



PAND

PORSCHE CLUB OF AMERICA • ORANGE COAST REGION



JANUARY 2020 ISSUE

2019 TOYS FOR TOTS DRIVE..... 8

OUR 40 YEARS WITH THE PORSCHE CLUB..... 20

ONCE IN A LIFETIME PORSCHE..... 28



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PORSCHE



In this Issue

PANDO JANUARY 2020

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2019 Toys for Tots Drive



Our 40 Years with Porsche Club



Once in a Lifetime Porsche

On the Cover:
2019 Toys for Tots Drive

Cover Photo : Monica Asbury

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Orange Coast Region 2020 Calendar of Events

JANUARY 2020

NO January Breakfast Meeting

- 9 Woody's BurgerBahn – HB
- 16 Porsches & Pizza – MOD Pizza, Laguna Hills
- 18 Porsches & Pastries – Enderle Center, Tustin
- 25 Porsches & Pancakes – Woody's Lido
- 25 Lyon Air Museum – Santa Ana
- 28 Porsches & Pescado – Fishbonz, Costa Mesa

FEBRUARY 2020

- 1 Breakfast Club & Board Meeting
- 13 Woody's BurgerBahn – HB
- 15 Porsches & Pastries – Enderle Center, Tustin
- 20 Porsches & Pizza – MOD Pizza, Laguna Hills
- 22 Porsches & Pancakes – Woody's Lido
- 25 Porsches & Pescado – Fishbonz, Costa Mesa
- 29 5th Saturday Breakfast– Mimi's Cafe, Long Beach

ACTIVITY LOCATIONS

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
June, August, November

MARCH 2020

- 7 Breakfast Club & Board Meeting
- 12 Woody's BurgerBahn – HB
- 15 Scenic Poker Rallye – Orange County
- 19 Porsches & Pizza – MOD Pizza, Laguna Hills
- 21 Porsches & Pastries – Enderle Center, Tustin
- 24 Porsches & Pescado – Fishbonz, Costa Mesa
- 28 Porsches & Pancakes – Woody's Lido

APRIL 2020

- 4 Breakfast Club & Board Meeting
- 9 Woody's BurgerBahn – HB
- 16 Porsches & Pizza – MOD Pizza, Laguna Hills
- 18 Porsches & Pastries – Enderle Center, Tustin
- 25 Porsches & Pancakes – Woody's Lido
- 25 California Festival of Speed (*April 25-26*)
- 28 Porsches & Pescado – Fishbonz, Costa Mesa

MAY 2020

- 2 Breakfast Club & Board Meeting
- 14 Woody's BurgerBahn – HB
- 16 Porsches & Pastries – Enderle Center, Tustin
- 21 Porsches & Pizza – MOD Pizza, Laguna Hills
- 23 Porsches & Pancakes – Woody's Lido
- 26 Porsches & Pescado – Fishbonz, Costa Mesa
- 30 5th Saturday Breakfast– Mimi's Cafe, Long Beach

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

JUNE 2020

- 6 Breakfast Club & Board Meeting
- 11 Woody's BurgerBahn – HB
- 13 PCA-OCR White Glove Concours, Dana Point
- 18 Porsches & Pizza – MOD Pizza, Laguna Hills
- 20 Porsches & Pastries – Enderle Center, Tustin
- 21 Porsche Parade – Palm Springs (*21st-27th*)
- 23 Porsches & Pescado – Fishbonz, Costa Mesa
- 27 Porsches & Pancakes – Woody's Lido

OCR Board Meetings

All members are welcome to OCR Board Meetings, held after the breakfast meeting at Original Mike's.

Note: Italicized text represents events outside of OCR sponsored events. Links to Zone 8 events can be found at 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.

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PRESIDENT'S MESSAGE

Monica Asbury

HAPPY NEW YEAR OCR!



What an honor to be elected President of PCA-OCR. Thank you for your vote of confidence. After witnessing the strength of members coming together to make sure kids within our regional boundary had a gift to open for their Holiday, and the joy you brought them, it's a pleasure to be President of such a giving and caring group. I promise to do my best.

Someone asked me, "What is your Platform?" I thought for a second, and responded, "rebuilding," enlisting members to volunteer to lead activities, tours, rallies and special interest events. Honestly, the list is endless. It's very simple, if you have an idea, please let one of the Board Members know, we'll do what we can to help you get started.

We have new Board Members in key positions, so please bear with us as we stretch our legs and get into place. There will be a bit of a learning curve, and we should be at full speed in no time.

As we kick off the New Year, I'm going to try to have a guest speaker at most of our monthly breakfast meetings. If you know of someone who would be of interest to the Club, who does not conflict with an existing advertiser, please let me know. Speakers always add value to our monthly gatherings.

An item I'd like to address is the Club's App. As frequent users of the app know, the app was closed to one-way communication a few months ago. National's Social Media Chair shared that all PCA Regions across the U.S. who have interactive forms of communication all transitioned to one-way communication. Unfortunately, we also learned our app provider is going out-of-business and will soon, no longer support our app functionality.

The Club needs YOU to get involved and volunteer! See you February 1st at Original Mike's!

**Wishing you the Happiest of New Years!
Let's make this the best for OCR!**

Safe driving,
Monica Asbury

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1963 Porsche 356B T6 Super-90 Sunroof Coupe:



1968 Porsche 912 Coupe: Light Ivory/Black original paint, two owners.



1973 911 RSR Style Cpe built by Accu-moto Motorsport 3.2 ltr w/ 915 trans.



1987 BMW M6: Red/Linen.



1989.5 Porsche 964 Carrera 4 Coupe: Black/Black.



1996 Porsche 911 Carrera Coupe: Silver/Grey.

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Zone 8 Webmaster

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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.com

PCA-OCR 2020-2021 Board of Director Election Results

There were three mail-in ballots and 188 Survey Monkey ballots for a total of 191 responses.

Of those responses, there were 5 write-in votes for President across two members.

In some cases, members voted for President while skipping any votes for other positions.

That is the primary difference in the valid votes for each candidate.

PRESIDENT : 181 votes for Monica Asbury

VICE PRESIDENT : 178 for Tom Gray

TREASURER : 180 votes for Jim Miller

**Congratulations and best wishes
to the newly elected PCA-OCR Board of Directors!**

PLEASE SAVE THE DATE :

Sunday, MARCH 15, 2020

PCA-OCR Presents : SPRING TIME 2020 (A Scenic Poker Rallye)

This event will be a pleasant and simple drive about Central Orange County.

Follow the route instructions, stay on course, find the checkpoints,
draw the cards, and win the pot \$\$.

Registration will be \$15 per car,
50% of the proceeds will go to OCR's Charity,
And the remainder, less expenses, go to the winners!

Book Review

Story by Bruce Herrington

111 PORSCHE STORIES THAT YOU SHOULD KNOW

by Wilfried Muller, published 2018
by Emons Verlag GmbH, Germany.

