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California Central Coast Region Porsche Club of America



March 2022 Issue

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Coastalaire

A Porsche Club of America Award Winning Publication

March 2022



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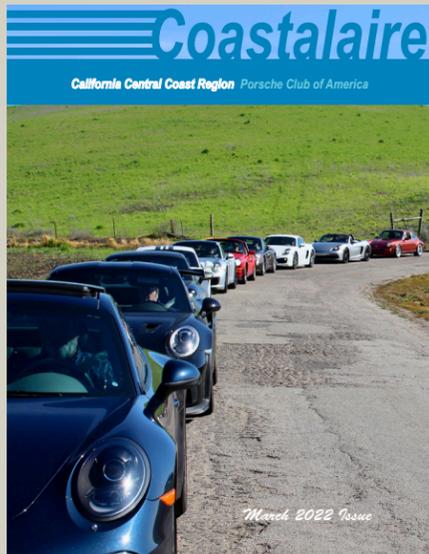
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Linda Sheppard Memorial



Cover Story



Photographer
TB1

The March cover shows the group on the road to Dairy Creek Golf Course for a Valentine's Day lunch. It was a beautiful February day for a drive on the Central Coast!

California Central Coast Region of the Porsche Club of America

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

The Coastalaire is published online every month and printed in January, April, July and October

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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.

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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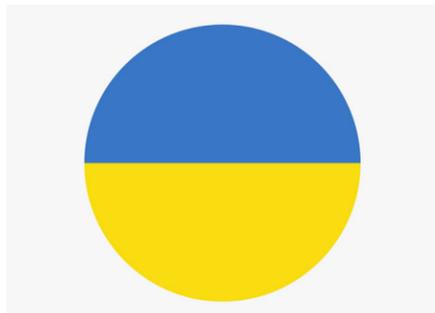
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The Prez's Corner

by Andy Winterbottom, President



Foremost of all, we send our prayers to the people of Ukraine. This is the worst kind of a wake-up call for the world.

On the 21st of February, 147 PCA Region Presidents were called to the winter meeting of the PCA National Board of Directors.

At least 134 of the 147 Presidents answered the "call" via teleconference and a quorum was achieved. The PCA Treasurer reviewed the financial summary of 2021 compared to 2020. The year-over-year results were virtually all at least favorable if not robust and region refunds were announced. The California Central Coast Region received our refund of \$1,472.50 last week.

Tom Gorsuch, National President, went on to note in the "State of the Club" that a new outside auditing firm has been appointed. The PCA has 145,000 members (the largest club of its type in the world) and of those, 94,000 are primary members. The 147 Regions are organized into 14 Zones (CCCR is in Zone 8). The byline Tom mentioned is that: "PCA is the Porsche Lifestyle Realized". Think of Pan-

orama, Parade, Treffen, Unstock, but wait, there's more.

One of Tom's comments that resounds is that too many members drop-out after one or two years. Tom quickly itemized the Five PCA Strategic Initiatives but I couldn't write them down fast enough; I captured most of them and I am paraphrasing them below:

1. Marketing
2. Maintaining high standards for print and digital media
3. I missed it.
4. Excellence in performance driving events, and,
5. PCA Region engagement and impact.

Next, the prior meeting minutes were approved: Yes~128, No~1(it wasn't me) and Abstain~5(that wasn't me either)

Tom announced a pilot program for drone usage around PCA activities and I was impressed with the minimum standards and containment to perimeter usage as well as a three weeks prior notification of an intended drone application.

There is an additional March 15 meeting on this topic and if all is resolved, the pilot program will go live April 4th.

In summary, this was a great meeting; it lasted only 34 minutes.

Here back at home, our very own Gil Igleheart, Activities Direc-

tor, has drafted our events calendar for the rest of 2022 which also incorporates three Drivers Education events, and seven Autocross events with an average of two "social" events each month. I do not mean to infer that motorsport events are not social; you can meet some of the nicest people behind the wheel as well.

Your friend and "Prez",

Andrew W.



Get Out & Drive

by Bob Kitamura, Editor

Here it is March already with our track events just around the corner! There are some great activities coming up, hopefully you are one of the lucky ones to have signed up early enough. The visit to Canepa is going to be a lot of fun, especially if you have not visited his facilities yet. The first time I went, I was in awe of the facilities and what he has there. I have been there many times since then, so I am not going this time to leave room for one of you.

For any of you that have not had the opportunity to drive on a race

track in a parade lap and have always wanted to, we have some opportunities for you. You're probably asking what is a parade lap? Go to page 16 and read the article by Bob Bruington. It is a thrill that you do not want to miss!

We have a new advertiser in the Coastalaire, Baywood Inn. Let's welcome them to our publication. They are on page 12.

