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California Central Coast Region Porsche Club of America

January 2022 Issue

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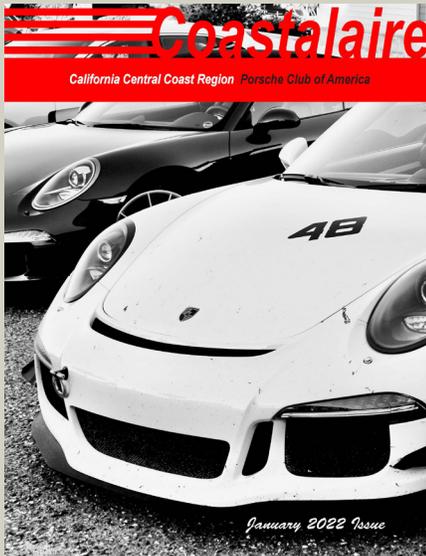
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The 959 Part 2

Cover Story



Photographer
TB1

This month's cover shows Tom Doby's 2014 GT3 Porsche at the Dine & Drive at Dorn's restaurant in Morro Bay. He recently tracked the GT3 at the PCA Zone 8 - California Festival of Speed. Behind his GT3 is the Thompson's 2013 Carrera S Cabriolet.

California Central Coast Region of the Porsche Club of America

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gotbluemilk.com

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.

CCCR Name Badge

California Central Coast Member Name Badges. Cost for your beautiful 5-color CCCR standard badge with pin, swivel clip or magnet closure: \$20.00. First Name, Last Name, optional 2nd line, for example, your club office within the club, your Porsche model. To order contact Joe Shubitowski at joseph.shubitowski@gmail.com

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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

HAPPY NEW YEAR to our California Central Coast Region members and affiliates of which we are 715 strong.

I will be sending an e-blast on this topic but wanted to repeat it in case you miss reading the e-blast.

We are having two social events this month that will be indoors and we are requesting that that if you are attending that you have been fully vaccinated and hopefully received your COVID booster as well.

Of course the latest COVID-19 variant could be followed by another in months to come. Who knows? So, the best protection for all involved is to have been vaccinated, received a booster (if eligible) and wear an effective face mask at appropriate times during our events.

Our 2022 Board of Directors is in place and we conducted the first monthly meeting January 5th by Zoom. Bob Bruington is leading a small contingent of directors to evaluate a better meeting place. The San Luis Obispo Country Club meeting room is too small for ten or more people under these "pandemic" like conditions.

Ron Green continues as Vice-President., Carol Walker continues as Secretary, Gil Igleheart continues to be Activities Director, Bill Chadwick takes over as Treasurer, Chuck Jennings continues as Autocross Director, Bob Bruington is Chief Driving Instructor and Drivers Education Director, Bill Gibson takes the Safety Director role, Sanja Brewer will be our Historian and Membership

Director, Joe Shubitowski continues as Webmaster, Joe Kuntze is our 356 Advocate and related activity planner, Bob Kitamura continues to publish our Coastalaire digital and print formats, with yours truly trying to steer the ship. In my humble opinion, we have a great team.

We are one of fifteen Regions in Zone 8. A new Region has been "carved out" and is the "Vineyard" Region. Lori DeCristo is our new Zone 8 Representative taking over the reins from Jeff Peck who did an outstanding job during the difficult 2021 period.

In addition to the social activities that Gil Igleheart is cooking up, Bob Bruington has organized three Drivers Education events starting with "Big Willow", then Buttonwillow

and Laguna Seca being scheduled in the September/October timeframe. Chuck Jennings has six Autocross events scheduled plus an autocross school. See the upcoming Coastalaire for the dates and venues.

Although Jon Milledge has "retired" from the CCCR Board, I have asked Jon to continue as he can find time to consult because Jon has been a great resource having previously served as Driver's Education Director, Autocross revitalization and lately Treasurer among other contributions to the club. Also Alfred Abken will be seen at many of our events as he has Porsche wanderlust.

Thanks and See You Soon,
Andrew W.





Get Out & Drive

by Bob Kitamura, Editor

Wishing all of you a very Happy New Year! 2021 for many of us was quite a difficult year but it also showed our resourcefulness and tenaciousness as Porsche owners. We were able to have a very successful autocross and drivers education program last year because of all of you. We also had some great Drive & Dine gatherings, along with a very well attended New Member's BBQ and ending the year with a great Holiday Dinner.

I am certainly looking forward to an even better 2022 for our club. There are many great activities and

events planned by Gil, Chuck and Bob. Also, if you haven't had a chance to participate in any regional or national PCA events you should certainly seriously think about it.

I am excited by our upcoming 2022 autocross and DE season. Please look on pages 12 and 13, then seriously take the time to think about which dates you want to participate. If you own a Porsche then these two events are made for you to get the peak of enjoyment from your car. Just ask those club members that have been involved. If you have never done either of them, it is not

very difficult to do because you are well trained by our driving instructors. See page 21, Bob Bruington, our Drivers Ed Events Director and Chief Driving Instructor, has a great article about the upcoming CCCR DE season.