To this reviewer, the hubris of the “you should” in the title was rather off-putting. The “111” cliché wasn’t much more inspiring, but I bought the book anyway. You should do likewise.

The ‘stories’ are actually concise, interesting and informative articles / anecdotes about events relating to Porsche the company and Porsche the car. They are all well written and very readable.

Divided into 15 sections, the ‘stories’ cover Porsche related activities from 1899 to at least 2015 – the Mission E described in detail. The stories are not fiction, but are factual descriptions of events involving members of the Porsche family and / or Porsche cars. All are one page, with a facing full-page illustration. Gems of history presented include the fact that the 1900 Lohner-Porsche model was named *Semper Vivus* (translation Always Alive), referring to the fact that it was a ‘hybrid’ – an electric car with gasoline engines to keep the battery charged while traveling! Other tidbits of Porsche history, such as why the very first 911 Turbo was specially equipped with clear (non-tinted) glass, are sprinkled throughout the book.

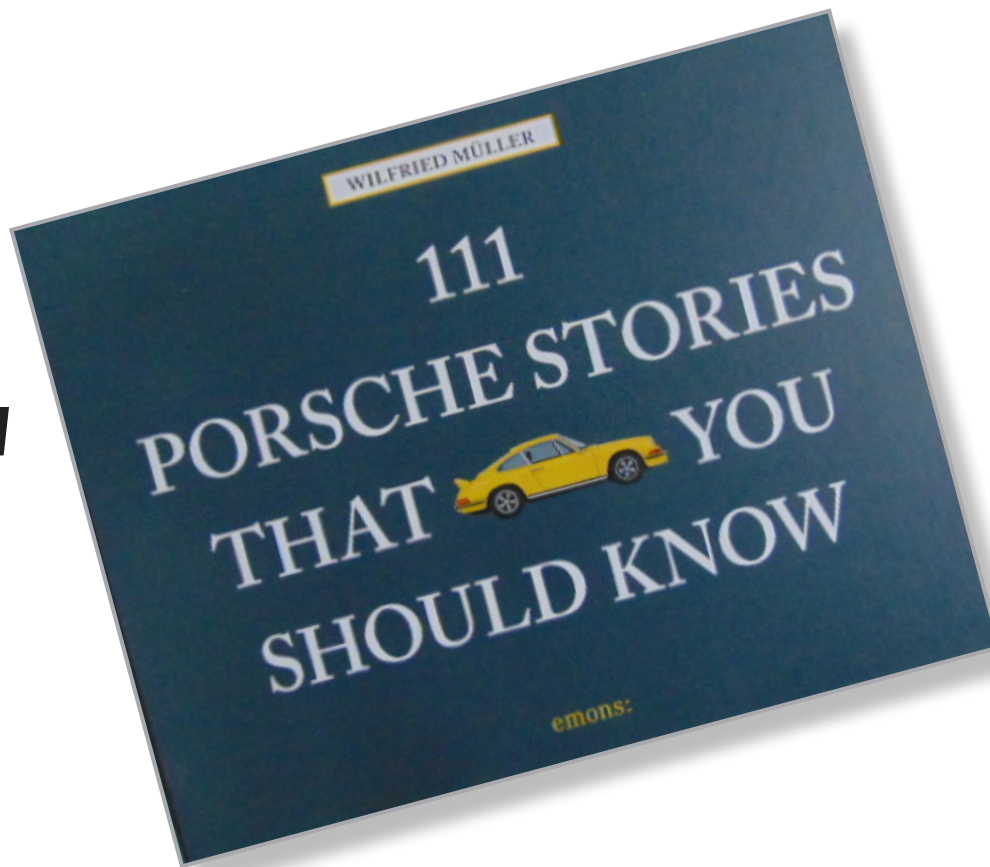
Conveniently, every page of the numbered articles is labeled with the heading of the section to which it relates, and a title and a sub-title for the article itself. All very helpful for understanding the context of each article.

The first section Key Figures gives biographical summaries of 13 individuals, most of whom have names familiar to Porschephiles, but about whom few details have been known. This reviewer found the presentation of the details of their personalities and contributions to Porsche, along with a full-page picture of them ‘at work’, to be most enlightening. Actually, there are additional informative bios in the section At the Pit Wall and in Racing Drivers. Truly a unique collection of biographical summaries of Porsche family members, corporate leaders, racing department executives and drivers.

Sections Milestones, Extremists (cars not people), Porsche Art, Prototypes, Cliff Hangers, Magic Words, etc., contain much more car and company-oriented information. There are articles about eleven 911s cast in concrete, the innovative approach to crash testing a 904, and of course, a description of the discovery of how to make the 917 handles. Also told is a summary of Porsche’s various attempts to create a 4-seater, starting with the model 754 T7 in 1959.

This book is a fascinating read filled with interesting information. Every Porscheophile should have a copy as a way to acquire, in small easy doses, a comprehensive knowledge of the meaning of Porsche. But be forewarned, that after 169 pages set in Europe, the picture leading the section Magic Words, a picture showing a rally checkpoint in Joshua Tree National Monument with an early Healy, a Triumph TR2, part of an XK120 (and a yellow-plate Speedster), comes up as a shock!

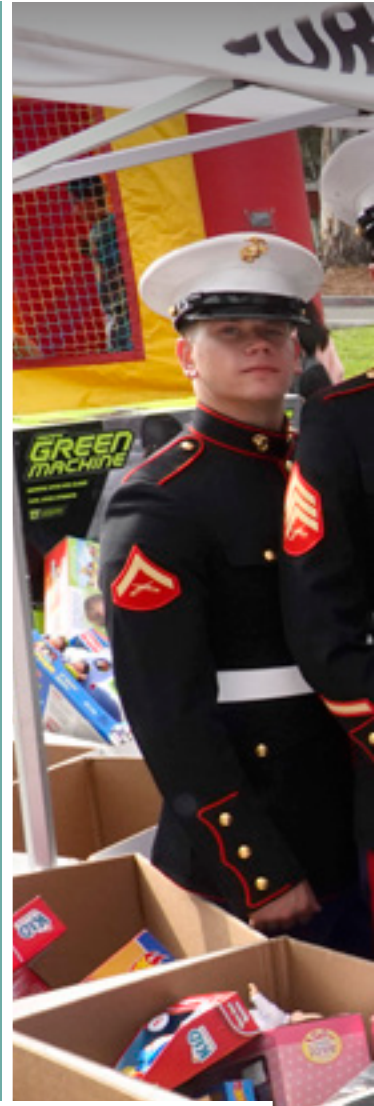
111 PORSCHE STORIES is hardbound with an illustrated cover (no dustjacket) and contains 304, 10-1/2 x 8-inch pages on heavy weight paper. There are more than 111 high quality full-page photographs. It is probably not available at your favorite bookseller, but as this is being written, Amazon Books has it for \$22.80. A real bargain for a significant compilation of Porsche lore.



