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AUGUST 2020 ISSUE

- SUMMER SCHOOL RALLY 12
- BIG SUR GETAWAY 16
- MINDING THE GAP 20



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PORSCHE



In this Issue

PANDO AUGUST 2020

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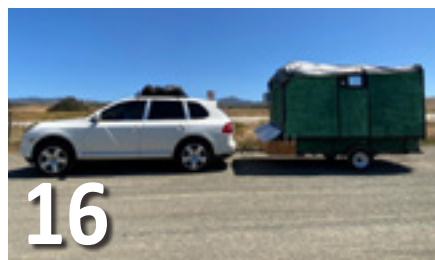
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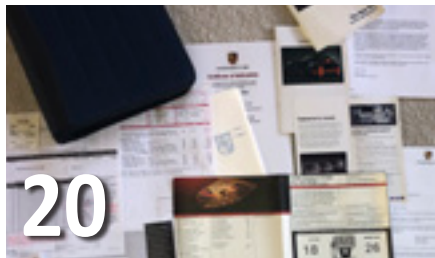
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Summer School Rally



Big Sur Getaway



Minding The Gap

On the Cover:
Porsche Taycan on display,
Porsche Design At South Coast Plaza

Photo by: Gary Ambrose

OCR sincerely appreciates assistance provided by :

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Features

- 6 Book Review
- 8 Where's Pando?
- 12 Summer School Rally
- 16 Big Sur Getaway
- 20 Minding The Gap
- 24 A Long Drive to Escape June's Gloom
- 31 Patriotic Porsches
- 38 PCA Juniors

Upcoming Events

- 2 Calendar of Events
- 2 State COVID 19 Notice
- 32 Scenic Poker Rally
- 32 Lyon Museum Porsche Exhibit
- 33 Island Hopping Rally
- 33 PCA Riverside Zone 8 Autocross
- 34 New Member's Picnic
- 35 SIM Racing
- 36 PCA Waiver Form
- 40 Call For Pando Submissions

Departments

- 3 President's Message
- 4 Editor's Letter
- 5 Contacts
- 26 Rice's Ramblings
- 28 OCR Member's Anniversaries
- 28 New Member Updates
- 39 Classifieds
- 40 List of Advertisers

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Orange Coast Region 2020-21 Calendar of Events

AUGUST 2020

- 1 **Breakfast Club & Board Meeting :
POSTPONED**
- 13 **Monterey Motorsports Reunion (13th-16th)
CANCELLED**
- 16 Poker Rally – Central O.C.
- 16 **Pebble Beach Concours d'Elegance –
CANCELLED**
- 30 Lyon Museum Porsche Exhibit –
At OC Airport

SEPTEMBER 2020

- 5 Breakfast Club & Board Meeting
- 10 Woody's BurgerBahn – HB
- 13 Island Hopping Rally – Orange County
- 17 Porsches & Pizza – MOD Pizza, Laguna Hills
- 19 Porsches & Pastries – Enderle Center, Tustin
- TBD New Member Picnic – Laguna Niguel Regional Park
POSTPONED**
- 20 Autocross Riverside – AutoClub Raceway Fontana
- 23 Porsches & Pescado – Fishbonz, Costa Mesa

OCTOBER 2020

- 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
- 28 Porsches & Pescado – Fishbonz, Costa Mesa
- 31 5th Saturday Breakfast– Mimi's Cafe, Long Beach

NOVEMBER 2020

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

DECEMBER 2020

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

JANUARY 2021

- 9 Annual Meeting / Dinner
- 14 Woody's BurgerBahn – HB
- 16 Porsches & Pastries – Enderle Center, Tustin
- 21 Porsches & Pizza – MOD Pizza, Laguna Hills
- 23 Porsches & Pancakes – Woody's Lido
- 27 Porsches & Pescado – Fishbonz, Costa Mesa
- 30 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.

* 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

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 & 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

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 amphitheaters, 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



The Elks Lodge in Santa Ana, 55 Fwy and Edinger, 1751 South Lyon Street, Santa Ana, 92705.

*S*ome good news! As you've probably already heard through our email announcements, we have a NEW HOME! The Elks Lodge in Santa Ana, 55 Fwy and Edinger, (1751 South Lyon Street, Santa Ana, 92705) is our new meeting venue for PCA-OCR's first Saturday of the month gatherings!

We are super excited about our new home and hope you will be too. Breakfast remains at \$10, inclusive of tax and tip. Coffee and juice will continue to be provided with compliments of PCA-OCR! We do ask for your patience as we get used to the Elks Lodge, and they get used to us!

Now, some not so good news. Based on July's re-closure of businesses due to COVID-19, we will need to postpone

breaking into our new home in August. However, once we are back on track, and we do expect to meet on September 5th, we will be following the governmental guidelines in place, and the Elks Lodge will require all of us to wear masks while entering the building anytime we are in the lobby or hallways. Additionally, an Elks Lodge staff member will be taking everyone's temperature and ask that we sign into their log as we enter the building.

PCA National also requires all members / participants to sign a new CDC Form each time you attend a PCA-sponsored event. This is in effect through May 2021. See pg. 36. It will be helpful if members bring the CDC Form with them as they attend each OCR event to help save on printing costs. You will start to see the Forms included in the emails we send you. Sorry, there are no exceptions to this requirement from National. I know, one more thing, but this is important and we must comply with National's request, and the Form is very simple to complete.

We had a very successful "Summer School Rally" July 12th – did you attend? The Rally Team has a "Poker Rally" scheduled for August 16th! Get out and join the fun!

Have you been shopping our Pando Advertisers? They are open so please patronize them. Our advertisers are who help keep the Pando in print and delivered to your doors!

In the meantime, one day at a time.

For the most up-to-date information on the status of future events, please continue to check your email.

Monica Asbury
PCA-OCR President

We are, PORSCHE STRONG!

EDITOR'S LETTER

Marcia Salans



*H*ello OCR!

Well, 2020 summer in the OC is radically different than ANYONE's experienced. We've gone from California totally shutting down to a few weeks of lifted restrictions resulting in being able to get a haircut, dine inside a favorite restaurant and going to a gym.

And, just as the August Pando is being sent to the printer, here we go again with reactivated restrictions; who knows for how long.....