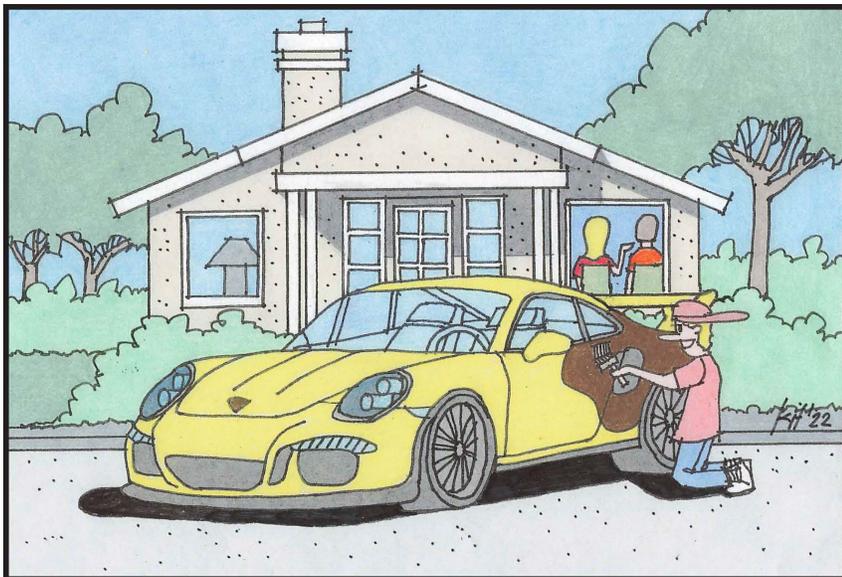
Besides reporting on our CCCR and National PCA events, I am interested in sharing information on items related to Porsche that you find interesting. It is important to me that I include items in our publication that interest all our members. Please let me know what you would like to see and hear about.

One more thing as most of us have experienced, I am not able to get to all of our events. I am looking for event photos and stories from the point of view of the participant. This makes our publication more interesting and real for all of you. So if you are interested please contact me and I can provide more information for you.

Here is one New Year's resolution that you should not break for 2022 ... promise to "Get Out and Drive"!

Best Wishes for a Great New Year!,

Bob



Honey, did you remember to tell the neighbor boy to paint our porch?

Kit's Kar-Tune



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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>

JANUARY 8th	DRIVE & DINE to Rustic Fire
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 16	TESTSTRECKE 51 - See page 12
APRIL 23rd	DRIVE & DINE to Cypress Ridge (more details to follow)
MAY 7th	AUTOCROSS ACADEMY - See page 12
MAY 8th	TESTSTRECKE 52 - See page 12
MAY 13th	DRIVERS EDUCATION - Buttonwillow - See page 13
JUNE 4th	TESTSTRECKE 53 - See page 12
JULY 23rd	TESTSTRECKE 54 - See page 12
AUGUST 27th	TESTSTRECKE 55 - See page 12
OCTOBER 1st	DRIVERS EDUCATION - Laguna Seca - See page 13
OCTOBER 15th	TESTSTRECKE 56 - See page 12

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



National & Regional Events for 2022

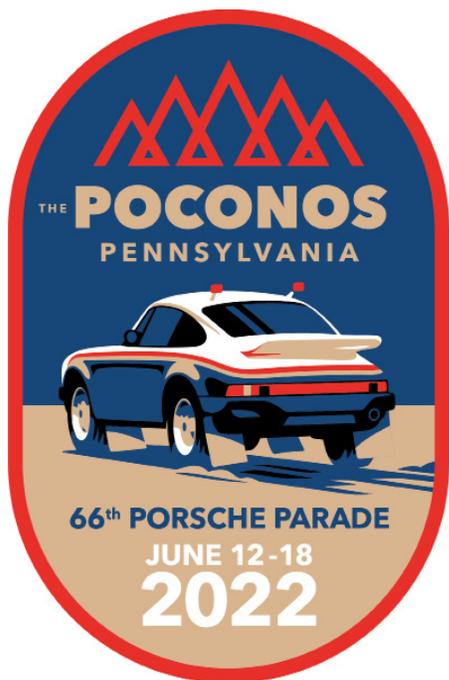


PORSCHE CLUB OF AMERICA



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

Make plans now for Treffen Fall 2022 at the Sunriver Resort 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





K5a

CCCR-PCA presents

UTOCROSS 2022



Coming Soon in 2022!

- | | |
|--------------------------|-------------------|
| Teststrecke 51 | April 16 |
| Autocross Academy | May 7 |
| Teststrecke 52 | May 8 |
| Teststrecke 53 | June 4 |
| Teststrecke 54 | July 23 |
| Teststrecke 55 | August 27 |
| Teststrecke 56 | October 15 |



PORSCHE

Santa Barbara

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



Drivers Education



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.

2022 Dates

see page 25 for more information

Willow Springs Raceway

April 3

Buttonwillow Raceway

May 13

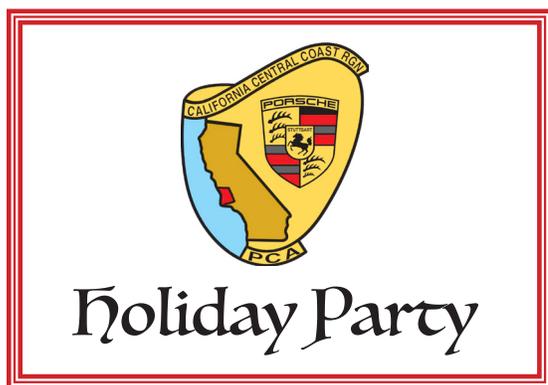
WeatherTech Raceway Laguna Seca

October 1



California Central Coast Region Holiday Party

by Bob Kitamura

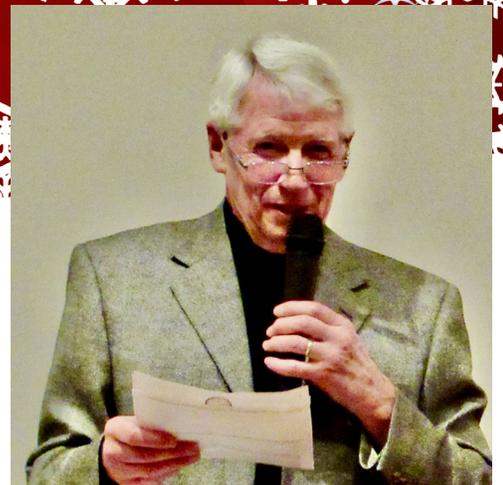


It was nice to be able to gather again for our annual California Central Coast Region Holiday Party. Thanks to Sanja Brewer and other members of the board for staying focused on making this long running great yearly event happen this year.

