Focus RS with a 43.073
- Bill Thorp in his Boxster with a 40.035
- Bill Chadwick in his Carrera S with a 42.283
- Scott Burns in his 911 C4S with a 42.764
- Ken Shinpo in his 996 TT with a 44.062
- Mike Sanden in his Carrera had a 44.507
- Sonny Brown in Chevy SS had a 44.507
- Antonia Varia in his 911 4S drove a 44.798.



Teststrecke 50 Autocross

CCCR has established a points system to be used for each event whereby a participant will earn points in each class for the Class Championship trophy at the end of the year. However, a class winner decal is awarded for each event where a participant won, as long as there was competition in their class.

The 1st place driver in each class earns 100 points. All others in the same class earn a percentage of the 100 points depending on how close they are to the class winning time. What this means is that everyone who participates, even the last place driver, will get points. Points Method: Percentage (Fastest Time for Your Class/Your time) x100

Drivers must participate in at least 3 events in the year that have competition in their class to be eligible for trophies. No more than 4 events can count for a trophy. If you have more than four, the four best results are used for year-end results. This will be automatically calculated for each driver.

If you are a single entry in your class, you will receive 50 show-up points. Those points, however, will not be used to calculate your total points unless you have had competition in at least 3 other events in your class for the year. Hence, trophies are not awarded in a class with no competition.

The following is the formula used to award Year End Trophies:

2 – 3 Competitors in Class = 1

Trophy (First Only)

4 – 6 Competitors in Class = 2 Trophies (First and Second)

7 – 9 Competitors in Class = 3 Trophies (First, Second, and Third)

10 – 12 Competitors in Class = 4 Trophies (First, Second, Third, and Fourth)

13 + Competitors in class = 5 Trophies (First through Fifth)

Decals are awarded during the year for 1st place only in each class. However, you still must have competition in your class to receive trophies or decals.

The Year End Trophies for 2021 are as follows:

Porsche Class 07:
Bruce Morgenthaler, 1st
Bob Bruington, 2nd

Porsche Class 08:
Eric Ruzius, 1st

Porsche Class 09:
Yon Visell, 1st

Porsche Class 10:
Steven Kraft, 1st
Clint Smith, 2nd

Porsche Class 12:
Ian Anderson, 1st
Chuck Jennings, 2nd



Porsche Class 16:
Kathy Thorp, 1st

Open Class A:
Par Kelley, 1st

Open Class B:
Ken Osborne, 1st
Geoff Straw, 2nd

Open Class C:
John Ouellette, 1st
Kevin Howe, 2nd

Open Class D:
Royce VanHoove, 1st

Open Class E:
Mark Hazbound, 1st
Richard Tisdell, 2nd

Fun Class:
Bill Chadwick, 1st
Lukas Amler, 2nd

2021 has been a very fun and successful year for CCCR autocross. We had six events without cancellations or bad weather. I want to give a very big expression of gratitude for the time, effort, and cooperation of the 2021 Autocross Team. Jon Milledge was our registrar and master of our account on MotorsportReg.com. And Jon was my constant second memory and conscience. Without his expertise and vigilance, we could not have functioned. Fred Herr was our master time-keeper. He organized and trained all of our efficient timers. His job was to keep us running on race

days, and he and his crew were fantastic. Bill Deviny and Sonny Brown headed up the set up crews on Fridays before each event. They also directed the takedown and loading of the timing trailer. They were our masters of equipment. Bruce Morgenthaler was our Crew Chief. He organized and directed all the course workers during each event. Bruce cracked the whip and marched the troops to their assigned duties. Joe Shubitowski was “Mr. O-Dark-30.” He was always the first to arrive on the morning, sometimes before sunrise, of each event to man the entrance gate, get waivers signed, hand out entrant’s packets, and make sure everyone knew where to go. At precisely 0800, he closed the gate and reported to me with the packets of no-shows. Joe also was a big help with stuffing 60 packets before each event. And finally, a big thank you to Alfred Abken for taking on the responsibility of Safety Officer. Alfred was always on time with applying for insurance waivers. He attended every course set up and every event to oversee the safety of the course.

