



PANDO

PORSCHE CLUB OF AMERICA • ORANGE COAST REGION



JANUARY 2021 ISSUE

TOYS FOR TOTS	14
1982 911 SC JOURNEY - PART 3	20
PINES TO PALMS HIGHWAY	24



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PORSCHE



In this Issue

PANDO JANUARY 2021

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14

Toys For Tots



20

Mike Brewer's 1982 911 SC Journey - Part 3



24

Pines to Palms Highway

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On the Cover:

Toys For Tots Drive
December 13, 2020

Photo by: Gary Ambrose

★★★★ **UPDATE** ★★★★★
PCA-OCR's Website is now open -
please visit 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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Orange Coast Region 2021 Calendar of Events

JANUARY 2021

17 Poker Gimmick Rally Rewind

**January Events
Postponed Except for the
Poker Rally Rewind Scheduled
for January 17th.
Until Further Notice.**

FEBRUARY 2021

6 Breakfast Club & Board Meeting
11 Woody's BurgerBahn – HB
18 Porsches & Pizza – MOD Pizza, Laguna Hills
20 Porsches & Pastries – Enderle Center, Tustin
27 Porsches & Pancakes – Woody's Lido

**Watch for Emails
for Events' Status**

MARCH 2021

6 Breakfast Club & Board Meeting
7 356 Club Swap Meet – Phoenix Club, Anaheim
11 Woody's BurgerBahn – HB
18 Porsches & Pizza – MOD Pizza, Laguna Hills
20 Porsches & Pastries – Enderle Center, Tustin
21 Twist, Turns and Bangles Gimmick Rally
27 Porsches & Pancakes – Woody's Lido

APRIL 2021

3 Breakfast Club & Board Meeting
8 Woody's BurgerBahn – HB
15 Porsches & Pizza – MOD Pizza, Laguna Hills
17 Porsches & Pastries – Enderle Center, Tustin
24 Porsches & Pancakes – Woody's Lido

MAY 2021

1 Breakfast Club & Board Meeting
5 Treffen Scottsdale
13 Woody's BurgerBahn – HB
15 Porsches & Pastries – Enderle Center, Tustin
16 Tee Fore 2 Gimmick Rally
20 Porsches & Pizza – MOD Pizza, Laguna Hills
22 Porsches & Pancakes – Woody's Lido
29 5th Saturday Breakfast– Mimi's Cafe, Long Beach

JUNE 2021

5 Breakfast Club & Board Meeting
10 Woody's BurgerBahn – HB
17 Porsches & Pizza – MOD Pizza, Laguna Hills
19 Porsches & Pastries – Enderle Center, Tustin
26 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.

* Event dates subject to change.

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

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

Mimi's Cafe – 6670 East PCH, Long Beach 90803
June, August, November

State Covid Info : Outside Recreation

COVID-19 Resilience Roadmap website.

All public events or concentrated gatherings at campgrounds or RV parks, including group bonfires, group campsites, presentations at outdoor amphitheatres, musical or other performances, or other events must be cancelled or postponed. Most organized activities and sports such as basketball, baseball, soccer, and football that are held on park fields, open areas, and courts are not permitted to the extent that they require coaches and athletes who are not from the same household or living unit to be in close proximity, which increases their potential for exposure to COVID-19. Members of the same household may engage in such activities and sports together.

PRESIDENT'S MESSAGE

Monica Asbury



Monica Asbury and Lt Bo Svendsbo of HBPD, present Sgt Powell with \$6,900 in monetary donations from PCA-OCR's Toy Drive.

Happy New Year, Let's Look to to the Future!

Many have said 2021 can't come soon enough. 2020 certainly was an unusual year with a pandemic, fires, job losses and to some, an introduction to Zoom, Zoom who?

Well, we made it and the future is looking bright. However, let's recap 2020. OCR moved to a new monthly venue, the Santa Ana Elks Lodge, and successfully revised and rebuilt our website, pcaocr.org. We ended 2020 with a spectacular demonstration

of kindness and compassion by our members with their generous donations to our Annual Toy Drive. Our Rally Team provided a variety of rallies from the best hand at poker to intriguing twists and turns and puzzling anecdotes to stimulate any mind and ending the year with a brilliant Holiday Lights Tour. First time for Porsches parking on the Ramp at The Lyon Air Museum was also a delightful summer flight.

Let's take a peek at 2021. Guess who's turning 60 in 2021? YOU OCR! Happy 60th! Don't you look fabulous?! We shall celebrate all year long!

Our prestigious White Glove Concours celebrates its 50th anniversary with a glorious array of Porsches on Display at the Sea Terrace Park in Dana Point in June, and rounding out the year, our Annual Holiday Party is currently scheduled for December 11th at the Dana Point Yacht Club during the Boat Parade!

Our rally team is already mapping, routing and configuring upcoming rallies, and we anticipate scheduling additional tours and driving events. We will resume our weekly culinary gatherings and monthly meetings at the Elks Lodge when it is safe and appropriate to do so and will be following all governmental guidelines in place. Until that time, please watch for email updates. It's important to have your email addresses current with National to ensure you receive all the latest information from the Club.

Please stay healthy and well and cheers to the New Year!

Safe driving,

Monica Asbury
PCA-OCR President

We are, PORSCHE STRONG!

