



# PANORAMA

PORSCHE CLUB OF AMERICA • ORANGE COAST REGION



## MAY 2020 ISSUE

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**PORSCHE**



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PANDO MAY 2020

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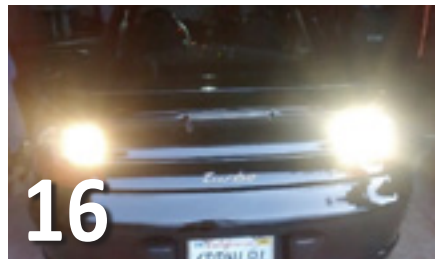
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My Journey to PCA-OCR



Style and Safety Update For Your 996



Find Your Porsche Passion and Make It Shine!

### On the Cover:

“Took the 4S out to play in the snow, finally getting some use out of the 4-wheel drive in CA...HaHa.”

– Andreas Hoelting

Cover Photo : Andreas Hoelting

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# Orange Coast Region 2020 Calendar of Events

**All OCR Club Events are CANCELLED through the end of May**

## JUNE 2020

**AS SCHEDULED UNTIL FURTHER NOTICE**

- 6 Breakfast Club & Board Meeting
- 11 Woody's BurgerBahn – HB
- 18 Porsches & Pizza – MOD Pizza, Laguna Hills
- 20 Porsches & Pastries – Enderle Center, Tustin
- 21 Porsche Parade – Palm Springs (21st-27th)  
**CANCELLED**
- 24 Porsches & Pescado – Fishbonz, Costa Mesa
- 27 Porsches & Pancakes – Woody's Lido

## 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

## JULY 2020

- 4 Independence Day
- 9 Woody's BurgerBahn – HB
- 11 Breakfast Club & Board Meeting
- 12 "Summer School" Rallye – Anaheim Hills
- 16 Porsches & Pizza – MOD Pizza, Laguna Hills
- 18 Porsches & Pastries – Enderle Center, Tustin
- 19 Autocross Riverside – AutoClub Raceway Fontana
- 22 Porsches & Pancakes – Woody's Lido
- 25 Porsches & Pescado – Fishbonz, Costa Mesa

## AUGUST 2020

- 1 Breakfast Club & Board Meeting
- 13 Woody's BurgerBahn – HB
- 13 Monterey Motorsports Reunion (13th-16th)
- 15 Porsches & Pastries – Enderle Center, Tustin
- 16 Poker Rallye – Central O.C.
- 16 Pebble Beach Concours d'Elegance
- 20 Porsches & Pizza – MOD Pizza, Laguna Hills
- 22 Porsches & Pancakes – Woody's Lido
- 26 Porsches & Pescado – Fishbonz, Costa Mesa

## SEPTEMBER 2020

- 5 Breakfast Club & Board Meeting
- 10 Woody's BurgerBahn – HB
- 13 "Island Hopping" Rallye
- 17 Porsches & Pizza – MOD Pizza, Laguna Hills
- 19 Porsches & Pastries – Enderle Center, Tustin
- 19 New Member Picnic – Laguna Niguel Regional Park
- 23 Porsches & Pescado – Fishbonz, Costa Mesa
- 20 Autocross Riverside – AutoClub Raceway Fontana
- 29 5th Saturday Breakfast– Mimi's Cafe, Long Beach

## OCTOBER 2020

- 3 Breakfast Club & Board Meeting
- 8 Woody's BurgerBahn – HB
- 15 Porsches & Pizza – MOD Pizza, Laguna Hills
- 17 PCA-OCR White Glove Concours, Dana Point
- 17 Porsches & Pastries – Enderle Center, Tustin
- 24 Porsches & Pancakes – Woody's Lido
- 28 Porsches & Pescado – Fishbonz, Costa Mesa
- 31 5th Saturday Breakfast– Mimi's Cafe, Long Beach

## 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](http://www.Zone8.org).

\* Event dates subject to change.

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

OCR Board meeting minutes and financial statements are posted to the OCR Digital Board Book, which may be viewed by all OCR members at: <http://bit.ly/OCRBoardBook>  
 The documents are posted once they have been reviewed and approved by the Board, generally within two weeks following a given Board meeting.

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

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# PRESIDENT & EDITOR MESSAGE

**Monica Asbury**

**Marcia Salans**



Could things get any more unusual, unpredictable or unprecedented? Events being postponed, people are working from home for an unspecified time, six feet of social distancing at stores creating long lines, and it is strongly recommended masks be used whenever you leave your home, etc. Even the Tokyo Olympics have been rescheduled!

Until the COVID-19 gets resolved, rest assured there will be a whole list of activities that await your participation. Our teams are working diligently to determine the optimal date to hold the rescheduled events, activities and rallies.

Our advertisers and sponsors are open for business and should you require any of their services, please patronize them. Details for each of our advertisers can be found in their ad, contained in this issue of Pando.

Please bear with us as we navigate these uncharted roads. We will make it through this! For the most up-to-date information on the status of events, please continue to check your email.

Be well, stay healthy, and safe driving,

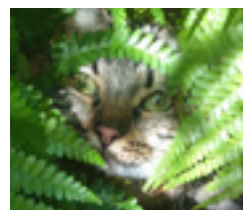
**Monica Asbury**  
PCA-OCR President

The Pando Team’s inspiration in creating the May 2020 issue combines reflecting our Porsche passion and reflects the uncertain times we’re living in. You’ll enjoy reading another Bruce Herrington uniquely detailed book review, Lee Rice’s in-depth technical article plus Rob Greene’s article on 996 style and safety (which I have and yes, I repaired the IMS!)