OCR's 2019 Annual Toys for Tots Drive

A Day P.O. Giving

Sponsored by Circle Porsche





Michelle Larsson representing Club sponsor Circle Porsche

Story by Monica Asbury & Glenn Billings
Photos by Monica Asbury, Jim Storms, Gary Ambrose & Gary Labb



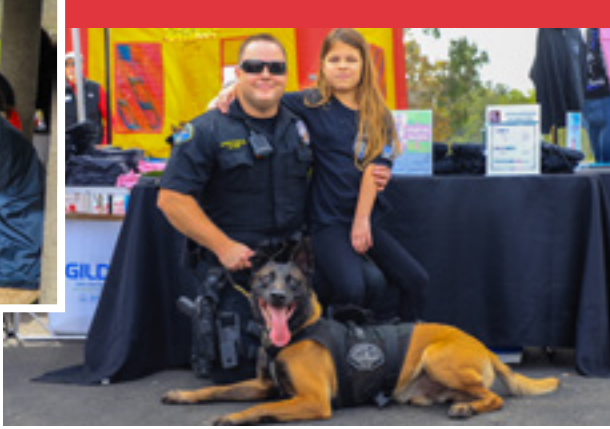
The Toys for Tots event at the Central Park Picnic Shelter in Huntington Beach was held under dueling skies with clouds and sun. Several Porsches filled with family members and toys came, went and stayed throughout the activity-filled day.

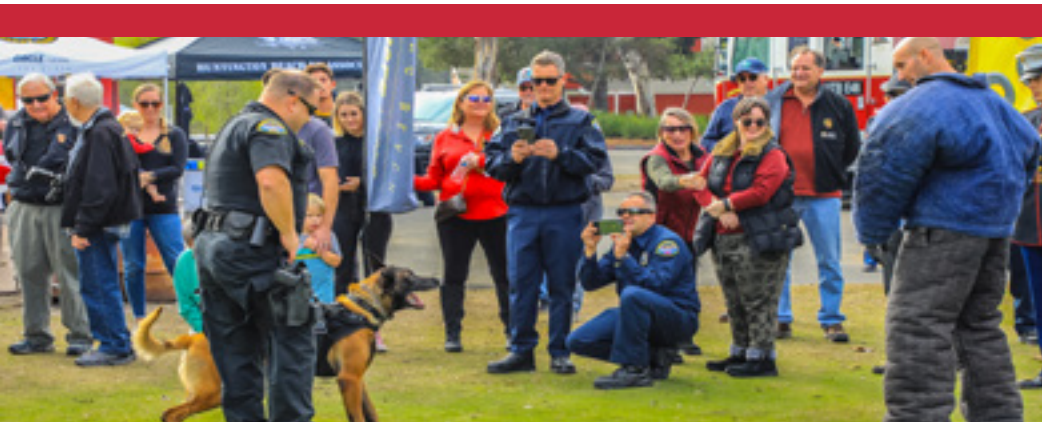
The displays and demonstrations from the Huntington Beach Police Department were incredible, thanks in large part to newly elected President Monica Asbury, and PCA-OCR Member, Lt. Bo Svendsbo of HBDP, as he was able to enlist Officers Wilson and Marco to showcase their K9 skills; Equestrian Unit Officers Lamboo, Flynn and Stoeckline with their Police Quarter horses Rowdy, Drifter and Jack; and HBPD's impressive static SWAT display, BEAR, manned by Officers Hill and Spruill who displayed their arsenal and answered questions. First-timers, Huntington Beach's Fire Department who maneuvered their Fire Engine and Hazardous Materials Unit to round out the field.

Then there were the Marines, by far the enormity of their two M777A2 lightweight-towed Howitzers stood out amongst the crowd. These 'guns' have a range of 25 miles! USMC also drove in two humvees escorted by twelve troops and six Dress Blues.

When the light went out on the BBQ, and well over 170 OCR families and friends were fed, and treated to a special guest appearance by Lance Salans, there were thirty-two (32) 4' high USMC boxes filled with toys and \$10,200 donated to the USMC Toys for Tots Program! Truly, this Club has the spirit of giving and enriching lives of others!







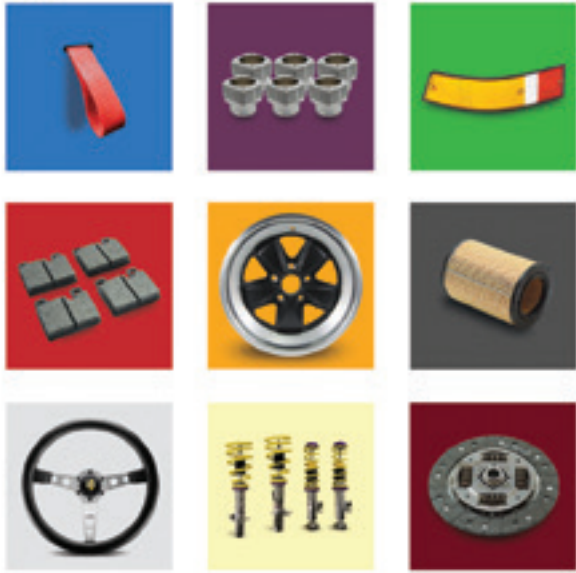
PCA-OCR holds the record for the most toys collected of any organization in Orange County, and thanks to YOU, we think we're going to keep that record!

Of special note, two of the six USMC Dress Blues assigned to our event were themselves, recipients of Toys for Tots, so PCA-OCR's toy drive had a very special meaning to them. THANK YOU PCA-OCR for your generosity!

Special thanks to Michelle Larsson of Circle Porsche for her continued support and sponsorship of PCA-OCR's Annual Toy Drive and to the many volunteers who fueled this event.



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SEMA 2019

Photos by Paul Lawrence



I Had Dinner with Mario Andretti

M

My husband Glenn and I (both proud PCA-OCR members!) were attending a cocktail party and dinner hosted by NTT, the title sponsor of the Indycar Series at the historic track, Laguna Seca in Monterey, CA.

The Indycar Series started the next day and this was the final race for the 2019 season.

It was then that I spotted “him!” Small in stature, but confident in guts and glory, Mario Andretti! I was so excited to meet him that I could barely contain my enthusiasm. Andretti, the racing legend, was posing with attendees by the Astor Challenge Cup trophy.

I was giddy about my turn to finally meet him in person. In fact, the NTT representative that was handling the event, was shocked when I said, “I just want to give him a kiss.” She told me, “absolutely not!” When it came my turn to finally meet Andretti, he seemed like he was a very fun and nice gentleman. I told him that I wanted to give him a kiss on the cheek and was told that I couldn’t. That’s when he said, with a little laugh, “then you should have asked me instead.”

As the other attendees looked on, Andretti and I “faked” a smooch for the cameras to the amusement of the gathered group.