The new normal is grab your mask, wash your hands and socially distance.

So, having said that - join me as I enjoy either an iced coffee or a large non-caffeine diet soda as I live vicariously through two of the trips our OCR members share in our August Pando. First enjoy Denise and Barry Michaels as they drive up the coast, do some hiking and see a spectacular light display! Then join the Graybehl's, Falk's, Huddleston's and Vanessa Flores as they drive to Kernville, Santa Clarita and check out a new Porsche Dealership. Glenn Billings rounds out the driving section with a detailed description of the July School Rally equally enjoyed by rally veterans and first timers!

Gary Cohn weighs in on the importance of retaining all of your Porsche documentation supporting provenance, while Bruce Herrington's book review reveals a little known local resource of Porsche parts. Lee Rice provides another treasure trove of Porsche vehicle technical insights and his recollection of personal relationships that supported "The Porsche Brand" evolution.

Please enjoy your August issue -
as the Pando staff is taking a very small vacation and promptly resumes with the October 2020 issue based on OCR Member content that you can send in now through September 1, 2020. **(Please check out Page 40!)**

As always, please patronize our stalwart Advertisers for all your Porsche needs, and get out and DRIVE!



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.

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Book Review

Story by Bruce Herrington

JUNKYARD Behind the Gates at California's Secretive European-Car Salvage

by Dieter Rebmann & Roland Löwisch,
Published: May 26, 2020 by Motorbooks,
Minneapolis, MN

This is not a book that is liable to win any literary awards; the photos will not receive awards for photographic artistry. It is possible that many people could flip through it and say it's just snapshots of junk cars. But for someone interested in old cars it is a fascinating "read."

When the book arrived, this reviewer cracked it open and page 88 came up – Racks and racks of dusty dirty car parts jumbled together, unidentifiable except for a bin of dirty old starters. Jammed between two rows of these racks, a very dusty, dirty, hadn't been touched in decades, bumper missing 356B Carrera Coupe! At the risk of offending many people's sensibilities, including my own, it was a Holy Cow! moment for this reviewer. That this massive junkyard of exotic, European car bodies and parts exists in Metro-Los Angeles, right under our very noses, is shocking.

The Preface provides seven pages of text explaining how this 'collection' (pile might be a more appropriate term) came to be, and why it still exists. The remainder of the book is simply a collection of photos. Some show racks of parts similar to the racks at Parts Obsolete. Some of them look

like what Hollywood would put together to convey the concept of a "Junkyard," except that these cars are much more exotic than the Fords and Chevys in most movie junkyards. None the less, the junk treatment given long ago to bodies (and indeed it is mostly bare bodies shown in the piles) of what are now collector cars, grates on modern sensibilities.

The pictures in **JUNKYARD** also show cars, and rare exotic ones at that, parked door handle to door handle, bumper to bumper, in rickety looking buildings, absolutely covered in dust and bird droppings. This reviewer has already been through the book three times slowly, and still finds new glimpses of Porsches each time. And there is always something to grate on the nerves, like a 300SL Gullwing, door up, hood up, covered with dust; even having bird droppings on the intake manifold! Anyone with an interest in old sports cars and an imagination or ability to visualize, will find that the pictures in this book can lead to hours of contemplation.



All the pictures have captions, some informative, some seeming somewhat forced, but usually thought provoking. This is a book for a visual person, who will find it fascinating with something different to think about each time the complex subject matter of these pictures is viewed. Under the dust jacket, the cover of this book is a glossy photo of a huge pile of car bodies. It took this reviewer several tries but I was eventually able to positively identify 15 different Porsches in that cover picture. Anyone who can find a 16th, do let me know!

JUNKYARD is hard bound and consists of 176, 9-1/2 x 11-1/2-inch heavyweight pages, with 157 photos, some double page. By the time you read this it should be available for \$40.00 from your favorite bookseller (ask for it) or from QuartoKnows.com



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Where's Pando?



Arizona :
Dick Sartor

Dick Sartor displays Pando during his trek through the Arizona Desert.



Kernville, California:
Howard Graybehl

Howard Graybehl sent in this group photo taken in front of the Kern River in Kernville, California. He added, "Instead of wearing masks for the photo shoot, we all held our breath!"

OCR reminds you to social distance and wear a mask next time please!

Where will Pando go next?

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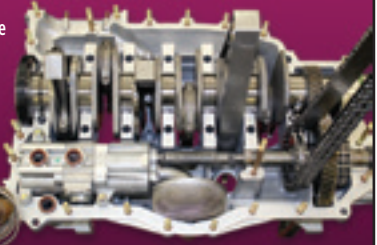
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School's Back



Story by Glenn Billings

Photos by Denny Asbury,
Jim Storms, Monica Asbury
and Julie Hustung

3rd - Third Place went to
Paul and Elena Thenard.



in Session



Glenn Billings and Julie Husting, Rally organizers at around "5 point" railroad crossing.

When you attended your High School English Lit class, you probably had to write a report on Charles Dickens "A Tale of Two Cities." His famous first line is, "It was the best of times, it was the worst of times." Basically, it's a story of pent-up imprisonment and learning to be free again. We may be living through this at present day. When you went to history classes, you know how history often repeats itself.

However, the best of times, if only for a day, occurred Sunday, July 12th when 48 spirited PCA-OCR members burst out of their imposed confinement and were relishing the anticipation of the first driving event of the whole year, the Summer School Rally. Out of 24 teams entered, 14 teams were brand new to rallying. With the temperatures rising to the mid-nineties, our first car was sent out at 10:06 a.m., and the last at 10:30 a.m. Everyone had their odometers set back to zero and were off to find 22 schools, 11 railroad crossings, 4 underpasses and 6 cul-de-sacs, and a point for turning in your waivers. When you took your geography class, you had 8 photos to locate as well. When you went to your 'math class,' all these possible answers totaled up to 52 points.

A miraculous showing by Rob and Shannon Garcia garnered 48 points in their 911. Tying for second, but winning the mileage tie breaker, was Roupan and Amy Puzantian two points behind. Also tied with 46 points was Jon and Jen Yost, who was the only team that identified all the schools correctly. Third place went to long-time participants Paul and Elena Thenard with 45 points.

