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APRIL 2024

THE EXTREME DRIVE	14
THE CANYON DANCER	20
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Porsche Club of America • Orange Coast Region

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Editor Rob Alen
robalen602@gmail.com

Associate Editor Lou Leto
louleto@aol.com

Production Manager Jan Knight
janknight@sbcglobal.net

Advertising Chair Robbie Crawford
ads4pcaocr@gmail.com

Classified Auto Sales Editor Bob Weber
hbobw930@aol.com
714-960-4981

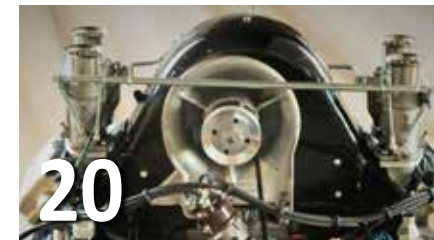
Technical Writer Lee Rice
riceturbos@sbcglobal.net

Contributing Writers Rob Alen
Jim Miller
David K. Whitlock
Lou Leto

Contributing Photographers Gary Ambrose
Jim Storms
Rob Alen
Denny Asbury
Monica Asbury



14 The Extreme Drive



20 The Canyon Dancer



24 Porsches at Long Beach

Cover: Rob Alen



Happy Birthday Dan Gurney.
April 13, 1931-January 14, 2018.

Long Beach Grand Prix F5000, 1975. left to right.
Dan Gurney, Phil Hill, Chris Pook of LBGP.

★★★★ **UPDATE** ★★★★★
PCA-OCR's Website is now open -
please visit www.PCAOCR.org
★★★★

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Orange Coast Region 2024 Calendar of Events

APRIL 2024

- 6 Breakfast Club & Board Meeting
- 11 Woody's BurgerBahn – HB
- 16 Porsches & Pescado – Simply Fish, Costa Mesa
- 18 Porsches & Pizza – MOD Pizza, Laguna Hills
- 19 Long Beach Grand Prix – (April 19-21)
- 20 Porsches & Pastries – Enderle Center, Tustin
- 21 Treffen Wine Country – Sonoma
- 27 Porsches & Pancakes – Woody's Lido

MAY 2024

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

JUNE 2024

- 1 Breakfast Club & Board Meeting
- 9 Porsche Parade – Birmingham, AL (June 9-15)
- 13 Woody's BurgerBahn – HB
- 15 Porsches & Pastries – Enderle Center, Tustin
- 18 Porsches & Pescado – Simply Fish, Costa Mesa
- 20 Porsches & Pizza – MOD Pizza, Laguna Hills
- 22 OCR Concours & Car Show – Dana Point
- 22 Porsches & Pancakes – Woody's Lido

OCR Board Meetings

All members are welcome to OCR Board Meetings, held after the breakfast meeting at Santa Ana Elks Lodge. Links to Zone 8 events can be found at www.Zone8.org.

* Event dates and times 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

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ACTIVITY LOCATIONS

Breakfast Club – Elks Lodge, Santa Ana
1751 South Lyon Street, Santa Ana, 92705
8-10 am

BurgerBahn – Woody's Diner, 10136 Adams, Huntington Beach, CA 92646
6-8 pm

Porsches & Pizza – MOD Pizza, 26562-A Moulton Pkwy, Laguna Hills, CA 92630
6:30-8:30 pm

Porsches & Pastries – Enderle Center, 14081 Yorba St., Tustin, CA 92780
8-10 am

Porsches & Pescado – Simply Fish, 1534 Adams Ave. Ste. D, Costa Mesa, CA 92626
6-8 pm

Porsches & Pancakes – Woody's Diner, 3461 Via Lido, Newport Beach, CA 92663
8-10 am

PRESIDENT'S MESSAGE

Jim Miller

Spring is in the air and that means the weather should be great for taking your Porsche for a ride. Be on the lookout for future fun club rides.