Andretti spoke at the dinner in front of a gathering of 75 attendees. He was charismatic and playful. He spoke of a time when he was racing against his son, Michael Andretti, on Father’s Day at the Budweiser Portland 200 in 1986. They were neck and neck on the racetrack, but Mario couldn’t just let his son win. He had to remind Michael, “that you have to battle to the end.” The margin of victory was .07 seconds, a track record at the time. Although Michael was disappointed, he had lost the race to his father, still sulking, said as he left the track, “Happy Father’s Day, Dad!”

I will always remember and cherish, that special evening meeting a racing hero of mine, Mario Andretti.



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by Lori Coles

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Our 40 Years with Porsche

Story and Photos by Tom and Sue Calvert

The year was 1978 when my dad bought his brand-new Porsche, a Porsche 924. He immediately joined the PCA and added me as an associate member the following year. He and my mom then embarked on a cross country road trip from California to the east coast. They had a grand time visiting relatives in their home state of Ohio as well as in North Carolina and down to Florida before heading home. In 1979 dad called me and said he had signed me up for a Porsche Time Trial weekend at Riverside Raceway. To say I was flabbergasted is an understatement. With some trepidation I attended the pre-inspection held at Gran Prix Tire in Costa Mesa. Basically, I was told I could drive the Porsche as fast as I wanted to on a real racetrack after getting cleared by my instructor. Still in a state of amazement I pondered this over and over in my mind. So, my dad is letting me take his brand-new Porsche on a race track and drive as fast as I could or wanted to. Unreal!

(Now a bit of back story of my early teenage years. Dad bought me (us) a new Simplex go-cart. It came with a Briggs and Stratton engine and had one-wheel drive. He then replaced the Briggs with a new McCulloch MC-5 engine and installed a new aluminum drive live axle to drive both rear wheels. At the tender age of 12 we went go-cart racing. We were very successful and won many 1st place trophies including (two years later) the NC State Championship for my division.)

That 1979 first track day was a real learning experience and eye opener. The Porsche 924 handled very much like a go-cart with its center balance. After entering more events I began earning more 1st place trophies at the time trials. We ran all the big tracks in California, Riverside (my favorite), Laguna Seca and Sears Point. We ran at Carlsbad Raceway, a dragstrip that used the return road as part of a road course. We ran the old Holtville airport runway. It was made of 10x10 concrete sections. One of the challenges was trying to avoid the tarantulas that made their way across the raceway in the afternoon. My mom and dad loved the track weekends we spent together. After running in the Stock class successfully we moved up to the modified class. This allowed modifications to the suspension (think stiffer springs and lowering) and running slicks. This was a blast and I took great pleasure in running faster timed laps than my good buddies in their 944's. When asked what my secret was, I'd reply that my unfair advantage is being able to get into the corner deeper "because those darn rear drum brakes just don't slow me down!" I also think the gearing was better in the '78 with its four speed trans over the five speed trans in the 79 and later 924's. The 924 also weighed less than 944.

Dad sold me the Porsche in 1983 and I decided to go SCCA racing. I installed a bolt-in roll bar and window net and took the "get certified for SCCA club racing course" at RIR. That weekend was a lot of

fun and I found out later that my instructor had a bet with another instructor that I would beat his student who was in a Camaro. That was a race of a lifetime for me! I would catch him in the turns, but that V-8 would pull me on the straights. The winner would get the coveted checker flag. On the last lap I was on his rear bumper going into the last turn before the dogleg and turn 9. I held the gas to the floor and braked hard with my left foot to keep the revs up and was inches away from his rear bumper as we headed for the



The Club of America.



1978 924-Riverside-1986



1978 924-Turn 6-Riverside



1978 924



Tobin James, 2014-Wine Tour with Bob Savic

dogleg. As we came out of the dogleg, I did the slingshot move to the right and pulled along the Camaro putting me on the inside of him as we entered turn 9. For those that do not remember, turn 9 at RIR it is a 180-degree banked right hand turn that can be taken at speeds well over 100mph. I had hoped to pull past him for a better (higher) entry into the turn but his V-8 was inching ahead. There was no way I could keep my Porsche from sliding up the track when entering at such a low angle. He must have thought the same thing as he backed off before we came to the turn-- I still have that checkered flag! My instructor

thanked me for helping him win the bet but reminded me the next checkered flag would be harder to earn. He was spot on. Racing against the Mazda rotary engines and BMWs was insurmountable. I do take great pride in finishing fourth in my class for that full year of club racing (Out of some 35 class entries). After that "Walter Mitty" experience I sold the roll bar and window net to another Porsche Club member and continued using the Porsche as a daily driver.

It was very special to receive a certificate from PCA acknowledging our 40 years with PCA. We will wear the new name badges they sent with pride. The Calvert Clan have thoroughly enjoyed belonging to PCA and have many wonderful memories of the people we have met and shared fun PCA events with.

We have attended a handful of Porsche Parades with the most memorable one being the 1991 Boston parade. My 16-year-old son and I drove out to Boston as my loving wife Sue flew out. Sue and I also fondly remember all the (now legendary) wine tours with Bob and Judy Savic. We started our first wine tour with Bob and Judy in Temecula back in the 90's. Those were definitely the good old days. We are glad that Sam is carrying on the tradition.

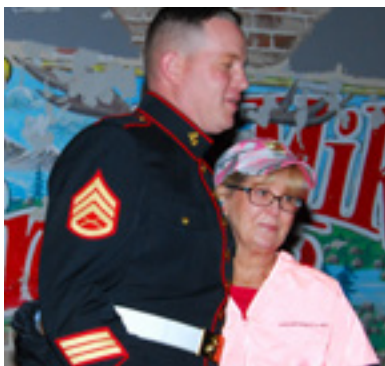
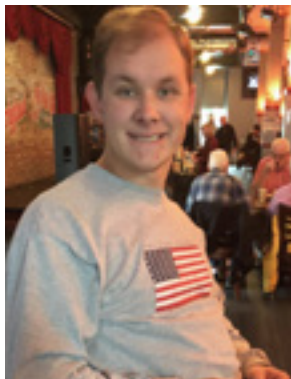
Writing this article brought back a flood of memories for me, more stories than space would allow. One last tidbit to share. Dad originally had wanted to buy a 924 turbo when they were first introduced in 1980, as it turned out they were way out of his pay level. I still have our '78 924. In 2002 I added another vehicle to the Calvert Porsche Stable, a 1980 924 turbo... But that's another story!



1978 924-Riverside-1986

Breakfast Club, December 7, 2019

Photos by Gary Labb and Monica Asbury



Each month, the Club meets at Original Mike's Restaurant in Santa Ana for breakfast and to view each other's cars. 100 South Main at 1st Street in Santa Ana, first Saturday of every month. We thank Original Mike's for their support.

