



# PANORAMA

PORSCHE CLUB OF AMERICA • ORANGE COAST REGION



## MAY 2021 ISSUE

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WHAT HAPPENED TO CAR WORLD IN 10 YEARS..... 16

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**PORSCHE**



# In this Issue

PANDO MAY 2021

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Twists, Turns and Bangles Gimmick Rally



What Happened to Car World in 10 years?



Great OCR Early Days

**On the Cover:**  
Porsche Experience Center Los Angeles  
(PECLA)

**Photo by: Marcia Salans**

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★★★★
UPDATE
★★★★  
PCA-OCR's Website is now open -  
please visit [www.PCAOCR.org](http://www.PCAOCR.org)  
★★★★

**Pando is published monthly. Deadline for materials is the 1st of the month for publication in the next month's issue.**

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**Pando** is the official publication of Orange Coast Region, Porsche Club of America. Any statement appearing in the Pando is that of the author, and does not constitute an opinion of the Porsche Club of America, the Orange Coast Region, Inc., its Board of Directors, the Pando editors or its staff. The editorial staff reserves the right to edit all material submitted for publication. Permission is given to chartered regions of PCA to reprint articles in their newsletter if credit is given to the author and the Pando. Publication office: P.O. Box 6726, Huntington Beach, CA 92615-6726. Bulk Rate class postage paid, Santa Ana, CA.

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# Orange Coast Region 2021 Calendar of Events

## MAY 2021

- 1 Breakfast Club & Board Meeting
- 5 Treffen Scottsdale (*May 5-9*)
- TBD** Woody's BurgerBahn – HB
- TBD** Porsches & Pastries – Enderle Center, Tustin
- 16 Tee Fore 2 Gimmick Rally
- TBD** Porsches & Pescado – Fishbonz, Costa Mesa
- 20 Porsches & Pizza – MOD Pizza, Laguna Hills
- TBD** Porsches & Pancakes – Woody's Lido

## JUNE 2021

- 5 Breakfast Club & Board Meeting
- 6 AX – Riverside Region
- 10 Woody's BurgerBahn – HB
- 16 Porsches & Pescado – Fishbonz, Costa Mesa
- 17 Porsches & Pizza – MOD Pizza, Laguna Hills
- 19 Porsches & Pastries – Enderle Center, Tustin
- 26 Porsches & Pancakes – Woody's Lido

**Watch for Emails  
for Events' Status**

*Please Note: As a member of the PCA you can travel to any PCA Region in the country and participate in their events! The Regions within Zone 8 sponsor competitive series in Concours, Autocross, and Time-Trials that you are invited to join. Compete in enough events and you can qualify for a Zone 8 Series Award at the annual Zone 8 Awards Banquet. Visit the Zone 8 website at [www.zone8.org](http://www.zone8.org)*

## JULY 2021

- 6 Breakfast Club & Board Meeting
- 10 Woody's BurgerBahn – HB
- 11 Porsche Parade – French Lick, IN (*July 11-17th*)
- 17 Porsches & Pizza – MOD Pizza, Laguna Hills
- 19 Porsches & Pastries – Enderle Center, Tustin
- 21 Porsches & Pescado – Fishbonz, Costa Mesa
- 26 Porsches & Pancakes – Woody's Lido

## AUGUST 2021

- 7 Breakfast Club & Board Meeting
- 8 AX – Riverside Region
- 12 Woody's BurgerBahn – HB
- 18 Porsches & Pescado – Fishbonz, Costa Mesa
- 19 Porsches & Pizza – MOD Pizza, Laguna Hills
- 21 Porsches & Pastries – Enderle Center, Tustin
- 29 Porsches & Pancakes – Woody's Lido

## SEPTEMBER 2021

- 4 Breakfast Club & Board Meeting
- 9 Woody's BurgerBahn – HB
- 15 Porsches & Pescado – Fishbonz, Costa Mesa
- 16 Porsches & Pizza – MOD Pizza, Laguna Hills
- 18 Porsches & Pastries – Enderle Center, Tustin
- 25 Porsches & Pancakes – Woody's Lido

## OCR Board Meetings

All members are welcome to OCR Board Meetings, held after the breakfast meeting at Santa Ana Elks Lodge.

Note: Italicized text represents events outside of OCR sponsored events. Links to Zone 8 events can be found at [www.Zone8.org](http://www.Zone8.org).

\* Event dates subject to change.

## OCR Member Notice of Board Meeting Minutes & Financial Statements

OCR Board meeting minutes and financial statements are posted to the OCR Digital Board Book, which may be viewed by all OCR members at:

<http://bit.ly/OCRBoardBook>

The documents are posted once they have been reviewed and approved by the Board, generally within two weeks following a given Board meeting.

## ACTIVITY LOCATIONS

**Breakfast Club** – Elks Lodge, Santa Ana  
1751 South Lyon Street, Santa Ana, 92705

**BurgerBahn** – Woody's Diner, 10136 Adams,  
Huntington Beach, CA 92646

**Porsches & Pizza** – MOD Pizza, 26562-A Moulton Pkwy,  
Laguna Hills, CA 92630

**Porsches & Pastries** – Enderle Center, 14081 Yorba St., Tustin,  
CA 92780

**Porsches & Pancakes** – Woody's Diner, 3461 Via Lido,  
Newport Beach, CA 92663

**Porsches & Pescado** – FishBonz Seafood Grill,  
350 E.17th St, Ste 2., Costa Mesa CA 92627

**Mimi's Cafe** –6670 East PCH, Long Beach 90803  
May, July, October

## State Covid Info Update

### Orange County Now in the Orange Tier

Orange County has met the requirements for the **Orange Tier 3 (Moderate)** since Mar. 29, 2021. The county has met requirements for a less restrictive tier for 0 week(s).

### California's County Risk Levels

#### WIDESPREAD

Many non-essential indoor business operations are closed

#### SUBSTANTIAL

Some non-essential indoor business operations are closed

#### MODERATE

Some indoor business operations are open with modifications

#### MINIMAL

Most indoor business operations are open with modifications

# PRESIDENT'S MESSAGE

Monica Asbury



OCR's new Tech Advisor Paul Shaffer and me



Spring is here and we're bouncing right back into the swing of things. Mark those calendars for the first Saturday of the month for our breakfast gatherings at the Elks Lodge in Santa Ana and make sure you attend!