On March 4 the National Board of Directors for Porsche Club of America held a virtual meeting which was attended by the Regional Presidents. At that meeting, a motion was made and approved to increase membership dues to \$56 for a one (1) year membership. The dues for a two (2) year membership shall be \$110 and the dues for a three (3) year membership shall be \$162. The dues had not been increased for many years. Our club gets a portion of the dues and any surplus which helps to support our operations.

I feel that the monthly Panorama is worth the cost of membership alone. I get a lot of pleasure reading both the Panorama and our own PANDO monthly.

Many thanks to our April speaker Mike Follmer whose slide presentation not only showed some awesome vintage Porsche's but also reflected the many recognizable racers that Mike was friends with.

Let's continue to make PCA-OCR a special part of our Porsche experience. Participate, volunteer and enjoy the ride!

Jim Miller
PCA-OCR President



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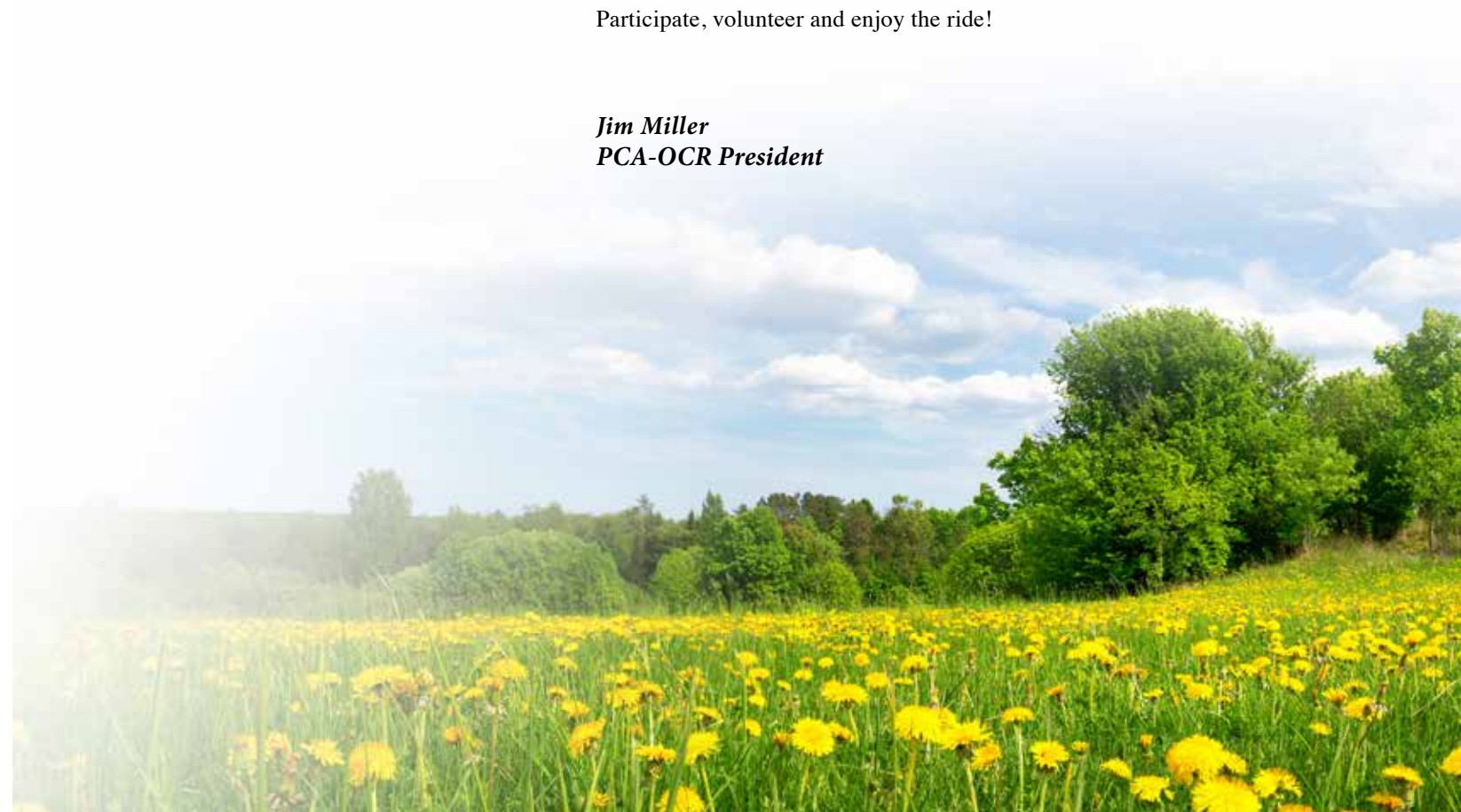
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Time.