Age Has Nothing to Do with Owning and Loving a Porsche



Copy and Photo
by Ty Moyer

Rumor has it that old men do strange things. Nothing illegal or inappropriate – sometimes just strange. For example, I’m an old man who just bought a Porsche 997. Does that seem strange to you? Never owned a Porsche before although I’ve thought about it. At one point, I even cooked up a scheme with a neighbor to buy one together, but he moved, or I did, and it never happened. Over the years, I have had several sports cars including a 1961 MGA that I bought new in Hong Kong while there in the Navy. I’ve also owned two MGB’s and a BMW 318S that was kind of like a sportscar. But never a Porsche.

Anyway, just before my 83rd Birthday, I got to thinking it would be fun to take one last shot at a Porsche. And so, with my son-in-law’s encouragement, I started looking locally to avoid a long distance deal making. Plus, when you’re 83, time is of the essence. I’ve always worried about the durability of older cars and so my first real dilemma was trying to balance price with the expected problems of an older car. That’s not an easy balance with 911’s which are expensive cars regardless of the vintage. In my test drives, I decided I’d buy one with Tiptronic due to an arthritic right shoulder (I’m serious), knowing that would make resale more difficult but decided to let my heirs worry about that. I settled on a 2006 911 4 “showcased” at a local dealer, thinking that if it was a lemon,

I’d have some recourse. I guess that’s how old guys think. I would have preferred something of color, say red or maybe yellow, but what I had seen were mostly black and silver, and the one I bought is black.

The good news is that I love the car, whether driving, just sitting in it, or even washing and polishing. It makes me feel good about the world and good about myself. I used to have negative vibes about rich guys driving expensive cars, but I’m not rich, just trying to go out with a bang (not literally), so nothing negative about my experience so far.

Curiously, my wife and I had discussed about moving to a retirement community for some time but it wasn’t until after I bought the Porsche that it became a reality, one of those things you think you’re never going to get serious about...until you do. So, I’ll either be the coolest guy in our new digs or that silly oldfool down the hall. Either way, I’ll be happy driving my car, kind of like Clint Eastwood and his Gran Torino, but hoping for a better outcome.



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Once in a

Story and Photos by Joseph & Shella Salvo

History

In 1965, Porsche introduced the 911 to replace the 356. The 911 went on to be, arguably, the most successful car design in the world as it is still used today. In 1967, Porsche introduced the first “S” model which, for the 900 series of Porsche, completed the line in the same manner as the 356 (Normal, Super and Carrera). The 911 S had all the equipment of the previous 911, and many new goodies, plus the 160-bhp engine had appropriately improved brakes and suspension. These improvements garnered an additional sales premium of over \$1,000 versus a standard 911, or approximately \$7,231 retail; expensive, but it is a Porsche. Road & Track’s 911 S summary in 1967 was “a superb GT car, everything a Porsche should be, and more...”

1967 was also the first year for the new “Targa” Top. P Porsche needed a replacement for the highly successful 356 convertible, but they were very concerned about pending US regulations concerning convertibles. So, Porsche designed their new convertible with a built-in roll-over hoop and covered it with a decorative stainless-steel strip. Porsche then affixed a soft window to the rear of the car so it could be “unzipped” and dropped to make the car a convertible with a roll-over hoop. In 1967, the soft window was standard, and the hard window was an option. In 1968, the hard window was standard and the soft window an option. By the early 1970’s, the soft window had all but disappeared.

This car was originally imported by Volkswagen Pacific Inc. in Culver City, CA in 1967. The car was delivered to Anderson & Amich, local Newport Beach Restaurateurs and personal friends and investors with Chick Iverson. Chick Iverson was the owner of the first Orange County Porsche Dealership. Anderson & Amich owned a restaurant across the street from Chick Iverson Porsche. It had been rumored Anderson & Amich loaned Chick the money to buy the car as a personal / show car for the dealership. Chick used the car for two years as his personal car and later sold it to Jack Howard Wells on November 15, 1969 for the sum of \$6,912.00.

Jack Wells lived on Neptune in Newport Beach while working as an engineer with McDonald Douglas in Huntington Beach. In 1969, he changed jobs and started working with Hughes Aircraft Company near LAX. Jack relocated to Inglewood to be closer to work which is where he first developed interest for Porsche. His friend drove a 356 at the time and Jack fell in love.

While visiting friends in Newport Beach one weekend, Jack stopped by Chick Iverson’s Porsche Dealership to look around when a silver metallic 1967 911 S Soft Window Targa (SWT) caught his eye. Before he knew it, his Oldsmobile Starfire had disappeared to some remote part of the Porsche dealership and he was driving a loaner VW back to Inglewood to retrieve the title to his Oldsmobile. Soon after, Jack was the proud new owner of the 911 S SWT.



The car body sat outside under a tarp until discovered in 2017.



For restoration, the car was disassembled and extensively photographed and categorized.

Lifetime Porsche



1967 Porsche 911 S Soft Window Targa (SWT) after complete restoration.



This 1967 Porsche 911 S Soft Window Targa (SWT) received a 22-month frame off, nut and bolt concours restoration to factory original by Car Parc US.



The engine was completely dismantled and chemically cleaned.



The interior was completely reupholstered by a specialized shop.



After purchasing the Porsche, Jack stopped by his former landlords who drove a 911 Coupe. Upon seeing the 911 S SWT, his former landlord remarked how similar Jack's Porsche looked to Chick Iverson's personal car and asked if it had a special ignition system (which it did) as he was sure it had belonged to Chick Iverson. Being the 1960's, there weren't many silver metallic SWT Porsche 911 S's driving around Newport Beach. Shortly after purchasing the Porsche, Jack moved to Manhattan Beach where he lived until 1979. He then moved to Santa Cruz to pursue a self-employment career. While in Santa Cruz, he started to restore the Porsche, but after disassembling much of the car he became discouraged by some rust he found. The car body sat outside under a tarp until discovered in 2017. By this time Jack had retired and moved to New Mexico.

In August 2017 the car was sold to Newport Beach residents Joseph & Shella Salvo. When we purchased the Porsche, it came with the original owner's manual, tools, jack, license plates, all the documentation including finance documents, maintenance receipts and even some vintage photographs.

This 1967, Porsche 911 S Soft Window Targa is 1 of 483 built with all matching numbers (500160). The car was owned by the First Porsche Dealer in Newport Beach, CA, Chick Iverson. Chick ordered the car in Special Order Silver Metallic (96024) paint with an optional Webasto Heater (006-627). The car was produced on 2/8/1967 with engine #961228, transmission #104308 (901/02), black leatherette/B interior and Dunlop tires (165/15). An interesting side bar is Porsche was having challenges with the Silver Metallic paint in 1967 and had chosen NOT to paint cars in that specific color. Chick was able to get Porsche to paint his car in the difficult Silver Metallic making this car extremely rare out of just 483 produced.