EDITOR'S LETTER

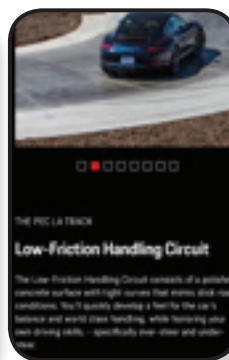
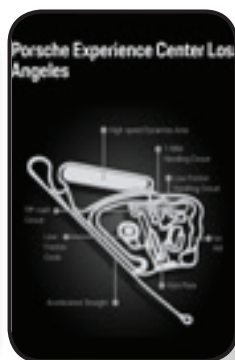
Marcia Salans

Happy New Year OCR!

*M*ay we all be blessed with a happier, healthier and safer 2021!

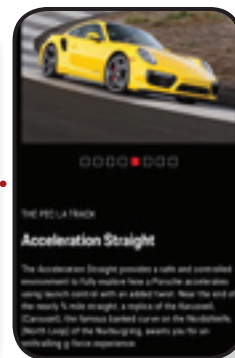
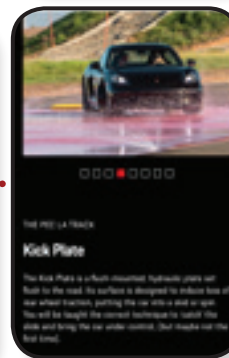
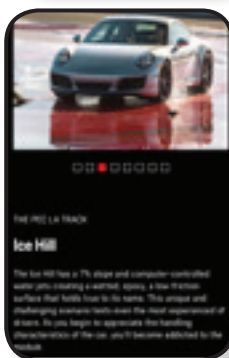
Your January 2021 Pando highlights OCR's traditional partnering with the Marines in our annual Toys for Tots community outreach program. Continuing the positive vibe, the third installment of Mike Brewer's 911 SC journey concludes, plus two great stories by Jim Reese and John Sellers will appear. Bruce Herrington's book review includes a bucket list of sports cars to drive and Lee Rice celebrates the return of Road and Track Magazine plus adding his own extensive technical expertise.

Here's a fun fact - Did you know in 2020, OCR averaged between 20 to 30 new members monthly! Based on @ 240 to 360 new members, I wanted to share my experience at the Porsche Experience Center, Los Angeles ("PECLA," located in nearby Carson, California) which helped maximize my driving experience and understanding my own Porsche's incredible capability. I encourage all new and continuing members to stop by PECLA. There are so many interesting things to see from cars in the indoor lobby to a casual lunch downstairs or fine dining upstairs, viewing the mechanical activities through the large window to the right of the lobby, the fantastic apparel and accessory store and last but not least walking outside and seeing various cars running on the track. Here are a few examples of the exciting driving options:



Best,
Marcia Salans
Editor

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



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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
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Book Review

Story by Bruce Herrington

365 SPORTS CARS YOU MUST DRIVE Fast, Faster, Fastest

By John Lamm, published October 27, 2020
by Motorbooks, USA



Despite the dictatorial totalitarianism of the title, this is a very pleasant book to read. One might wonder how there can be 365 different sports cars to describe, but if you include the Ford RS200 of 1984-1986 (remember it?) the Bricklin SV-1 of 1974, the Kaiser Darrin of 1952-54 (predating the Corvette as the first Fiberglass bodied American sports car,) the Nash Metropolitan (a sports car?) and 18 models of Porsche (plus additional Ruf and a TechArt versions,) 365 models is no big deal. There is even Porsche content with the Introduction and Acknowledgments pages. If the title seems familiar, this is an update of the 2012 edition.

Clearly comprehensive, this book covers cars ranging in vintage from 1886 (Benz Patent Motorwagen,) to 2020 (Porsche Taycan Turbo.) The earliest 'real' sports car is probably the 1927 Bentley 4 ½ Liter, or perhaps the 1933-34 MG Magnette or maybe the 1908-27 Ford Model T as an American contribution to the sports car genre.

The sports cars covered by this book are presented in alphabetical order by manufacturer and by model, and there is no index. The lack of index is fine for the car-of-the-day reader to whom the title seems to refer but the reader interested

in information about the Murcielago, or the Reventon must flip through 192 pages to find the entries in the Lamborghini section. Speaking of sections; a nice touch is that there is a color band at the top of each page for a specific manufacturer making it easy to tell when one flips through to a different brand of vehicle.

With a few exceptions, *365 SPORTS CARS YOU MUST DRIVE* provides a full-page treatment to each sports car, with a picture, a block of text, and a table of highlights and one of specifications. The text focuses on the context in which the vehicle was designed and used, and often provides fascinating details. Though brief, these narrations – John Lamm has never written a bad article – are at the heart of the book.

The highlights table tabulates significant features of the vehicle and/or its context. The specifications table gives the expected information about size, performance, and in some cases, new and current prices. The fiscal year for the dollars used for 'now' pricing is not clear, but presumably 2020.

As a point of calibration, the Porsche 997 Cab is listed as \$69,300 when new, and \$35,000+ now.

Full of interesting information concisely presented, this book will be interesting as a casual read, or as a source of information about sports cars that one hears about from time-to-time. Though racing sports cars are not really part of the scope, Porsche 550 and Beck Spyders are discussed as are the Jaguar D-type and the Ford GT40.