Since we have not been able to hold this event since 2019, we wanted to make sure we had a very nice venue that could hold the most amount of people with enough parking and with some good food. We also wanted to make sure everyone felt safe to party away. Although it took a lot of discussion and time by the board, Sanja Brewer made it happen. The San Luis Obispo Country Club once again did a great job of taking care of us.



Photos by Bob Kitamura and Alfred Adken



California Central Coast Region Holiday Party

Another high priority that took a lot of time and effort was obtaining the raffle items for the evening. Our sponsors came through again for us along with other members so we could have many nice gifts to give away.

Thanks to Jonathan Price from Porsche Santa Barbara for attending our event and bringing some great gifts. He also told us about a significant commitment from Porsche Santa Barbara for CCCR Members. Many of you have seen that Porsche dealerships in the US are marking up their new cars significantly since they are in very high demand with very little production. Porsche Santa Barbara made a commitment to us to always sell a new Porsche to a CCCR club member at sticker price and not the marked up price. This is a major commitment for those of us that have purchased a Porsche from a Porsche dealership. We certainly appreciate this commitment.

Another big thanks goes to Guy Ober for providing us with a number of great gifts for the raffle.



continued



California Central Coast Region Holiday Party

SGS does a great job of taking care of our Porsches and helps with our events.

We had great entertainment from Steven Brewer and Les Beck on piano. It was a great way to end a year of both staying isolated and getting out and playing for the club. Our illustrious president, Andy Winterbottom, did a great job of emceeing the proceedings. Along with Sanja, Carol Walker and Betty Jennings helping to distribute the raffle gifts.

Since we were all dressed up, next year it might be nice to have a photographer at the entry to have the member's picture taken by the Christmas tree. Until I saw the tree when we arrived, I had forgotten we had done that many years ago.

All of us are looking forward to next year's California Central Coast Region Holiday Party!



continued



Donations - Food Bank / Lumina Alliance

by Chuck Jennings and Bob Kitamura

The mission of the SLO Food Bank is to work with a network of community partners to alleviate hunger in San Luis Obispo County and build a healthier community. The vision of the SLO Food Bank is a community in which every person has adequate access to nutritious food. . . . The Food Bank provides food, supplies, and resources to over 80 different nonprofit organizations throughout the county, called agency partners. . . . 72% of the SLO Food Bank's operational funds come from donations . . . Thanks to bulk purchasing agreements, grants, and gleaning operations, the Food Bank literally turns every dollar donated into an astounding seven nutritious meals. www.slofoodbank.org

For the past several years, CCCR has donated some thousands of dollars to local charitable organizations. In 2020, we donated \$5000 to the SLO Food Bank, the 2020 California Nonprofit of the Year. After careful consideration, the CCCR Board of Directors voted to donate again to the SLO Food Bank for 2021. On November 28, I contacted Garret Olson, Chief Executive Officer of SLO Food Bank, to inform him that we were again donating \$5000. As in 2020, he expressed great appreciation for CCCR's generosity and thoughtfulness. And he excitedly invited us to make our presentation for the KSBY cameras at the #1 Fire Station in San Luis Obispo on the following evening.

I quickly informed the members of our Board of Directors and a few of our past Presidents that we had the opportunity to make CCCR's fifteen seconds of fame on the following night, and I asked all who could to attend. I then asked Jon Milledge, our then current Treasurer, to write



the check, photograph it with his cell phone, and send me the photo of which I made a 24" x 50" printed copy.

We were instructed to arrive at the Fire Station #1 on Santa Barbara Avenue and Broad Street between 5:00 and 5:30 p.m. As most Porsche people I know, we all arrived early. At that time, it was still daylight. The parking lot was full, so we parked our Porsches on the street and waited for instructions.

It turned out that KSBY television was using the #1 Fire Station as a staging location for their Season of Hope series recognizing and promoting local, services', organizations' and businesses' charitable donations of toys for children and other such seasonal generosity. The camera crew and reporter had not yet arrived, and another organization was waiting for their turn at the front of what would become the news queue. After some consultation, we were advised that our turn in the spotlight would be at 6:30. A few of our members could not wait that long, and they left. The rest of us decided that we would go across the street and have pizza. It was still warm enough to seat ourselves outside, masked and

well distanced.

The plan, as we understood it, was that when we arrived back at the fire station, we would re-park our Porsches in the parking lot as a bit of visual reinforcement of our identity. But as we were getting into our cars, several other cars, including Corvettes, Ferraris, McLarens, and Maseratis, were pulling into the parking lot, taking up all the spaces. This was disconcerting and confounding. It appeared that we were being upstaged.

Little to our knowledge, the Super Car Club, even as we were, had been told to show up for the 6:30 video taping. Neither club was informed of the other's arrival. After a bit of jockeying, we managed to pull a couple of our Porsches into the parking lot among the "Super Cars" just in time for the 6:30 news. We had our big "super check" for \$5000, and the "Super Car" folks had toys. Hence, we were given front and center for the news spot while the super car folks waved toys in the air behind us. Garrett Olson pointed out to the reporter that this was our second year to donate \$5000 and that that would provide 35,000 meals.