Normally in these rallies, Caymans and Boxster's do very well, but a complete reversal took place this time with 911s and Carreras taking 7 of the top 9 spots.

We hope to see everyone at the Poker Rally on August 16th, where the winning car receives \$100!

RSVP to JulieHusting@gmail.com.

2nd - Yost family ties for Second Place.



1st- Garcia family wins First Place.

2nd - Puzantian family ties for Second Place.





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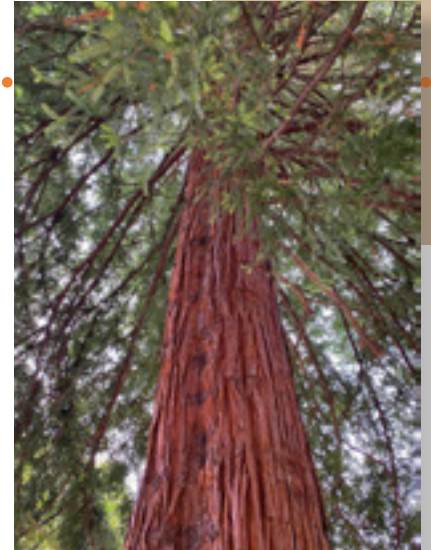
Story and Photos by Denise Michaels



Munro's Field of Lights in Paso Robles. The field is decorated with 85,000+ LED lights .

Pinnacles at Pinnacles National Park

Big Sur Getaway



Monterey's Moon Tree

Going into our third month of semi-quarantine, Barry and I decided we were ready for some R&R, but “where to go?” We decided a drive through Big Sur would fit the bill. Saturday, we headed up the 405 to the 101. Usually when we head north, the earlier we get on the road, the better. However, this time we didn’t leave the house until after 10:00 a.m. Traffic was horrendous!

Saturday night was spent in Paso Robles. Munro’s Field of Lights@Sensorio was our entertainment for the evening. A field decorated with 85,000+ LED lights was absolutely beautiful! Leading up to dusk was entertainment, and of course wine. As night approached, we started our one-mile walk through the thousands of lights. It was a perfect warm summer evening. Don’t miss Sensorio if you are headed north on a summer evening.

On our way to Monterey we stopped by our 59th National Park, Pinnacles National Park which was established in 2013, and encompasses an ancient volcanic field featuring geologic sights, caves and condors. We hiked two miles and saw no other humans – fantastic!!

Our next stop was Carmel and Monterey. We have all been there before but we always find something new to do. We took a hike in Carmel, starting at the mission and then an additional five miles of walking paths in the middle of Carmel. Amazing!

A visit to Monterey is not complete without a walk around Fisherman’s Wharf. Actually, it was the least favorite thing we did. Just too many people; however, visiting Monterey’s Moon Tree was interesting and fun. The seeds from this particular Redwood tree went into space on Apollo 14 in 1971 as an experiment.

Travelling south on Highway 1 through Big Sur was actually very relaxing and beautiful. There weren’t too many cars. However, the most unusual Porsche we saw was a Cayenne pulling along a crudely made travel trailer which had a tarp for a roof and even a small a/c unit in the window!

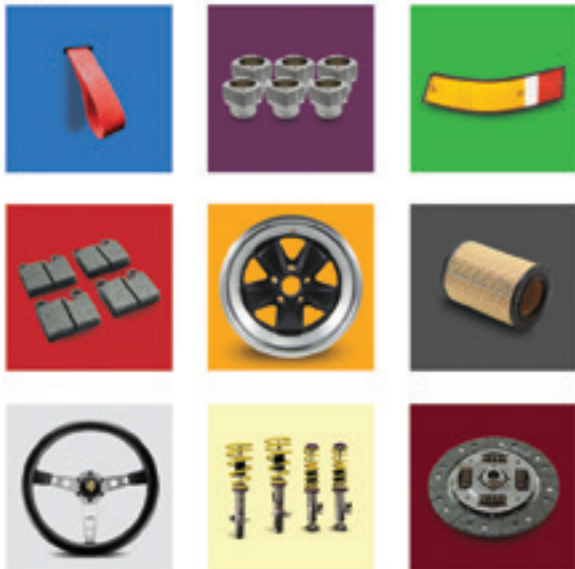
Yes, unfortunately, Hearst Castle was still closed but it was great to get out and exercise our Porsche!

Porsche Cayenne pulling self-made travel trailer.

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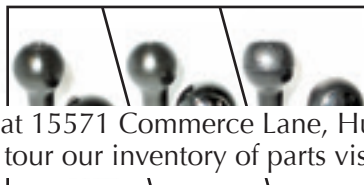
• Reconditioned pedal assembly 1965-1983



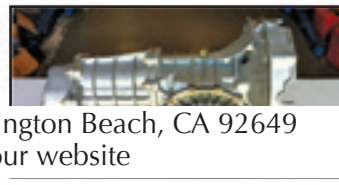
• Rebuilt engines 356-996



• 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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Minding the Gap

Story and Photos
by Gary Cohn

Even as a young man I knew the value of paper. Not just any paper, more specifically documentation paperwork. I was at that time, and remain today, fascinated by history. Somehow the knowledge of what had happened to a person, place or thing at some point in the distant past moved me. I have always loved to fill in the gaps, to understand the context and compare what was taking place at other places and points in time.

My final act as the owner of my first Porsche was to roll up a small 1 inch tall by 4-inch-long piece of paper and place it into the roof rack mount recess of my soon to-be-sold Arctic Silver 2006 Carrera S. The paper had my contact information and a note that said, “Call me if you want the records for this car.”

Flashback five years after literally months of detailed searching across the country, I found what I was looking for 75 miles from my home! The car was perfect. It was the right color and had virtually the perfect options list. Over the course of ownership, I had religiously kept records. I had the original bill of sale, tire and wheel warranties, Certificate of Authenticity, inspection documentation, hang tags, brochures and literally every receipt for service and upgrade parts associated with the vehicle. Every date, every person, every organization involved with my car at some point could be traced. At least to me, that mountain of paper had value.