It's not very often that we have a memorial tribute to a member of our club. On page 37 you will read about Linda Sheppard, who most of you never knew. There are some of us still around that fondly remember her. Back in 1980, I first joined our club with a 1972 914 and the first event my wife and I attended was at Santa Rosa Park, of course it was about "food"! I already knew a few people in the club but Linda and Larry were the first at the event to introduce themselves to us. I should say Linda introduced Larry and herself to us. I always remember her as friendly and engaging. She was also the first president of our club, something I am always proud to tell people about.

We are hoping by May that we will have our very own Porsche dealership in San Luis Obispo for sales and service. Some of your board members had a lunch and a tour of the complex under construction this past month, see page 26. Chris Pullera, General Manager of Porsche of Bakersfield and Ryan Pullera, General Manager of Porsche of San

Luis Obispo were very nice to show us what they are planning for us at the new Porsche of San Luis Obispo. I can't wait! A local friend of some of us, Gary Simas is coming out of retirement to help them set up their parts department. For those of you that know him, remember that he was the parts manager for Jack Hathaway VW and Porsche on Monterey St., where I purchased my first Porsche, in 1976, for just under \$3,000.

This year's North Meets South 356 Event will be right here in San Luis Obispo at the Embassy Suites on April 28 - May 3. It is well worth your time to go by Embassy Suites to see the 356's that will be there. Now do not get this mixed up with the West Coast Holiday that we are helping with in September. It will be many of the same cars but separate events.

If you missed it, CCCR had another piece in the February Panorama - From the Regions section. Have a great month, and remember



California Central Coast Region presented a \$5,000 donation to the Laminas Alliance (women's shelter) to help support the eradication of domestic violence in San Luis Obispo County, which has significantly increased since COVID-19 cases waned in March 2020. These funds were raised through our successful autocross and drivers education events. BOB KITAMURA California Central Coast Region

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to "Get Out and Drive"..... yes, even with the high gas prices!,

Bob "Kit" Kitamura

KIT'S KAR-TUNE

This isn't exactly what I pictured when you said, "Honey let's go out to dinner at a fancy outdoor restaurant"



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CCCR Events Calendar

Gil Igleheart, Activities Director - Joe Kuntze, Asst. Activities Director
Chuck Jennings, Autocross Director - Bob Bruington, Driving Events Director

<http://ccc.pca.org>

MARCH 12	CANEPA TOUR - Meet Bruce Canepa (sorry no available spots)
APRIL 9th	DRIVE & DINE to McPhee's Grill @ 10am (<i>more details at msreg.com</i>)
APRIL 3rd	DRIVERS EDUCATION - Big Willow - See page 15
APRIL 12-14	ANNUAL TRIP TO HEALDSBURG - See page 11 for details!
APRIL 16	TESTSTRECKE 51 - See page 14
APRIL 23rd	DRIVE & DINE to Cypress Ridge @11 am (more details to follow)
MAY 7th	AUTOCROSS ACADEMY - See page 14
MAY 8th	TESTSTRECKE 52 - See page 14
MAY 13th	DRIVERS EDUCATION - Buttonwillow - See page 15
JUNE 4th	TESTSTRECKE 53 - See page 14
JULY 23rd	TESTSTRECKE 54 - See page 14
AUGUST 27th	TESTSTRECKE 55 - See page 14
SEPT. 14-18th	356 REGISTRY WEST COAST HOLIDAY - See page 18
SEPT. 26th	DRIVERS EDUCATION - Laguna Seca - See page 15
OCTOBER 15th	TESTSTRECKE 56 - See page 14

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

CANEPA TOUR



THIS EVENT IS NOW FULL

We are taking a day trip up to Santa Cruz to tour the Canepa Shop and Museum. It has some of the greatest collection of race cars, custom cars, and historic cars as well as an incredible workshop.

Don't miss our Annual Trip to Healdsburg April 12-14

Go to <http://msreg.com/cccr-healdsburg-20220412>
Last day for discounted reservation is March 15th

CONTACT GIL at Gil.Igleheart@gmail.com with any questions



- 2022 -
NORTH MEETS SOUTH
 San Luis Obispo

April 28th to May 1st - Embassy Suites
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 356CAR! 4 days of Porsches, friends, tours, get-togethers,
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 visit the web address below and start listening.**

Insider podcasts feature opinions, news, and conversations about your favorite automotive brand, from fellow PCAers that you trust. 16-year veteran Executive Director Vu Nguyen and Technical Director Manny Alban are the hosts of the podcast that includes regular guests like *Porsche Panorama* Editor-in-Chief Rob Sass and PCA Digital Media Coordinator Damon Lowney.