Do not be put off by the title. *365 SPORTS CARS YOU MUST DRIVE* is much more of a book than a cursory car-of-the-day calendar, and the text is nowhere near as dictatorial as the title. Readable, or just flip-through-able, this book will be of interest to any sports car enthusiast or budding enthusiast and is eminently suited to perusal in small snatches. With a soft cover, it has 320, 6-1/2 x 9-1/2-inch semi-gloss pages including 405 pictures. By the time you read this it should be available for \$26.99 from your favorite bookseller (ask for it) or from Amazon.com.



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PCA-OCR's 2020 Annual

Toys for Tots Drive

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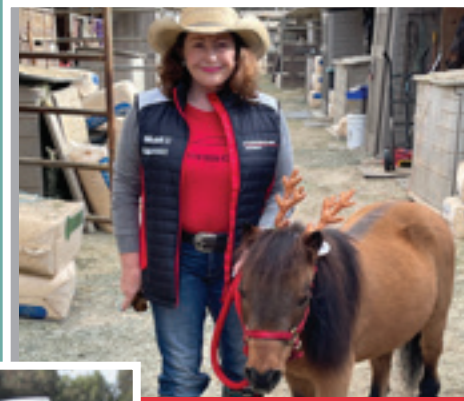


Santa gifting treat bags to children.

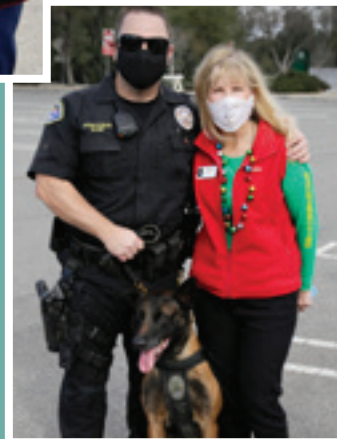


Story by Monica Asbury
Photos by Gary Ambrose and Denny Asbury

Marcia and Lance Salans leaving stables for their Toy Drive appearance.



Officers Wade and Marco with Toy Drive organizer, Monica Asbury.



The PCA-OCR's Annual Toy Drive Team.

There was a steady stream of “Porsche Sleighs” filled all the way with lots of toys spreading joy to the less fortunate families in Orange County. This year’s Toy Drive was held on the campus of the Huntington Beach Sports Complex on Sunday, December 13th.

It was PCA-OCR’s first ‘drive-through’ COVID-safe Toy Drive! It was a beautiful sight to see so many members and their families participate.

A special thanks to OCR member Lt. “Bo” Svendsbo of HBPD, who was instrumental in securing our site as well as including Huntington Beach’s finest along our toy drive route with their Static SWAT Display, Equestrian Team, and crowd favorite, Officer’s Wade and K9 Officer Marco; as well as the Fire Department’s Fire Truck. We were even fortunate to have HBPD’s Chief of Police attend and donate! Each Porsche sleigh was personally greeted by a squad of Marines who thanked everyone for their generous donations.

Our members were treated to a special guest appearance of Mini horse Lance and his mom and Pando Editor Marcia Salans. Some children even had the experience of taking the reins and walking with Lance. Young and ‘mature’ also enjoyed photo opps with Santa, aka, Barry Michaels.

The Marines provided their 7 ton transportation vehicle which was necessary due to the volume of toys donated. They loaded 35 USMC toy boxes and \$6,900 in cash and checks. It was noted by Sgt. Powell of the Seal Beach 5th Battalion 14th Marines that PCA-OCR once again, donated the most toys of any event in Orange County!

Many thanks to all who donated to our Annual Toy Drive and our volunteers who helped fuel this event: Bo Svendsbo, Zaher and Lina Khatib, Gary Ambrose, Barry and Denise Michaels, Marcia Salans and Denny Asbury.





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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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Mike Brewer's My 1982 911 SC Journ

Story and Photos by Mike Brewer
Host of "Wheeler Dealers"

My Last Chapter



It's hard to know where to begin with this final part of my SC story. The car has become such a part of my life over the past two years that my expectations of what we could do with Rasant Products was palpable. My heart was racing when I went to the shop. I was so excited that I felt like a kid on Christmas morning. Andrew and his team were confident enough that I would be pleased with the end results, but what was in store for me was mind blowing!

First thing that caught my eye was the new twin M&K tail pipes peeking out from the SC's booty. This alone makes such a visual difference to the appearance of the car. Next, was Andrew's beaming face, I swear he had a white beard and red hat! When he opened the deck lid to reveal the re-worked engine, I gave a small excited whee! It's so exciting to see! The new throttle bodies and the black plenums with the Rasant emblem proudly positioned in the middle is eye candy or engine jewelry, but this stuff isn't just for show . . . It works!

A turn of the key and within a few cranks, the cold start engine fires into life and then the soundtrack takes over. Previously, it was the cheeky grumble of the flat 6, now it's a growl of a Lehman's GT car waiting to go.



Mike Brewer from
Wheeler Dealers

ey



I took it easy at first, taking time to get the engine up to temperature, making sure we had good oil pressure etc. However, you can only run at idle speeds for so long as the exhaust note is so intoxicating, my right foot was itching to be planted into the carpet. Let me tell you, it was worth the wait! The new Motec system talks to the throttle bodies and delivers just the right amount of fuel at exactly the right time, and my world becomes one of pure joy. The torque came in a surge and planted me deep into my seat. My kidneys were trying to get into the rear seat as my ears filled with the bark of the twin pipes screaming to the top of their lungs as I snatched another gear for it to all happen over again. Wow, the power, the throttle response, the oodles of mid-range punch, the noise, it's all too much for the brain to compute. At first when the synapses make sense of what's happening, the grin just lands on your face and it simply won't leave. This is brilliant!