Back to the “uncertain times,” many say we went to sleep and woke up in the Twilight Zone. The Pando 6-month Calendar certainly has been negatively impacted. Even in the best of times, the Calendar’s summarized activities really don’t do justice to all the time, effort and details that go into the Rallies, Parade, Concours, New Member’s Picnic, Hearts and Garages and Toys for Tots. In complying with California’s current “Lockdown” status, it’s extremely difficult to navigate the communication lanes of OCR event postponement or cancellation.

On the other hand, OCR is a car club and fortunately we’re still able to drive our cars on relatively empty roads, or detail them, or look at YouTube Porsche races, etc. And, I enjoy my neighbors inquiring about my Porsche when they see me in my garage. Also, channeling Billy Hufnagel “throwback to good times” attitude, it’s nice to see families out biking and/or walking their dog.

In closing, I wish I could say with this unlimited time at home I’ve completely cleaned out all drawers and closets and I really applaud those that have – but I haven’t. Instead:



- The cat is now deployed as an additional security force,
- I drive by empty beaches,
- I’m fascinated by news anchor’s social distancing, and
- I’ve got to stop bidding on vintage toy cars!

*Best,*  
**Marcia Salans**  
Editor



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1956 Porsche 356A Speedster: Slate Grey/Navy.



1959 Porsche 356A Convertible D: Light Ivory/Red, original, 2 owners.



1959 Porsche 356A Coupe: Meissen Blue/Tan.



1970 Ferrari Dino 246 GT L: Fly Yellow/Black.



1973 Porsche 911S Sunroof Coupe: Factory Black/Black.

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Got a suggestion?



Have a question?  
Just want to vent?

This email goes straight to the  
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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  
special circumstances, illness or loss?  
Please let us know.

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

# Where's Pando?

**England & Ireland :**  
Daniel Levitt



Daniel Levitt provided us these two photos from his Christmas trip to Europe. Daniel shows off Pando in London (above), as well as in front of the biggest tourist attraction in Ireland, the Guinness storehouse.



## Buttonwillow Race Track :

Jim Falk

Jim Falk displays Pando, along with his 1997 993 Targa at the Buttonwillow Race Track for Driver's Training experience in February. Jim reports he won the experience at the Holiday Banquet PCA-OCR Silent Auction. Weather was great! Attended with Howard Graybehl...\* *Howard was faster...*

### Where will Pando go next?

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





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# Pando, Lockdown & Quality Time

**"How I'm staying sane! "**

Andreas Hoelting



**OCR Member Barbara Marshall enjoying quality time with her horse nicknamed "Tino"**



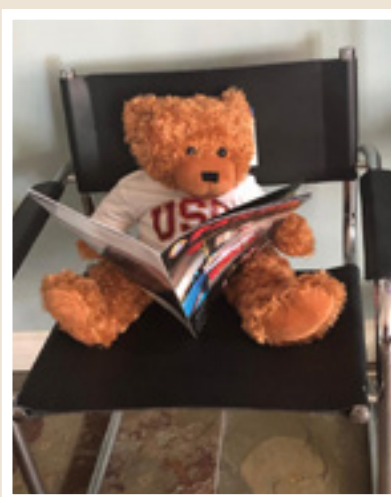
**"This photo was shot on our 'trip' to the Family Room."**

Penny and Paul Hinds



**"Homeschooler takes a break with Pando."**

Dan Pittman



**Watching eagle activity on Catalina - Eagle Cam Catalina iws.**

Denise Michaels





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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.  
(Note: This is not a PCA Membership.)

### 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>.



# Book Review

Story by Bruce Herrington

## FORMULA ONE: THE CHAMPIONS 70 YEARS OF F1 DRIVERS

Maurice Hamilton, photography by Bernard and Raoul-Henri Cahier, published 3 March 2020, by White Lion Publishing, London, UK.

This is really a great book!

This book begins with a rather self-centered Foreword by Bernie Ecclestone, who, for better or worse, was an integral part of Formula One and its championships. The Introduction, replete with several driver portraits, provides an overview of the history of Formula One and sets the tone for the stories of effort, perseverance, and of course luck, which follow.

The text is all about the guys – the champions, not the championships nor the cars. The racing careers of all 33 (through the 2019 season) are profiled. Included are many drivers, nowhere near as famous as the excluded Stirling Moss (who indeed never was a Champion,” a whole ‘nother story,”) but who achieved at least one World Champion title.

The author of this profusely illustrated book is a prominent, long time British motor-sports writer and broadcaster, apparently no relation to Formula One champion Lewis Hamilton, or once famous sports car racer Duncan Hamilton. Though well written and very readable, and including quotes from the champions themselves, the point of this book is the outstanding photographs by Bernard Cahier, familiar to old time Road &Track readers, and his son Raoul-Henri. The pictures with comprehensive captions give an up close and personal look at the drivers and their environment. Included is an interesting shot of a handsome Niki Lauda, a face

forgotten by some; never known by many. These captivating stories are not just about on-track performances, but about backgrounds, personalities and character. Definitely not a book of dry racing statistics, it provides insight into the champions as people, not just as racers. Though there are some descriptions of extraordinary daring-do on the track, it is basically about the drivers themselves, their backgrounds, character and interactions. One need not be a racing enthusiast to appreciate the interesting biographies in this book, or the intellectually elevating effect of the polysyllabic British vocabulary used.

Presented in chronological order of their first championship, the story of Lewis Hamilton, current reigning champion, is somewhat awkwardly not the last chapter in the book.