"I've been a casual member of PCA for years but the podcast has really brought the club alive for me... who are the PCA staff, what's new or upcoming in Panorama, what's new with PCA, new Porsche cars, classic Porsche car insights. I think you have stumbled onto the perfect mix of banter and real news and commentary. It is EXCELLENT!"

- Craig S., PCA Member

www.PorscheClubInsider.com

PORSCHE CLUB OF AMERICA

4.9/5 Rating





CCCR-PCA presents

AUTOCROSS 2022



Drivers Education



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



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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.

2022 Dates

Go to Motorsportreg.com to sign up

Willow Springs Raceway

April 3

Buttonwillow Raceway

May 13

WeatherTech Raceway Laguna Seca

September 26



What is a Parade Lap?

by Bob Bruington, DE Events Director

So, just what is a “Parade Lap”?

You have probably read in one of the articles in the CoastalAire or CoastalBreeze, about an opportunity to participate in a Parade Lap during one of our Drivers Education events. I have received several questions from our readers on what a Parade Lap is and how it works. No matter which Porsche model you own, your car is a fantastic engineering marvel. We realize many members will not want to participate in our track days to see how the engineering is put to use at full speed.

To give those owners a taste of the track, we introduced the Parade Laps at the Drivers Education events a few years ago to great success. The comments and smiles after the Parade Lap sessions proves this is a fantastic opportunity to experience race tracks such as the iconic Laguna Seca, Buttowillow or Big Willow raceways. You will have 30 minutes on the track at very limited, manageable speeds, with the ultimate in PCA safety standards. Speeds are limited to 60mph or slower.

You and fellow drivers, will follow a pace car driven by one of our most experienced drivers. The pace car will show you the turn in, braking points,

apex and acceleration out of a corner. All at extremely safe speeds. Passing is not allowed anywhere on the track. This is so safe, PCA does not require helmets, or any additional safety gear. Passengers are encouraged. You can fill up the car with friends and family! Just about any car is eligible to participate in the Parade Laps. If you have an older model Porsche, this is the time to take it and have some fun.

We are always trying to intro-



duce new drivers to our track events. Many Porsche owners are not comfortable driving their pride and joy on a track where they presume a mishap is around every corner.

I have tracked my car for over 13 years with no accidents or damage of any kind. In those thirteen years, I have seen a handful of damaged cars, most were caused by rare mechanical problems, some by driver error and

most all have been in the competitive wheel to wheel racing groups. We do not allow wheel to wheel racing at our Drivers Education events. We have very strict safety rules regarding passing and equipment. I have seen only one minor accident in a PCA sponsored Drivers Education track day. I have not seen one single injury. I do not want to say an incident cannot happen, but it is very, very, rare.

Please contact me with any questions or comments about our Drivers Education Events including the Parade lap session. You can register for all of the Drivers Educations events at MotorsportReg.com. Type in CCCR, all of the events should be available.

Bob Bruington
CCCR DE Chair
Chief Driving Instructor

(805) 431-0919
Aircooled911sc@gmail.com

VW - Porsche Burning Boat



By Monica Raymunt
Bloomberg

The Orange County Register reported on February 25, 2022 that VW fears most of its cars on the burning ship, Felicity Ace, are beyond salvage. One risk analyst estimated there is \$401 million worth of cars on board the ship.

Smoke billows from the burning Felicity Ace car transport ship as seen from the Portuguese Navy NPR Setubal ship southeast of the mid-Atlantic Portuguese Azores Islands. (Portuguese Navy via AP)

Volkswagen AG has lost hope that many of its roughly 4,000 vehicles aboard a cargo ship that caught fire last week in the Atlantic can be saved. The automaker’s brands and dealers have started notifying

customers that the U.S.-bound vehicles will likely not be delivered, a spokesperson said Friday. “Individual solutions” are being worked out with customers, Volkswagen said. “We fear that the fire on the ship has damaged a large number” of the vehicles “to such an extent that they can no longer be delivered to customers,” according to the statement. Damage to the vehicles is covered by insurance, the company said. Cars aboard the Felicity Ace, a cargo ship operated by Mitsui OSK Lines Ltd., were on their way to a port in Rhode Island from Germany’s Port of Emden when a fire broke out on Feb. 16 off the coast of Portugal’s Azores Islands. The blaze is believed to have lasted more than a week after the Panama-flagged ship’s crew members were evacuated and it was left

adrift.

Risk-modeling company Russell Group estimated Monday there is \$401 million worth of cars on board, and roughly \$155 million of that belongs to the German manufacturer. Anderson Economic Group, a Michigan-based consultant, said a \$334.6 million cargo loss was possible. The cause of the fire remains unclear.