It's unclear at this point if our other social weekly gatherings will open at 100% capacity, so please watch for email updates. If you are not receiving our emails, please check with National and update your profile to include your email address. Email is really the only way we can keep in touch with any updates to our events and 'happenings' in the club. To contact National: [www.pca.org](http://www.pca.org).

I'm excited to announce Paul Shaffer as our new OCR Tech Advisor. Paul brings a wealth of experience from his OEM background, and as an added bonus, he was a former Porsche Technician! Once we're allowed to start holding Tech Sessions which are casual educational sessions that span a wide range of topics, from general maintenance through Concours prep, performance enhancements and general car and mechanical knowledge, we will get those on the calendar.

Something to please keep in mind. There will be a Zone 8 Festival of Speed, "FoS," this year scheduled for Saturday, October 30th – Sunday, October 31st! This event is 100% fueled by volunteers and we will be reaching out to all of our OCR members in hopes that you will be willing and able to volunteer for a shift over the two-day weekend. It's an incredible display of Porsches in a variety of activities. This will likely be the last FoS, as the Auto Club Speedway in Fontana has been sold. Please make every effort possible to come out to volunteer and participate in this Porsche-centric event!

In the meantime, stay well, safe driving and Happy Mother's Day to our wonderful mothers, wherever they might be.

Enjoy the ride,

*Monica Asbury*  
*PCA-OCR President*

## **VOLUNTEERS NEEDED**



### **The Club Needs Volunteers:**

- Membership Chair
- Advertising Chair

Please contact Monica if you're interested

[sheamonica@gmail.com](mailto:sheamonica@gmail.com)



# EDITOR'S LETTER

Marcia Salans

*I*t was really great seeing so many familiar smiling faces at the April 10th OCR Club Breakfast plus meeting, talking and taking pictures of new enthusiastic members!

Speaking of enthusiasm, - OCR activities depends on volunteers with smiling, positive “can do” attitudes; so please contact Club President **Monica Asbury at [sheamonica@gmail.com](mailto:sheamonica@gmail.com)**

Our Club looks forward to YOU adding your enthusiasm, skills, experience whether it's barbecuing at the New Member's picnic, or representing the Club as Advertising Chair and many more opportunities such as our Club Concours and Rallies!



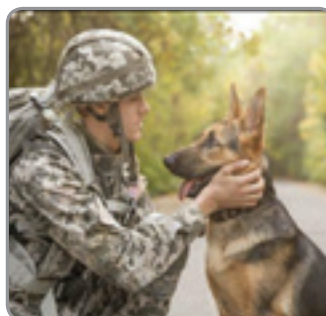
During the past year as the Pando Team continued monthly publication, I received interesting and very creative input suggesting the need for the Pando newsletter name to be updated and reflect a more current name aligned with our club, geographic location and Brand such as “OC Porsche” and/or “Porsche Connection.” So, here's an opportunity for all OCR members to volunteer and send your suggestions to **[Msalans@socal.rr.com](mailto:Msalans@socal.rr.com)** by May 20, 2021. Entries will be compiled and members will receive a survey to vote for a new newsletter name, more reflective of our club, geographic location and the Porsche Brand.

Looking at our large, diverse OCR membership, I want to wish an early Happy Mother's Day to all, and in anticipation of our June newsletter; I encourage all Club Dads to send me high resolution pictures with either your family or YOUR dad!

In closing, I want to respectfully and humbly acknowledge and thank all of the men, women and animals that have served in our Armed Forces and unselfishly sacrificed their lives so we may enjoy the many freedoms we have.

*Best,*  
**Marcia Salans**, Editor

***“Every Member Has A Story”***  
***“Every Porsche Has A Story”***



# Contact Information

## OCR Executive Board



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Vice President  
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Treasurer  
Jim Miller | jimmillercpa@milleraccountancycorp.com



Social Media/Website Chair  
Gary Labb | pcaocrgary@yahoo.com



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Tech Advisor  
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- Zone 8 Autocross Chair  
Bill Thorp | ax@zone8.org
- Zone 8 CA Festival of Speed Chair  
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- Zone 8 Chief Driving Instructor  
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- Zone 8 Social Media Chair  
Sam Avedon | social.media@zone8.org
- Zone 8 Drivers Ed / Time Trial Chair  
Dan Chambers | de.tt@zone8.org
- Zone 8 Webmaster  
Karen Garcia Raines | Raineswebmaster@zone8.org



Got a suggestion?  
Have a question?  
Just want to vent?

This email goes straight to the  
board of directors:  
opinionspcaocr@gmail.com

Let us know what's on your mind  
and we'll share it at the next board  
meeting.

Anyone wishing to inform the club of  
special circumstances, illness or loss?  
Please let us know.

[www.pcaocr.org](http://www.pcaocr.org)

May 2021 | PANDO 5

# Book Review

Story by Bruce Herrington

## 914 and 914-6 PORSCHE

### A Restorer's Guide to Authenticity

By Dr. B. Johnson with George Hussey,  
Published November 2020 by Beeman  
Jorgensen, Indianapolis, IN.

Dr. Johnson is best known for his guide to 356 authenticity. This book is similarly thorough, complete and detailed. This third addition has updated information and pictures in color. It is an invaluable resource for anyone interested in a 914 Porsche. There are nine chapters, five appendices and a comprehensive index. There is also a background discussion of how Porsche, VW and Audi part numbers are configured and their relationships. An interesting page on the family tree of the various iterations of the Porsche 914 is also included.

Chapters cover all aspects of the vehicle, ranging from Chassis via Interior to Brakes, Suspension and Transmission. The appendices offer a wealth of information including exterior color (by name, number and code) for each year/model; chassis, engine and transmission numbers, and a 'Spotters Guide' to the features unique to the various years.

**914 and 914-6 PORSCHE** is well illustrated with pictures to clarify details described in the text, some of which, though, would benefit considerably with the addition of colored arrows to highlight specifics. A nice touch is the inclusion of factory parts diagrams to precisely identify components being discussed in the text.