I have applied for the U.S. Marshal's Service's U.S. Federal Witness Protection Program. The program was authorized in 1970 and put into practice in 1971 to protect people who may be under threat. By the end of this you will see why.

Lately, I have really studied the designs of Porsches. Porsches have never been pretty cars. After 75 years they become pretty because of their driving and performance personality.

The drop-the-keys good looking Porsche is the Porsche Carrera GTS, the 904. I am a romantic purist.

The modern Porsche supercars, the 918 and the Carrera GT are not swoopy, get-the-girl gorgeous. Technically functional, yes. The front of the Carrera GT up to the A-pillar looks like it was going to be a 911 then handed to a different team to finish the back with the Norelco Shaver-like screens over the engine.

The new Mission X is promised for production. It does look like a Supercar. Mortals can't imagine what the price will be.

When you see a bunch of 911s in a parking lot, they are beginning to blend into one another. They are getting big. Not svelte, sporty, or flingable.

Hold your fire, but deep down, it is time to retire the Porsche 911. It celebrated its 60th anniversary with the biggest retirement party like no other, Rennsport 7. Porsche AG/GA are trying to squeeze every last cent out of the 911's equity with special, limited models.

Retire the car with dignity and honor. Before anything ignominious happens. Let the Mission X lead the line, put the 6-cylinder back in 718s to be the sporty personification of a Porsche, let the SUVs and sedans follow.


Retirement has financial implications. It would freshen the line-up; Porsche stock market price (POAHF) since the 2022 IPO, prompted the Financial Times (3/16/24) to suggest "Those who crave a speedier stock may not wish to sit idling with Porsche."

But don't worry, the appeal and aspiration for a 911 will linger for generations. The value of your 911 will skyrocket.

Be kind, be generous, be well.

Rob Alen, Editor

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Where's Pando?



Paris, France

Rex Parker and Rob Alen

In Paris without a PANDO? Rex Parker and Rob Alen at Paris' Salon Retromobile in February; at the Facel Vega Club exhibit. Rex has been a member for years and a regular attendee to Retromobile.



Los Angeles, California

Jim and Norma Miller

Jim and Norma Miller, along with the PANDO, attended a 2024 Laker's Game. Tickets were donated and made available through OCR's Holiday Party / Semper Fi Auction.



Aspen, Colorado

Rob and Michelle Ryan

Rob and Michelle Ryan report: "Today we are in Aspen Snowmass with PANDO! A foot of new snow is coming down."

Where will PANDO go next?

Please email Jan Knight at janknight@sbcglobal.net with your "Where's Pando?" submissions.



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Stuttgart Market Letter

Report by David K. Whitlock

February's Porsche market appeared in line with last month as our sell-through rate stayed at 68% for the second month in a row, but with both unit volume and dollar volume topping last February thanks in part to day one of the Amelia auctions falling on the 29th of the month. Take out the Amelia sales, though, and our dollar volume fell significantly from the previous year to a total of \$27,750,297 compared to \$33,572,283 in 2023 with unit volume staying relatively the same. That large gap was influenced by the lack of \$500k+ cars offered last month.