VW’s Golf compact cars and ID.4 electric crossovers were among the vehicles aboard the ship, according to an internal email last week from the automaker’s U.S. operation. Headquartered in Wolfsburg, Germany, the group manufactures cars under brands including VW, Porsche, Audi and Lamborghini — all of which were on the ship.

A salvage team successfully boarded the vessel on Friday via helicopter and accompanied the ship as it was towed by a large salvage ship to an area off the Azores, Mitsui OSK said on a website created to provide updates on the incident. Two tugs and a large salvage craft with additional firefighting capability escorted the vessel.

The ship appeared stable, with smoke no longer visible and no oil leaks observed, the company added.





West Coast Holiday 2022
Porsche 356 Registry

Save The Date
September 14-18 2022
Paso Robles, California



West Coast Holiday 2022
Porsche 356 Registry



Save The Date

September 14 – 18, 2022
Paso Robles, California

We are pleased to welcome the 356 Community back to Paso Robles after 37 years!

El Paso de Robles (*The Pass of the Oaks*) noted in ancient times for its healing hot springs; now know for its world class vineyards, coastal vistas, rolling hills, and Central California Coast vibe.

Exceptional Drives

- Scenic Coastal Hwy 1 to Big Sur
- Historic Pozo
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- Wine County surrounding Paso Robles

Evening Events

- Estrella Warbirds Museum / Woodland Auto Collection
- Cass Winery Plated Dinner

Additional Activities

- Show and Shine
- Wine tasting
- Wine and cheese pairing classes
- Cooking classes
- California Mission Tour
- Tours to the Sea Lion Sanctuary and Hearst Castle are available

Register for updates and more information at paso356wch.org



Valentines Day at Dairy Creek

Story by Gil Igleheart and Bob Kitamura

Photos by TB1

Thanks to Gil Igleheart, our Events Director, we had a fantastic day for our Valentines Day Drive n' Dine to Dairy Creek Golf Course with a nice meal outdoors at The Siren El Chorro restaurant.

We met at Mercedes Benz of San Luis Obispo at 8:30 am for donuts and coffee then took off for a nice drive about 9 am. We had roses for all of our significant others.

After a great drive, we got to Dairy Creek Golf Course where we were able to park our 17 Porsches on the "green" where there was a great backdrop with the green hills and golf course.

There were 30 of us there to enjoy a nice menu of tri-tip and lemon pepper chicken along with potato salad, baked beans and garlic bread. After the nice meal and some comradery we had some updates about upcoming events.

We are all looking forward to the next CCCR event!



THE
SIREN
EL CHORRO



Valentines Day at Dairy Creek

continued



Valentines Day at Dairy Creek

continued



Porsche San Luis Obispo

Story and Photos by Bob Kitamura





If you've ever been to a PCA Club Race, you've seen a bunch of people in their "Fresh Green" (that's the actual name of the color) shirts all over the track. These people, who come from all parts of the Country, are volunteers from PCA National Club Racing and include, most likely: the Race Steward(s), Timing & Scoring personnel, and the Scrutineers (Scruts) among others.

The PCA National Club Racing



team has two primary objectives for every Club Race:

First and foremost is SAFETY and second to make sure that the Racing RULES and REGULATIONS are enforced.

Race Stewards

The Stewards run the race and are responsible for the Team. Depending on the number of cars racing, you may find one or more Stewards present.

They start their work months before an event, communicating with the PCA personnel who will be working the race to make sure that travel and lodging arrangements are coordinated. They also work very closely with the event's Regional Organizing Committee to assure that all loose ends are tied before the event starts and that everything

runs smoothly once it does.

During the event the Steward(s) is the Boss. He or she is in constant communication with every single department. They deal with any and all issues, apply sanctions if needed, and theirs is the final word, so you may appreciate how stressful their job is.



Timing & Scoring

This team is responsible for making sure that each and every racer is timed to the millisecond during practice sessions, qualifying sessions, and races. They time each lap for each participant and they also control the in-pit times during the mandatory pit stops in the Enduros.

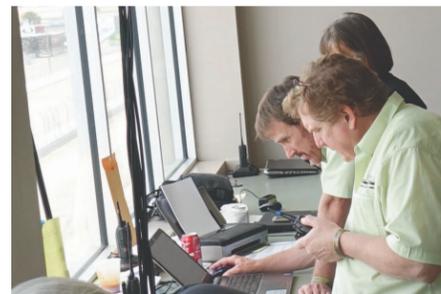
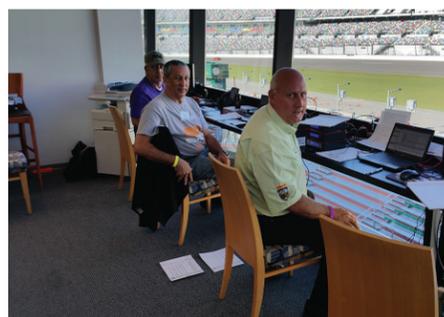


Timing and Scoring posts these times after every session so that racers and their teams can study them and make adjustments if necessary.