There is barely mentioned Porsche content because both Niki Lauda and Alain Prost drove Porsche powered McLarens in the mid ‘80s.



FORMULA ONE is coffee table sized, but without the dust jacket it is just a plain red book. The end papers present a checkerboard of faces; some are familiar, but you have to read the book to be able to identify all of them. A must have for anyone interested in the stories of Formula One drivers, their professional lives and racing careers. Perhaps to become out dated by the crowning of future champions, this book will forever be a ‘classic.’ The first printing might even become a ‘collector’ book.

Hardcover with 240 9-1/2 x 12-inch pages, it is printed on heavy, semi-gloss paper to enhance the crispness of the photographs. Pictures are all black and white until color shots of Jackie Stewart appear in ‘69 and ‘71. There is a limited index. By the time you read this, it should be available for \$45.00 from your favorite book seller (ask for it,) or from QuartoKnows.com



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# The Condensed Version

Story and Photos  
by Billy Hufnagel

**I was a very happy Superformance Cobra owner and belonged to The OC Chapter of the Cobra Owners Club of America, which was a really great club. Additionally, I owned a 2007 Cayman, but then something happened that really changed my life. Now, it may start out as kind of a sad story but it really has a happy ending.**

On March 23, 2012 I woke up with really bad vertigo. After about 6 hours we decided I needed to go to the St Jude ER. Oops, not vertigo .... Major stroke!

Me? Couldn't be. The first sign something was wrong is when the ER room filled up with lots of folks wearing white coats and very serious looks on their faces. I remember when a doctor told me I was being admitted to the hospital. My response, "I can't spend the night here, I'm going to a party tonight." The serious-faced doctor cracked a slight smile and answered, "I don't think so." That was the start of my 15-night stay at the "Chateau" St Jude Hospital, including 5 days in the Critical Care Unit, another 5 days in a regular room and then 5 days in the physical therapy ward. After my release from the hospital my life was filled with a lot of "Ologists." I had to relearn how to talk, swallow, walk etc. I couldn't have done it without my wife, "my little Patty." Many months later, my neurologist advised me I had a 50/50 chance of survival and about a 90% chance of a major disability. Good thing I decided that failure was not an option! I pretty much 100% re-booted after 6 months but it was a very long 6 months. I went from walking with a walker to my 5 mile a day running habit ... although at a slower pace than in my prime.

When I was in the hospital, I was told that the DMV was contacted regarding my stroke and that my license would be suspended for medical reasons. Being a retired police officer I knew that the suspension could not go into effect unless I was notified by DMV either in person or in writing.

I checked my license status daily and it always showed valid. After about a month I was feeling pretty good and started short little drives around the area. But I was not comfortable in the Cobra. A 2200 lb., 515 HP beast was a bit too much! Not knowing how well I would recover, I sold my Cobra about 2 months after I left the hospital, but I kept improving so I figured I should get a replacement for the Cobra.

About a month later I bought a beautiful white 1988 911 Targa to keep my Cayman company in the garage. It was a match made in heaven.



# Of My Journey to PCA-OCR



So, this is a story with a really happy ending. I figured with 2 Porsches I might as well join the PCA and I'm so glad I did. I am blessed to have met so many great folks in the P-car community. And to think, all it took to meet so many great friends was a tiny little blood clot.

Oh yeah, the DMV. They contacted me 4 months after my stroke to schedule a retest. If I didn't pass this test, my license would be medically suspended. I did so well with my written and interview that I wasn't required to do a driving test.

The DMV works in funny ways. Immediately out of the hospital when I could have had the sense of a cauliflower, I was allowed to drive but 4 months later when I was doing really well, I was re-tested.

**Go figure!**



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# STYLE AND SAFETY UPDATE



Story By  
Rob Greene

FOR  
YOUR **996**

# So, how can one take advantage of the newer LED technology and is the effort and cost of updating your Porsche worth it?

## Part One : Interior Style

The use of electrical lights to signal messages has always intrigued me. Of special interest have been operational and safety/signal lights associated with emergency and standard motor vehicles. I was involved with emergency vehicle lighting design from the late 1960's, and stay apprised of the current state-of-the-art. As you may have noticed, the newest vehicles sport a range of lamps using LED technology. In the mobile environment it has taken some time for the LEDs to catch up with and finally surpass earlier, predominately incandescent, forms of lighting in brightness, reliability, durability, and longevity. The LED has always been superior with respect to power efficiency and heat generation, with the latter remaining of concern.

This article will focus on the signal, indicator, and courtesy lighting of the vehicle; no head lights or fog lights will be discussed. My test sled is a 2003 911 Turbo, thus my information and findings, while generally applicable to the 996 era of Porsche cars, still deserve the "your mileage may vary" warning.

So, how can one take advantage of the newer LED technology and is the effort and cost of updating your Porsche worth it? Be forewarned: A complete interior and exterior changeout comprises 35 LEDs of various types, bases, colors, and brightness. Also, add one CF13GL-02 LED electronic flasher relay for the left/right turn signal and 4-way flasher circuits to avoid rapid "hyper flashing." The listing of "bulbs" in your Owner's Manual is somewhat useful but also problematic. The various European type designations do not necessarily translate to the LED manufacturer's bulb types with respect to base, pin offset, diameter, length, brightness, and color.

I started with replacing the interior old-style bulbs with LED bulbs. Note that a few of the stock interior lights are already LED, specifically the orientation lights located under the rearview mirror and at the driver and passenger armrest locations. No updates are required for these lights.