After five years of ownership I grew restless. I was not a PCA member and lived in my own world, oblivious to the resources of both the Internet and Porsche-specific forums to help sellers. I was going to do the unthinkable, I was going to sell my car back to a dealer with no idea where it would end up.

Unfortunately, the mass of documentation could not be rolled up and stuck in that roof rack mount recess.

Like many lovers of cars, I collect watches. Even before I bought my first nice watch, I knew that the key to maintaining the value of any purchase of this type was to keep all the documentation relative to the transaction, warranty, and operation. I have a dresser crammed full of watch boxes and

papers. To me they are touchstones of the past that confirm facts long forgotten. They also support the provenance - the chronology of ownership.

When I purchased the car, I asked the salesperson what the purpose of the four recesses in the roof edge was. He jokingly answered that it was designed to allow salespeople to hide cigarettes that they could smoke when they were out on the lot. That comment set me thinking about the recesses as a small stash spot. I never did use the recesses for their intended purpose. We all know Porsche's are truly practical cars but somehow the idea of bolting a rack to the roof of my car and hauling luggage or lumber seemed crazy.

When I am not working on or cleaning my Porsche, my day gig is an architect. As a group, architects are trained to strive for order and clarity. We know the importance of checking the details and making sure all information about a design has been communicated to those constructing and ultimately using a building. That mentality extends to other aspects of my life and in this case, it led me to want to fill the gap that I knew was going to be created by me not knowing who the next owner would be.

A couple of years ago I purchased another 911 to match the newer 991 in my garage, a 1997 993 to be exact. The seller



The Paperwork Gap



That innocent stack of service records led me to a deeper understanding and appreciation of the car.

(a PCA member) passed along a very complete set of records of the car's service history that allowed me to not only understand that the oil had been changed on average every 4,400 miles but also provided me with the names of all three previous owners. Through the magic of the internet I was able to dig up details and reached out for more facts. Surprisingly (or not,) people were willing and happy to share facts about where the car had been, interesting people associated with its ownership, big trips and even what it had meant to them personally to purchase and own the vehicle. That innocent stack of service records had led me to a deeper understanding and appreciation of the car. It filled in the gap.

So, if you happen to be the owner of a manual transmission, silver 997S, with the VIN ending in 358, that you bought "pre-owned" and you want details of maintenance on your baby before your time, you may want to check the rear driver's side roof mount recess and see if a rolled-up piece of paper exists which leads you to the answers to your questions about the first five years after it left Stuttgart.



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A Long Drive to Escape



Summer's June Gloom

Story by Howard Graybehl
Photos by Howard Graybehl & Vanessa Flores

We decided we had to get out of the house to escape summer's June gloom combined with the current "uncertain times," but where to go? After much thought and consideration of different options (a long enough drive to enjoy our Porsche, some different scenery and maybe include some of our Porsche friends,) we planned a Porsche day outing with a few other OCR members. Deciding we would head north, we set our destination for Kernville and thought we would also stop in Santa Clarita to visit a newly opened Porsche dealership to familiarize ourselves in the event a service stop is necessary on a future inland - to - Monterey trip.

Have you ever been to Kernville? It is a cross between an old mining town, a tourist destination and a highway stop for gas. Kern River rafting is the main attraction. The town is a mix of funky motor lodges, a few B&B's, honky-tonk bars, antique stores and river rafting vendors. But, in June, it is hot, the air is clear and the area highways provide a few great driving roads.

So, off we went, headed for Kernville with our first stop in Santa Clarita to visit the brand-new Porsche dealership. With the understanding of loyalty to our Porsche advertisers Circle and Riverside, we were curious to see this new Porsche dealership. Similar to the open, airy and bright layout of most of the OCR area stores, Santa Clarita differentiates itself with an "order to menu" cafe and an unforgettable gem - a collector car display floor holding some remarkable examples of road and race Porsches. We stopped for a 1-1/2 hour visit and spent 3 hours including a sumptuous lunch and a guided tour of the service department.

And, how's this for unexpected service? It was noticed that one of the cars in the group had a front wheel alignment issue. Nothing serious but noticeable. While touring the service department and talking about the new, high-tech wheel alignment bed, the out-of-alignment wheel was mentioned. The service manager said "let's check it out, give me your keys." Turns out, the front wheel had a ten-degree camber issue which was corrected and the car owner got a free printed report. A memorable experience, indeed.

While we could have spent another hour - how about a Taycan test drive - we had to get back on the road to reach Kernville before dark. We headed north and east through a few deserted canyon roads above Santa Clarita and out onto the flat-lands of the high desert near Lancaster. Highway 14 has plenty of open, flat roadways to enjoy as one cruises along at the speed limit. With our next waypoint - Highway 178 west - quickly approaching, we almost missed our turn off. All of us were out in the middle of nowhere without a gas stations to be found.

Highway 178 is a scenic roadway over the Walker pass that can close in the winter because of snow. But, in June, it is wide open. Except for the slow campers and RVs and hay trucks, there is plenty of open road to let the Porsche ponies run. Once you wind your way around the north side of Lake Isabella, the road drops down into Kernville. A group of Porsches attracts lots of attention and gets plenty of looks. They do not fit in with all of the local pick-up trucks but we found a safe place to group the cars.

After a filling late lunch, who needed a heavy dinner? Instead, we sat in the warm evening air and enjoyed fun chatter about the day's drive and other Porsche experiences. When the coolers were empty, we all wondered off to our rooms for a good night's rest in preparation for another hard day of touring.

And, what a day of driving it turned out to be. With our route set for the mountain highway and through the farm lands east of Bakersfield to the Grapevine, our ultimate target was Philippe's Restaurant near Los Angeles Union Station. Highway 178 is an excellent 4 lane, divided highway meandering along the Kern River for about one-half the way down the mountain until it turns into a narrow, two lane curvy challenge. Throw in the campers and beverage delivery trucks - think beer - it can be a slow go until the slow vehicle takes a turn-out.

But still, we're making good time and Philippe's is on target for a lunch time arrival. That is, until we make a quick pit stop and discovered that one car in the group has a rear flat tire. Now we all know that very few 911s carry any kind of spare tire so out comes the slime tire goo that should get a car off the highway; or, in this case, about 5 miles to a tire store. But, the slime is a failure. What's next? Try AAA. After an hour wait in the 90+ heat, the car gets loaded on a flat bed and delivered to the local tire shop only to find a two and one-half hour wait for service. And, there goes Philippe's.