Some tracks have their own timing loops which can be tied into their systems, but more often than not they have to set up from scratch and build or rebuild their own timing loops that need to work with each and every unique transponder installed in each and every racecar.

They also keep track of finishing places and championship points for all pertinent contests.

Scrutineers (Scruts)



This is my group since I'm a Scrut. We are the most hated group during a race because we "disrupt" the racers by doing scheduled and random inspections and looking for any safety and/or rules infractions. We are also the Steward's on-track eyes and ears and convey their messages to racers.

Nevertheless, after the day is over we do get a lot of "thank you's" from the racers since, they understand that we work for them



(when adrenaline is no longer flowing and their helmet is off).

We start to work a few days before the event when we receive the official roster from the National Licensing and Program Coordinator. This roster is studied by the Scruts and is generally sorted into lists that we can quickly refer to during the event. These lists contain the driver's name, car number, class, minimum weight, transponder number and other important information pertinent to the race.



We arrive the day before the race, together with the rest of the National Team and immediately set up Tech Inspection.

After a racer is officially registered, we check each and every car's logbook or issue a new one if it's the car's first race with PCA.

The logbook contains the car's complete information from roll cage gauge, race seat type and manufacturing date, harness' date, fire suppression system, electrical cut-off switch, window and or roof net, protective clothing, type of in-car video recording, etc.

Logbooks also keep a detailed record of any changes done to the car from race to race as well as entries from the Scruts if and when they find any discrepancies with the

rules and regulations.

During the rest of the event we also man different stations:

Tech: where cars are technically inspected

Scales: where cars are weighed to make sure they meet the minimum class weight.

Random Inspections: showing up at any car and scrutinizing it for safety and rules.

Grid: where a quick safety inspection is performed on each car before it goes on track

Black Flag: where any car that has had an on-track incident must report to.

If any car has an on-track incident we make sure that the driver visits Medical and fills out their Incident Report and we also write up a Scrutineer's Incident Report. All three, driver and the two reports go to the Steward who studies the incident and applies sanctions if necessary.

After the last race of the event, we each pack up all our gear and try to catch our respective flights back home. Then we send our notes to the Lead Scrut who prepares a full report of the event from our perspective. This report gets shared between all National Scrutineers so that we can learn and try to make the system better for the next event.

Sometimes the "fresh green"



continued

Provided by Chuck Jennings, Hamp Miller and Bob Kitamura

shirts are covered with foul weather gear, because, if we can borrow from the USPS: Neither snow nor rain nor heat or gloom of night stays these scrubs from their swift completion of their job!

Wet Scrubs

It is grueling work for each and every one of the PCA National Club Racing Team members. We are all volunteers, and most are current



or former racers who want to give back to the Club for all the enjoyment we have received throughout the years.

Update:

As with most things in life nowadays, as soon as you introduce them, they're already obsolete! When this article was written (October, 2018) we were all using "Fresh



Green" shirts. The same week that the article was published, in January 2019, PCA Club Racing introduced new apparel for all personnel: We now wear "True Blue" Shirts!

For more information on Club Racing and more, please visit my website: www.PedrosGarage.com.

Happy Porsche'ing,

Pedro

Photos by Skip Carter and Pedro Bonilla



2018 Technolab / PedrosGarage.com

Revised 2020

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CARBUZZ

According to CARBUZZ's February 12, 2022 issue, the Porsche 911 is more dependable than a Toyota Corolla.....

KARL FURLONG INDUSTRY NEWS / 24 COMMENTS

The most balanced sports car in the world is also the most reliable. High praise has been bestowed upon almost every Porsche 911 ever made for its performance, classic design, and class-leading dynamics, but one virtue that has flown under the radar is its reliability. German cars have a poor reputation for reliability once out of warranty, some high-performance cars are poorly engineered to cope with their power, and sports cars like the Chevrolet Corvette have had their fair share of quality troubles.

By contrast, the 911 appears nearly unflappable. To drive home that message, the 911 has just been rated the highest-ranked model in the new J.D. Power 2022 US Vehicle Dependability Study (VDS).

Considering that the 911 is hardly a simple machine, with a lot more power and technology than something at half or a quarter of the price, it's a particularly impressive showing. This was the second consecutive year that the 911 has topped the list. Now in its 33rd year, the study analyzes the number of problems per 100 vehicles experienced by owners over the last 12 months.