We calculated 27% more power, and that's without breaking in the engine. The parts developed adhered beautifully to the car. I love my 82 SC, but now I'm in love with it. It's still got that drivability that attracted me to it in the first place, but now it has some muscle to match the looks.

My thanks go to the crew who worked on my car! You have made me a very happy man and I'll be forever grateful for the work accomplished.



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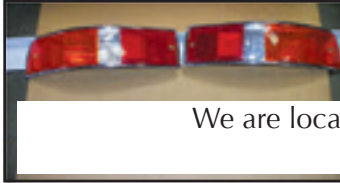
• Door pockets front and rear with door pulls



• Reconditioned pedal assembly 1965-1983



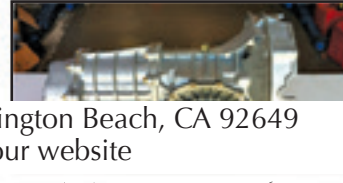
• Rebuilt engines 356-996



• 1965-68 911 912 light assemblies reconditioned front and rears with new lenses



• New 911 912 shift knobs 901 and 915 and 930 shift knob



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San Juan Capistrano to Coachella Valley *Via Highway 74*

“Pines to Palms”



We are newcomers to the Porsche community having joined PCA-OCR in March 2020 after purchasing our first Porsche 2017 Cayman S in January. We have been disappointed, of course, by the cancellation of many PCA events due to Covid and have been looking for fun drives to take in our Porsche. We decided to extend our usual run to Lake Elsinore on Ortega Highway (Hwy 74) to drive the entire length of Hwy 74 from San Juan Capistrano to Palm Desert. The trip is about 115 miles with a travel time of about 3 hours, not including stops for restaurants and photos.

This trip turned out to be just what we were looking for. It was so enjoyable we ended up making the trip twice. First was a two-day trip last October with an overnight in Palm Springs, followed by a one-day trip in November after a rainstorm cleared the skies and left snow on the mountains for spectacular views.

The Ortega Highway portion of Hwy 74 is a two-lane road well known for sharp curves. The best curves begin after crossing a narrow bridge (12.5 miles from I-5) and entering a steep canyon. Further on, after the passing the top of the hill, there is a good view of Lake Elsinore with Mt. San Gorgonio and Mt. San Jacinto in the distance. No left turns are allowed at the turnouts near the top of the hill, but a little farther down the hill a left turn is allowed

into the parking lot of the Lookout Roadhouse. Just watch out for the uneven transition from the roadway to the dirt parking lot. After the viewpoint, there is a steep downgrade with a couple of sharp hairpin turns before entering the City of Lake Elsinore.

The “fly in the ointment” portion of the trip is getting from Lake Elsinore to Hemet. We first tried what we thought was a shortcut that runs south of Hwy 74 on Railroad Canyon Rd/Newport Rd through the town of Menifee. It turns out that this route has innumerable traffic lights that seemed to be synchronized for red lights. On our second trip we followed Hwy 74 throughout and made better time, even with some traffic.

Leaving Hemet, Hwy 74 runs alongside the South Fork of the San Jacinto River. Crossing a small bridge at the signpost for 3000 ft. elevation, the highway then begins climbing more steeply into the mountains. There is a large paved turnout on the left at 3.8 miles past the 3000 ft. signpost. This spot has a good view of the San Jacinto River in the foreground, with distant views of Saddleback Mountain to the west and Mt. Baldy to the northwest. Looking north is a nice view of Mt. San Jacinto. As the elevation increases, the terrain turns to pine forest and the road then reaches the junction of Hwy 74 with Hwy 243 in Mountain Center. Hwy

Highway”

Story and Photos by Jim and Barbara Reese



Hwy 243 heads north to Idyllwild while Hwy 74 heads east towards Palm Desert. This portion of Hwy 74 is known as the “Pines to Palms Highway.”

After leaving the junction with Hwy 243, the road climbs over Keen Camp Summit, elevation 4,917 ft. The road then descends past Lake Hemet into Garner Valley with pine trees and ranchland terrain. We stopped for lunch at the Paradise Valley Café at the junction of Hwy 74 and Hwy 371. Their menu has a motorsports theme including a “Porsche” sandwich. The sandwiches were outstanding.

Hwy 74 continues as a gently winding road with nice views of distant mountains. Pine trees are gradually replaced by chaparral and rocky outcroppings. The Coachella Valley viewpoint is located 16 miles from the Hwy 371/Hwy 74 junction. This viewpoint overlooks the serpentine passage of Hwy 74 down the hill to the Coachella Valley.

The trip was an excellent Porsche drive with lots of sharp curves and great views. It was so enjoyable that we returned home on Hwy 74 rather than taking an alternate route. We are looking forward to making the trip again!





My Career with Automobiles & Porsches

Story and Photos By John Sellers

I

I'm currently 70 years old and own a 2000 Speed Yellow Boxster. I grew up in New Jersey. My dad raced SCCA with an MG TF 1500 when I was 6 years old, and was an engineer at Esso (later Exxon.) His fellow engineer Esso buddy raced an Austin Healey.