I also want to thank all the faithful CCCR “regulars” that gave their support with preparing registration packets, setting up the equipment and the courses, supervising tech inspections, and moving and packing the timing trailer. Bob Bruington, Bill Chadwick, Mike Dirkes, Gil Igleheart, Rich Nohr, Guy Ober, Eric Ruzius, Bill and Kathy Thorp, Warren White,



Teststrecke 50 Autocross

and Andy Winterbottom made major contributions to our productions.

Our first autocross event for 2022 is scheduled with a one-day autocross school on Saturday, May 7, and a regular autocross competition on Sunday, May 8. The school will consist of a morning classroom presentation followed by lunch and an afternoon of driving exercises with instructors. This will be a great opportunity for novices to safely build driving skills and fully appreciate the magic of Porsche engineering not possible on public roads. In March and April, watch for announcements about how to sign up.

Here's the full schedule for 2022:

- May 7 – Autocross School
- May 8 – Teststrecke #51
- June 4 – Teststrecke #52
- July 23 – Teststrecke #53
- August 27 – Teststrecke #54
- October 1 – Teststrecke #55
- November 5 – Teststrecke #56



Tom's California Festival of Speed Experience

Story by Tom Dobyys

My wife Renee and I hauled our 2014 GT3 down to Auto Club Speedway on Friday, October 29th to attend the final California Festival of Speed. The Speedway will be demolishing portions of the track and so the "Roval" will no longer be available to all of us track junkies. This is my fourth trip to the Festival. I wanted to run it one more time, just for the memory books!

We arrived to a calm, serene empty stadium and got our registration packet. Then, much to my surprise, I had been assigned a garage! It was great to put all my gear in a safe place for the weekend. On to the tech area to get the much-coveted tech sticker (Thanks to Guy and SGS for doing the favor!).

There were four run groups: the PCA Club Racers, the Red Group (fastest), the Yellow group (mid-level drivers), and the Green Group (novices that required instructors). Because of the difficulty and top speed of this track, drivers were required to have at least six previous track days under their belts.

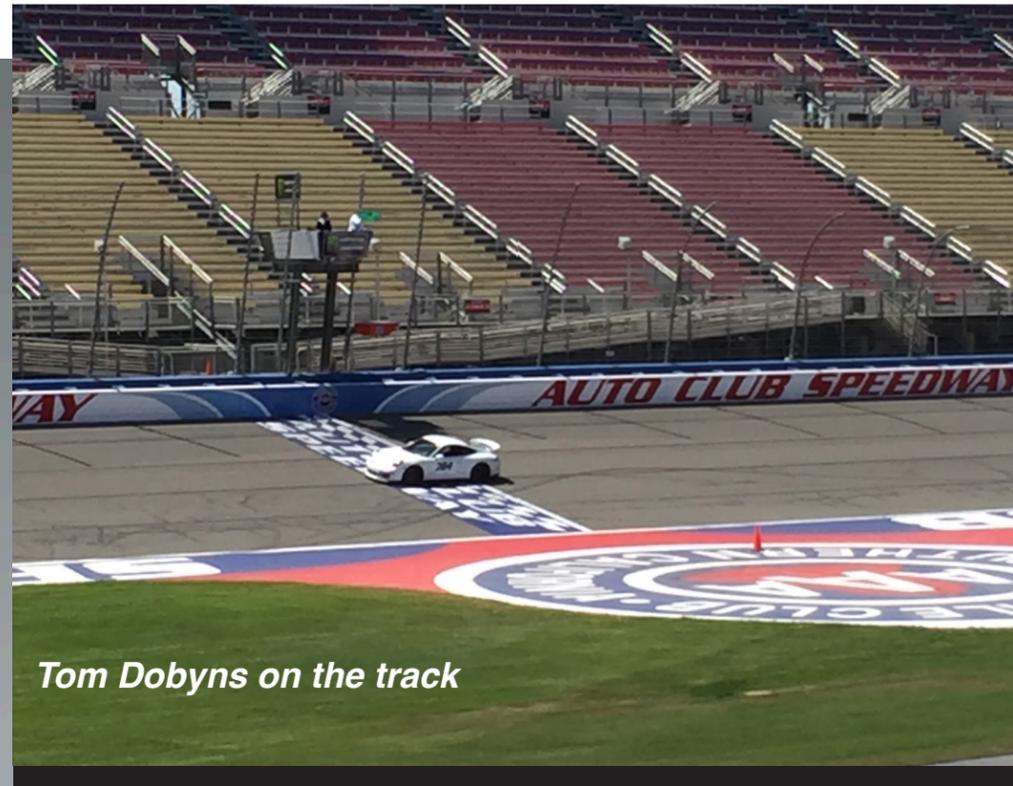
As an instructor, I was assigned a gentleman who had a beautiful, yellow 2015 Cayman S with a manual transmission. I learned two things that day. Number one, the Sport Plus button on a stick shift