Lumina Alliance - Formerly the Women's Shelter of San Luis Obispo

The California Central Coast Region's successful yearly autrocrosses and drivers education events have allowed us to donate major funds to our local non-profits over the last two years. In 2021 we were able to donate \$5,000 to the San Luis Obispo Food Bank and \$5,000 to Lumina Alliance (The Women's Shelter of San Luis Obispo). Due to Covid-19, the board of directors did not want to pre-determine who would receive the funds or the amount since

the local organizations critical needs and wants changed on a yearly basis over the last couple of years. The last two years the local Food Bank had major increases in demand from the community due to Covid-19.

Unfortunately, there was also a major need from the local women's shelter, Lumina Alliance. As Covid-19 cases surged in the United States in March 2020, stay-at-home orders were put in place. Schools closed, and

many workers were furloughed, laid off, or told to work from home. With personal movement limited and people confined to their homes, stay-at-home orders intended to protect the public and prevent widespread infection left many Intimate Partner Violence (IPV) victims trapped with their abusers. It was because of this that we also decided to help support the eradication of domestic violence that is increasing in our community.



Dine & Drive - Dorn's to Cambria

by Gil Igleheart

On December 18th we all met, 37 of us, at Dorn's Restaurant for our first Dine"N" Drive. We usually do it the other way around. We had 24 cars and departed the Morro Bay area around 11 am for a short twisty drive to Main Street Grill in Cambria. The 40 minute drive was especially nice since the weather could not have been nicer... about 70 degrees.

We will be doing more of the Dine"N" Drives. It seems that our members like to talk and eat or eat and talk...and above all else they love to drive their Porsches!

More good things headed your way in 2022...stay tuned. Canepa Museum March 12th, Healdsburg April 12th- 14th to name a few.





Dine & Drive - Dorn's to Cambria

continued



CCCR - Drivers Ed Events 2022

by Bob Bruington, Drivers Education Events Director

We are pleased to announce three Drivers Education Events for 2022.

We are starting early in the year, beating the heat of the desert, for our first event on April 3rd, 2022 at Big Willow Racetrack at Willow Springs International Raceway near Lancaster, California. We have had one track day at this "Fastest Track in the West" with fantastic comments from everyone except for one thing, the track was a little rough and uneven. Good news! The track has been ground and filled to make it much smoother! Our first time on the track we could not have in-car instruction but with this event we will be able to have the students and instructors in the same car with a couple of stipulations. Both student and instructor need to be fully vaccinated and agree to be in the same car. The registration will open Jan. 2nd on the MotorsportsReg.com website. We will have a designated hotel with discounted rates set up in Lancaster where we can all hang out before and after April 3rd.

Our second track day will be at Buttonwillow Raceway on Friday May 13th, 2022. We have hosted many track days at this familiar site. For those new drivers this is a fantastic time to participate in your first Drivers Education Event. Our instructors are very experienced on this track. It is the best and safest track we use to learn how to drive high speed on a professional track. For those who know the track we will be running counterclockwise this time just to shake things up a little. I think counterclockwise is my favorite way to drive on the circuit. The track is only about 2 hrs. away from San Luis Obispo. It's close enough to drive there and back in one day or you could spend some time with your driving

friends and stay the night in Buttonwillow or even camp at the track the night before. The track has primitive and developed sites. Hopefully, we will be able to set up a dinner at the track the night before for all of the attendees. Golden Gate Region Porsche Club will be at the track the Saturday and Sunday after our event. Sign up for our event, and then one or two more days of track with GGR. Registration will be open around the first of February. An email will be sent out when registration is up and running.

Our third track day will be at the famous Laguna Seca Raceway in beautiful Monterey. As of now, we have Oct. 24th set as our day, but we are attempting to move the date to late September



to take advantage of better weather. We should know in the next month or so what day we will be on the track. This is the fourth time we have been at Laguna Seca. Many drivers like this track the best of all. Nothing like going over the Corkscrew with its three-story drop! Registration will be open sometime early spring. We will let you know when to register through email.

For those who do not want the full speed experience of the three tracks,

but want to drive on a professional racetrack, we are bringing back the lunch break parade laps. Thirty minutes on the track with speeds limited to no more than 60mph. Helmets are not required and you can bring the whole family on board! Passing other cars is not allowed. You are following a pace car, this is as safe as it gets on the track. This is a perfect time to bring out the 356 or early 911 for a taste of the track.

We are encouraging new drivers to sign up for the track events, especially women drivers. In the last few years, we have seen more and more women drivers on the track. It is a friendly and fun time for everyone! Nobody should be intimidated by driving on the track. It is like everything else, the first time you are always nervous and a little apprehensive. By the second or third session with your instructor, the butterflies are gone, and you will have the time of your life! We use all the safe practices required by PCA. Point by passing only in designated areas. We assign drivers to four different run groups, novice through expert depending on your skill level. You never have to go faster than you are comfortable. Skilled instructors are available to help you with your driving experience. Best of all, we are all going in the same direction! These are not Porsche only events, many other cars are qualified to join our events. Please feel free to contact me with any questions you may have.

Hope to see you out on the track!

Bob Bruington
aircooled911sc@gmail.com



2021 LA Auto Show

Story and Photos by Alfred Abken

After a year off, PCA once again hosted an exclusive preview of the Los Angeles Auto Show for the first 200 people that were quick enough to get on the internet and order tickets when they became available. I was lucky enough to get tickets, so Thursday, November 18, I made a leisurely drive down to L A.