Restoration

This 1967 Porsche 911 S Soft Window Targa (SWT) received a 22-month frame off, nut and bolt concours restoration to factory original by Car Parc USA, early 911 specialists in Costa Mesa, CA. For all restorations Car Parc consults Porsche Kardex / build sheet for accuracy. For restoration, the car was

disassembled and extensively photographed and categorized. The car was media blasted and then fitted to a Celette frame table with correct Porsche short wheel base fixtures to properly fit panels. The body is prepped for paint on the rotisserie and painted using epoxy primer and single stage Glasurit paint applied in the original Silver Metallic color.

The engine is completely dismantled and chemically cleaned. The casing's line bore was professionally checked and kept standard. The magnafluxed crankshaft including flywheel and clutch are balanced. New pistons, rings, bearings, valves, valve guides, valve seats, timing chains, guides and tensioners, seals, oil hoses with correct 1967 braided lines are installed, and the oil reservoir is chemically cleaned. A new clutch plate, cover and release bearing are installed. Engine tin is powder coated black. The transmission is disassembled, chemically cleaned and fully rebuilt. The suspension is powder coated black; A-arms, trailing arms, sub frames, etc. The steering rack and pinion are rebuilt. New ball joints, tie rod ends, control arm bushings, etc. New shock absorbers and inner / outer wheel bearings. Brake calipers are rebuilt, and new solid and flexible brake lines are installed. New vented brake rotors, brake pads and tires. Correct for 1967, Date Matched 15 x 4.5" Fuchs have been refinished by Harvey Weidman and wrapped in period correct Pirelli Cinturato tires.

The interior is completely reupholstered by a specialized shop and installed by Car Parc. All gauges were restored by Palo Alto Gauge and installed by Car Parc.

The car recently won First Place in its Class in the 2019 La Jolla Concours d' Elegance, the 2019 San Marino Motor Classic, the 2019 Concours on the Ave in Carmel and the 2019 PCA-OCR White Glove Concours. At the 2019 Art Center of Pasadena Car Classic the car was awarded Best German Design.

Optional Equipment Per the Porsche Certificate of Authenticity & Kardex: Sonderlackierung (Special Paint Silberm - Silver Metallic - 96024) - Websato Heater (006 - 627) - Dunlap Tires (165/15)

Important Numbers: Engine # 961228 Trans # 104308 (901/02) Production Completion Date - 2/8/67



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Presidential

Story by Glenn Billings

PCA-OCR drivers had a choice of being mad or glad. Both emotions could have played out as the Presidential Rallye culminated at the Phoenix Club on this Sunday. Mad because one of the route instructions was accidentally missing from the Rallye sheet. If serious Rallye Purists found this out, they'd be angry. However, the 30 PCA-OCR members that went on the route were game and didn't raise an eyebrow. They were just glad the mistake wasn't theirs! It's a testament to the nature of the group. Overall, they enjoyed the run around Anaheim, Tustin, Placentia, and skirting Yorba Linda. There was a lot of good humor and chatting along with ample portions of German food and lots of German libations.

We started where we ended, The Phoenix Club. Our happy and competitive group consisted of three past winners as well as three newcomers. The field consisted of mainly Boxsters and Caymans with a couple of Carrera 4S's, and a 911. Thrown into the mix was a Toyota SUV and an open top BMW. What are they doing here? No worries, after all they were Porsche Club members. The one unique Porsche seen at the driver's meeting was the black 1973 2.0 914 owned by Shawn Smithson and his navigator Rebecca Mathews. Asked the mileage on the soon to be classic, Shawn replied, "It has many, many, many miles on it."

Everyone lined up for the 10:00 a.m. start. Ad Infinium Rallye champs Julie Husting and Marsha Kane were sent out as "the locomotive," with a good 2-minute head start so they could get back in time to help Rallye Meister Larry Moore with the scoring. The rest of the competitors were sent out at 30 second intervals with past winners Glenn Billings and Carl Kriesant being the



caboose. There were eight photographs everyone had to recognize as you went by them, writing down the route number as your answer. Often, Larry likes to throw in false or additional photos just to play with the drivers a little, but this time all eight pictures were used.

Temperatures were in the high seventies; blue skies were calm due to the very mild Santa Ana conditions here in November. Onto the route and counting some railroad crossings, you arrived at route instruction 11. This put you on Reagan Street. After following it around to one of the numbered cul de sacs, your first opportunity is a right at Washington, which in turn leads you to a T onto Nixon. Counting more Bridges, railroad crossings, and cul de sacs, and a nice drive through the Peralta area of Anaheim Hills, our "rallyists" take on the challenge of route instruction 24 through 35. A lot of right and left first, second and third opportunities puts us in a residential area where Garfield, Hoover, Coolidge, Wilson, Jackson and Clinton streets can be found. You had to make sure all your opportunities were correct or it would land you on the wrong street and perhaps the wrong president when scored.

Heading west past Chapman College and crossing Tustin Avenue, we came upon route instruction 46, and surprisingly, Larry Moore

Rallye

our Rallye Meister. After flagging us down and directing us to Palm Avenue, two right turns later and we were on Magnolia, back on course. Most of the “rallyists” figured it out anyway which is why there was little to no consternation at route instruction 69, our final destination. 13 competitors finished with 2 DNFs.

Awards for the top 3, honorable mention, and a raffle were handed out. Caymans finished one-two with newcomers Allan Lamonte and navigator Denise Lamonte taking top prize, getting 68 points out of a total of 72. Second place went to perennial winners Julie Husting and navigator Marsha Kane. Third place went to past winners and always top 3 contenders, former PCA-OCR Veep C.L.

Jarusek and navigator Nancy Troast in their Panamera. Honorable mention went to Shawn Smithson and Rebecca Mathews in the fore mentioned 914. Finishing fifth with 58 points was the team of Dayton and Ellen Lowe.

Edwards / Regal theatre gift cards and Starbuck gift cards were raffled off as well with the top 3 surprisingly getting their car number called. A fourth gift card went to Dennis and Carol Howey who drive an immaculate red 2009 911. You know, you could be mad about the mix up in the route instructions, but everyone was glad they came.





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RICE'S Ramblings

Story and Photos by Lee Rice

Motor Rags! I just saw a new *AUTOWEEK*. It's changed! Some years ago I gave up on it after 50 years for a newspaper loaded with racing and news to an overstuffed trade rag with ads from car flippers and few, if any photographs. It stunk! I quit. The last two from a friend amazed me. Really a big change for the better. **-HAPPY-**

Seen in Nov. 2019 Panorama. pg 113, "the BIG come back AUTOMOTION," it's still in French from that "Rose Passion," No thank you, not yet. Electro cars mania and Porsche is now among them. This however, is a MUST to find out for themselves IF it is workable? However, the new Hyundai Hybrid Hydrogen fuel car, 380+ miles per 5 min refill, sounds like a lot more use for combustion engines and the sole by product, H₂O (WATER). Can you imagine some millions of these cars in LA and emitting all that water instead of smog? Would San Bernardino become a rain forest region? Has anyone seen a cost for replacing the batteries on any of those 'all-electric' cars? Why is a direct current battery car named after "Tesla"-the advocate for Alternating Current? Just wondering. PORSCHE with the 911 now in 992 guises is so much car, so much more size, but the first looks are fabulous!