car provides a wonderful rev-matching condition that assists with downshifting. The second thing I learned is that seven year old stock tires should not be taken to the track! I think after a day of slip-sliding around, my student finally got the message!

I had a garage mate that also had a 2014 GT3, which was completely stock. I offered to be his instructor, as he had never been on this track. It was great to see his improvement through the day as he first concentrated on the correct driving line, and then we added more speed throughout the day.

Looking back on it, I think I over-committed my time and resources, coaching in both the Yellow and Green groups, and then hopping in my car for my Red run group. I figured it out later in the day, including my track time and miles, I either drove or rode for over 350 miles on Saturday!

The Roval at Auto Club Speedway is unique. The "Roval" is part road course, and then you get to run about half of the NASCAR oval. My top speed on the oval was right at 160 miles per hour. Scrubbing off speed to get into the infield road course takes you down to around 40 miles per hour! There are sections of the road course that resemble an auto-cross. Turns one and two on the oval are banked at 21 degrees. Quite the "E" ticket ride!



Tom Dobyys on the track



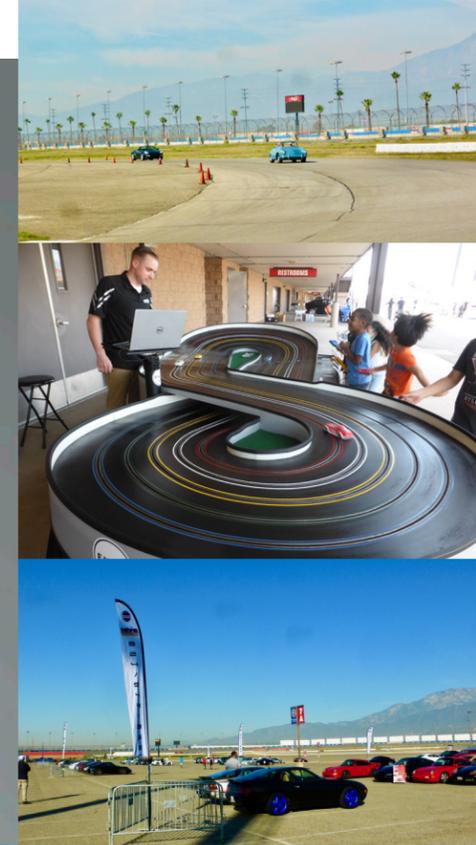
Photos by Alfred Abken & Tom Dobyys

I only got to run on Saturday because...I corded my tires and was done for the weekend. Bummer!

It's always fun to walk through the pits and see everyone's car. There were many vendors there, food trucks, display cars, and yes, even an auto-cross! At lunchtime, for twenty dollars you could take your car on the track to feel what it felt like to be at this storied venue. Speeds were limited to under 100 miles per hour.

Sad that they are not going to continue on with the California Festival of Speed. At least for a while anyway. But I'm glad to have done it one last time.

Tom Dobyys



Alfred's California Festival of Speed Experience

Story by Alfred Abken

This past weekend, October 30 and 31, Zone 8 held what has been rumored to be the final Festival of Speed, at Auto Club Speedway in Fontana. It seems the powers that be in NASCAR want to change the layout of the track from a 2 mile "D" shaped oval, to a ½ mile short track.

This seems to be the end of the 2.36 mile, 21 turn interior road course.

In years past, the FOS has been a three-day event, commencing on Friday, and running through Sunday. This year, there were no Friday events. So, when the call was sent out to volunteer for the event, I volunteered to work on Saturday only. I also said I was available to help setup on Friday, but I never got scheduled for that. Therefore, I had a very easy assignment. For the past several years (not counting 2020 which was cancelled due to Covid), I have been working during lunch for the track tours.