They had an opportunity to obtain an ex-factory Porsche 550 Spyder that had crashed and needed work. Walt Hansgen had a frame machine in his shop that claimed they could straighten the car so my dad and his buddy sold their cars and bought the Porsche in 1957. That was a big decision! The work was successful so they had a viable race car. As my dad would later tell me, "it wasn't the fastest Porsche out there but it was the fastest thing they ever drove." Off they went. They designed and built a trailer which they welded together and added a hitch to the pickup and headed for Lime Rock.

My dad would take us kids down our long driveway in the wicker-required second seat to do brake testing: Run out first gear, then take your hand off the wheel and hit the brakes . . . very exciting for a 7 year old!

When my brother, Paul, was born they needed another bedroom so they sold the 550 to a guy from Ohio who picked it up in New Jersey and drove it back to Ohio!

That's what started me on my career in Automobiles and Porsches!

.....





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	1/2 Page	\$ 300	\$ 900	\$1800
	1/2 Page, Premium	\$ 400	\$1200	\$2400
	1/4 Page	\$ 160	\$ 480	\$ 960

- Premium Placement: Inside front cover, Center spread, Inside back cover, Back cover (2/3 of a page)
- * A 6 month or 12 month commitment is required.

Production & Scheduling

- Pando is a **MONTHLY MAILED PUBLICATION**.
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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

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- Advertising Chair - PCA-OCR
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Tangerine/Blk, matching #s.



1973 Porsche 911RS Coupe: Red/
Black, 2nd series, matching #s.



1981 Ferrari 512 BB BERLINETTA
BOXER: 11k miles, original paint.



1970 Porsche 911S Coupe: Tangerine
& 1970 911S Sunroof: w/ Sport Seats,
Gemini Blue.



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PORSCHE

DRIVE

Story and Photos by Paul Curran



A 2020 911 Carrera S Cabriolet sitting fresh in my driveway. What a wonderful feeling!



Honey do these tires make me look fat?
Relaxing at home with my 2003 Carrera.



Maura the Porsche concierge
welcomes me to my new car.

Quick. Name a service that will deliver a 2020 Porsche 911 Carrera S Cabriolet to your doorstep, without you visiting a dealership, calling your insurance company, or talking to the finance guy between the salesman and your dream car? If you answered “Porsche Drive,” then put down this magazine, grab your phone, click the Drive app and enjoy the best way to experience everything Porsche has to offer.

The 2020 992 is good. Not just good, it’s Launch Control Good. Go to the grocery store good. Top down look at the stars good. Gurgle pop and snarl rev matching PDK good. Did I say it’s good? Cause its everything the YouTube videos say it is: an everyday super car.

I’m sure that as a Porsche owner you’ve spent way too much time mining the PCA classifieds to checking then rechecking Auto Trader for just the right used 911, Cayenne, Macan, Boxster or Panamera. You’ve thought of getting a newer Porsche because, it’s just what Porsche people do. But the price, oh the prices. A new Carrera S Cabriolet runs \$125,000 list and north of \$150,000 out the door. How do I convince my significant other that a new Porsche is rational? Or that your daughter can continue to go to school online instead of paying for that fancy private school?

Enter Porsche Drive, the new subscription program from Porsche that can put you into a new Porsche for relatively little money and great reward. For \$2,500-\$4,000 depending on the model, Porsche will deliver from a Macan to a well optioned 911 to your house, fully insured with liability and collision, 1,500 miles per month, with just a hop skip and a click through their easy to use smartphone app.

Still don’t believe me? Google Porsche Drive and start dreaming. I own a 2003 996 and recently sold my 1987 Boxster (back to the neighbor who sold it to me 4 years ago.) I have spent way too much time plotting my next Porsche - I just have to try out a PDK, I said. I just need to see why the 997.2 is the “best analog Porsche.” Then I sat in a 2015 911 at Carlsbad Porsche and felt the goodness of that luxurious interior compared to my older car.

But ah, the money. I’m a regular guy with obligations. Maybe I could stretch to 2013-2015 but those who know me would say I’m a responsible guy.

Then I got the email from Porsche Drive. I downloaded the app. I applied. I was approved within hours. The next thing I see was a menu of cars, a verifiable smorgasbord of automotive wonderful. Would they deliver a 911 to me for \$3,100/mo? Could I get a Boxster for \$2,300/mo? What if I chose the highest level subscription and changed cars every week? I was drunk with the possibilities.

The subscription program is all that. Essentially, Porsche reviews your application. Once approved, they preset a menu of cars.

The basic Subscription requires a one-time \$595 activation fee + the first month’s monthly vehicle charge. You can subscribe to a car for a month, two months, or as long as you want. If you want to change cars at the end of the month, it’s as simple as ordering a different car on the app, cheerfully delivered by a Porsche Concierge within 25 miles of the Los Angeles or San Diego Porsche dealers. Since I did not want to go to LA during COVID, I met Maura from Los Angeles Porsche at the Buena Park metro station, which is within 25 miles of the dealer.

She showed me the Launch Control button and wished me well, while she took an Uber back to the dealer. I had not been to the dealer, talked to the finance manager, or called my insurance company, yet Porsche delivered me a brand new car. Maura even pointed out the Launch Control setting - what rental counter jockey does that?

But is it a rental? Yes and no. The Drive program blurs the line between ownership, leasing, and rental. Broken down, a Macan can be had for about \$80 a day (add about 10% to the monthly for tax) while a 911, Cayenne or Panamera runs about \$125/day all in.