New 992 clean, purposeful, swift!

Compare the last 991 series GT something with hacked-out vents, stuck on hip scoops, and too too much black contrast. The 992 is great until I looked at the front end. I know cooling the liquids need air, lots of air, but this seems to destroy the graceful overall look they worked so hard to get on all the rest, still the 992 is a great evolution of the 901.

Tech notes: 901-911-930-964-993 engine builders have a concern that is just as problematic and the early days' chain tensioner failures. We had many, many, service upgrades and after 24 years the

wonderful "964 natural curved chain ramps" and their external (super easy to replace) chain tensioners came along and finally resolved that problem.

We've heard enough of the NON Mezger M-96 flat 6 engine's Intermediate Shaft / Gear / and infamous ball bearings failures! Too much in fact.

Now the old 901- 993 chain wheels are failing for unknown reasons, and the manufacturer denying cause or responsibility? I don't know either, but if you are doing, or having done,

Jim Poste's Major Upgrade of his 1977 Porsche 930 Turbo.

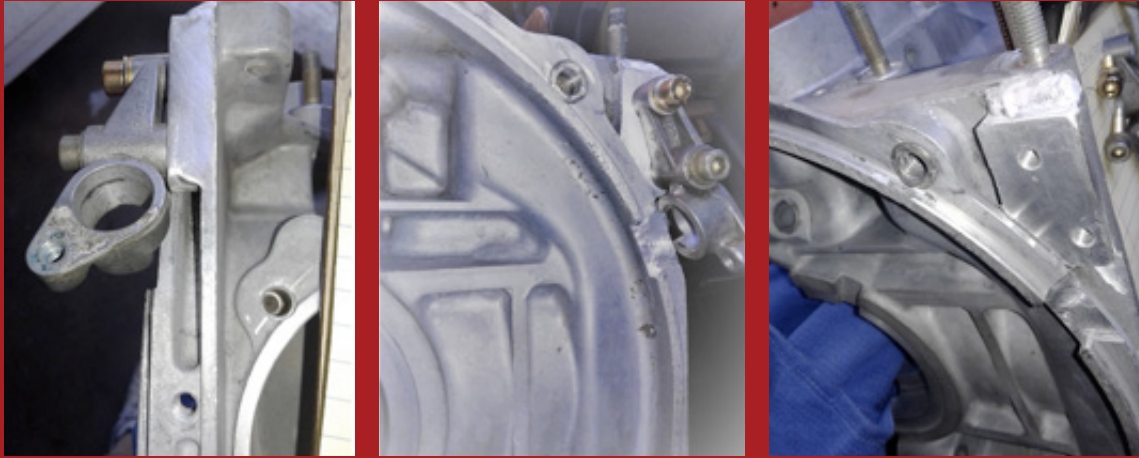


Fig.1.2.3. Fabricated mount for factory flywheel-signal added onto Jim's 1977 turbo engine.



Fig.4.5.6. Enlarged the machined C.H.S (Cylinder Head Temp. Sensor) from 10 mm to the 12 mm for more reliable and less expensive late 993 12mm sensor

an engine repair or overhaul, the new bright shiny gear SPROCKETS are the suspects; ("CAM SPROCKET - 901.105.546.02") and intermediate shaft "SPROCKET" 901.105.125.04." Look at Tony Callas' website: tonycallasrennsport.com, description of what is coming in from well-known quality shops in this business. More simply put, avoid the nice pretty sprockets that look all bright and shiny. Use the older grey-ish ones.



901-993 Intermediate shaft with grey-ish steel chain SPROCKETS.

WINTER TIME ADVISORY - all Porsches :

Fuel care during the wet, cold season. I have revised my fuel additive cleaner-stability: I mix 1/3rd WD-40, 1/3rd Techron, 1/3rd Sta-Bil Marine (green) in a half quart bottle and put that in my tank at every 3rd tank fill. NO sticking injectors or other CIS fuel issues.

GODSPEED

Leslie F. Rice, PCA-OCR Technical

riceturbos@sbcglobal.net

**Rice's Ramblings:
Ask a Mechanic**

If you have a question about your Porsche, please send in your question to Lee at: riceturbos@sbcglobal.net

Jim Poste's Major Upgrade of his 1977 Porsche 930 Turbo.



Fig.7. Aluminum Injector intakes 40 mm ported



Fig. 8. Cutting off the in-the-way air pump mount casting for 911s.



Fig.9. Lightweight flywheel with ARP reusable 12 point cap screws.



Fig.10. Fully threaded Clutch-flywheel TORX cap screws



Fig.11. Front side

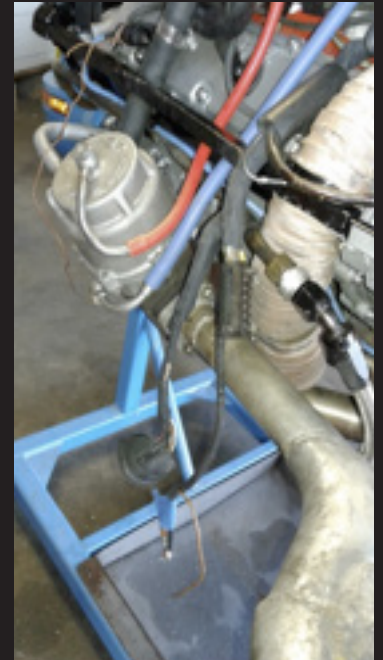


Fig.14. new 'dial-a-boost' red control line



Fig.12. NEW E.P.S. aluminum Fan HOUSING with R-P refinished late fan assy



Fig.13. Making waste gate 0.5 Bar.



Fig.15. Making individual pieces for more air tight sealing of turbocharger



Fig.16. Installed with silicone seals.



Fig.17. Gift wrapped for Christmas.