Friday morning dawned overcast with a fairly low ceiling. I was up early and making the freeway crawl into downtown L A.

PCA again offered a continental breakfast to attendees, and this year it was served on a terrace just outside of the room where the new cars were on display.

There were several new Porsche GTS models on display, all in Carmine Red. At about 8:15 AM, Vu Nguyen, PCA Executive Director, hosted another version of the club's Tech Tactics Live event that was broadcast over the internet. If you did not see it, here is a link to the video:

<https://www.youtube.com/watch?v=Zy-JQohH5jU>

The first car featured was the new Taycan GTS. Joining Vu was PCNA (Porsche Cars North America) Product Planning Analyst, Hayley Nunnally. She mentioned the specifications of the new car, and fielded questions.

Next for discussion was the new Mission R all electric race car. As the floor of the car looked rather high from looking through the window, I think this might have been just a show car, and not a running prototype. Joining Vu for discussion of this and the following GT4 RS, and GT4 RS Club Sport was PCNA Product Manager, Sports Cars, Michael Tam.

The new GT4 RS was in Arctic Gray with magnesium indigo blue wheels. It was a very striking color combination.

The presentation concluded just before 9AM when the show opened to the general public. The show was a bit smaller this year than in years past, but considering the past year and a half, it was great to get out to another L A Auto Show.





If You Haven't Heard

Stories provided by Bob Kitamura & Chuck Jennings

This month's column has a variety of Porsche related information from a number of people in the club, which is what I am hoping for. So if you find something that you find interesting about Porsche please let us know and we might find that it is appropriate for the Coastalaire.

The Tribune **Porsche dealership is coming to San Luis Obispo**

by John Lindt Sierra
2thesea.net



A Porsche dealership will open at the former BMW location on Los Osos Valley Road in San Luis Obispo. Porsche lovers and wannabes, rejoice! The premium car company is opening a dealership in San Luis Obispo. Cardinale, CCP Auto Group, is planning to remodel the former Coast Nissan building just east of AT&T at 12100 Los Osos Valley Road. According to a building permit application submitted to the city late last summer, the agent for CCP Auto Group that owns the Nissan

and BMW dealerships in SLO will spend \$4.5 million to remodel the empty showroom vacated by BMW now that it has relocated to a new site on Calle Joaquin. The application names Porsche as the line of cars to be sold at this LOVR location. Sales agents at Coast Nissan, also owned by CPC Auto Group next to where the new Porsche dealership will be located, say the company expects to open as soon as spring. The CPC Auto Group, based in Monterey, owns 24 auto dealerships in California, Arizona and Las Vegas, including a Porsche dealership in Bakersfield. Besides Bakersfield, the closest Porsche dealer is in Santa Barbara.

Article Two:

New Porsche Dealership in SLO

A Porsche dealership will open at the former BMW location on Los Osos Valley Road in San Luis Obispo. Porsche would join a growing group of luxury vehicles sold in SLO that includes BMW, Mercedes and Volvo, among high-end European brands. Porsche has enjoyed a big increase in sales in California, according to the New Car Dealers Association. Its latest report shows Porsche leading

all brands in sales increases by percent through the first half of 2021, with a 64% increase vs. the same period last year. The brand received more good news with JD Power ranking it as the top brand in customer satisfaction. The latest JD Power APEAL Study of customer experience with a new car ranked Porsche as the No. 1 premium brand for the third year in a row. While the iconic Porsche 911 is probably the best known model in the sporty lineup, the German manufacturer has made a big push into the electric vehicle market this past year. Reports say sales of the all-electric Porsche Taycan family in the first half of the year stand at 19,822 (up 342% and 12.9% of the total volume), which indicates that the company will sell about 40,000 of Taycan and Taycan Cross Turismo in 2021. That would mean Taycan models would overtake sales of the flagship gas-burning 911 sports car this year. Porsche is also introducing the electric Macan model, making it likely gas-powered models would continue to decrease by percent of sales. In Europe, already around 40% of Porsche sales are plug-ins (about 16,000 out of 40,435 total). The Macan is a small SUV that Car and Driver reports "can dice it up with sports sedans on a racetrack and carry a reasonable



careful of groceries home from Costco.” Less expensive than other Porsche models, the car sells in the range of \$56,000 to \$66,000. Like other car companies, Porsche is experiencing supply disruptions from the pandemic including chip shortages and other backlogs. Many dealers in SLO report few new cars on the sales lots. In October Porsche warned its dealers in the U.S. that customers might have to wait an extra 12 weeks to get their cars, because they lack a chip used to monitor the car’s tire pressure. When you get your hands on it, the iconic but pricey car is likely to set you back \$100,000 for your ride, depending on the model. The high-end electric Porsches are competing with top-selling Tesla for buyers. Tesla has a showroom in Santa Barbara and is rumored to be looking to open a showroom in SLO in the next year or two.



CAR Magazine
Great White Hope
 Sam Smith



Can a sports EV stir the soul? Will electric racing ever be thrilling to watch? Much is resting on Porsche’s Mission R battery-electric racer... We drive it. Half a dozen engineers stand there, arms crossed, as the car rolls up to the charger. The 405 freeway rushes by in the background, maybe 100 metres away, six lanes in each direction. Half a mile in the distance, the 110 freeway does the same thing. The racket of combustion-engined traffic is cacophonous – so loud it can be heard inside a helmet, with earplugs, over the soft hum of the electric Porsche at ‘idle’.