Three-year-old vehicles are surveyed, which means that this year's study pertained to 2019 models. The Porsche had just 94 problems per 100 vehicles, the fewest of any other model. Remember, this is a survey that included category winners like the Toyota Corolla and Mazda MX-5 Miata, and the 911 had fewer problems per 100 vehicles than even those famously reliable models.

Also picking up a category win for Porsche was the Cayenne in the premium upper midsize SUV category. In terms of brand rankings, Porsche came in third in the premium segment, behind only Lexus and Genesis.

ET Auto
From The Economic Tin
Reuters – February 7, 2022

2022 Another Record Year

Porsche expects another record year for sales, despite chip shortages. Sales at Porsche, part of Volkswagen, rose 11% last year to 301,915 which would mean they could reach more than 335,000 this year if growth maintains the same pace.

Luxury carmaker Porsche AG expects another record year for sales despite the global semiconductor chip shortage, its sales chief was quoted as saying by industry magazine Automobilwoche. "When I look at the current orders, I'm confident for 2022. Growth in sales could reach a similarly high level this year as in 2021," Detlev von Platen said in an interview with the magazine. Sales at Porsche, part of Volkswagen, rose 11% last year to 301,915 which would mean they could reach more than 335,000 this year if growth maintains the same pace.

Van Platen said Porsche wanted to hire 400 more workers. The carmaker has a workforce of nearly 40,000. The high demand was leading to longer delivery times, he said. "Wait times can last several months, in some cases up to a year," von Platen said. Carmakers around the world have been hit by a shortage of semiconductors caused by COVID-19 supply-chain disruptions as well as soaring semiconductor demand at consumer electronic companies.





IMSA

New Wright Lineup Off to Best Possible Start in GTD

FEBRUARY 14, 2022

Porsche Team Follows

Strong 2021 Finish with 2022 Rolex 24 Victory

By John Oreovicz
DAYTONA BEACH, Fla. –

Much has changed for Wright Motorsports entering the 2022 IMSA season. One constant, however, is the Ohio-based organization's winning ways.

After Wright claimed nine championships across various racing platforms in 2021, including the Grand Sport (GS) class team and driver titles

in the IMSA Michelin Pilot Challenge, the driver grouping of Ryan Hardwick, Jan Heylen, Zacharie Robichon and Richard Lietz opened the '22 IMSA WeatherTech SportsCar Championship campaign by taking GT Daytona (GTD) class honors in the Rolex 24 At Daytona.

The Daytona winner was the same No. 16 Porsche 911 GT3 R that Wright campaigned with great success in 2021, earning the IMSA Michelin Endurance Cup trophy in GTD. But the driver lineup

has been shuffled, with Heylen sliding in alongside Hardwick as the entry's full-time pilots this year. Heylen took over for Patrick Long, who has stepped away from active driving in favor of an ambassadorial role for Porsche and other pursuits. For this year's four Michelin Endurance Cup races (the Rolex 24, Mobil 1 Twelve Hours of Sebring Presented by Advance Auto Parts, Sahlen's Six Hours of The Glen and Motul Petit Le Mans), Heylen and Hardwick are joined by Robichon, who co-drove the No. 9 Pfaff Motorsports Porsche that won the overall GTD title in 2021. Lietz, a Porsche factory driver who has tasted victory in all of the world's classic endurance races, joined them at Daytona and earned his third Rolex 24 win in the process. For the other three drivers and the team owned by John Wright, the Rolex 24 triumph was a first.

The win was particularly satisfying for Hardwick, who missed a significant portion of the 2021 season after sustaining a concussion in a crash while practicing for the Michelin Pilot Challenge opener at Daytona. He returned to action in May, helping propel Heylen and the team to the GS crown with a pair of victories to close the season.

"It was a bit of redemption

coming back to Daytona and not only competing at a high level, but ultimately winning," said Hardwick, who first teamed with Heylen for Wright in 2019. "Last year, I was just down the road watching this race (the Rolex 24) from a hospital room after a big crash here. Head injuries are tough to pinpoint, and that made it really challenging. It's tough to take three months off from racing at this level and come back and be on par with the competition.

"I can't thank John Wright and (team manager) Bobby Viglione enough, for the leadership and guidance of our team," he added. "They never lost their belief in me. I couldn't be more blessed to be surrounded by such great people."

Heylen, who moved to America to race IndyCars in 2006, has quietly put together an impressive record in sports cars. The 41-year-old Belgian won the 2021 Porsche Cup, a prestigious honor presented by the marque since 1970 to its top private driver. Heylen credits his longtime friend Long for helping him establish what has turned into a very successful collaboration with Wright Motorsports. "I'm super lucky to be a part of this team," Heylen remarked. "Ryan is the guy who makes

it all happen, and to do a full season of GTD with Ryan is something that, as a team, we have all worked on and looked forward to for quite a long time. "To start this way, winning the Rolex 24, is unbelievable," he continued. "I've been with the team so long – more than seven years now – and I know how hard we tried in the past and how close we've come. So, it means a lot for me, but especially for the team."