Some 117,000 914s were built during the 7 year period 1970-1976. As described and illustrated in this book, there seem to have been almost 117 different versions, considering changes to valence, headlight boxes, cowl/strut bracing and especially the evolution of the bumper structure to comply with on-going changes to US Bumper requirements. Additional changes were made during the years to interior configuration and materials, including presence or absence of consoles of several different designs, the adjust-ability or non-adjust-ability of the passenger seat, and the upholstery of the seat bottoms.

This reviewer finds that the organization of this book, (by component and its year by year changes), to be very practical and useful. When you are looking at a car, you usually look at only a part of the car at a time. When looking at, say a door pillar, it is nice to have a presentation of the year by year changes in the striker plate. This book provides a set of eight pictures illustrating the changes to the rear bumper, and a set of ten pictures showing the various versions of rear panel scripts, 13 pictures of the

various wheels used. There is even a set of six pictures of different tachometers used on 914s.

Since the 914 was long considered a bastard step-child of Porsche AG, it never really gained the respect it deserved as, arguably more Porsche than the 356. For this reason very few 914s currently running have been kept anywhere near all-original. This book is essential to identify the tweaks when considering a purchase, or out of curiosity about your own 914, or even for the purpose of being a knowledgeable on-looker at a Concours or a Cars & Coffee..

**914 and 914-6 PORSCHE** is soft bound with 128, 9x11 inch, glossy pages. It should be available for \$39.95 from your favorite book seller (ask for it), or from Amazon.com. Note that if you buy direct from the author, at [www.tpr-inc.com](http://www.tpr-inc.com), access to an on-line gallery of images from the book is included in the price. Otherwise, the digital images are a \$9.95 extra cost option.





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# Where's Pando?



## Multnomah Falls, Oregon

Lina and Zaher Khatib

Lina and Zaher Khatib stop to display Pando, while enjoying their visit to beautiful Multnomah Falls, Oregon.

### Where will Pando go next?

Please email Marcia Salans at [msalans@socal.rr.com](mailto:msalans@socal.rr.com) with your "Where's Pando?" submissions.

## CAPE

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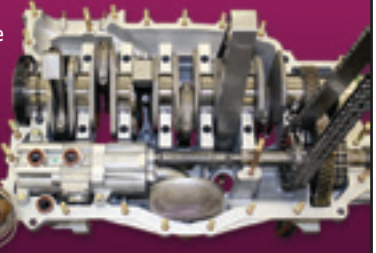
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**PORSCHE**

# Twists, Turns and

Story by Glenn Billings  
Photos by Denny Asbury  
and Julie Husting



**1st place -**  
Otso and Paula Saarentaus

# Bangles

## Gimmick Rally



**Slow and Steady Wins.** With Easter looming, the PCA-OCR Rally Team put together a "Twists, Turns and Bangles" Gimmick Rally where winners were decided on a multitude of factors. Stay on course, hit the checkpoints, observe the photos, count images and structures, and garner extra points for bringing items that parallel the Easter Holiday theme.

Twenty-four Porsches gathered on a calm, clear cloudless sky for registration and Rally Meister Larry Moore held his driver's meeting. Club President Monica Asbury green-flagged and cow belled the competitors off on their 60-mile, two-hour trek around Carbon Canyon Regional Park on the 142 through Chino Hills out to Lake Matthews.

New to rallying, Otso and Paula Saarentaus in car 14, was the last car out and kept lagging behind at each checkpoint and were feared they would not complete the run. Every car received an Easter bead at the checkpoints before moving to the flat dairy farms and residential areas of Chino and Eastvale. The main reason Rally Meister Larry Moore wrote this Rally, was for OCR members to experience a drive with hills, Porsche-type twisty turns, and nice views which toward the end of the Rally; looked upon the west end of Lake Matthews. Prior to reaching the T at Cajalco, you could observe a giant arrow in the ground. Just some quirky fun things to spot as the field made their way to the finish line at the Wood Ranch BBQ and Grill in the Shops of Dos Lagos.

Almost missing the deadline and being the last car in, the Saarentaus' scored highest and WON the Rally! Goes to show you, you don't have to be fast to do a Gimmick Rally. *Slow and steady, in this case*, won the race.



**2nd place -**  
Gilles de Prevoisin Jr. and  
Gilles de Prevoisin Sr.



**3rd place -** Linda Muhlhauser  
and Joel Johnson



# Gimmick Rally Top Ten

## Here are the top ten teams:

Place		84 / Points
1st.	Otso, Paula Saarentaus	79
2nd.	Gilles de Prevosin Sr, Jr.	74
3rd.	Joel Johnson, Linda Muhlhauser	69.5
4th.	Desiree Nicholas Burgnon	69
5th.	Johnny McCracken, Mike Footes	67.5
6th.	Mark Loarie, Margarite Klumb	67
7th.	Rudy Penalosa, Henry McFarland	67
8th.	Edward & Zachary Burgnon	67
9th.	Koney, Kasey Robertson	63
10th.	Frank, Evangelina Haro	62.5



## PCA Junior Program

### What is the PCA Junior program?

It's not just the cars, and now it's not just the grown-ups! With the new PCA Junior program, PCA is about the kids too! The PCA Junior program has been created so kids can enjoy PCA events, learn about Porsches and build the enthusiasm that runs through all of the Porsche Club of America.

### Who is eligible?

Any child under age 18 who is registered by a current PCA member can participate in the program. Sons, daughters, nieces and nephews, grandchildren, brothers and sisters all qualify.

### What will the child receive?

PCA Juniors will receive a welcome package that includes an age-appropriate gift and PCA Junior ID badge. PCA looks forward to developing the program and its features over time.

### What does it cost to register?

It's FREE! Participants must be registered by an active PCA member, and there is no cost to join!

### Register here:

<https://web.pca.org/index.cfm?event=pcajuniors>.







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# SO WHAT'S HAPPENED TO THE CAR WORLD IN 10 YEARS?



Story and Photo  
by Rob Alen

## REMEMBERING:

Sir Stirling Moss, passed away April 12, 2020 (he was 91);

Dan Gurney's birthday, April 13, 1939 (Passed away in 2018, he was 87).