Just One Million

Our only million-dollar sale was a 2005 Carrera GT finished in GT Silver Metallic over an Ascot Brown leather interior with 7,000 miles on the odometer. Recent comps have sold in the \$1.3-1.4m range, so why did this one appear to be below market? The fact that this car was missing its luggage set and showed no sign of a recent major service are most likely what kept bidders at bay. The only other car that had the potential to cross the \$1m mark was a 1994 911 Turbo S 3.6 'Package' car that failed to sell at a final bid of \$990,000. With only seventeen units produced, 'Package' cars sport the normal 911 front end as opposed to the Slant Nose that the rest of the world Turbo S' received. Questions about paintwork and lack of service history kept bids below \$1m, where they should have been.

The GT market had a strong month with forty-two cars on offer selling at a 69% sell-through rate and bringing in an impressive \$5.8m. 992 GT3s have settled at an average of \$260,000 while we saw one 992 GT3 RS bring \$400,000, which is the lowest price paid at auction so far here in the US. Every 718 Cayman GT4 found a new home with an average price of \$117,000, right in line with the six-month average.

When it comes to Turbos, the 993 Turbo market has kept on climbing with an average price last month of \$258,000 thanks to a Polar Silver example with only 2,300 miles hammering at a very impressive \$471,050. 964 Turbos didn't see much action last month with only one out of the two examples on offer finding a home. But the biggest surprise in the Turbo market was the 14% sell-through rate for 992 Turbos. It looks like it's time for sellers to start adjusting their expectations and let these cars go for what they are actually worth.



1958 Emory Special Roadster

Mixed results were had at the 356 end of the market as we saw a very impressive result for a 1958 Emory Special Roadster that sold for an eye-watering \$802,000. Starting life as a Coupe, this 356 was converted into a Speedster-look by an earlier owner before Rod Emory, of Emory Motorsports, got ahold of it and added a 550 Spyder-inspired nose and a 2.6-liter flat-four designed by Jeff Gamroth of Rothsport Racing. There are plenty of custom 356s that hit the auction block with average prices just shy of \$250,000. But an Emory build is not your average build, with the top two custom 356 sales of the last five years being Emory Outlaws. Aside from the Emory car, most other 356s seemed to be soft with a sell-through rate below 50% and prices below averages other than a 1955 Pre-A Speedster that hit right on the average at a final bid of \$365,000.

My biggest question leading into March is: will we finally see the return of a seasonal market as we've lacked the swings post the 2020 run-up? March is also the month of Amelia Island, but this year we also have RM Sotheby's down in Miami for their Moda event. For Florida auction coverage, take a look at the Porsche Club of America's YouTube channel where I covered some of the most impressive sales, and no sales, with Vu. Until next month.

David K. Whitlock is a writer for The Stuttgart Market Letter, a daily market update for Porscheophiles. www.stuttgartmarketletter.com

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1959 Porsche 356A T2 Coupe Light Ivory/Red.

1960 Porsche 356B Super Roadster: Aetna Blue/Red.

1965 Ferrari 275 GTB: Short Nose, Fly Yellow/Black.

1973 Porsche 911S MFI Sunroof Cpe: Silver Metallic/Red, matching #s.

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GRAND PRIX DE MOOLAH



Formula One management shocked the motorsports world announcing the Grand Prix de Moolah for the 2025 season.

The Prime Minister of Moolah promised a Formula One race costing more for the spectator than any other race, including Miami and Las Vegas combined. "Sport? We are in it for the money like everyone else."

F1 and A.B.Dolla Sine III said "We will offer limited tickets and extortionist prices to create anxiety and frustration to the Fear Of Missing Out (FOMO) enthusiast."