The saga continues over the next three plus hours as the tire is deemed unusable because of internal damage, the shop has to get a replacement tire from the local warehouse and, the shop rushes to get the tire mounted and installed before their closing time. Only a local Mexican restaurant could save the day as it gave us a place to get out of the heat and, enjoy refreshments and lunch. At long last, off we go headed for home with hopes that the Los Angeles Friday evening traffic will be light and, to our good fortune, it was light.



All in all, a fun drive with fellow Porsche enthusiasts but there are lessons to be learned:

- 1.** Always carry a container of tire goo.
- 2.** Pay attention to the expiration date printed on the container.
- 3.** If an expiration date is missing, do not assume that the product lasts forever. It seems that exposure to high heat can affect performance.
- 4.** Make a concerted effort to remove whatever has punctured the tire. The tire goo should flow into the puncture and the nail will impede flow.
- 5.** Always carry an accurate tire pressure gauge.

Perhaps the most important preventative action is to check the pressure on all tires before starting a lengthy drive as it could give warning to impending tire issues that you don't want to experience while driving on a mountain road.

Thanks to the Huddleston's, the Falk's and Vanessa Flores for a great escape.

RICE'S Ramblings

Story and Photos by Lee Rice

The pandemic war seems to drag on with some ugly and stark consequences!

Staying safe is nearly living like zombies. But for me, my wife and my 'house,' we are doing just that.

It's so strange, we have these fantastic Porsche cars for going places and doing things; but now going anywhere can cause some concern.

So now stuck at home in your 'shop,' is a good time to look into some of those small things you've put off. Of course, for some very good reasons. Have you ever read your Owner's Manual, assuming you have one?! Some cars don't come with them anymore. If you have one, they seem to have grown into a small dictionary. Well, please take my advice, you need to read what you have regarding your Porsche's operations. (PS The good parts are past the legal stuff in front like: DON'T drink brake fluid or gasoline, as it's really bad for you!) Past that, I'm pretty sure you'll learn something about your Porsche. Try it.

So, at home in your "shop" is a nice time to take care of some small issues. Go for it! I can only imagine there are going to be some extremely well repaired Concours Porsches in the future.

Regarding my continuing story on James Poste's 1977 Turbo and the total upgrade, is dragging on for many, many reasons but it is progressing! Due to that, I'm kept away from some of my own needed work on my 911. SAD.

However, there's no reason you can't drive your Porsche around and enjoy it. You might find some interesting, semi-uncrowded roads. Of course, it's with dire caution and safety, but do get out and do what I call a "Dawn Patrol," a drive around familiar places to check out your Porsche, see if everything is operating OK and keep your driving skill set up.

Hans Mezger has passed on; however, we sadly, but joyously remember him for his abundant works at Porsche.

Many stories will be in print by the time this goes out to the mail, but a word here of my experience from him. Back in the 1970's, something I was communicating with Josh Saddler in England about concerning importing some 'well used'

911 2.7 RS cars that got too complicated at the time, but our conversation got around to Hans Mezger and his fantastic creations like the engines in the 908, 901-911-917-930-956-TAG F-1s etc. (and much later some interesting RUF engines as well.) Of course, the 917 was then "The Thing" I wanted to know the most about during those days.



Hans Mezger with a new 1975 911 Turbo (930)



"Porsche SAE Papers"

I was offered a copy of Mezger's S.A.E. presentation papers on those very engines. Well, I jumped and bought them and to this day, I still treasure them. I think I wore the paper down a bit as I focused on gleaming as much as possible from them. They are, or were, available in a condensed booklet containing three subjects; Engineering the Performance Car, Mezger, the engines in the 901-917, Turbocharging Engines for Racing and Passenger Cars, Mezger, and along with these a 924 story in one booklet. See *Motorbooks International* Copyright 1979.

Hans Mezger with Valentin Schäffer creatively made turbocharging a winner on the track, yet tame for the street. Godspeed!

.....

ASK A MECHANIC: Good luck?

.....

"I have a 1987 Porsche 930 which is working well. However last April, it failed a Smog check. I was told the catalytic converter was not filtering enough and I installed another one from another car to pass the test. I would like to know if you have recommendations for a catalytic converter for these 930s"

A tired CATATYLIC Converter is a time of caution!

First off, a CAT sometimes with age can become tired from heat and sometimes over-rich running during cold warm-up, hard acceleration driving, and sometimes the earlier CATS internal cells break, come apart, and clog the CAT.

I replace the earlier CATS with the later metal matrix CATs for better gas cleaning and exhaust flow.

However, the problem MAY be a bad O2 Sensor (Oxygen Sensor.) When an O2 sensor goes bad, it will "miss-inform" the Jetronic computer, under the driver's seat and send a false signal to the Fuel Injection. That false signal further leans the engine Air/Fuel Ratio. This leads to high temperatures and engine damage.

There is a test port in the exhaust on the left (driver's side) to do an accurate testing and adjusting of the C.O. and determine the pre-CAT exhaust gas. Then you do a reset of the CO, (Mixture screw atop of the C.I.S meter) unit for your engine, a 1986 - 1989 which is a 930/68 and they are set to C.O. of 0.6%.

Just to give you an idea of what's going on, the earlier 930 turbos (930/50 and /60s) are set to run at 2.5-3.0%C.O. at idle, in order to have a balanced air/fuel ration while driving in cruise. However, that 3.0 % is very rich because the original 930 turbo C.I.S. Fuel Injection system came from a V-8, with a very large engine displacement in mind. The 930 Turbo's have two fuel ports blocked off for the then-thought to be limited run of only 500 ea. 930 Turbos. I believe it's important to know that your 930/68 engine's fuel injection system has many upgrades on it since 1975. However, the original Air Meter is the same in size as the original 1975 unit and suffers this odd air/fuel balance.

The earlier 930 turbos all had to have A.I.S. (Air Pump) to pump air into each exhaust port where the excess fuel in the exhaust was simply burned. That would otherwise fail the PPM or Parts Pr. Million. The exhaust was cleaner but there was too much of it.