The updated locations and quantities included dome (1), reading (2), driver and passenger door marker (2), front storage (1), glove box (1), both vanity mirrors (4), and the engine compartment (1). These bulbs are of the tubular "festoon" style except the 194-wedge style for the reading lights and both door markers. The interior LEDs were sourced from WestcoastLEDs (powered by Equinox Global LTD). The only problem was initially receiving a type 194 instead of a

required festoon LED for the glove box. There was a no-fuss exchange, but be sure to order the correct length LED.

### Results of the update may be seen in the figures below.

The lighting is brighter, more uniform and therefore more effective and useable.

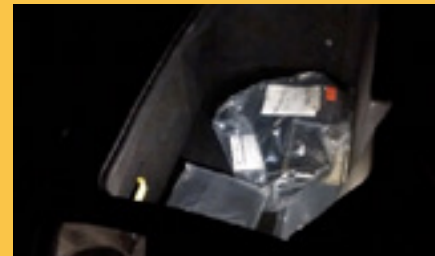
While I was ultimately very pleased with the results, some trial and error plus use of the Prime return/refund/reorder process was required. Hopefully, this article will serve to reduce or avoid that part of the process and lead to quicker enjoyment of the updated Porsche.

### Part Two will address updating the Porsche's exterior lighting

that was more challenging than the interior updates described herein. This is primarily because maintaining and enhancing safety is the first priority for the exterior lighting package. Other considerations included higher power/low current bulbs, heat dissipation (don't need hot external or internal resistors), and CANbus compatibility (no error messages).



**Figure 1:** Dome Light with LED. Before-after photo not available, but new LED lights up the cabin very nicely.



**Figure 2:** Night time view of front storage with LED bulb.



**Figure 3:** Night time view of the engine with LED bulb.

# STYLE AND SAFETY UPDATE

## Part Two : Exterior Safety

**Safety is first priority.** The exterior lights must perform equal to or much better than stock, especially brake and turn signal lights. As a safety improvement, the faster response time of LED brake lights provide an 18-foot cushion to the car in your rearview mirror when stopping from 60 mph. That “early warning” could avoid a trip to the body shop or worse, the hospital.

Most of the exterior LEDs were sourced from superbrightleds.com with the exception of “pure white” front parking (H6W BAX9s) from Blesk, rear turn signal ambers from Ka Tur®, and third brake light bulbs from Yorkim. As the installation progressed, I documented the expected improvement resulting from updating the stock bulbs. Figure 1 below, demonstrates the typical improvement in brightness by switching to the LED bulbs.

Updating the seven wedge-base bulbs used in the third brake light array within the trailing edge of the fixed rear wing of the factory, Aerokit was the most problematic. I tried 921 LEDs and (per the Porsche manual) a W3W; these were too large a diameter to fit the housing or too narrow to fit the sockets, respectively. Finally, a ten-pack of red 194 T-10 (X0020T27RT) from Yorkim worked great.

The ratio of brightness between and among certain lights is also important. For example, the brightness of the single tail lights must match the tail light portion of the dual-purpose brake/tail lights. One needs to compare lumens, watts, current draw between the two. Likewise, the overall third brake light should look similar to the individual brake lights as shown in **Figure 2**.

Performance of front and rear turn signals is also of high importance. An installed set of four 7507 (PY21W) (BAU15S) CANBbus from superbrightleds were similar in brightness to the stock bulbs (but quicker with distinct on/off modes). This was acceptable for the front turn signals because of the excellent optics of the Porsche multiple lamp housing shown in **Figure 3**.

Because the rear turn signal bulbs must shine through an opaque white lens, the 2000 lumen high output X002EPLYRN



**Figure 1:** Stock brake light left, LED on the right.



**Figure 2:** LED brake lights in bright sunlight. (The color of the left and right brake lights is really red and matches the wing-mounted center brake light—it’s a camera artifact).

# FOR YOUR 996

LEDs from Ka Tur® were used at the rear. See **Figure 4**.

The improvement in illumination when backing up was also impressive using a pair of superbrightleds 1156 (30) SMD LED Tower BA 15S base Natural White bulbs. As may be seen in **Figure 5**, below they are whiter and brighter!

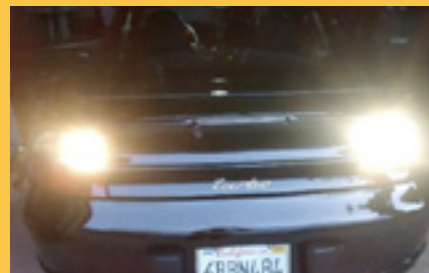
The rear side marker lens is red so a 194-R-120 LED was used. If your front marker light lenses are amber then use an amber or white LED. If your lenses are clear then you can select any

color as long as it's not red (the CVC is a little obscure about this but amber is legal). My lenses are clear so I went with the 194-W-120 in cool white as a personal choice. The "120" in the part number refers to the angle of light projection.

I believe the LED update to be very satisfactory and worth the physical effort and reasonable cost. I was also able to have quality time with my Porsche!