One-percenter-priced VIP packages will be offered, but styled to be "humble," charging top dollar for cheap beer and chips in funky hospitality venues without actual views of the race. Television monitors will have timers and play only after pay-to-play charges are met. Like parking meters.

Race chairman, the Honorable Kasch Z. d'King said, "The race is for those who want to act like high rollers: smoking cigars, feigning connoisseurship of whiskys, and who know nothing about motor racing." Additional hospitality venues will be for old men with big watches and young wives.

The same weekend will hold a Concorso'de-Moolah, organizers are working out lay-away payment plans to cover ticket prices.

Dates will be announced soon.



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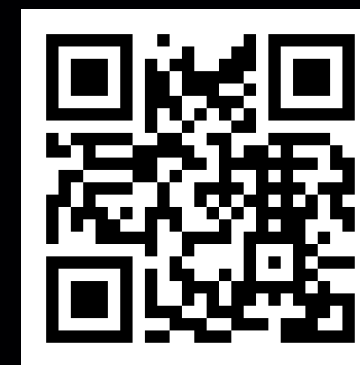
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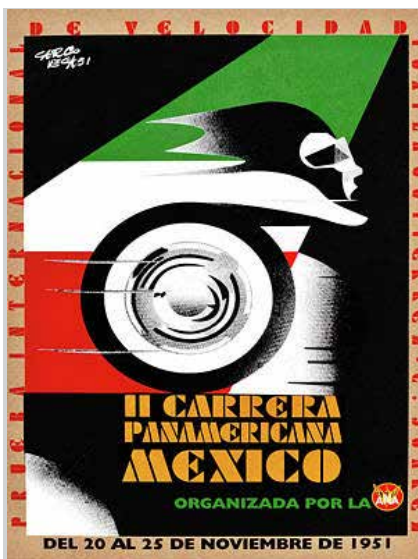
In 1950 the Mexican portion of the Panamerican Highway was completed, and the Mexican government thought a good way to promote it would be a road race. It was a 9-stage, 5-day race with four classes; it was the "La Carrera Panamericana," open road racing like no other. It was an international race attracting the world's best drivers and teams.

In 1954, Hans Hermann won first in class (third overall) with a Porsche 550 Spyder. The "Carrera" name is on many models of contemporary Porsches.

The race ended after five years because of the danger and safety concerns. It took lives.

1988 brought the race back. The La Carrera Panamericana lives on today as a special stage rally run through central Mexico. It remains an extreme drive and still can be dangerous.

Story by Rob Alen
Photos courtesy of
John Benton



On the road : left to right John Benton, and Rob Curry, Driver and Owner.

Orange County's John Benton of Benton Performance has built cars and supported teams through iterations of the modern event. It is an unbelievable challenge.

Before involvement in La Carrera Panamericana, John built a reputation as the go-to guy working on 912s...the four-cylinder Porsches.

Benton Performance is a family affair. The whole shop can get involved. Ian Benton, John's son, speaks of the thrill, "To work on a race car for a legendary race was incredible. I have done two La Carreras and one Chihuahua Express, a smaller version of it in the spring time."

"There was a moment when there was devastating damage to the car. The long night's getting it back together. And our car won."



Engine repair, Gueretaro, Mexico.



The Crew : Left to Right, Rene Ortega, John Benton and Randy Inglis



It is how long can you sit in the car and listen to instruction from your co-pilot. Find the zone and feel the road. There is stuff in the road. It is Mexico. A lot of times there are animals in the road."

Mexico is full of contrasts: Picturesque cities full of character, warm people, good food and fun. Within minutes you can find yourself in the country where you can feel so alone.

"It is the ultimate experience in racing. It is you and the car. Anything can happen. The camaraderie. You are a comrade in arms with your competitors. It is beautiful. The whole race is beautiful."

John got started with the race preparing "a car for the 2009 La Carrera...our client, Rob Curry went out and won the class. And they won the next year. I think we have done it 6 or 7 times...and podiumed except for once."