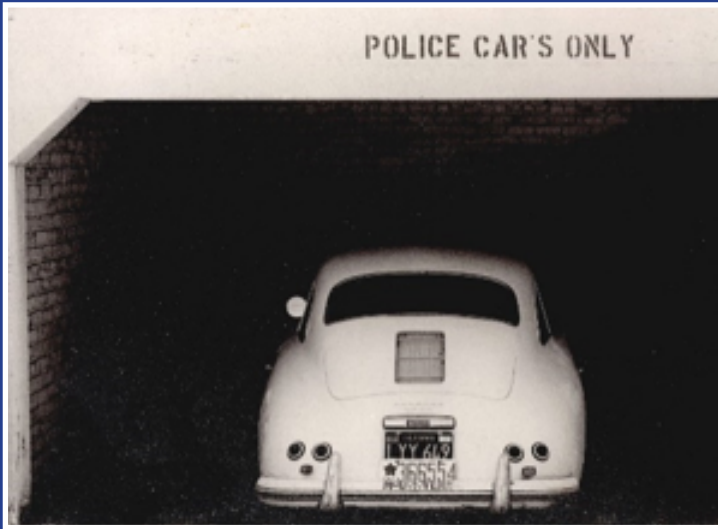
Your 930/68 engine still pumps air directly into the head's exhaust ports, but only for a few seconds, and then it switches over to pump that air into the 3-way catalytic converter system. That makes the exhaust clean and legal. Your engine when warm, adjusts the Air /fuel ration within the O2 sensor's lambda range at around 14.5% which is slightly lean at the specified 0.6% CO.

However, if this mixture is not enriched it would burn pistons, valves, head gaskets, etc. So . . .

So when your (930/68) engine is cold, or accelerating or having fun-on boost, the three small, under seat, Jetronic (computers) while maintaining the Lambda fuel ration in cruise, will at start, cold idle, acceleration, and on boost run the CO richer to get the power out and have a safe air/fuel ration while doing so.

One drawback though, the entire system is factory set, non-adjustable, and is time limited in the rich range. This system is designed for a standard system without any modification.

These Jetronic computers work very well and make your engine run clean, safe, and get some of the power it is designed for. But again, although it is a partial computer system, it's a dumb one.



Nothing special here. Well just two, no need for words P-car images."

IF your O2 sensor is confirmed to be good, then I think a new CAT is needed.

PS. The CAT only usually clogs up from being old and / or using bad gasoline, and I'm sure being a PANDO reader, you are not doing that. It's likely just old.

PS. Only as a thought? I have modified several 1986 - 1989 turbos with the later 1991-1994 turbo's all metal matrix catalytic converters which give much more reliability, better breathing, and power. Example the 3.3Liter 1989 Turbo (930/68) is rated and 282 hp.

The same basic 3.3L C.I.S. turbo engine in the 1991 C-2 Turbo (M30/69) has a new and larger intercooler, better turbocharger, but the same fuel injection and a new, larger all-metal matrix catalytic converter is rated at 320 hp. That's 38 free horsepower!

This C-2 turbo CAT is also used on the 3.6-liter turbo engines as it handles the increase in exhaust gas volume just fine. Also, the original small (and restrictive) muffler could be made to fit under the C-2 CAT with the original muffler.

OR you can run a 180-degree pipe out and under the C-2 CAT and into a 1 to 2 pipe collector and run a pair of 2" twin pipes to the normal left side exit.

I have seen this set up and others like it done for the better running, reliability and easier to work on them. This ends up looking exactly the same but works much better.

(PS The CAT without these long twin tubes, is loud because it is a free breathing CAT. The twin long exit pipes reduce the loud deep noise considerably.)

As Always - BE SAFE!

Godspeed
Leslie F. Rice
PCA-OCR Technical

**We DO answer inquires, questions or comments,
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riceturbos@sbcglobal.net**

**Rice's Ramblings:
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riceturbos@sbcglobal.net

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

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PCA Demographics

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

Contact

Monica Asbury
 Advertising Chair - PCA-OCR

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 E: sheamonica@gmail.com

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OCR Membership Updates

Anniversaries - August

35 Years

Moo Dyke

30 Years

Richard Bessire

20 Years

Gary Akin

Jacquelyn Akin

Adriana Benke

Everett Benke

Christina Hebert

William Hebert

David Patching

15 Years

Dave Eck

Peter Wernett

Suzanne Wernett

Becky Wyatt

Roger Wyatt

10 Years

Anthony Ede

Kevin King

Molly Levitta

Scott Levitta

Louise Upham

M. Vaders

5 Years

Robert Ashlock

Dave Hath

Kathy Hath

Grant McCorkle

Donald Mckinzie

Janice Mckinzie

Chris Mewes

Terry Mewes

Tom Motherway

Michael Olson

Ben Teitscheid

Dan Teitscheid

Jeffrey Van Arsdale

Mary Okuhara-Yip

Tom Yip

New Members - June

Ken Eastman

2003 911 Turbo Red

Andi Matsumoto

1999 911 Carrera Silver

Darryl Endo

2006 911 Carrera S Seal Gray Metallic

Jason Goldman

2019 718 Cayman S GT Silver

John Hauser

2010 Boxster Black

Mehmet Karacay

1999 Boxster

Angie Kardashian

1986 911 Carrera Red

Nicholas Koh

2014 911 Carrera S Black

David Tourtlotte

1987 911 Carrera Targa Guards Red

Levan Natsvlishvilig

2016 Boxster Spyder Silver

Robert Callaway

1976 914 2.0 Black

James Murray

2009 911 Turbo Cabriolet White

Kyle Eckermann

2004 911 Carrera 4S Red

Anthony Hansen

2011 911 Carrera 4 Cabriolet

Mark Essayian

2018 911 Carrera 4S Cabriolet

Patriotic Porsches

Photo by Jeff Douglas



Summer Getaway at Cook's Corner, Trabuco Canyon, California

2008 White Carrara Boxster S:
Larry & Sue Finlayson
San Clemente

2007 Guards Red Boxster S:
Mike & Linda Nelsford
San Clemente

2003 Lapis Blue Metallic Boxster:
Jeff & Cindy Douglas
San Clemente

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POKER RALLY

Sunday, August 16, 2020

PCA-OCR PRESENTS: A SCENIC POKER RALLY

This event will be a pleasant and simple (+/-) drive about Central Orange County. Follow the Route Instructions, stay on course, find the checkpoints. Draw a Pokercard at each check point to form a Winning Poker Hand / \$\$ 100.00 Winner's Pot \$\$.