**Figure 3:** The front LED turn signals (4-way flash mode) in a twilight environment.

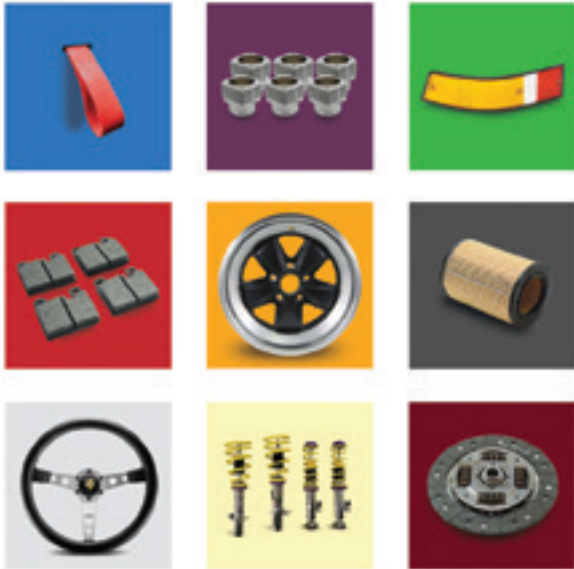


**Figure 5:** Stock reverse light left, LED on the right.



**Figure 4:** The high output LED turn signals (4-way flash mode) in daytime sunlight.

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# Find Your Porsche Passion And Make It Shine!





By: Chad Zani, Anthony Escobedo,  
and John Mansfield of Chemical Guys

**Porsche stands for pride of ownership:** Pride of a classic design that has endured, pride of precision engineering, pride of world-class craftsmanship, pride of a motorsport legacy that has spanned decades. How best to keep that pride alive this spring? With a clean ride!

Spring is a great time to assess your cleaning habits and detailing routine and make any requisite changes for the upcoming season of sun and fun. How often do you wash your Porsche? What products do you use? Are you doing everything you can to protect your investment (not to mention, your baby)?

It might not always be top of mind, but your Porsche interior needs just as much attention and protection as your exterior. That bright burning sun in the sky can wreak havoc on the sensitive leather, plastic, vinyl, carbon fiber, and Alcantara in your Porsche. Let's start with your spring cleaning here by looking into what products you can use to clean all those various interior surfaces.

Using a quality leather maintenance product like Chemical Guys Leather Quick Detailer is perfect to keep in your Porsche to wipe away light dirt, dust, fingerprints, and body oils from everyday use for an original, fresh appearance. Not only will it remove that unwanted grime on your leather, Vitamin E and aloe within the formula will nourish and restore your leather. In addition, the advanced UV blockers within the formula protect your leather from harmful UV rays that could damage your leather over time.

Hydrosuds.



Porsche Arsenal

**N**ow that you've got your leather taken care of, perhaps you have a 993 Turbo with vinyl, rubber, and plastic. Why use 10 products when you can just use one? Chemical Guys Total Interior cleans and protects virtually all surfaces within your Porsche, including that ultra-sensitive Alcantara!

Total Interior not only cleans your entire interior, it is also blended with UV blockers that help shield sensitive interior parts from harsh sunlight to help prevent cracking and fading. To use, simply mist Total Interior onto a quality microfiber towel like the Chemical Guys Two Faced Towel, wipe the surface, then buff away any remaining residue. Use sparingly when working with Alcantara, and always mist onto the towel first, not directly onto the surface.

**Now that you're got your interior looking great, let's move onto your exterior.**

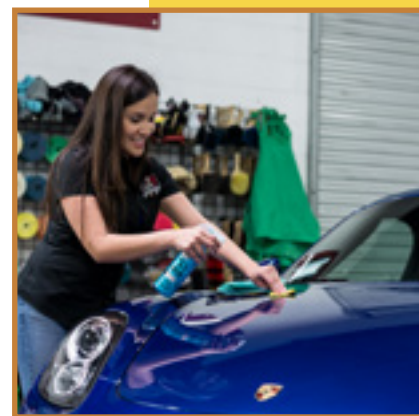
We're sure you've seen those videos and pictures of snow foam washes where the car is dripping in thick foaming suds. What's the purpose of that? Well, it's not just for show. Using a foam gun to cover your car in soap gives the soap time to do its job. Thick car washing foam actually lifts abrasive dirt and debris from the surface of your paint so it can be wiped away without damaging the surface. There are any number of soaps out there, so which one is best for your Porsche? HydroSuds Ceramic Car Wash Soap combines a hyper-foaming pH-neutral soap with the high gloss shielding properties of SiO<sub>2</sub> to deliver a hydrophobic wash that adds a brilliant jaw-dropping shine. The silica within the formula adds an intense ceramic shine like you have never seen before.

Once your ride is clean, it's time to protect it. You may have heard of a ceramic coating before, but you haven't heard of one like this! Chemical Guys HydroSlick is a new product that truly deserves its own category! A HyperWax combines the ease of use of a wax with the longevity, beading, slickness, and insane shine of a ceramic. After you wash the exterior, simply dab HydroSlick onto a soft Microfiber Applicator and apply a micro-thin layer to your paint. After a few seconds, wipe it away for a crystal-like super shine, incredible water beading, and durable protection against the elements. It's the ceramic that everyone can apply!

Whether you're a weekend detailer or a professional, we're here to help. Visit [ChemicalGuys.com](http://ChemicalGuys.com) or stop by your local Detail Garage, and don't forget to bring your Porsche. We'll come out, look at it with you, help you find the best products for your car, and teach you how to use them. Or, just bring your Porsche in so we can admire it together. After all, there is no substitute.