Is this expensive? Yes! And no. For less than the cost of sales tax, Porsche will deliver you a \$150,000 car. An S model. For everyone that suggests it’s a “rental,” the feel is more like ownership because having the car for 30 days gives you the opportunity to experience the car doing everything that you do - errands, leisure drives along the ocean, driving the toll road with a big grin on your face, then doing it again... And getting out of the car in the dentist’s parking lot thinking “wow, that is so fun to drive” every day - all day. A rental is a weekend fling, Porsche Driver is a committed relationship, but you don’t have to get married.

The menu of cars in the app shows what is available. I initially chose a 911 but waffled, and the car went out of stock. A month later, my doctor informed me I have melanoma. As soon as I hung up the phone I grabbed the app - there was a 911 Cabriolet available - I went to my bucket list and pressed “order.” 4 days later I had the car. I’m getting immunotherapy at Hoag, so things look good for me, but the “Rev Therapy” is better than any drug. Is this story about cancer? No, but a Porsche is rarely without a back story.

Is it expensive, certainly. For a car guy, is it worthwhile? Certainly. A cruise, a short vacation, anything you dream about has a cost. But driving away from the Metrolink station with “my new 911,” it took me just a few minutes to say the words “worth every penny.”



RICE'S Ramblings

Story and Photos by Lee Rice



Welcome news is Road & Track is back in print.

Welcome news is *Road & Track* is back in print. Last year I heard they were going to only an all-digital format. I was at end of my subscription so that was the end for me. I love print on quality paper for many reasons and all digital format was the end for me.

Then, last October my brother sent me a *Road & Track* hard copy!?! November / December 2020. This one came with

a letter to 'our community' announcing *Road & Track's* return, bigger and better than ever, and as a more fully loaded bi-monthly. This one is great. I see and feel a different attitude and what I loved about cars and how I learned what they are about without buying one! Back then, I could not even afford a set of tire inflation caps for a 250 GT Ferrari, but in *R & T* I learned some of the mystic of driving and living with one.

HAPPY NEW YEAR 2021!

And 2021, please be kind to all of us!

This issuer had a 3,000-mile drive from New York to Newport Beach ending at the beautiful *Road & Track* building at 1499 Monrovia. I've been there a number of times, long ago. So, with it being in the heart of OCR, its home for us PCA-OCR's! The trip was also completed with Porsche Taycan EV. Yep, a battery car and its 19 stops coast-to-coast used a 200-mile drive with a 30 min recharge. I think for charging, coffee, tea, or potty break. The Taycan is a bruiser at 4,777 pounds! But the drive was nicely completed and many points were revealed that I think would not have been in the earlier *R&T*. WELCOME BACK!

.....

With some Porsches resting up for 2021, or stored for winter, this may apply.

.....

I have a '77 Turbo Carrera that's been sitting and sitting. Maybe 4 or 5 years since it's been driven. The CIS system is gummed up and the gas tank needs draining.

What's the best way to bring it back to life? Take apart the CIS system and flush it out? How far do I need to dismantle? What chemical(s) would you recommend? Thank you in advance! 'OCRer' in need!

.....

Happy New Year 1977 Turbo Carrera.

.....

A 4 to 5-year-old sitting 1977 Turbo Carrera should NOT have gummed up fuel system or Fuel Injection if it has had at least minimal care. That is unless you gassed up in some foreign land?

What you need now is a Fuel System flushing and refreshing.

I would disconnect the fuel hose going to the CIS. Fuel Injection Fuel Distributor. The FUELDISTRIBUTOR is the large black fuel distribution unit mounted up on top of the engine with the fuel lines coming out of it.

So first remove the metal AIR FILTER UNIT on top of the AIR METER UNIT.

Then remove the fuel into the Fuel Distributor. That is the back-rubber hose supplying fuel to the Fuel Distributor (17 mm).

Now you need a container to flush the old fuel out.

Gasoline is EXTREMELY FLAMABLE. CAUTION! Please USE GREAT CARE. I suggest using a plastic 5-gallon gasoline container with a long pour spout so you can place the removed fuel hose in the snout of the gas can.



CIS AIR METER white connector.
Later one with push wire to release.

.....

Then:

.....

1. Turn the key ON.

2. Place the disconnected fuel hose into the fuel can.

3. Remove the CIS AIR METER wiring harnesses plastic connector plug (you may have to wiggle it side-to-side and pulling) on the forward side of the Air Meter. The FUEL PUMPS WILL THEN BOTH RUN, instantly!

4. BE READY, in case you need to stop, you need to push the plug back on.

5. Let the pumps and fuel run to empty out fuel from the tank.

*You may need another fuel container, depending on how full the tank is?

When the fuel pumps start to run unevenly, it's getting low on fuel, STOP!

The fuel pumps NEED fuel flowing through them to stay cool.

Key: OFF

Now with the fuel tank mostly empty, replace the FUEL FILTER (930.139.00 or KL-22)

Now put at least 3 gallons of new fuel in the tank.

Then run the Fuel Pumps again through the new filter and out and into the fuel can. One gallon or so.

Key: OFF

Reinstall the black Fuel Hose back onto the Fuel Distributor.

Key: ON.

It will take a few seconds to a minute to purge most of the air in the system-out.

I push down the air Meter sensor plate and listen for the Fuel Distributor and injectors to “hiss” and “squeal” as air is purged. Don't overdo it.

Key: OFF.