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Mark Gordon
Anthony Sarvucci
Gregor Hembrough
Cortland Alex
Bill Visco
Robert Lambert
John Lamm
Scheri Lamm
Richard Miller
Margaret Miller

New Members

Scott Babcock
Huntington Beach / 1975 914 1.8 Black

Joseph Bonacci
Laguna Niguel / 2013 911 Carrera S Black

Michael Brown
Newport Coast / 2006 911 Carrera S Cabriolet
Yellow

Lane Burch
Huntington Beach/911 Carrera Coupe

Paul Cain
Newport Beach / 1978 928 Silver

Mark Casiello
San Juan Capistrano / 1975 914 2.0 Blue

Justin Dang
Irvine

Jim Daugherty
Newport Beach / 1995 911 Carrera Slate Gray

Ike Elimsa
Irvine / 1983 911 SC Ruby Red

David Friedman
San Juan Capistrano / 2018 Panamera White

Jim Ghahremani
Mission Viejo / 2002 911 Turbo Mediterranean

Darow Han
La Mirada / 2013 911 Carrera Black

Grant Hellinger
Costa Mesa / 2001 911 Turbo Speed Yellow

Mary Hogshead
Laguna Niguel / 2018 Macan S Red

E Wayne Lytle
Corona Del Mar / 1963 356 Cabriolet Silver

Barry Malone
Ladera Ranch / 2014 Boxster S White

Frank Mangio
Rancho Mission Viejo / 2017 718 Boxster Black

Andy Miller
Irvine / 2014 Cayman S White

Danny Nakhla

Newport Beach / 2018 911 Turbo S
Saffron Yellow

David Nava
Ladera Ranch / 1971 911T Targa Silver

Olivia & Crystal Orozco
Lake Forest / 2013 911 Carrera S White

Ray Polverini
Costa Mesa / 1999 911 Carrera Arctic Silver

David Taylor
Newport Beach / 1989 911 Speedster

Timothy Young
Fullerton / 2003 911 Carrera Silver



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PCA Demographics

- ° 51 is the Average Age of the PCA Member
- ° 80% of members are married
- ° 88% of members have HHI of \$100K+
- ° 86% of members own 4 or more vehicles

Contact

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Advertising Chair - PCA-OCR

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PCA Juniors Program

What is the PCA Juniors program?

It's not just the cars, and now it's not just the grown-ups! With the new PCA Juniors program, PCA is about the kids too! The PCA Juniors 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 Juniors 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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FOR SALE: 930-911 TURBO

'76 930 Turbo Carrera Coupe, Silver Metallic/Black lthr, 91K mi. Stock condition, sunroof, new tires. COA. PCA member owned. **PRICE REDUCED** \$89,999.00 Tom 951/567-3608; rehtiag@aol.com. SBR (1)

'78 930 Turbo Coupe, Medium Metallic Green/White lthr, 49K mi. Original paint and interior. Rebuilt fuel injection and turbo. PCA member. \$115,000.00 Bill wgwollet@aol.com. TR (1)

'87 911 Turbo Coupe, Black/Black lthr, 29K mi. All original car. New tires and battery. COA and maintenance records. \$125,000.00 Lionel 954/257-9732; LB4IDMI@aol.com. FCR (1)

'92 964 Turbo Coupe, Polar Silver Metallic/Light Gray lthr, 91K mil All original. Perfectly maintained. New Bridgestone tires. \$100,000.00 Tom 858/790-2106; tfunkhauser@yahoo.com SDR (1)

'96 993 Turbo Coupe, Black/Black lthr, 35K mil All original. Perfectly maintained. **PRICE REDUCED** \$165,993.00 Steve 415/990-0706; smhkod333@aol.com CCR (1).

2011 Turbo S Coupe, Black/Black lthr, 27K mi. All original car. PDK trans. All options. . Willy \$98,000.00. Willy 305/613-1412; willyperezdecorcho@gmail.com. FCR (1)

2012 Turbo S Coupe, Black/Black lthr, 28K mi. All original car. Sport seats, PDK trans. All options. \$94,997.00. Brian 760/402-1354; bgoldey1@gmail.com. SDR (2)

2015 Turbo S Coupe, Carrera White Metallic/Black lthr, 12K mi. All original car. New Pirelli P-Zeros. CPO warranty transferrable. \$129,500.00 David 585/230-7270; dnyaylor@2logical.com. NYR (2)

FOR SALE: 911—GT2 and GT3; Carrera GT

2018 911 GT3, Slate Gray/Black lthr, 980 miles 6 spd manual, Sport Buckets w/full lthr, front axle lift. \$228,000.00 Davie 909/896-1333 dlee@providencecapitalfunding.com OCR (2)

2019 911 GT3, Chalk/Black lthr, 122 miles!!! 6 spd manual, Sport Buckets w/full lthr, front axle lift. Bose Surround system, Sport Chrono Package. No track days. Car is perfect. \$203,000.00 Lester 708/341-8833; les@containermgt.com FCR (1)

2019 911 GT3, GT Silver/Black/LizardGreen lthr, 31 miles!!! Weissach Package, extended range fuel tank, 6 spd manual, Sport Buckets w/full lthr, front axle lift. Bose Surround system, Sport Chrono Package. Never tracked; perfect car. \$234,000.00 Bill 616/617-7788; gmundster@yahoo.com. SWMR (1)

FOR SALE: 911-1970s

1970 911E Coupe. Grand Prix White, 72K on odometer. Factory steel RS flares. Fresh 2.8L MFI engine producing 254 RWHP. Fresh custom close ratio 915 gearbox with LSD. Mechanical Build by Aase and Mirage. 14K miles on engine/trans rebuild. All sorted and ready to go. All receipts and documentation available. \$99,950.00 Kevin 714/916-0527; kevinwatson512@gmail.com. OCR (1)



FOR SALE: BOXSTER, PANAMERA, CAYENNE & CAYMAN

2000 Boxster S. Red/Black lthr, 38.7K mi. Original PCA OCR owner. Always been garaged. Interior and Exterior in excellent condition. Upgraded wheels. ALL service records. \$2,500 sound system added. Drive it your preferred way with Tiptronic S. Porsche Windstop (Deflector). Car and open top cover. Cruise control. More photos available, email request to ajs37@aol.com . \$14,900.00 OBO. Arnie 714/ 633-1151. OCR (2)

2008 Boxster Limited Edition, Porsche GT3 Orange/, Black lthr, Alcantara & Black Top. Only 250 ever produced by Porsche. #16 of 250. Sport Design Package, Side Air Inlets and front side air inlets. 18 inch Cayman S wheels, Sport Exhaust, GT3 Alcantara steering wheel, shifter and handbrake lever. Supplemental Safety bar in Orange; Door trim in Orange. Limited Edition plaque on glove box (#16 out of 250). New tires (\$1200), new brakes including front and rear rotors and pad (\$1709). Car is in like new condition, always garaged and needs nothing. \$29,500.00 Brian 949/468-6042; abarthrule1@yahoo.com. OCR (1)



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Porsche Cayman 18" BBS E-88 3-piece modular racing wheels with polished centers. Fronts 18 x 9, +50, 1" outer rim. Rears 18 x 10.5, +35.5, 3" outer rim. Purchased new on 12/29/2011 and used exclusively for autocross events on a 2012 Porsche Cayman R in So Cal. Perfect condition, no curb rash or damage of any kind. More pics available. Prefer local pick up. \$3,200 Chris 949/275-1560 OCR (1)



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.

Classifieds

FOR SALE : PARTS -911-930-993-986-996-997-991

FOR SALE: 996 HARD TOP. Fits convertible 1999 996. Excellent condition. Collecting dust in my garage rafters. . Asking. \$500.00 Joel 714/742-0239; kb6oue@yahoo.com. OCR (1)

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