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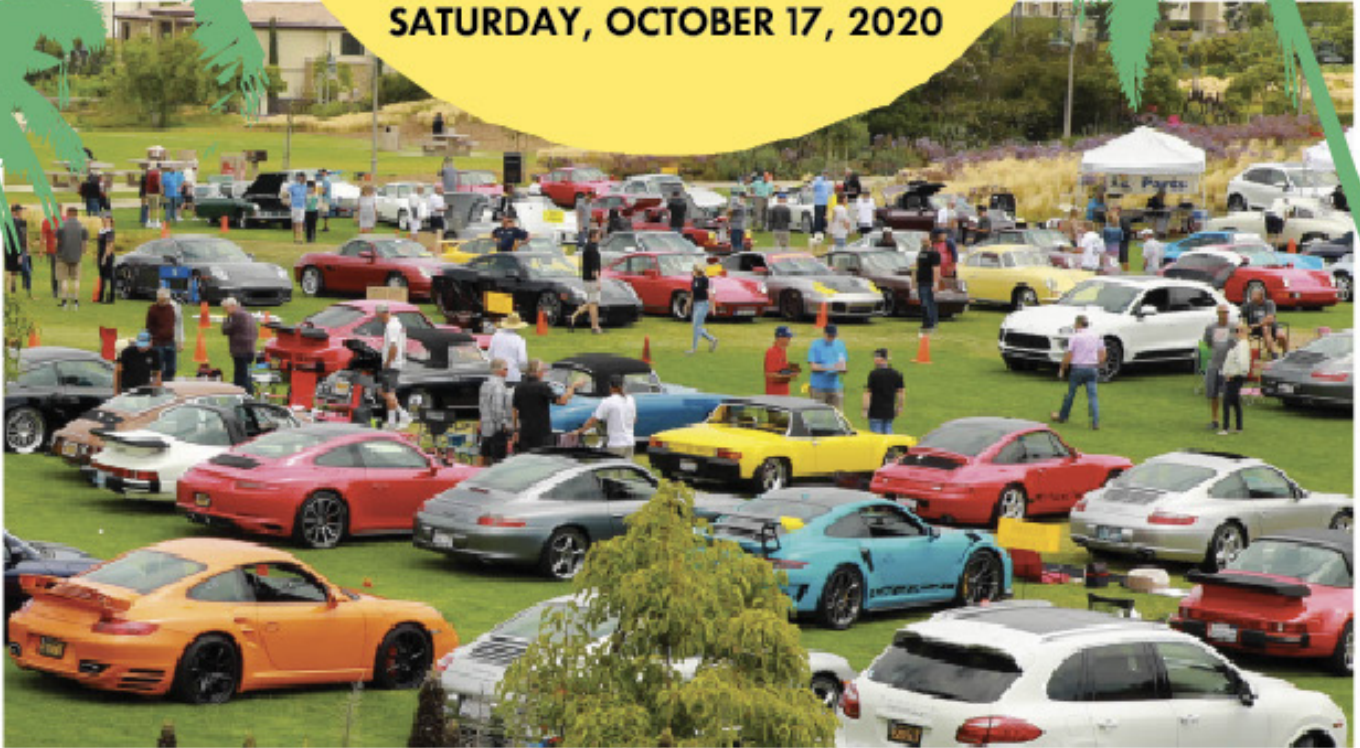
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# RICE'S Ramblings

Story and Photos by Lee Rice



I use this BRAUN Slim bar folding rechargeable LED Light, looking like a “light sabre?!” to replace the brake pads on my “Evo-Blue” Hot Rod 911 turbo. I’ve used the A-P Kevlar Carbon R4S brake pads for nearly 20 years and got them through PORTERFIELD RACING, Costa Mesa. I believe they were originally marketed at one time as “Cool Carbon.” I loved these pads and especially loved them as they are easy on “expensive” brake discs. R4-S are excellent on brake feel, low dust and if wet they dry off quickly, and never ever fade, and rarely ever squeal. But after 7 years I had some inquiries about using MINTEX, and frankly the reports on-line are as varied as the weather. So, I’m trying Mintex on my BIG RED Brakes now. My early report is: So far, very good.

But back to the BRAUN LED light. That light is BLINDINGLY BRIGHT! So please remember to use CAUTION!! Also, it has a very strong magnet on the bottom base. It sticks on a front strut quite well as I was looking for it after my short, first brake bed-in drive, and could not find it? Do you suppose?? Aah, yes, the light up in the right front wheel was a clue. Yes, it is an amazing light and I am finding that I am grabbing it and not the others anymore. Times do change.

I am still getting over a long series of “colds” and as my doctor explained to me it takes smart sense to take it easy with our unusual cool weather. All this and the “-virus” is enough to hibernate a bit!

I also got several wheel/tire dollies and ended up with one that works quite well.

I am amazed at the heaviness of the so-called light alloy wheels sold out there. When Fuchs came out in 1967, it was a revolution in strength, durability and light-weight construction. I had run super light American Racing real magnesium wheels for a while to get rid of the ugly chrome steel wheels at the time. The early Americans lacked the reinforced inner webs so that the later ones had cracked. So, I repaired them and sold them. Onto the Fuchs that the time trial racers raved about! At first, I didn’t think the Fuchs were all that good looking either, but they did not crack, were easy to clean, super easy to remove and

It’s May and it’s spring time! The sun sort of pops out of the clouds and spring is in the air! (Remember this is being written in March.) March and rain and it’s really not the time for getting out for drives and going places. The “virus,” or whatever you want to call “it” is changing America, and the world. This isn’t supposed to happen so we are hunkering down and taking a pass on risking this most unpleasant situation.

I need to correct an error in my last article regarding that light I reported on. It is even better than reported, but it comes from HARBOR FREIGHT, Not Costco!

And going to Harbor Freight, you won’t be in a long line or toilet paper or rationed to only 1 or 2 lights.

reinstall, and very light. They are so light and strong! I was amazed to learn they do not break as cast ones do and can have bent rims repaired! I was jazzed for sure. I still like their engineering but hardly anyone goes to the lengths as Fuchs and Porsche at making an excellent wheel.