This year is the tenth anniversary of officially registering "motor>spirit®." It started out with off-the-cuff videos we sent to enthusiast friends.

We've been to a variety of motorsports and motoring events and have tried to share them in a personal way as if you were there.

## SO WHAT'S HAPPENED TO THE CAR WORLD IN 10 YEARS?

- // Porsche and Ford came and went from Le Mans, each spent four years; Porsche with three overall wins, Ford one class win.
- // There have been only three Formula One World Champions: Lewis Hamilton 6 times, Sebastian Vettel 3 times, and Nico Rosberg in 2016.
- // The US's Liberty Media bought Formula One in late 2016 for \$8 billion.
- // Monterey Car Week: In 2011 Pebble Beach general admission was \$175.; for 2021 it is \$400 (after August 1 \$500). McCall's Jet event has gone from \$295 to \$450 for 2021, not counting VIP levels. The Quail has gone into the stratosphere where only fools go.
- // Automobile, Autoweek magazines are no more.
- // Gone is Chevrolet's classic Impala and electric Volt. Toyota's Scion (2003-2016); Cadillac's ATS has come and gone. Ford doesn't make cars anymore. The last Ford Fusion was assembled in July 2020.
- // There has been an increase in trying to reach the High Net Worth(HNW)car enthusiast: Once it was just the California Mille and Colorado Grand, now there's a proliferation of driving tour events costing \$15,000 or more (double occupancy); new magazines like "Private Motor Club." "Paddock Life," "000," and "Magneto." (I still think they miss the mark; creative publishers, call.)
- // We have seen SUVs introduced from Jaguar (2015), Maserati (2016), Bentley (2016) Lamborghini (2017), Rolls-Royce (2018), Aston Martin (2020). Who would have thought?
- // Ferrari has launched 26 models; from the FF(2011) to the 2020 SF90 Stradale.
- // 2012 introduced Tesla's Model S. The world has become bedazzled with EVs.
- // OEMs are abandoning auto shows. The Geneva Auto Show is extinct, Frankfurt is on the ropes, it's called "mobility" at Detroit and Los Angeles.

**All the best. And thank you.**

**Rob Alen, Laguna Beach, California**



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# Great OCR Early Days



&

## A Cherished Porsche “That got away”

Story and Photos by Jim Marshall



I would like to thank Monica Asbury and the Executive Board for sending out the 60-year PCA-OCR Club commemorative decal. It's now proudly displayed on the quarter window of our 911 Turbo. The decal led my wife and I to recall happy '70's OCR events. I thought I would share a couple of those memories along with thoughts on the Porsche that started it all for us. It's hard to imagine now, but our OCR Region had barely over 100 members in those days!

Among the favorite memories was a wine tour, led by our late George McClelland. Our OCR caravan from OC visited multiple wineries before ending in Los Gatos for the second night. Upon arrival, we joined with members of the Golden Gate Region for the finale. At our Hotel we all enjoyed appetizers, wine (of course) and a presentation on slalom preparation by PCA slalom Champion Dwight Mitchell. A Michelin XWX 185-70 was considered a high-performance tire back then! Sway bars are what again? There was much to learn in those early days.

Another great OCR trip was to Carmel in 1974. Our group lodged in some comfy cottages in the village. The next morning, we crept through the early morning fog to enjoy the renowned Pebble Beach Concour d'Elegance. Later, our gang drove to Laguna Seca Raceway for the inaugural Monterey Historic Sports Car Races organized by Steve Earle. It was a very small affair then - unlike the huge international event of later years. Other OCR events we enjoyed in those years included slaloms at the defunct Orange County Raceway, Concours inside the South Coast Plaza mall and many, many social events.

My wife, Joy, likes to re-tell this (non-OCR) incident: We were driving along in the early morning on the nearly deserted HWY 101 near Santa Maria (central coast.) Suddenly, a CHP pulled up behind us with lights flashing. We pulled over and handed the officer the requisite paperwork. The officer glanced at it and handed it back with a smile. He said, "You were going well over the 55-mph speed limit. "But" he said, with a sly smile, "That isn't the main reason I pulled you over." Turned out, he was curious about the car and wanted a closer look! After a lengthy discussion about our lowered, fender flared 914-6, and Porsches in general, he said "You have a great day and try to keep your speed down." (No ticket was issued, thankfully.)

In 1976, our first son, Jon, was born. A Porsche with a rear seat was required! A 911 Targa soon joined the family. We had owned the 1970 914-6 since new (see pic.) We loved it but the time had come to sell. It had given us 6 years of trouble-free transportation and it

became the subject of my many modifications as well as being a willing patient for me to practice 911 engine tuning and maintenance skills. We sold the 914-6 to a local buyer who soon relocated, with the car, to the East Coast. Over the years I wondered whatever became of it.

Behold - In 2017 the car re-surfaced! Our son Jon, (now a grown man, of course) was looking through the Pelican Parts classifieds. He said "Dad, check out this ad. I think it's your old 914-6." I reminded him, joking of course, that HE was the reason we sold that car. I contacted the owner, Edward Heinz, in PA. He had no history of the car prior to his purchase from a boutique auto dealer. My many modifications to the car over the years made it readily identifiable. From appearances, it still looked like the day we sold it! The unique fender flares were a giveaway. They were done in lieu of the preferable factory GT flares, which were unavailable at the time (see pics.) They were inspired by Chuck Stoddard's (Stoddard's Imports) 914-6 modification article in Panorama Circa 1973. A VIN check confirmed it was 914-6 #1951. I considered re-acquiring the car. The razor-sharp handling and the wail of the 911 engine just inches behind my back.... Oh, the memories--the thrill! However, not only was cash and garage space an issue, but the car now had significant changes including a competition roll bar, a gutted interior, a 3.2 engine and 915 transaxle, and a full race suspension. Yes, the car looked substantially the same (see pics.) But it wasn't. It was a full competition car now.

Among my modifications left untouched over the years was, of all things, an OCR Region badge on the rear bumper. I had placed it there in 1972! (See pictures.) I also had removed the fabric on the roll bar sails and sanded smooth the pebble finish top then painted it all gloss black. I installed a 911S combo oil gauge and relocated the gas gauge to the ash tray location. All remained intact. The access panel I had cut into the firewall (to allow easy access to the distributor and fan belt from inside the cockpit) was still there. In a parting gesture, I offered some documentation to help with the sale.