"It is mobile gladiators. The romantic notion for adventure. Call yourself a 'car guy?' Running the La Carrera proves it. It is crazy; the experience goes all into one. It is being present with all of the other people. The energy for the 21 days I am away."

John Benton's advice if you want to run La Carrera? "Call me first."

"The Last Great Road Race." (2013) on YouTube follows John Benton's team and a 1962 Porsche 356 in the La Carrera Panamericana.

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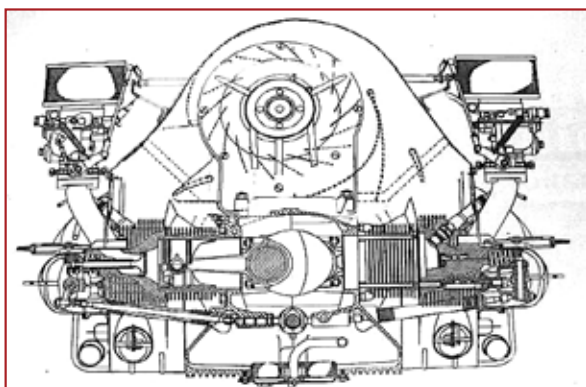
Porsche 1.5-liter Flat Four



Porsche 919 2-liter V-4

The Canyon Dancer.

Story and Photos by Rob Alen



Then came the 912 in the 60s with a 1.6 liter flat-4, 102 horsepower engine. Positioned as a lower-cost model against the 6-cylinder 911, the 912 was light on its feet, an ideal canyon dancer. In many ways the 912 was a more balanced, complete package and not as finicky as a 911.

A 4-cylinder, 2.0 and 2.5 liter, found its way into the Boxster and Cayman 718s. Mid-engine, the car could rotate around the center polar moment for handling, without carrying that boat-anchor following the 911. (Nothing against 3-liter boat anchors.)

The 4-cylinder engine is at the heart of Porsche, both historically and in a contemporary setting. Obviously, the 4-cylinder in the 356 was an outgrowth of the VW engine.

Four-cylinder boxers, especially the Fuhrman 4-cam, powered winning race cars like the 550 and RSK in the early days, at the Targa Florio, Sebring, Le Mans. It was in the early 904s.

The 4-cylinder that deserves a podium wreath and champagne is the one in the 3-time Le Mans winning 919. After its last Le Mans win in 2017, the 919 Le Mans car was modified for all-out speed without the limits of homologation or racing rules. The 919 Evo.

Underneath all of the stuff is a single-turbo 2-liter V-4 engine.

V-4 engines are unusual for automobiles; mostly found on motorcycles like Honda, Ducati, and Aprilia. Lancia has had a four-cylinder. For the Porsche, a V-4 provides compact packaging, a shorter crankshaft reduces vibration, and it adds chassis stiffness being a structural member of the car.

The Evo added a bigger wing for more downforce, new brake-by-wire system, recuperating 30% more energy than the WEC car, larger fixed side skirts, improved power steering and Michelin tires with softer compound and higher tire pressures. Result: Timo Bernhard's record breaking 5:19.55 over the 73-turn 12.9 mile Nurburgring Nordschleife. Average Top Speed: 229.5 mph.

An ironic homage to a 4-cylinder engine in the first Porsche 356.



912s At AutoKennel.



Over the recent LAX Lit Fair weekend, a group of 912s were hosted at Paul and Ed Kramer's AutoKennel in Costa Mesa. A "gathering of the faithful" so to speak. Long time 912 owner Herb Fischer remarked, "Turnout was from all over Southern California due to Monica Asbury and Paul Kramer's PR efforts. New and old friends shared stories, who they trust for service and how the popularity of 912s has grown over the past decade."



"912s are fun because they have a little less weight in the rear. I think it is about 200 pounds weight difference. And the handling, I would say it isn't any better than a 911, but it is different than a 911. It is probably a little bit more forgiving, especially in the wet. I really enjoyed driving my 912 in the wet. Because I could move it around, even in 2nd gear. I felt confident in it."