My Ruf-Speedline 17" wheels are cast aluminum. I love these wheels but they are heavy. Doing an annual service on my 911, I did a routing brake (& clutch) fluid flush and bleeding, and checked all 8 brake pads (all R4-S pads were excellent).

But after all that was done, and being a bit tired, I had to lift those wheels/tires up and back on. Trust me, this was a bugger! In fact, I was having to think of a way to lift up the wheel/tire with a long 5-foot crowbar, then position it so the wheel would fit on the studs, all while holding the heavy wheel/tire up!

Long story short! A month and half of chiropractor adjustments, which by the way, were excellent. But I don't want to repeat it. I told my wife, Colleen, "I'm done doing this kind of work! I just can't do it anymore. The

risk isn't worth it." Bummer! Then I designed a wheel lift that should work, then looked into the www net to see if anything is out there already? After two experiments I am satisfied with a new wheel/tire lift that greatly reduces back strain.

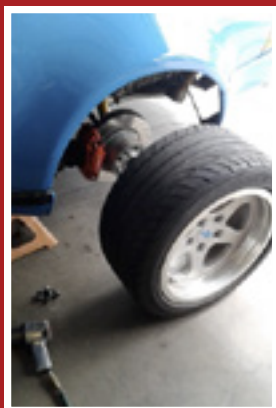
**Keep your love for your Porsche safe, healthy, and have fun.**

**Godspeed  
Leslie F. Rice**

PCA-OCR Tech  
riceturbos@sbcglobal.net

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**Date TBD**

The Performance Driving School will include classroom and on-track sessions for those drivers looking for a structured program to learn more about the capabilities of their car on the track. Drivers with sufficient experience can opt for a day of open lapping sessions with optional classroom coaching.

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Depart: 9:15 / Lunch, no-host, in-route approx. 1:00 pm.

Est. overall mileage: 250 / Est. return to OC: 4:30 pm.

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Sunday, July 12, 2020 Gimmick Rallye

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  - First Car Out: 10:00 am
  - Finish approx. : 12:00 noon
  - Registration Fee \$10.00 per car.

**RSVP Glenn Billings at [ggb41@hotmail.com](mailto:ggb41@hotmail.com)**

# HOLD THE DATE !

Sunday, September 13, 2020

## PCA-OCR PRESENTS : "ISLAND HOPPING" FALL RALLYE

This event will be a fun scenic drive on many islands along coastal Orange County. Bring the Aloha Spirit and wear a Hawaiian shirt for bonus points!

Note that there will be two options for this rallye:

- 1) A challenging rallye with notes to follow, pictures to find, and things to count.
- 2) An easy rallye with clear turn-by-turn instructions.

You can still find the pictures and things to count if you choose to.

- START :**
- Central Park West, 6741 Central Park Drive, Huntington Beach
  - Registration: 8:30 am
  - Drivers Meeting: 9:00 am
- FINISH :**
- Newport Beach
  - First Car Out: 9:30 am
  - Finish approx. : 12:00 noon
  - Registration Fee \$10.00 per car.  
(please try to have correct cash). Net proceeds go to the club.

**Please RSVP to Julie at [JulieHusting@gmail.com](mailto:JulieHusting@gmail.com) by September 10.**

**PLEASE HOLD THIS DATE and then come out for a Fun Drive.**

# PCA-OCR New Members Picnic

**Saturday, September 19, 2020  
11:30 am – 3:00 pm**



**Laguna Niguel Regional Park Pavilion #3  
28241 La Paz Road Laguna Niguel, CA 92677  
(949) 923-2240**

<http://www.ocparks.com/lagunaniguelpark/>

Laguna Niguel Regional Park is nestled in Laguna Niguel. To reach the park, take the Santa Ana Freeway (5) to the La Paz Road off ramp. Head west four miles to the park entrance.

**All PCA-OCR Members are welcome and encouraged to attend.**

**Cost: New members for 2019 or 2020 free**

**Others \$5 per person**

**ALL DRIVERS WILL HAVE TO PAY \$5 PER CAR TO ENTER PARK**

The picnic is going to be at Laguna Niguel Regional Park on La Paz Rd in Laguna Niguel on Saturday, September 19th, from 11:30 am until 3:00 pm (we don't kick you out then however). We will be having hamburgers, hot dogs, all the condiments, sodas, water and games to be played. We can all act like the kids we used to be (I still try to be). The cost is \$5 per person and this is waived for new members that joined in September 2019 through September 2020. There is a fee of \$5 per car that is charged by the Regional Park however. Come out and enjoy a nice setting, good food and members of the Board doing the cooking. Please let me know if you are coming so we can do a reasonable estimate of the food which is needed. **Please RSVP to email : [Johnmooney@cox.net](mailto:Johnmooney@cox.net) by September 17th** to let me know. Sign up at the meeting on September 5th, or let me know by smoke signals if necessary. **Hope to see you there.**

We are seeking volunteers to help with the chopping of veggies, the cooking of meat, the dispensing of beverages, and other little chores for putting on this event. If you are able to assist, **please contact Membership Chair John Mooney : [Johnmooney@cox.net](mailto:Johnmooney@cox.net)**

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Rick Lal  
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Mitsunobu Akutagawa  
Andrea Burns  
Edward Burns  
Mark Tillman  
Pamela Tillman

### 5 Years

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Philip Borup  
Charles Christensen  
Norman Gordon  
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# Classifieds