Unbelievably, in 2019, the new owner contacted me from Seattle, WA. He wanted to know as much as possible about the car beyond the documentation I had provided to Mr. Heinz. Many e-mails and pictures led to a discussion over what to do with the car. The owner had been considering various ideas for over a year. His first inclination was to restore it back to stock original. But the original engine was long lost. My suggestion was to install factory metal GT fender flairs since many other "GT" performance items were already in place. Well, the new owner has made a surprising decision. He recently told me the car is currently undergoing a metamorphosis. A professional shop in Seattle is doing a full 914-6 GT conversion utilizing as many factory parts as possible. It will resemble the picture above. His color choice? Yes, vintage Conda Green.



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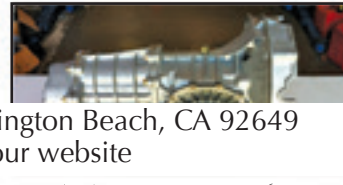
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## 911 DOOR STRIKER repair or replace?

I recently and unintentionally played a bit of a joke on myself. I was having a small problem, more of an annoyance really but it got the better of me when I was being 'picky.'

Some of our members do drive and maintain older air-cooled 911s and this pertains to those wonderful Porsches: The sound of your 911 DOOR (music) or the sound of age, wear, and something's not quite right. Let me explain - my driver's door was not shutting quite right. As I took a closer look, the latch on the door was aligned onto the striker which is a very close and critical clearance to shim the body's striker with shims. That seemed ok.

I noticed my driver's door was noisy when I opened it as it had a rather loud "CLACK!" sound as it lightly popped open.

The PAX (passenger) door was like a safe with a lightly closing "clomp."

But why is the driver's door noisy? In a past Pando, I mentioned an errant driver backing into my driver's door while I was in line at my bank many years ago. That door had to be replaced. The framework was bent, out of alignment and too far gone to do a good repair. Also, new door skins were N.L.A. back then.

A replacement door from a 1987 911 was a fit and even though it was not a perfect fit, it was close to original and it did have a door safety beam in it. By the way, I installed a D.O.T. approved chrome molly steel safety beam in the right door just as I did for D.O.T compliance on European specification 911-930s. The replacement driver's door was adjusted and operated well for 35 some odd years, until now. I had done several small adjustments to no avail.

I saw again an ad from STODDARD Authentic Parts showing a 911 door striker repair kit, so I took a better look at mine and what do you know, mine was coming apart! I ordered two kits and in a few days I had them. I took a few pictures and saw the alignment pointers on the striker and the dimple marks impressed in the steel door sill were aligned, so it should be OK to remove and reinstall as it was. I removed the Striker and, using a repair as seen on Pelican, I did pretty much the same kind of repair; however, as always, with some changes of my own.



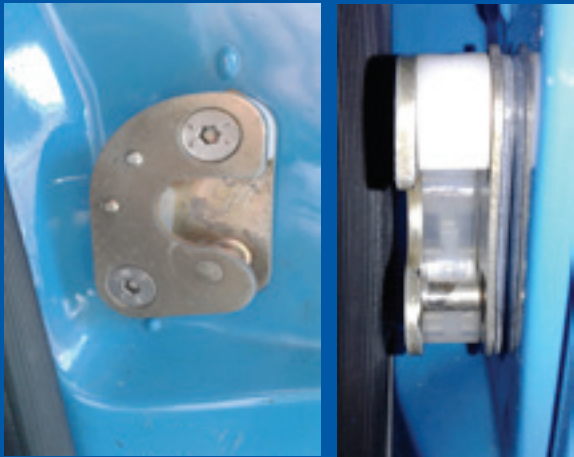
**Fig. 1.** Driver striker with two pins punched out and the outer plate rotated on the riveted-on striker bar. Then one can remove the two plastic parts. On the right side is another striker with each plate separated.



**Fig. 2.** The new STODDARD striker kit with new white plastic pieces seen here alongside the old parts.



**Fig. 1.** My striker proved too difficult to punch out the striker bar as it peened over on the back side. I VERY CAREFULLY used a small then larger drill bit slightly larger than the peened over striker bar end, as I did not have the end long enough to re-peen the striker bar end over again, so I drilled into the striker bar with a 5/16" drill, 3/8" deep. Then I tapped it with a 10/32" tap. I then used a counter sink tool to flare out the striker bar end for a countersink machine screw. After cleaning and drying, I installed the new plastic parts then installed a NAS grade 10-32 countersink machine screw and also installed the two alignment pins. Slowly snug the counter sink screw and tap in the pins and lastly tighten the countersink screw. (Any grade 8.8 or better countersink screw will work fine.) The striker's two M8 mounting screws are installed on the door sill and now the unit as a whole is very strong.

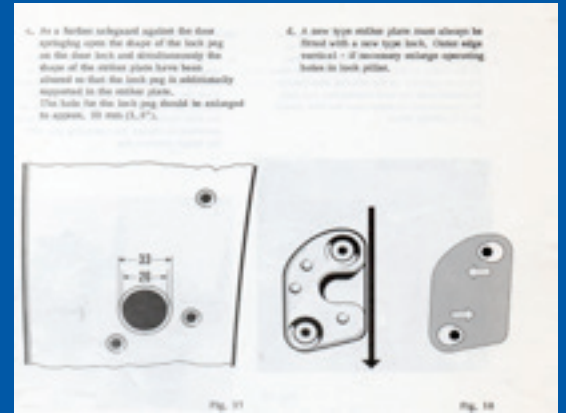


**Fig. 4. Left:** Rebuilt striker installed with dimple on door sill aligned with small point on the back striker plate. There is one on the bottom as well.

**Fig. 5. Right:** Striker installed with one black plastic shim. Note contact marks on striker bar from latch contact.



**Fig. 6 Left:** Screws attaching striker to door sill: I use stainless countersink Hex (6-point, 5mm head) screws as they hold the 5mm tool much better than the 12-point OEM screws. The stainless 6-point screw drives do not get burrs on the drive flanks and over time get so nasty looking. \*McMaster 5-pack PN# 93395A414 (\$6.89.)