Registration 8:45 a.m. at the OC Justice Center in Newport Beach (Jamboree @ Birch), 4601 Jamboree, NB, CA 92660. Start approx. 9:30 a.m. and Finish approx. 12 Noon in Tustin.

The Registration Fee will be \$15/car at Registration (please try to have correct \$). Remember: Winner gets the \$\$Pot\$\$ and the remainder (net proceeds) go to OCR.

Please RSVP to Julie Husting at JulieHusting@gmail.com by August 13, 2020.

NEW DATE!

WEEKEND OF PORSCHE

August 30
~~Sunday, July 19, 2020~~
8 AM - 1 PM
PCA Member Special!
911 Air Cooled Focused
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Must Arrive by 8:15 AM
Meet Between Paularino Ave and Baker St
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HOLD THE DATE !

Sunday, September 13, 2020

PCA-OCR PRESENTS : "ISLAND HOPPING" FALL RALLY

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 rally:

- 1) A challenging rally with notes to follow, pictures to find, and things to count.
- 2) An easy rally 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 by September 10.
PLEASE HOLD THIS DATE and then come out for a Fun Drive.**

PCA ZONE 8 Riverside Region Autocross

Sunday, September 20, 2020

VOLUNTEERS-YES

SPECTATORS-NO

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Porsche Riverside
A Walter's Automotive Company



Auto Club Speedway, Fontana

**If you have any questions regarding this event, contact the Event Host :
Kraig Storm through MotorsportReg.com**

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 92653
(949) 453-7272**

<http://www.lagunaparks.com/niguel>

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

All PCA-OCR members are welcome and encouraged to attend.

Cost: All members for 2019 or 2020 free
Non-members \$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 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**

SIM RACING



PCA Sim Racing provides fun and competitive online racing against members from all 14 Zones!

Join PCA members from all 14 Zones.

Ready to join us in PCA Sim Racing? The group is founded on the principles of gentlemen driver racing found in PCA Club Racing. If you are a beginner racing online this is a great place to start as we openly coach and mentor new drivers through our highly successful eDE Driver Education program. Races are broadcasted live on YouTube with professional announcers.

JOIN US! <https://register-simracing.pca.org>

FOR MORE INFORMATION: <https://pcasimracing.com>



PORSCHE CLUB OF AMERICA

CDC Waiver

Effective immediately, the "CDC" Waiver shown here must be signed, completed and turned in by each member and / or participant every time you attend a PCA event. Watch for emails with the link / pdf so you can download the Waiver and bring it with you.

COMMUNICABLE DISEASE EXPOSURE AND INFECTION ASSUMPTION OF RISK, HOLD HARMLESS, RELEASE, WAIVER OF LIABILITY AND INDEMNITY AGREEMENT

APPLIES FOR ALL PCA ACTIVITIES ONE YEAR FROM MAY 26, 2020 THROUGH MAY 26, 2021

As lawful consideration for my being granted access to this facility or event ("FACILITY"), and being permitted to participate in its activities, including but not limited to being allowed to drive, compete, crew, officiate, spectate, observe, work, volunteer, participate in any way or otherwise be granted entrance to FACILITY for any reason ("ACTIVITIES"), and by signing below, I acknowledge that I have read, understand, and agree to the following, on my own behalf, on behalf of any minor accompanying me, and on behalf of my personal representatives, heirs and next of kin, agents and principals:

1. The novel coronavirus, COVID-19, also known as "severe acute respiratory syndrome coronavirus 2 ("SARS-CoV2") has been declared a worldwide pandemic by governments and public health agencies. SARS-CoV-2, COVID-19 and/or any mutation or variation thereof (hereinafter "COVID-19") is extremely contagious. COVID-19 and other communicable, contagious and/or infectious diseases, (collectively, "DISEASE") can be spread by exposure to people or otherwise.
2. The unavoidable risk exists that I will become exposed to and/or infected with DISEASE, and could suffer resulting and/or related death, disability, illness, sickness, infection, disease, syndrome and/or other undesirable health condition (collectively "AFFLICTED"), whether now known or unknown, from DISEASE.
3. No one, including RELEASEES as defined below, can eliminate the risk that I will become exposed to or infected by or otherwise experience DISEASE. I am personally responsible for following the DISEASE mitigation guidelines and restrictions of federal, state/provincial, county or other applicable authority including those of FACILITY. I understand that being AFFLICTED by DISEASE may result from the actions, omissions, or negligence of myself and others, including, but not limited to, RELEASEES as defined below.
4. I voluntarily, and knowing the foregoing risks, assume these risks and accept sole responsibility that I may be exposed to and/or AFFLICTED by DISEASE by entering FACILITY or participating in ACTIVITIES. If I choose not to assume these risks, I will neither enter FACILITY nor participate in ACTIVITIES, and by staying at FACILITY I affirm my continuing acceptance of all such risks.
5. I hereby RELEASE, WAIVE, DISCHARGE and COVENANT NOT TO SUE PCA or its zones or regions, FACILITY owners, FACILITY operators, the promoters, participants, racing associations, sanctioning organizations or any affiliated entities thereof, track operators, track owners, officials, vehicle owners, builders and designers, drivers, crews, rescue personnel, any persons in any restricted area, promoters, sponsors, equipment and parts manufacturers and suppliers, advertisers, owners and lessees of premises used to conduct ACTIVITIES, premises and event inspectors, those who clean and maintain FACILITY, concessionaires and vendors, volunteers, surveyors, underwriters/brokers, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or ACTIVITIES, and for each of them, their directors, officers, agents, employees, representatives, owners, members, affiliates, successors and assigns, collectively referred to as "RELEASEES", FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin, agents and principals FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR, WHETHER CAUSED BY THE NEGLIGENCE OF ANY RELEASEE(S) OR OTHERWISE INCLUDING EXPOSURE TO DISEASE, THAT MAY RESULT IN ILLNESS, INJURY, DISABILITY AND/OR DEATH. I understand and agree that this release includes claims based on the actions, omissions, or negligence of any RELEASEE whether DISEASE exposure occurs before, during, or after entry to FACILITY and/or participation in ACTIVITIES at FACILITY.
6. I hereby agree to INDEMNIFY and SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost (including their attorneys' fees and costs) that they may incur arising out of or related in any manner to my attendance at or participation in ACTIVITIES.
7. SEVERABILITY AND ENFORCEMENT. This Agreement is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which ACTIVITIES are conducted and if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect. I intend for this Agreement to apply any time I am present at any FACILITY during dates noted above.