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

## FOR SALE: 930-911 TURBO

'77 930 Turbo Carrera Coupe, Grand Prix White/Cork lthr, 69K mi. 3 owners. Stock condition, numbers matching, original Fuch wheels, COA. All service records, window sticker, books, tools. PCA member owned. \$129,000.00 Rick 401/486-9233; rick@qmsri.com. RIR (2)

'79 930 Turbo Coupe, Grand Prix White/Tan lthr, 41K miles!!!!. Matching numbers. COA, 4spd trans. LTD slip, sunroof. Manuals, spare tire, jack, tools, air compressor. Concours level car. PCA member. \$119,000.00 Kirk 310/430-5475 kirksannella@gmail.com. LAR (1)

'89 911 Turbo Cabriolet, Linen Gray Metallic/Butter lthr, 13.4K mi. All original. One owner car in Ventura. Flawless condition. \$179,995.00 Paul 805/642-2913; paliur@aol.com. SBR (2)

'96 911 Turbo Coupe, Black/Black lthr, 35K mi. Perfectly maintained with all records. \$153,993.00 Steve 415/990-0706; smhkod333@aol.com. GGR (2).

2014 Turbo S Coupe, Rodium Silver/Red/Black, 22K mi. Custom ordered without sunroof. No track days. Mostly freeway miles. Perfect condition. \$129,000.00 Paul 213/500-1373; paulchamberlainphoto@me.com. LAR (2)

2017 911 Turbo Cabriolet, Silver/Red, 1K miles....!!! Special order car with one owner. Still had that new car smell. Perfect condition. \$165,000.00 David 650/327-2750; david@drivellc.us. GGR (2)

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

2011 GT3 RS, White/Black lthr, 3K miles!!!! Sport Chrono Package, oil/filter change every 12mo. All records \$474,900.00 Jim 630/388-8685; m71911@aol.com. FVR (2)

2015 911 GT3 Coupe, GT Silver Metallic. 5K miles!!!! PCA member. Ceramics, axel lift, lightweight bucket seats. All records \$135,000.00 David 323/28-1873; david.schlocker@gmail.com LAR (2)

2018 911 GT3, Guards Red/Black Alcantara with red stitching. 8K miles Axel lift, Bose stereo. Prefer to sell to PCA member. \$157,000.00 Peter 818/331-1902; galinette.mcgrath@gmail.com LAR (2)

2018 911 GT2 RS, Guards Red/Red lthr, 800 miles!!!! Sport Chrono Package, Front Axel Lift, ceramic brakes. \$349,000.00 Doug 805/471-3684; xglassguy@gmail.com CCR (2)

## FOR SALE: 924-928-944-968-986

'86 944 Turbo, Guards Red/Black lthr, 79k mi. 5 Spd manual, mostly original, good condition, drives well, current on service, no leaks, rust. 18" Turbo wheels, 16" phone dials included. Lindsey Boost Enhancer, strut bars, Koni yellows, stainless brake lines, upgraded pads, Autoauthority chips, Kenwood audio. Maint records, manual, original tools included. \$17,000 Ben 408-444-5670, linkedinben@yahoo.com, OCR (1)



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

2004 Boxster S Special Anniversary Edition #23 of 1953. GT Silver/Cocoa lthr. 36K mi. Tiptronic 5 speed. Interior/exterior in excellent condition. Exterior protected by clear bra. Mechanically flawless. IMS bearing replaced at 34K mi. Bose Sound Package. Always garaged. Custom wheels & exhaust. Price includes all parts needed to return to original condition if desired. \$18,500 John 949/466-2220. jafio@cox.net. OCR (2).



2014 Cayman S, Rhodium Silver/Black lthr, 35.6K mi. PDK, Sport Chrono, Carrera S whls w/colored crests, seat ventilation, Bi-Xenon(PDLS) headlights, power steering plus, Sport design steering wheel, Premium Package w/power sport seats (14-way), Infotainment package with Bose surround sound, front paint protection film wrap, new Michelin Pilot Sport 4S tires. All service records, excellent condition. A light-weight, mid-engine, thrilling driving experience! \$ 46,500.00 Mike: (310) 944-4245, mikelawrence914@gmail.com. OCR (2).



## MISCELLANEOUS

**PORSCHE ENCLOSED SECURED PARKING AVAILABLE:** Parking space for only 2 more Porsches—356 or early 911 to latest 991. All concrete construction sprinklered warehouse building in safe and secured NW Huntington Beach/Boeing area close to 405 Fwy. 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.

# PCA-OCR AD RATES

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## PCA-OCR Ad Rates

Advertising that drives results  
Affluent, Influential, Passionate & Targeted Audience

	Full Color	1 Month	6 X / Year*	12 X / Year*
<b>Ad Rates</b>	Full Page	\$ 450	\$1350	\$2700
	Full Page Premium	\$ 650	\$1950	\$3900
	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.
- Pando is mailed on the 25th of each month.
- Reservation of ads and ad artwork is due no later than the 25th of the prior month of your ad running in the Pando.
- Payment for ads are due 60 days prior to your ad running in the Pando.
- Graphic Design for ads is available at an additional fee. Must provide copy, photos and logos. Contact: [Scott.Starkey.design@gmail.com](mailto:Scott.Starkey.design@gmail.com)

**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**

- **Monica Asbury**
- Advertising Chair - PCA-OCR
- P: 714-330-4311
- E: [sheamonica@gmail.com](mailto:sheamonica@gmail.com)
- 1217 Buena Vista Street
- Suite 101
- Duarte, CA 91010



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