**Fig. 7. Right:** Work Shop Manual II - BODY - Doors, latch revised mounting hole size and adjustment of striker.

After a few tweaks I had made several other repairs, one of them removing the inside the door latch unit and all related parts for a good washing after 53 years of old dried-up grease. I found the inside parts in very good condition. I also adjusted the door handle's push rod so I did not have to squeeze the door opening trigger handle so far to open the door. I re-greased and re-installed the latch rods and power window hinges, and again adjusted the door closing and opening. And all I can say is it is as perfect closing/opening, and sounding as it was in 1968. Actually, even better!

**Rice's Ramblings:  
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With the pandemic confinement, I made some use of isolation time I most likely would not have done before. I am one who never tires of learning or relearning the many things in a 911 and this inquisitiveness also includes some work on our family Caravan with modification as well.

Porsche 996 GT3 Development, Insights from Roland Kussmaul, and Learning Curves — Smart Racing Products. [www.smartracingproducts.com/horizontal-universe-blog/2020/4/20/porsche-996-gt3-development-insights-from-roland-kussmaul-amp-learning-curves](http://www.smartracingproducts.com/horizontal-universe-blog/2020/4/20/porsche-996-gt3-development-insights-from-roland-kussmaul-amp-learning-curves)

*Be safe this May— and enjoy your drive!*

**Godspeed**

**Leslie F. Rice**

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# OCR Membership Updates

## Anniversaries :

### *Congratulations!*

#### April

##### 25 Years

Jack Gabus  
David R. Waddel  
Bolette Albertsen

##### 20 Years

Bill Tran  
Charleen Tran  
Bryan H. Pepper  
Heather Fera

##### 15 Years

Arthur Iwasaki  
Joanne Iwasaki

##### 10 Years

Erik T. Skirmantis  
Craig A. Barrett  
Norma Jean Barrett  
Scott Smith  
Stefani Smith  
Gregory B. Thomas  
Kathy Thomas  
Elisa E. Aumont

##### 5 Years

Rene C. Schneider  
Dennis J. Ribant  
Elizabeth Ribant  
Frank Vargas  
Jeremy Barras  
Robert DeBach  
Deborah Hicks  
Brian Sakata

#### May

##### 45 Years

Gil Ranney  
Diane Ranney

##### 40 Years

Stephen P. Schmidt  
Dannielle Schmidt

##### 25 Years

Philip F. Stotts  
Paula Stotts

##### 20 Years

William L. Waite  
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##### 15 Years

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Pat Renga  
Thomas H. Summers  
Mary Summers  
Thomas P. Holbrook  
Gayle Holbrook

##### 10 Years

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Daniel Gelsi  
Hye Jin Gelsi  
Paul C. Lawrence  
Sharon Kohout-Lawrence  
Mark Hughes

##### 5 Years

Donald W. Baer  
Penni Buff-Baer  
Blake Borup  
Richard James  
Joanna James  
Reinhard Stenzel  
Mark Stenzel  
Anthony Callas  
Kelly Callas  
Cody Gonzalez  
Mike McKinley DDS  
Yvette McKinley  
Frank McDowell  
Mike Davidson  
Christofer Von Nagel  
Silja Von Nagel  
Thai Ta

## New Members :

### *Welcome!*

#### February

P. Paknejad  
1995 911 Carrera Aventurine Green

Seth Abady  
2021 718 Cayman GT4

Dan Bourg  
1974 911 Red

Brian Buehler  
1970 911E

Alexander Stimpson  
2017 911 Carrera Grey

Susan Kudsi  
2009 911 Carrera White

Karl Schuler  
1957 356 Aquamarine Blue Metallic

An Pham  
2016 Cayenne White

Rita Agustines  
2019 Cayenne Turbo

Evan Yamoto  
2011 911 Carrera

Kenet Robertson  
2012 911 Carrera S White

Dmytro Sharapov  
2019 Macan

Dane Ullman  
1986 911 Carrera Targa Guards Red

Nicholas Randhawa  
2017 Macan GTS

#### March

Balazs Ormai  
1972 911T

Robert King  
1984 944 Bronze

Brendan Iribe  
2015 918 Spyder Weissach Package Black

Daniel Lopez  
2013 911 Carrera Black

Sean Coen  
2021 911 Carrera S Aventurine Green

Kyle Stanley  
2011 911 Carrera 4S White

Lon Steel  
2017 Cayenne Silver

David Hansen  
2000 911 Carrera

Stewart Kohler  
2018 911 Turbo S

Leonila Lactaoen Ocaya  
2019 Cayenne S Moonlight Blue

Inman Bar, MD  
2021 718 Spyder Python Green

Kevin Thomas  
2017 911 Carrera Cabriolet Agate

Tim Jensen  
2014 Boxster Silver

Steve Mejia  
2016 Boxster Spyder Black

Chris Lipscomb  
1999 911 Carrera Silver

Lily Silverman  
2020 Taycan Turbo

Domenick Lecce  
1973 911E Aubergine

Gary Gong  
2016 Cayenne

Chad Hilton  
2018 911 Carrera S Chalk

Bima Pras  
2008 Cayman Meteor Grey

John Christensen  
2013 911 Carrera S Anthracite Brown

Marco Hegyi  
2003 911 Turbo Black



**New Members :**



John Bonnot / 911 Carrera CHB Agate Grey



Eric and Margi Eckes / 2021 911 Cabriolet Carmine Red



Jack B Andersen / 2019 911 Carrera T White



Lori Reich, Paul Shaffer / 2021 911S Black



Bob Hallinan / 2017 Turbo Graphite Blue

# Breakfast Club, April 10, 2021

Photos by Marcia Salans, Gary Ambrose and Denny Asbury





# Classifieds

## FOR SALE : 930-911 TURBO

'77 930 Turbo Carrera Coupe, Platinum Metallic/Black lthr, 125K. 4 spd manual. PCA member. \$147,000.00 John 541/2183997; drjohnhendy@gmail.com. NWR (2)