So, Friday morning, October 29, I made a leisurely drive to Southern California via I-5. I made a quick stop at Amoeba Records new location on Hollywood Blvd. in Hollywood, and walked along Hollywood Blvd. to the former Vogue Theater, which is now the Vogue Multicultural Museum

to see their exhibit "The Pink Floyd Exhibition Their Mortal Remains". It had been decades since I was last on Hollywood Blvd. I am no longer used to being around so many people at one time. My time there were short as I also stopped at Rose Hills, in Whittier, to visit my Mother's grave site.

Finally, I was onto the freeway crawl to Rancho Cucamonga where I would spend Friday and Saturday nights.

Saturday morning dawned mostly clear and pleasant. I had a meeting prior to my work session scheduled for 10 AM Saturday, and I wanted to look around some before then. When I checked in, I was told I needed to be at the meeting site at 9:30. After I parked my car, I headed to the swap meet area to see if anyone was offering for sale anything I couldn't live without. While there I ran into a couple people I know and was talking to them until almost 9:30 so I excused myself and headed to the building where our meeting was to take place. There I discovered that nothing was happening until 10AM, so while waiting outside, I ran into more people I know, and spent the next half hour getting caught up with them.

Following the meeting, I spent some time with the person that would be doing the same



job on Sunday. It would be his first time doing the job, so we walked over as close as we could get with a hot track and after I showed him approximately what to expect, it was time for us to assemble in the parking area for the track tours.

The track tours went pretty much as scheduled for the most part. Following the tours, we had a debriefing meeting. By then, I was really in need of lunch. While checking the food trucks to see what was available for lunch, I ran into a friend of mine that I had built a model for, and had taken down with me to deliver.

Following lunch, we walked along Vendor Row, and then got in the grandstand to watch the Club Racing group practice starts.

By this time, it was getting close to 4 PM, and I was hoping to leave then so I could get an early dinner in Rancho Cu-

camonga before the restaurants got too crowded.

The day went by really quickly. I had hopes of wandering through the pit buildings, but I only got to looking into one side of one of the three buildings. In spite of this, I had a wonderful day.

After I left, I missed the Charity Laps that were offered to ride around the track. Sunday morning dawned with a thick low overcast. Sunday there was more Club Racing and Driver Education sessions.

I made a brief stop in Buena Park, and managed to get out of San Bernardino, Orange, L A, Ventura and Santa Barbara Counties before the traffic got too ugly. I wish I could say I am anxious to do it again next year. It was certainly fun while it lasted.

Alfred Abken



The 959 part 1

by Pedro P. Bonilla (Suncoast Region PCA)

While recently doing research to produce the Tech Quiz for Suncoast's 60th Anniversary Celebration I relived some of my fondest Porsche memories as I perused long-closed and stored reference books and manuals.

To this day, I'm still at awe at some of the special vehicles that were produced in an artisanal manner by that small German company we have come to know and love. But none come close to my fondness for the very special 959. Let me try to condense some of the data I found:

First shown as a static design study forty years ago, in 1981, it received the designation 959 and became the first member of a new and exclusive category of 'Supercars', road legal vehicles with a top speed in excess of 200mph, state of the art design features and price tags to match.

The study was based on the 911 which would be developed into a Gruppe B rally car.

In 1986 three 959 project cars made their debut in the Paris-Dakar rally, which they won (finishing one/two – the third entry, intended as a support vehicle, finished 6th).

More successes followed and a limited production of 250 cars was

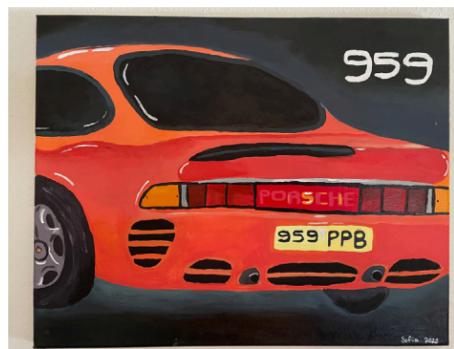
announced which would be available for sale as road cars to an exclusive and very lucky few. The initial price tag was around US\$250,000. (Even by today's standards, this was an absolute bargain.) The initial price also included a visit to the Nürburgring Circuit for a factory-run familiarization course, because this was no ordinary vehicle.