The Porsche Experience Center Los Angeles sits at the intersection of two of the busiest freeways in Southern California. The device we’re here to test is neither a racing car nor an actual production prototype, though it

does a bit of each job. Porsche says its Mission R is worth nearly €10 million, and that the car’s two electric motors can produce a combined 1073bhp for short periods of time in ‘qualifying’ mode (Porsche promises 0-62mph in just 2.5sec – eek).

The vehicle itself is the same basic shape as the current 718 Cayman but around 60mm shorter in length, 100mm wider and 100mm lower. It looks as if a Cayman and a Taycan had a baby and then someone chose to sit on the head of that baby, squishing it, though not unattractively. ‘It’s a study,’ Marc Lieb tells me, watching the Mission R take a charge. Lieb has won Le Mans four times as a driver – one of those overall in Porsche’s 919 Hybrid – and is now working PR for Porsche AG. ‘But as always with Porsche, when it’s a study, there are some new and very good ideas behind it.’

Electrically powered road racing is nothing new. Formula E has been part of the global motorsport circus since 2014; most manufacturers have experimented with EV and hybrid racing cars for decades. The Mission R, however, is a watershed – the first fully electric racing prototype Porsche has shared with the world. It wears Michelin slicks and suspension components bor-



If You Haven't Heard

rowed from the 911 RSR.

The cooling system for its 80kWh battery is a derivative of the experimental oil-based system developed for the 919, a technology that offers more effective heat transfer than a traditional glycol system while being no more complex or difficult to package.

The result is a compact and efficient driveline that Porsche says can produce 671bhp in race trim and survive a 30-minute sprint race without stopping to charge. Porsche also reckons the R will lap most circuits at roughly the pace of a current GT3 Cup car. Charging from five per cent to 80 per cent is claimed to take just 15 minutes, and today the car will run 20-minute sessions on and off without stopping to charge for longer.

Porsche 911 and 718 product head Frank Walliser calls the Mission R 'an outlook, a vision'. The shape hints at the company's upcoming electric Cayman/Boxster, but it also serves to foreshadow a one-make electric Cup race series of the future.

At least two running Mission Rs exist. The car we're driving is the show tub from the concept's September unveiling in Munich. Only a handful of people have ever sat at its wheel, mostly test drivers like Porsche's Lars Kern.

Kern gives me a few passenger laps around the track's short handling course before handing over. Gearbox whine and tyre scrabble fill the cockpit on acceleration and during regen, except when they're drowned out by the moan of brake pads grumbling across rotors.

'That was weird,' I say, as Kern climbs out. He laughs beneath his helmet. 'Yes! But it's fun!' Then I drive it, and discover he is not incorrect.

The Mission R's main battery sits behind, rather than beneath, the driver, topped by an electronic control unit and components for the 12-volt chassis supply. A single, purpose-developed drive motor sits on each axle, direct-connected to its own inverter, as in Formula E. The rear motor and its single-speed gearbox are just visible from the rear bumper, perched above a large composite diffuser. Maximum battery output is limited to 908 volts, close to the internationally regulated 1000-volt limit and higher than the max voltages of Formula E (890), the 919 Hybrid (800) and the 918 Spyder (380).

Prior to the drive, there is much talk of safety. With stern faces, words like 'battery thermal event' are uttered. The small collection of LEDs on the car's roof fin serve as a traffic light:

red means 'Do not touch'; green is 'Safe to enter'. I am instructed on the so-called 'KERS jump', a way to leave a malfunctioning or crashed high-voltage vehicle without turning your body into a giant grounding strip. (Stand on the door bar of the rollcage, then jump as far as you can.) Martin Kaussen, the Mission R's high-voltage specialist, also worked on the 919 programme.

In the safety briefing he sums things up thus: 'We are always in a situation where it is not very healthy for the human body, and that is all we will say today.'

The cockpit opens up as you fold yourself in – the roof is low and wide, but the footwells are surprisingly long and spacious. The windscreen is more than an arm's length away, and the steering column and pedals adjust to meet the fixed seat and five-point harness. The car's bodywork is mostly carbonfibre or a flax-based composite. An RSR steering wheel has replaced the tiny futuristic piece used for the Munich unveil; save one rotary switch programmed to put the car in drive or reverse, most of the wheel's controls do not work.

We get 15 minutes at the wheel. The first thing you notice is the long and surprisingly soggy brake pedal – the brakes are a by-wire/hydraulic mix, working



with regen (one of the main reasons the car's all-wheel drive is for regen; weight transfer means you can't harvest much from the rear axle under braking), and while the car stops well, feel is a bit vague and inconsistent. Then there's the perpetual shouting of driveline whine – being loaded under regen as well as drive, the differential and gearbox are quiet only on constant throttle, which racing cars rarely see. (The engineers claim they did nothing specific to up involvement here, merely eliminated all the isolation and noise measures you'd get in, say, a Taycan.)

It all feels more finished than you expect from a show car. And marvellously light, for an EV; the Mission R weighs less than 1500kg. Once the slicks are warm, the car grips well, understeering a bit in slow corners but keen to rotate on a trailed brake or a quick slap of throttle-lift regen under load. The electrically assisted steering is heavy at low speed and lightly dead when the car is working. Torque can be hard to judge in an environment like this, but the chassis presents a generally equitable drive split front/rear, with tight corners giving a sense of the front tires working a little harder on exit.

Naturally, you don't think much about any of this, because

that brain capacity normally filled with yelling racing car, when you're strapped into a yelling racing car, is noticeably empty and quiet. Without that familiar rolling-combustion sound crescendo, reference points go out the window: was that a quick corner exit? A slow one? Why am I so exhausted and sweaty from hustling around in something so quiet?