'89 911 Turbo Cabriolet, Linen Grey Metallic/Butter lthr, 13K mi. 5spd manual. \$159,00.00 Paul 805/642-2913; paliur@aol.com. SBR (2)

2007 911 Turbo Coupe, Silver/Cocoa lthr, 81K mi. Tiptronic. \$58,900.00 Kraig 951/642-0662; kraigstrom@gmail.com. RR (2)

2017 911 Turbo S Coupe, Jet Black Metallic/Black lthr, 12K mi. PCA member owner. PDK. **PRICE REDUCTION \$154,000.00** David 804/921-2621; jdrives6@verizon.net. VAR (2)

## FOR SALE : 911-GT2 and GT3; Carrera GT

2010 911 GT3 Coupe, Black/Black lthr, 15K mi. 6-spd, **PRICE REDUCTION \$112,997.00** Steve 707/888-3141; smhkod333@aol.com. GGR (2)

2014 911 GT3 Coupe, White/Black lthr, 11K mi. PDK, \$119,800.00 David 732/995-7122; dgiris.law@gmail.com. FCR (2)

2015 911 GT3 Coupe, White/Gray Alcantara ltr, Only 6 miles...!!!! PDK. PCA member. \$135,000.00 Mo 917/767-8146; stakhim@yahoo.com NJR (2)

## FOR SALE : LATE MODEL 911-964-993-986-996-997-991

'92 911 Carrera 2 Cabriolet (964), White/Blue lthr & Top, 109K mi. Tiptronic. This car is professionally maintained, always garaged and is all original. PCA member owned. Exceptional condition inside and out. **PRICE REDUCED \$36,000.00** Phil 562-756-1673. philvanwey@aol.com OCR (3).

2008 911 Carrera S Coupe, Macadamia Metallic, Black/Sand Beige lthr, 145K mi. Factory Aerokit, 6-spd manual trans, Adaptive Sports Seats, Sport Chrono Package, Navigation Module for PCM, Bose high end sound system. 280 watt / 9-speakers, Interior & Remote 6-disc CD changer, Power tilt & sliding sun roof, 19" BBS Rims (Satin Titanium Finish), New Michelin Pilot Sport tires. Professionally maintained by Walter's/

Riverside Porsche. Always garaged, exceptional condition. PCA Member owned. \$42,000.00. Randy randyh@rhala.com; text 951/217-6630 RR (2)



## FOR SALE : 911 - 1970s

'74 1974 CLASSIC 911 COUPE (RESTORED) Mexico Blue Porsche 911 2.7L [Now 2.9L], 180 hp [Now 250 hp], 0-60 in 7.9 seconds, Short Shifter, Racing Clutch, 5 speed manual transmission, 15" polished aluminum "cookie cutter" rims, new tires, performance enhanced exhaust, Turbo oil cooler, **43,638 Miles**. This Porsche has undergone a complete restoration during which it was completely disassembled and rebuilt by Jay Ward. Always garaged, exceptional condition. PCA Member owned. Serious buyers only. \$65,550.00 Shelley kainhopper9@aol.com; 951/750-8103. RR (2)



'74 911 Carrera 2.7 (Euro) Coupe, White/Black lthr/Gray, Only 10 miles!!! 5 spd manual. Tom 858/790-2106; tjunkhauser@yahoo.com. SDR (2)

## FOR SALE : 356

1957 356A Speedster, One-Year-Only Aqua Marine Blue Metallic/Red lthr. Original CA car. Matching numbers. Concours Restoration by Vintage Specialities. \$475,000.00 Henk 562/331-0681 OCR (2)

## FOR SALE : BOXSTER, PANAMERA, CAYENNE & CAYMAN

2002 Boxster, Silver/Black, 154K on chassis; **68K on engine**. Engine installation/maintained by Redline Automotive, Orange, CA. New European Parts Solutions IMS bearing, new coil packs, new spark plug tubes, and spark plugs. Below is a list of what has been done to the car since the new engine was installed: -IPD plenum -Freshly packed CV joints -Flushed transmission and new trans fluid -Engine Serviced -New flywheel, clutch, throw out bearing, and slave cylinder -New front brake pads and drilled and slotted rotors -new shift cables -new Bosch alternator/new battery This Boxster has been professionally gone through by Redline Automotive-speak to James at Redline if you wish. Car comes from a Porsche PCA member family that with multiple cars through the years. Car was given the correct attention needed to be an enjoyable daily driver. \$14,000.00 OBO Louie call/ text 714/742-3300; saralouie@att.net. OCR (3)



2014 Boxster S, White/Black, PDK, 22K miles. PCA member. \$45,000.00, 714/745-6789 Mark.Kovaletz@gmail.com OCR (2)



## WHEELS & TIRES

**WHEELS & CAYENNE WHEELS & TIRES FORSALE:** Beautiful Cayenne Pirelli Scorpion Verde All Season tires on Victor Zehn Satin Black wheels. Thule cable tire chains. Other Cayenne items for sale. Tim 951/751-1421, tjsteph@earthlink.net. OCR (4)



**WHEELS & TIRES FOR SALE:** Used for 2007 911 C4S. Hankook tires (2) 235/35 ZR19 & (2) 305/30 ZR19 102Y, 4 tires total.

Street tires, but I used them once on the local autocross at El Toro base years ago. Rims are Sport Edition Cup 4, purchased from Tire Rack. **\$750.00** for all four rims and tires.



Dan Stone @ 714/310-4162; dan@DanTheManForMortgages.com. OCR (1)

### FOR SALE: PARTS - 911

**'74 Porsche 911 991 Carrera Door Sill Plate Trim - Black.** Excellent condition, with only very light scuff marks. All plastic tabs are intact (missing one metal clip) and ready to install. Genuine Porsche Sill, Made in Germany. Part#991.555.019.02 - Driver side (includes front and rear lid release switches)

**Part#991.555.0122.02** - Passenger side (includes rubber insert). \$150.00 for both. Wayne Jonas (949) 726-2431: wjonas18@gmail.com for pictures OCR (2)



### FOR SALE: PARTS- 914

**'74 914 2.0L, PTS Ice Green Metallic/ Tan interior, 74K mi.** Very desirable 2.0-Liter 914. Documented history from new. Beautifully restored. \$69,000.00 OBO Henk 562/331-0681 OCR (2)

**NOTE: All listed vehicles are subject to prior sale.**

PLEASE NOTE: Classified Ads must be received by the 25th of the month to be included in future Pandos.