With nonoperational engines, I like to turn the crankshaft slowly with a hand wrench to ensure free rotation. I use a large box wrench on the fan pulley nut (16mm) and pushing against the V-belt to prevent belt slippage, I turn through one full cycle so that is: 720 degrees.

Then, I remove BOTH #1 & #2 Fuel Pump RELAYS (red) under the front electrical panel. See the back side of the FUSE-RELAY COVER (P.S. I paint the back side with white spray paint. This results in being able to see the labels and placements a whole lot easier, especially in the dark and in the rain. That does seem to be when stuff goes bad.)

Then I crank the engine over and check the OIL PRESSURE - Green OIL LIGHT to go out, and the OIL PRESSURE GAUGE to rise. The green light should go out in a few seconds of cranking the engine and then see Oil Pressure rise up near or to 10-15 PSI. OK? STOP.

Then install both Fuel Pump Relays and start her up!

You may have one-cylinder miss fire a bit or run rough as air purging continues, but you can lightly accelerate the throttle, up and down, a few times to flush out most of the remaining air. There will still be some air in there!

On fill up, FIRST, before fueling add 2 oz. STA-BIL GREEN MARINE GRADE Fuel Stabilizer, + 2 oz of MARVEL MYSTERY OIL, and I add a half bottle (8oz.) of Chevron TECHRON.

Then driving, warmed up with all gauges normal, you NEED to use some W.O.T. That's Wide-Open Throttle, to flush the remaining air from the Fuel Injection System.



BRAKE-CLUTCH HOSE REMOVAL TOOL.



Amazon: "brake hose removal tool"

.....

As you drive with more throttle, you will also be flushing remaining air out of the fuel injectors as well. They don't get to open very much during normal driving.

I like to use a 50-mph street with light traffic and short shift to 3rd around 20 mph; then briefly, FULL THROTTLE and let it pull through rpm to speed.

.....

Leslie Tool

.....

After all the fuss over Blue Brake Hose & G-50 brake fluid hose, here is a must for removing the hose off the white nylon "adapter" or "nipple." This is a quality **Leslie Tool** and it makes this job remarkably easy.

Godspeed Leslie F. Rice

PCA-OCR Tech
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

OCR Membership Updates

Anniversaries :

Congratulations!

January

40 Years

Peter A. Juul

30 Years

Gregory Brown

25 Years

Thomas Moebius

20 Years

Daniel E. Clark

William C. Cain

Richard E. Moran

15 Years

Robert W. Keele

Marion M. Smith

Terry D. Anderson

Barry Berg

Said S. Rezaian

Richard L. Hoole

10 Years

Mark A. Ontiveros

David L. Gaulke

Brian Billups

George Meeker

Steve Flannery

Ken J. Marhoefer

5 Years

Edwin Villafane

Alex Baldaray

Rob Joly

John MacDuff

Bruce Coffin

Blair Boyce

Chris Taylor

Brianna Becker

Mark Hergesheimer

Douglas Reece

New Members :

Welcome!

November

Carlo Navarro

1977 911S Red

Desiree Burgnon

2016 911 Carrera S Miami Blue

Scott Aldrich

2000 Boxster White

Matt Mardini

2007 911 Carrera S Cabriolet Black

Kay Grether

2008 911 Carrera S Black

Todd Nugent

1988 911 Carrera

Samantha Renz

2019 Cayenne S Silver

Dan Eichmann

2007 911 GT3 White

Jeff Hauser

2015 911 Carrera White

Richard Hodill

1964 356

John Amirthiah

2020 Taycan 4S Gentian Blue

Geoffrey Smith

2007 911 Targa 4S Midnight Blue

Chardell Steves

2012 911 Carrera 4S White

Casey Goeller

2006 Boxster S Blue

David Barrows

2016 Boxster Spyder White

Jonathan Gih

2018 911 GT3

Kieran McGarrell

2014 Cayenne Diesel Black

Amy O'Donnell

2006 Cayman S Carmona Red

John Wright

1991 911 Carrera 2 Cabriolet

Arena Red

Update Your Profile



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>



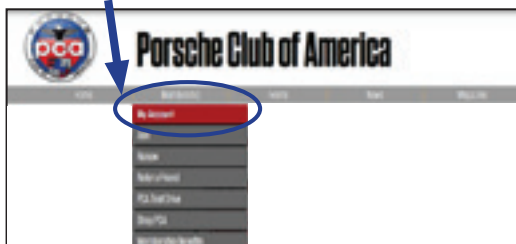
● STEP 2

Click on "MEMBERSHIP LOG-IN" to sign in



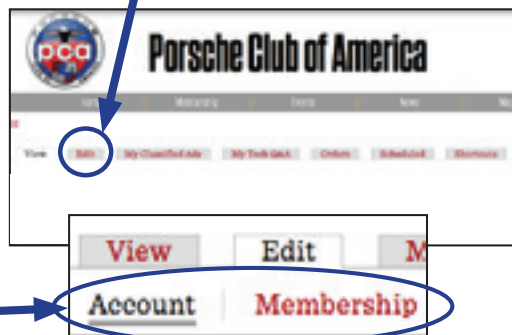
● STEP 3

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

POKER RALLY REWIND

Sunday, January 17, 2021

PCA-OCR PRESENTS : POKER RALLY REWIND

This is our first "Rally Rewind" event. Here's a second chance at a winning hand!
Check points along the route to draw your lucky hand.

\$\$100.00 Winner's Pot \$\$.