BY SIGNING BELOW, I ACKNOWLEDGE THAT I HAVE READ AND FULLY UNDERSTOOD ALL OF THE TERMS OF THIS AGREEMENT, UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP LEGAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, ORAL REPRESENTATIONS OR GUARANTEE BEING MADE TO ME, AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF LIABILITY TO THE GREATEST EXTENT PERMITTED BY LAW, INCLUDING THE RIGHT, DIRECTLY OR INDIRECTLY, TO SUE THE RELEASED PARTIES.

Signature:	Address:
Printed Name:	Mobile #:
Date:	

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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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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>.



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Would you like to advertise your car
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Please contact Bob Weber
714-960-4981

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

'79 930 Turbo Coupe, Silver/Black
lthr, 87K miles!!!!. Matching numbers.
Sunroof, Factory sports seats, 4spd trans.
LTD slip. PCA member. \$79,000.00 Ken
ken_caldwell_2000@yahoo.com. LSR (1)

'87 911 Turbo Coupe, Guards Red/
Cashmere lthr, 25K mi. Sport seats, LSD,
original Blaupunkt, Fuch wheels. Top/
bottom rebuild. \$100,000.00 Larry 614/288-
9012; ldyne@talontrims.com. LAR (2)

'87 911 Turbo Coupe, Silver/Black
lthr, 25K mi. Sport seats, LSD, original
Blaupunkt, Fuch wheels. Very original,
all service docs. PCA member owned.
\$125,000.00 Gene 713/459-3083;
genewil991@gmail.com. LSR (2)

'89 911 Turbo Coupe , Slate Gray Dark
Burgundy lthr, 79K mi. All original.
Includes original tool kit, Blaupunkt
Reno radio. Andial FEC unit. Excellent
condition. \$144,000.00 Eric 541/690-
8153; deveilsgardenranch@gmail.com
NWR (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 (1)

'96 911 Twin Turbo Coupe, Black/
Black lthr, 35K mi. Well maintained.
All documentation and service records.
Always covered and garaged. PRICE
REDUCTION \$145,993.00 Steve 415/990-
0706; smhkod333@aol.com. GGR (1)

2017 911 Turbo Cabriolet, Silver/Red
lthr, ONLY 1K mi!!!!!!!. Smells brand new.
\$165,000.00 David 650/327-2750; david@
drivellc.us. GGR (2)

FOR SALE : 911—GT2 and GT3; Carrera GT

2015 911 GT3 Coupe, Black/Black lthr,
6.8K mi. Original owner. PDK, Axle Lift,
Sound Package Plus, PCM, Nav. . All records
\$120,000.00 Tom 502/664-3300; tstinnett@
stinnetriv.com. LR (2)

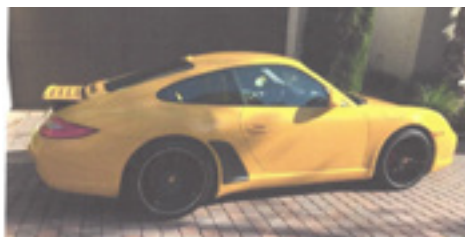
2018 911 GT3, Graphite Blue Metallic/
Black ltr, 2K mil Axel lift, Bose stereo,
PCCB. \$175,000.00 Frank 503/781-
8952; sklbe@gmail.com NWR (2)

2018 911 GT3, White/Black ltr, 7K mil
CPO May 2024. GT3 Touring Package,
Axel lift, Bose stereo, PCCB. \$151,500.00
Andrew 360/791-3985; dr.and@
getyoursmileon.com NWR (2)

2018 911 GT2 RS, Guards Red/Red ltr,
ONLY 959 miles. Weissach Package, Axel
lift, Ceramic brakes. \$356,356.00 Doug
805/71-3684; xglassguy@gmail.com
CCR (2)

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

2009 911 Carrera 4S Coupe, Speed
Yellow/Black lthr, 103K mi. PDK, Sport
Seats, Sport Chrono Package. Navigation
system, Bose Sound Package. Black
19” Sport Whls. PCA member owned.
\$43,000.00 Denny 949/584-6077;
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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.

Update Your Profile Information



Is your account up-to-date?

Accurate information provides:

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

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

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

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

STEP 1

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



STEP 2

Click on "MEMBERSHIP LOG-IN" to sign in



STEP 3

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



STEP 4

Click on "Edit" to access the editable information areas



STEP 5

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

Click on "Membership" to update your vehicle information

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

Index of Advertisers

A.I.R. -----	10
AudioLab -----	7
AutoKenneel -----	19
Bart Zandbergen CFP -----	37
Cape Auto Repair -----	10
Chemical Guys -----	23
Circle Porsche -----	IFC
Cooper's Classy Cars -----	9
Doorshield -----	18
Ed Pink's Racing Engines -----	9
Einmalig -----	18
European Collectibles -----	37
Fabricante Auto Body -----	19
Fairway Mortgage Capital -----	31
Integrity Motorcar -----	15
M. Scott Huddleston -----	38
Pacific German -----	11
Pelican Parts -----	18
Porsche Riverside -----	BC
Porsche Design -----	IBC
Protective Film Solutions -----	14
Ultimate Shield -----	10
Winding Road Racing -----	9

Greetings PCA OCR Members!

We are now taking submissions for the October 2020 Pando and future 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 Porsche's? 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 September 1, 2020 . 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.

Best,
Marcia Salans, Pando Editor
 "Every Member Has A Story ""Every Porsche Has A Story"

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