### MISCELLANEOUS

**SALE ORIGINAL RED PORSCHE FACTORY ZUFFENHAUSEN WORK OVERALLS: Extremely Rare Pair of Original 1980s Porsche Inspector Overalls and Jacket.** I acquired them new in 1982 directly from an employee of the Porsche Factory. This unique pair still holds its tag that reads "Tgotz Berufskleiderfabrik 52" translating to "work clothing factory." They have been in storage and have been worn just once since taking possession of the overalls, and jacket. I have kept them well preserved and they remain in near perfect condition. Worn just once the **tag reads 52 Euro Size Large USA .The overalls are size large with an inseam of 30" and a waist of 36+"** . The overalls have two front pockets and one pocket underneath the Porsche logo. They also have one large pocket on the back with a smaller screwdriver pocket on the right leg. The jacket has several pockets on both sides and a Porsche logo on the left chest. This unique and authentic Porsche inspectors overalls make a great gift for the Porscheophile. Call me direct for the story behind these extremely rare Porsche supervisors jacket and coveralls. **\$350.00 for Both.** Jerry 949-488-7038; cell: 949-322-7280; Jerry@jda-group.com; OCR (2)



### PORSCHE ENCLOSED SECURED

**PARKING AVAILABLE:** Parking space for only 2 more Porsches—356 or early 911 to latest 991. **New ADT Infrared Fire and Police Monitoring System.** All concrete construction warehouse building in safe and secured NW Huntington Beach/Boeing area is close to and 5 minutes away from the 405 and 22 Freeways. PCA members preferred, no subletting. Accepting only fully operational, currently licensed and insured Porsches, no leakers, nonoperational project cars, storage cars or tear downs. Provide your own car cover, insurance and battery tender. Month to month or longer rentals. PCA member. Bob hbobw930@aol.com; 714/960-4981. OCR (2)

### PANDO SUCCESS STORY:

*I want everyone to know The Pando really works if you're looking to sell, or buy, a P car.*

*I sold the car 2 days after the ad first appeared with a photo of the car. I had one call from a PCA member who offered me less than I was asking, and the next day I got another call from a friend of a PCA member who was looking for a nice 993 and his friend (the PCA member) showed him the ad. It was a young Doctor in Irvine, who loved the car and did not argue about the price. He visited my mechanic (Robert at Auto Strasse in Costa Mesa) who had just serviced the car, after he got got a clean bill of health on the car, we went to his bank and I got a check. Easy, safe sale! The car is in a good home. I told the new owner that he should join the club so he might do that.*

*Both dealers said they would advertise the car for about \$75,000 and that it would probably sell for around \$72,000, if I was lucky. This was a little disappointing since I hoped to get around \$70,000. I bought the car in 1998 for \$50,000 with 4K miles. I also would have had to spend money to sell it and give up a sizable percentage. But both dealers pointed out that they would reach many more potential buyers than I could. I was ready to go that route when I thought of placing an ad in the Pando, and the rest is history!*

*Pando advertising worked great! And the reach is far greater than just OCR members! Right after I sold the car I got a call from the first interested party wanting to pay full price but it was already sold. I have also received about 6 calls about the car since.*

Joe Barnet,  
OCR Member

Would you like to advertise your car in the Pando?  
Please contact Bob Weber 714-960-4981  
hbobw930@aol.com

# Update Your Profile Information



## Is your account up-to-date?

Accurate information provides:

- Car raffle announcements
- National & Region information
- Important PCA announcements
- Event information
- Renewal notices

### Does PCA have your correct contact information? Are you sure about that?

When you first signed up with Porsche Club of America, you supplied your mailing address, email, possibly your phone number, and depending how energetic you were at the time, completed the other information so you could receive newsletters, magazines, and updates on PCA National and Regional information.

But now years later, have you moved, changed your phone number, or gone through a few different email accounts? For PCA to be able to contact you for membership renewal notices and customize what you want sent to you, your information has to be up-to-date in the PCA database. It only takes a few minutes following the instructions below.

#### STEP 1

Go to <https://www.pca.org>



#### STEP 2

Click on "MEMBERSHIP LOG-IN" to sign in



#### STEP 3

Point at "Membership" then click on "My Account"



#### STEP 4

Click on "Edit" to access the editable information areas



#### STEP 5

Click on "Account" to update your email address, password, address, and email subscriptions  
Click on "Membership" to update your vehicle information



**VERY IMPORTANT!** At the very bottom, left side of the "Account" and "Membership" pages is the "Save" button  
**Don't forget to click it before leaving the page**

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## Greetings PCA OCR Members!

### We are now taking submissions for the June 2021 Pando and future Pando issues!

Want to submit a story and/or pictures but not sure on your "story writing ability?"

No problem!! Your Pando Editor Marcia Salans is happy to help any OCR member that just wants to send pics and captions.

Here are some ideas to spark your creativity:

- **Social:** An interesting drive or trip
- **Where's Pando?** Proudly display your Pando when you travel and/or at a special or sporting event.
- **Community Outreach:** A charitable activity you're personally involved in.
- **Publicize a OCR Drive or OCR Rally** you're interested in developing or organizing.
- **For The Love Of Porsche:** how did you develop your love of Porsche and what was your first Porsche?
- **"What's in my garage?"** Share what you have in your garage and tell us a bit about it. (year, model and color - no visible license plate for security/privacy)
- **Passion for the Legend:** Have you had multiple Porsches? Was one special? Do you wish you hadn't sold one and why?
- **Tech:** A PCA webinar, clinic or event you might have attended

**Please submit your article to Marcia Salans (msalans@socal.rr.com) by the 20th of the month. That's the submission deadline!**

Please have your ideas or article (no more than 2 pages double spaced) in a WORD Doc only (no ZIP files,) 3-5 photos (high resolution is a must to maintain image quality and clarity,) and captions for photos.

Best,

**Marcia Salans, Pando Editor**

"Every Member Has A Story" "Every Porsche Has A Story"

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