Robichon, a 29-year-old Canadian, teamed with Porsche factory driver Laurens Vanthoor to win four races and the GTD championship for Pfaff in 2021. He credited Wright Motorsports for helping him make a seamless – and victorious – transition to a new group. "I spent a few years competing against this team, so I knew how strong they were," Robichon said. "But they welcomed me with open arms. Jan and Ryan have been with this team for a few years now, and they showed me the way. They showed me where the coffee and the good chocolate was! It kind of felt like a second home right away, to go from one organization that was very family oriented to another one."

That atmosphere is fostered by founder/owner Wright, a factory-certified Porsche



technician who was part of 10 championship-winning efforts as a crew chief. Wright called the 2022 Rolex 24 “an event I’ll never forget” and noted that he was especially pleased for Hardwick after the challenges the driver faced a year earlier that also included missing the WeatherTech Raceway Laguna Seca weekend after he tested positive for Covid-19. “The relationship between Wright Motorsports and Ryan Hardwick has been incredible, and to see our on-track results progress year after year really goes to show the drive he has and the quality of people he surrounds himself with,” Wright said. “Porsche is a great manufacturer to be affiliated with. They pick only the best drivers to represent their brand, and Richard Lietz was a great addition to our team,” he added. “I can’t think of a better group of drivers and crew to have won with, and I can’t wait to see what this year has in store.”

Wright and his drivers are clearly looking ahead to Sebring with great anticipation. Heylen, Long and Trent Hindman – who replaced Hardwick in the No. 16 Porsche for most of the 2021 WeatherTech Championship season – finished second at the 12-hour race last year. Robichon comes back as the defending GTD winner with Pfaff.



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Porsche tractors

Ferdinand Porsche developed his first tractor over 100 years ago, with the Porsche-

Diesel subsequently reaching its zenith in the 1950s.

Porsche tractors have long been the hidden stars of the Porsche Museum – and Porsche brand ambassador Walter Röhrl is not immune to their charm. In October 2012, he undertook a special record attempt by completing a flying lap of the North Loop of the Nürburgring in a 14-horsepower Porsche-Diesel Junior. Röhrl counts

himself among the many fans of the famous ‘red noses’, as the Porsche-Diesel tractors with the elegant bonnet are affectionately nicknamed.

In 1937, acting on the recommendation of Adolf Hitler, the German Labour Front commissioned Ferdinand Porsche to develop a small tractor. The aim was to modernise the agriculture industry by providing a universal and affordable ‘peo-

ple’s tractor’ in large numbers.

As with the Volkswagen, which was the subject of plans for mass mobilisation in Germany, the small tractor was intended to ensure rapid motorisation in farming enterprises. Although the initial prototype of the people’s tractor was completed by engineers at the new Zuffenhausen plant in 1938, the outbreak of the Second World War the following year prevented any further development.

Additional tractor types were created at the Porsche plant in the Austrian town of Gmünd from 1945 onwards. In 1949, Porsche issued licences for the construction of tractors to the Uhingen-based company Allgaier Werkzeugbau GmbH.

This Swabian firm produced the tractors at the former Dornier premises in the Manzell district of Friedrichshafen. Allgaier Maschinenbau GmbH Friedrichshafen became Porsche-Diesel Motorenbau GmbH in 1956, with Mannesmann AG the principal shareholder. This resulted in the creation of legends such as the Junior single-cylinder models.

As with the boxer engine in the Porsche 356, all the diesel engines were air-cooled. The Porsche engineers also designed special versions such as a vineyard tractor with a narrow

tread and a coffee plantation tractor featuring a petrol engine for use in Brazil. Up to 1963, around 120,000 Junior, Standard, Super and Master models with single-, two-, three- and four-cylinder engines delivering up to 50 horsepower rolled off the production line in Manzell. Production was discontinued in that year due to falling demand.





Story by Mary and Gary Thies

- 1 Year**
Brian Donnelly
Cole Gibson
Marcos Gonzalez
Arnaud Groschtern
John Henderson
- 2 Years**
Sondra Amendola
Brian Granger
Alain Neel
Stanley Schulte
- 3 Years**
Brandi Colombo
Gil Igleheart
Jon Tilley
- 4 Years**
Claudio Baserga
Christian Fuller
- 5 Years**
Tim Calabretta
Mike Dirkes
Geoff Straw
- 6 Years**
Rick Albro
Claude Corvino
Steve DuBow
Urs Gretener
Eric Kaltenbach
- 7 Years**
Nicholas Taylor