"It is a '68 912. I bought it in Van Nuys, a year-and-a-half, two years ago, from the original owner's grandson. It is Tangerine, which is one of my favorite early Porsche colors. The car was sitting since 1980. Technically I am the second owner because the title was never transferred to the grandson. The car has the original paint. I have restored everything mechanical and left the patina. I have driven now a couple of thousand miles. So I love it."



"This is a 1967 912 Silver Metallic. Mostly all original. Bought it with the help of a couple of friends that have owned Porsches for awhile. It took three attempts to find the right car...I determined when I bought my next Porsche I bought somebody's baby...We looked at several cars and this is the car we landed on. And I just absolutely love it. My date night car with my wife and my weekend joy. It is a lot of fun to drive. I drive it like it was born to be driven. I don't baby it."

Porsches at Long Beach

This month is the Acura Grand Prix of Long Beach, April 19-21. Porsche has run there in a variety of series.

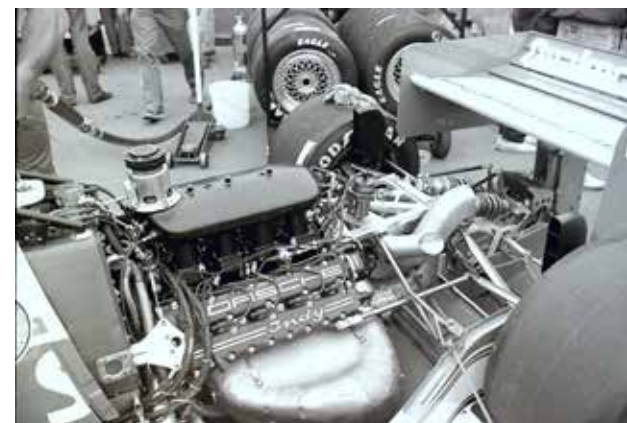


Porsche Carrera Cup

The Porsche Carrera Cup, the single-marque series of Porsche 911s, has appeared the last two-years. Not this year. It is a series for the aspiring professional and golden-years gentleman drivers.

The Carrera Cup cars are all the same, the difference is the driver. Or at least that is the theory. Famously, Cup cars are built on the same Zuffenhausen assembly line as a current 911 or 718. Order one up and they will deliver an antiseptic white one to your door.

Porsche Indy Car



The debut of the Porsche 2708 Indy car was October 11, 1987 at Laguna Seca. (Left) Driven by Al Unser, Sr. (Center) The brain trust, Al Holbert in the white and Norbert Singer kneeling in black. (Right) Porsche Indy Car 2.7 liter engine.

Story and Photos by Rob Alen

Almost 40-years ago the streets of Long Beach had a Porsche open-wheel IndyCar/CART car heading down Shoreline Drive. In the late 1980s Porsche made a factory effort to run the IndyCar/CART series. Overseen by Al Holbert and under the technical tutelage of Weissach's Norbert Singer they did a chassis and

engine, the 2708...[2.7 liter-0-(V)8]. The experience is not on Porsche's racing highlight film. Problems with the chassis forced buying a March, a popular chassis at the time for both the '88 and '89 seasons. Of the program, Porsche's Indy car won one race, Mid-Ohio with Italian driver Teo Fabi.

Porsche Penske 963

Sports cars are Porsche's story and that should be on display at Long Beach. The new Porsche Penske 963 had teething problems in 2023, but did win the WeatherTech IMSA race at Long Beach last year.

2024 looks to be a better year: a win at the Daytona 24, winning in Qatar in the World Endurance Championship (WEC), and we will see by press time results of the 12-Hours of Sebring. (#7 Porsche Penske 963 finished 3rd at Sebring.)