Top-shelf racing cars can be dead-eyed and dull in a way that has nothing to do with propulsion. This isn't that. It's also not quite the sensory overload of, say, a 911 in full Le Mans trim. It feels like a tentative step into an arena.

'We all know going electric is the main path for the automotive industry,' Walliser says. 'But timing is definitely the big thing. A car like the Mission R, that's also an investment, we... give engineers and designers some freedom. And then we collect feedback. From media, customers, social media. And also our racing teams: can you feel the Porsche spirit? Is this appropriate?'

Answers, in order: yes, you can feel that spirit. Lightly. The Mission R's handling philosophy is a familiar blend of Cayman balance plus Taycan chassis adjustability and front/rear torque philosophy, underpinned by a

rigid structure and real suspension rates. But you couldn't plop into that seat blindfolded, with the car running, and immediately know where it came from.

What is appropriate for a racing Porsche, anyway? Imagining a Mulsanne without the guttural exhaust whoop of a Porsche raises certain existential questions, but it's also oddly encouraging – if this famously stubborn company (the 911 only just got double-wishbone front suspension!) can get excited about wholesale change in road racing then maybe the future is brighter than we thought. No one with a heart wants to lose the sound of a flat-six at full howl, just as nobody wanted to lose the sound of a 917 in the '70s. But nothing lives forever, even for Porsche. So many questions remain unanswered. Chief among them is how you make a machine like the Mission R emotionally interesting from outside the cockpit.

Walliser is clear about one thing: the company is genuinely exploring paths right now, looking for the best way forward. The Mission R might not be it. But as experiments go, it's a properly good start.



If You Haven't Heard

The Race Magazine



The demands Porsche has made to enter Formula 1

The Volkswagen Group appears closer than ever to committing to an F1 engine programme when new rules come in for 2026, with the possibility that it could tie up with Red Bull's new powertrains division, and bring Porsche and Audi onto the F1 grid. Porsche has admitted it is taking the possibility of an F1 entry more seriously than it has before, but its bosses have also made clear the conditions that have to be met if it is to go through with the idea.

In a video Scott Mitchell explains what Porsche wants to see from F1, how F1 is likely to meet those requests, and the anticipated timeline that should mean we know what's going to happen before the end of this year.

<https://www.youtube.com/watch?v=Kyj7vIhmREs&t=159s>

If this video does not connect go to YouTube and look for:

"The demands Porsche has made to enter Formula 1"

LEGENDS OF PERFORMANCE

The Porsche 718 blend an incredible driving experience with day-to-day usability and manners.

The Sports Car Ideal

By Rich Ceppos and Mike Duff
Of Car and Driver

The Porsche 718's special gift is speed. The 718 looks fast and is fast. Blur-the-scenery fast. Effortlessly fast. Fast times two, actually, because the 718 line consists of fraternal mid-engine twins, the Boxster droptop and the fixed-top Cayman, both of which we honor here once again. Their performance heroics have been handed



down through four generations.

In the 25 years since the Boxster went on sale in the U.S., it and the Cayman—which arrived from planet Porsche too late in the 2006 model year to win that year—have earned our 10Best

award 23 times.

For 2022, the 718 Boxster models that get the key to our city are the base four-cylinder roadster, the T, and the S. They're joined by the Cayman coupe, T, and S as well as the six-cylinder Cayman GTS 4.0. Unfortunately, the Cayman GT4, 718 Spyder, Boxster GTS 4.0, and 25 Years commemorative edition all sticker above our 10Best price cap.

If you've followed these cars' story arc through the years, you know that the kind of speed they're famous for goes far beyond drag-strip performance. Of course they're quick—the least swift version we've tested in recent times, a 2020 Cayman T with the standard 300-hp turbocharged 2.0-liter flat-four and six-speed manual gearbox, scampered to 60 mph in 4.4 seconds. The six-cylinder model dips into the mid-three-second range. Yet the 718s are more than grown-up Hot Wheels cars capable only of short bursts of speed and acrobatics. Rather, their performance is multi dimensional, a result of a shimmering combination of poise, grace, and grit.

We've said it before: In this digital age, the 718s feel like analog throwbacks—and we mean that as the highest of compliments. Nobody does electrically assisted power steering better than Porsche; your hands feel exactly what the front tire patches are doing, just like in the days of



hydraulic assist. Every 718 we've tested corners at 1.01 g's or better, but the ride is supple enough to invite thousand-mile jaunts.

Their manual shifters scythe through the gates without resistance, and their dual-clutch automatics are lightning quick yet also flawlessly behaved around town.

Even the base flat-four, thumpy and grumbly at low speeds, sounds sonorous at its 7400-rpm redline; the GTS's six envelops you in a high-rpm yowl that you'll never tire of. The brakes resist fade more stubbornly than a kid faced with eating a plateful of broccoli.

Yes, 718s are expensive, but we've yet to meet anyone who's driven one and doesn't think they're worth every penny. And, yes, Porsche's usurious options list is scarily seductive. But every 718 on this list—and, truth be told, those too pricey to earn a spot—makes going fast easy, comfortable, and confidence inspiring.

It doesn't matter what speed you're going, though. More than most anything else on four wheels, the 718s will make you feel better about how well you are driving. Any car that can do that is definitely a hero.

THE DRIVE

By Caleb Jacobs

The Drive's Very Best Cars of 2021

*The Modern Car Enthusiast's
Favorite Car: Porsche Taycan
Turbo S Cross Turismo*

Moving past that mouthful of a name, this Porsche Taycan Turbo S Cross Turismo is a dream-mobile. I'm sorry, I meant to say, "This Parsh is a dream-mobile." That's my best impression of our social media editor Stef Schrader, who actually drove the thing on Germany's autobahn.