- 8 Years**
Steve Potratz
Harry Murphy
JoeDervin
- 9 Years**
John Larson
Randall Sherman
- 10 Years**
Dennis Robinson
- 11 Years**
Quint Stevens
Richard Wolfe
- 14 Years**
Cliff John
- 16 Years**
Sanja Brewer
- 20 Years**
Sean Connolly
Maurice Heagren
- 22 Years**
Martin Howell
- 23 Years**
Brian Louw
- 24 Years**
Terrance De Groot

- 25 Years**
Ken Cooper
- 26 Years**
Jim Collins
- 27 Years**
Sandy Keefer
Bob Kitamura
Chuck Stevenson
- 29 Years**
Robert Clucas
- 30 Years**
Lawrence Thomas
- 32 Years**
Doug Hendry
- 41 Years**
Hamp Miller
- 42 Years**
Richard Berg
- Total CCCR Membership**
703



Linda Sheppard was not only our first CCCR leader, she was also Superintendent of Schools, SLO county for a number of years. She was emphatic about the children's needs in the schools. She was very close to her mother and husband., there were no children to our knowledge.

Her husband Larry, was an avid model slot car builder and racer, in addition to Porsche Club racing, with his 914 Porsche. He was also very active in the CCCR.

Linda and Larry's first home was on "Linda Drive" in AG, named in her honor, with a conservative single garage. Later, they built a larger home on the AG Mesa, which had a 4-car garage, with an attached work shop! Very nice, as it would comfortably house their 356B, a 56 Chevy, the 914, etc.

But unfortunately, Larry died shortly thereafter not enjoying the nice facility for long.. Linda's mother died shortly thereafter and Linda experienced a long grievance period in her life. However, being the enthusiast that she was, she continued participating in 356 club events locally with the 356B to her best ability, until her health failed. We will remember her as a strong, relentless and committed leader and friend. ~ Mary and Gary

This memorial for Linda Louise Sheppard was printed in the Legacy section of The Tribune.

<https://www.legacy.com/us/obituaries/sanluisobispo/name/linda-sheppard-obituary?id=32161338>

July 10, 1939 - May 17, 2020
Arroyo Grande, California

Linda Louise Sheppard, loving wife, life-long educator, former Superintendent of San Luis Obispo Schools, passed away on May 17th 2020 at the age of eighty. Linda was born in Pennsylvania, but she and her husband Larry spent most of their lives in Arroyo Grande. Linda began her teaching for the San Luis Coastal Unified School District in 1966. After sixteen years in the classroom, she joined the San Luis Obispo County Office of Education, and in 1990 she was elected Superintendent of San Luis Obispo schools. She served as Superintendent until her retirement in 1994.

Linda was always a trailblazer. Intelligent and fearless, she stepped up whenever leadership was needed. She had a deep commitment to education-

al equity, and to serving the needs of the district's second-language learners. And because she saw the need for innovation, she rose through the ranks of the school district, ultimately taking the reigns as Superintendent. In retirement, she devoted considerable energy to the South County Historical Society, where she handled the logistics around their publications, and participated in the theatre production Gold Rush in Oceano.

In their younger days, Linda and Larry had a passion for Porsche sports cars. They owned several over the years, and raced in local competitions. In 1969 they were among the founding members of the California Central Coast Region of the Porsche Club of America, a group that has grown from an original 20, to over 450 members. When Linda became President of the Club in 1970, the other presidents were shocked to see her at their regional meeting. Coastalaire Magazine reported: "Linda's high heels and mini-skirt was their first clue that the President of the new California Central Coast Region from San Luis Obispo was not Mister Sheppard." Linda soon found out that she was the very first woman Presi-

dent of any PCA Region in the nation. While Linda and Larry never had children, they would kid that Larry (who is regarded as one of the great innovators of miniature slot-car racing), was all the child that they could handle. But really, Linda's life was incredibly focused on the welfare of children through her commitment to quality education. She also gave a tremendous amount of love to Larry and her dogs, who were constant companions. She is preceded in death by her husband Larry James Sheppard who died in 2011, and by her parents George Franklin Wolfe and Valeria Carolyn Wolfe.

Linda was a great person that will always be remembered by many of us in our club for her great leadership ability, and her passion for Porsches. She will be greatly missed.



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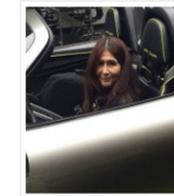
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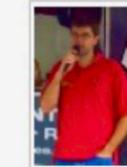


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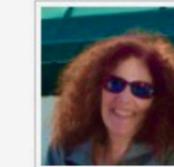
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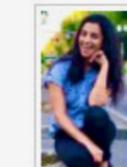
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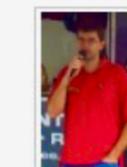
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