Rally starts in Newport Beach and ends in Santa Ana.

Registration 8:30 a.m. / Driver's Meeting approx 9:00 a.m.

Fee: \$15 per car, correct cash appreciated.

Please RSVP to JulieHusting@aol.com by January 15, 2021.



Glenn Billings Elected to PCA-OCR Secretary

Congratulations Glenn Billings on your PCA-OCR Secretarial appointment.

Glenn was elected to the Board of Director's Secretary position receiving 59 votes for the 2021 - 2022 Term.

Classifieds

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

Testimonial received by Pando Classified Ads

"Bob: Thank you for running my Classified Ad xxxxx in the Pando magazine. The car was purchased by a PCA member who will take good care of my car. Many club members were interested so we obtained top value for the car."

DL
PCA ID: xxxxxxxxxx

FOR SALE : 930-911 TURBO

'86 911 Turbo Coupe, Guards Red/Black lthr, 66K miles. 4spd trans. LTD slip. PCA member. \$129,800.00 Tom 847/275-2365; mikesalerno07@gmail.com. FVR (2)

'89 911 Turbo Cabriolet, Linen Grey/Metallic/Butter, 41K mi. 5 spd. PCA member. \$159,000.00 Paul 805/642-2913; paliur@aol.com. SBR (2)

2016 911 Turbo S Coupe, Black/Black lthr, 11K mi. PCA member owner. PDK. **REDUCED \$145,000.00** Dwight 510/750-5774; d.staten@att.net. LVR (2)

2017 911 Turbo S Coupe, Jet Black Metallic/Black lthr, 12K mi. PCA member owner. PDK. \$162,000.00 David 804/921-2621; jdrives6@verizon.net. VAR (2)

FOR SALE : 911—GT2 and GT3; Carrera GT

2015 911 GT3 Coupe, White/Black lthr, 5K mi. PDK, PCA member. \$130,000.00 Joe 845/721-4814; joesanfratello1@gmail.com NYR (2)

2015 911 GT3 Coupe, Black/Black lthr, 11K mil PDK. PCA member. \$119,000.00 John 301/412-2826; hammerj@nhlbi.nih.gov. MDR (2)

2018 911 GT3 Coupe, Orange/Black lthr, 8K mi. 6-spd, PCA Member. \$185,000.00 RYUN 904/303-3117; rpavlicek@att.net. FCR (2)

2018 911 GT3 Coupe, Black/Black lthr, 4K mi. 6-spd, PCA Member. \$185,000.00 Sergio 646/436-0019; Sergio.kostek@gmail.com NYR (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. \$39,500.00 Phil 562-7561673. philvanwey@aol.com. OCR (2)

'97 993 C2 Coupe, Glacier White / Black lthr, C2. 6 spd. 48,250 48.3K mi. 6spd. In perfect condition. Everything original. Factory color-matched split grill. Just had major tuneup. PCA OCR member owned for 22 years. \$69,500.00 Joe, Costa Mesa, 714-273-0062. joe@barnetphotography.com. OCR (1)

'99 911 Silver Coupe, 142K mi. Aero Kit & sunroof, 6-speed manual, with NAV system, Bluetooth & Apple CarPlay. New 19" Sport rims & tires, L&N IMS bearing, clutch, flywheel replaced. In good condition with clean CarFax and service docs. PCA member owned. \$25,000.00 OBO. Krista kris.mccord@hotmail.com OCR (1)

FOR SALE: 356

1954 356 Pre-A Speedster, VIN # 80090. Factory Color Glassomax Pure White/Red Leatherette interior. 1 of 200 pre-A Speedsters produced in 1954. Matching numbers including stamped doors, hood, decklid. \$575,500.00 OBO www.carparsusa.com or contact Henk 562/ 331-0681. OCR (2)

FOR SALE :BOXSTER, PANAMERA, CAYENNE & CAYMAN

2003 Boxster, Lapis Blue with matching hardtop/Grey lthr, 81K mi. Tiptronic automatic transmission, intermediate shaft bearing and cover replaced in 2011, garage queen, Clear bra, Lojack early 250, have all maintenance records, original owner, \$15,000.00 OBO, PCA member, Tom 949-500-4445, tm.pm@sbcglobal.net. OCR (2)



WHEELS & TIRES

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. \$1,000.00 for all four rims and tires. Dan Stone @ 714/310-4162; dan@DanTheManForMortgages.com. OCR (1)



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

964 TURBO PARTS FOR SALE: Original parts that came off my 964 Turbo in 1997 when I modified the engine. The car had 18K miles on it. All parts are in excellent condition. Fuel distributor, fuel lines, injectors, warm up regulator, exhaust manifold, muffler, catalytic converter, wastegate muffler/cat and pipes/tips. These parts fit other years as well so please contact me for more info, part numbers, pictures and/or to make an offer. 27+ year PCA member. Jack Privateparty42@gmail.com. OCR (2)

MISCELLANEOUS

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)

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.

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Greetings PCA OCR Members!

We are now taking submissions for the February, March and future 2021 Pando issues!

Want to submit a story or article but not sure what? 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 25th of the month. That's the submission deadline!

Please have your article (no more than 2 pages double spaced) in a WORD Doc, 3-5 photos (high resolution is a must to maintain image quality and clarity,) and captions for photos. Pando regrets Zip files cannot be submitted.

Best,

Marcia Salans, Pando Editor

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

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