The engine was a special short-stroke 2.85L flat-6 with titanium rods and crankshaft and air-cooled cylinder barrels but with water-cooled heads. Each head had four valves per cylinder and was operated by double overhead camshafts. Twin KKK turbochargers would boost maximum output to 450bhp at 6500rpm with peak torque of 370lb/ft coming in at 5500rpm. All this produced a top speed of 205mph at 7500rpm and a 0-60 time of 3.7 seconds.

Two versions of the car were built. The 'Comfort' model included A/C and additional sound insulation and the 'Sport' version which omitted these, along with the rear seats and other such niceties to provide raw performance.

An all-new four-wheel drive transmission was used with a conventional mid-mounted six-speed gearbox connected to a front transaxle by a large tube housing the driveshaft. The front differential casing also housed a torque-splitting clutch. A new computer control system, monitored electronic signals generated by sensors which offered engine speed, throttle position and wheel speed. The latter was derived from the same sensors that controlled the ABS. The com-

puter could calculate rate of acceleration and thereby the weight transfer front-to-rear could be mapped. With the rear wheels directly driven, the front axle torque could be varied by the computer to give optimum traction and could be controlled manually by the driver or using one of four pre-programmed modes to assist in varying road conditions offering a variable front/rear split percentage between 40/60 and 20/80 depending on the road conditions. The system had a response time between 50 and 100 milliseconds



The body was basically that of a 911 Turbo, with galvanized steel components and additional body panels made from Kevlar and other glass-reinforced plastic (GRP) materials. The windscreen was bullet-proof. Braking components came from the 956 racecar and were servo-operated with full anti-lock capability.

The suspension was coil spring/double wishbone design right out of the racecars. Concentric coil springs were used together with twin shock absorbers on each wheel. Each shock absorber had electronically-

adjustable variable damping circuitry allowing for computer-control which could vary not only the car's ride height, but also the angle of the body relative to the road. This further enhanced the ground-effect generated by underbody airflow and added yet more stability to the handling.

Providing adequate cooling provided a difficult hurdle which was solved with the now iconic rear wing air scoops which would channel cool air into the very tightly packed engine bay. The car was also shod with magnesium wheels with hollow spokes for a tire-deflation warning system. This was the precursor of the TPMS.

Simply, an outstanding piece of engineering. And it was also quite the eye-candy too! In a future article, we'll get to "the rest of the story". The 959 in America.

I am so fond of it that I now own an orange version of the 959. It's a paint-to-sample gifted to me by my talented granddaughter Sofia for my birthday!



For more information on the Porsche 959 and more, please visit my website: www.PedrosGarage.com

Happy Porsche'ing,

Pedro

959 illustration by G. Betti from PORSCHE, Portrait of a Legend, Ingo Seiff.



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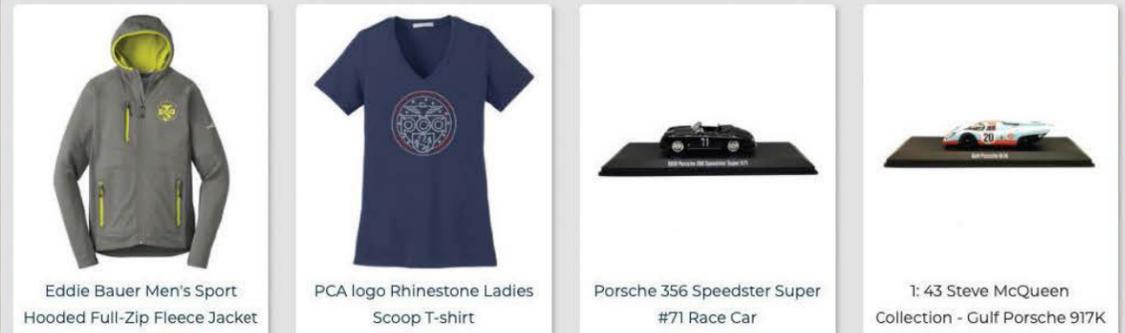
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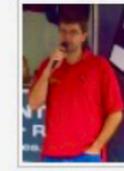


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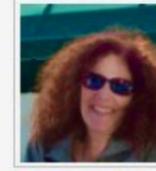
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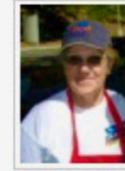
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