The numbers are impressive—numbingly so, almost. The Stuttgart EV makes 616 hp and 774 pound-feet of torque, and all-wheel-drive means it can do the boot-scootin' boogie on just about any surface. It's super quick, super stylish, and super pricey at \$250,000 for the model she tested. That's a lot, but then again, what did you expect from the top of Porsche's forward-charging EV line?

Taycan base price: \$84,050 (Turbo S Cross Turismo as tested - \$250,876,04)

Powertrain: 93.4 kWh battery | two axle-mounted AC permanent synchronous motors | 1-speed front-axle transmission | 2-speed

rear-axle transmission | all-wheel drive

Horsepower: 616 | 750 with launch control

Torque: 774 lb-ft

0-60: 2.7 seconds with launch control

Top speed: 155 mph

EPA-estimated range: 202 miles

Curb weight: 5,121 pounds

Seating capacity: 4

Cargo volume: 12.9 cubic feet (rear trunk) | 2.8 cubic feet (front trunk)

EPA fuel economy (via Porsche): 74 mpge city | 73 mpge highway | 73 mpge combined

Quick take: The Porsche Taycan Turbo S Cross Turismo is the kind of effortlessly quick grand tourer that exists for the speed-limit-free sections of the Autobahn—it just happens to be absurdly practical and electric.



The 959 part 2

by Pedro P. Bonilla (Suncoast Region PCA)

In a previous issue we discussed the beginnings of the 959 as well as its technical advances and immediate racing successes.

Now we'll tell you the rest of the story.

The 959 was never meant to be a street car and certainly not a California car to be driven on normal city roads.

Two years after the Gruppe B appeared at the Frankfurt Auto Show (1983), Porsche announced the introduction of the 959 with a production of 200 cars to homologate the model for competition. Even at the price of \$250,000 all of the cars were quickly spoken for.

When the U.S. Department of Transportation requested 4 cars to crash-test, Porsche said no. Without approval from the National Highway Traffic Safety Administration (NHTSA) the 959 could not be sold nor driven on US soil.

Two of the first buyers of the 959 were Microsoft co-founders Bill Gates and Paul Allen. News of the banning of the 959 in America was not well accepted by the pair who decided to ship their cars to the West Coast anyway. Their contraband was soon discovered and impounded and reportedly confined to a California warehouse for more than a decade.



With no way to lawfully enjoy their 959s at home, some wealthy US owners decided that changing the law was what they'd do.

In 1990 a Seattle-based company called Vehicle Technologies, Inc. launched an attempt to import the 959 and have it approved for the USA, an effort that was quickly thwarted.

Several year later, a group called The Special Vehicle Coalition engaged discussions regarding proposed new legislation that would allow cars of note that were never sold new in the USA to be imported as individually owned show exhibits. This costly and lengthy campaign finally paid off in 1998 with the arrival of the "Show and Display" (S&D) Law which permits significant cars such as the 959 to be driven on US roads for up to 2,500 miles per year. S&D however did not exempt the cars from having to be emissions compliant. The Environmental Protection Agency (EPA) requires that vehicles less than 21 years old used on US roads need to meet air emissions standards for the year of manufacture.

So, making a 959 compliant was not going to be easy, especially in California.

For starters, the 959 never had catalytic converters nor was its Motronic's brain programmed to recognize an oxygen sensor (although the car was built with the wiring harness and bung for a sensor). Reportedly a few factory retrofit kits were made available but it's difficult to know if

that's true or not.

The first company to gain NHTSA and EPA approval for a Porsche 959 under the S&D legislation was G&K in Santa Ana, CA. They partnered with GIAC, a developer of vehicle software and the first 959 was certified on September 2001. It took almost \$50,000 of work to do it.

But because the 959 had its engine derived from the 935/76 racecar which later also powered the 956 and 962C to victories at the 24 Hours of Le Mans, there were those who hoped for more from the newly certified 959 than just clean/green performance. Enter Bruce Canepa, a California racer who became a Porsche fanatic. In 1988 he purchased a 959, which he thinks to this day, is one of the best – if not the best – all-around sports car ever made. He also believed that the 959 had some additional potential performance built-in. He figured that it was good for 600 hp so he set out to modify the 959 to make 600 hp while still hitting the EPA emissions targets.



Based in Scotts Valley, CA, Canepa Design changed their 959s from a sequential-turbo setup to a twin-turbo operation using Garrett turbochargers. They installed new engine management systems and new exhausts which included catalytic converters. Two versions were prepared: A Phase 1 making 575 hp and a Phase 2 making 640 hp. They also offered a suspension package with tuned dampers and titanium coil springs plus a new clutch and pedal assembly to improve feel. The original wheels were modified to accommodate 245/45R17 front and 275/40R17 rear Michelin Pilot Sport2 rubber.

before production shut down in 2009. Most of the 959s in America were modified to comply with the existing regulations, but after 2010 a few factory-original 959s have come to America.

For more information on the Porsche

959 and more, please visit my website: www.PedrosGarage.com

Happy Porsche'ing

Pedro

Photos of a freshly imported 959 getting a new clutch

 2021 Technolab / PedrosGarage.com



Centerlock Wheel



Engine

Nowadays though, the 959 can be used in the USA with no certification other than the S&D Certificate. This is because the EPA requirements expired once the 959 turned 21 years old. A total of 337 cars were built

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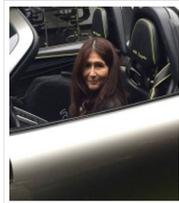
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