IMSA at Long Beach

Friday, April 19: practice and qualifying

Saturday, April 20: Pre-race, 1:00, Race 1:30-3:30





Porsche at Long Beach in 1990, with the March 89P chassis. Teo Fabi finished 10th.

5-year PCA-OCR Anniversary

As told to Lou Leto



David Wobst 5-year PCA-OCR Anniversary

Vehicle: 2019 911 Carrera T

Hobbies: Collect vehicles, restoration work

Involvement as Porsche owner: Since 2019

First/Favorite Porsche impression: This Porsche, his first, was a retirement gift to self. Chose 911 over Corvette C8, as the 911 was a proven platform

Involved in vehicle maintenance? Yes

Washing? Yes **Wax?** Yes

Dream car: C8 Corvette Z07 in red

Dream Porsche? 911 GT2 RS in silver

Use of Porsche? Weekend vehicle. Put 17 K miles since new. Primarily canyon road explorer and "escape" vehicle.

Suggestions for PCA-OCR to make it more interesting to you? "None. PCA-OCR does a lot." Likes local drives.

Mihir Minawala 5-year PCA-OCR Anniversary

Vehicle: 2014 911 Carrera 4S

Hobbies: Cars, racing, tinkerer, outdoors/hiker

Involvement as Porsche owner: Since 2019

First/Favorite Porsche impression: First impression at 12 years old while visiting U.S. from India. "Seeing a 911 in classic red was Love at First Sight!"

Involved in vehicle maintenance? "There's merit to dealership maintenance"

Washing? Yes **Wax?** Yes

Dream car: 911 GT3 as a track car

Dream Porsche? Cayman GT4 RS in Guards Red or Lizard Green.

Use of Porsche? Has driven 20K miles in 5 years. Enjoys PCA-OCR driving events.

Suggestions for PCA-OCR to make it more interesting to you? Create more driving events. Create a special Club Day at PECLA.

But Wait, There's More.

The Orange Coast Region has plenty of things to do during the month, from the First Saturday Breakfast Meeting to Fourth Saturday at Woody's on Lido Island. See the PANDO calendar for everything in between.

If that is not enough, consider these events. They are not PCA-sanctioned.

Sunday Steel (1st Sunday of the month)

23382 Mill Creek Drive

Laguna Hills

info@SundaySteel.com

Free. Cars arrive about 8am, all types show up.

Finish Line Auto Club (1st and 3rd Saturdays)

3080 Airway Avenue

Costa Mesa

Near Lyon Air Museum.

Free. A theme 1st Saturday, open 3rd Saturday.

Mostly foreign classics.

7am-9am

Legacy Cars and Coffee (2nd Sunday)

1705 Flight Way

Tustin

Near corner of Red Hill and Barranca

Free. Themed events but most cool cars welcome.

7am-9amish

South OC Cars and Coffee (every Saturday)

101 W. Avenida Hermosa

The Outlets at San Clemente

Free. Lots of cars. Line up at 8:30am, entry 9am.

Details subject to change.



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Breakfast Club, March 2, 2024

Photos by Gary Ambrose and Monica Asbury



Guest speaker Mike Follmer and Jim Miller.



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2022	2015 Ferrari 458 Italia	\$80,000
2021	2020 Ferrari 488 Pista 2D Coupe	\$120,000
2021	2015 Ferrari 458 Italia	\$153,837
2021	2020 Lamborghini Huracan (LOU)	\$58,750
2021	2014 Rolls Royce Wraith	\$65,000*
2021	2017 Porsche Macan S	\$90,000*
2020	2014 Lamborghini Aventador	\$74,899*
2020	2016 Porsche 911 Turbo	\$55,000
2020	2018 Mercedes AMG GT C	\$78,145
2018	2017 Porsche 911 Turbo S	\$87,350*

For a complete listing of Diminished Value and Loss Of Use cases, visit our website: kerrlawfirm.com/diminished-value/

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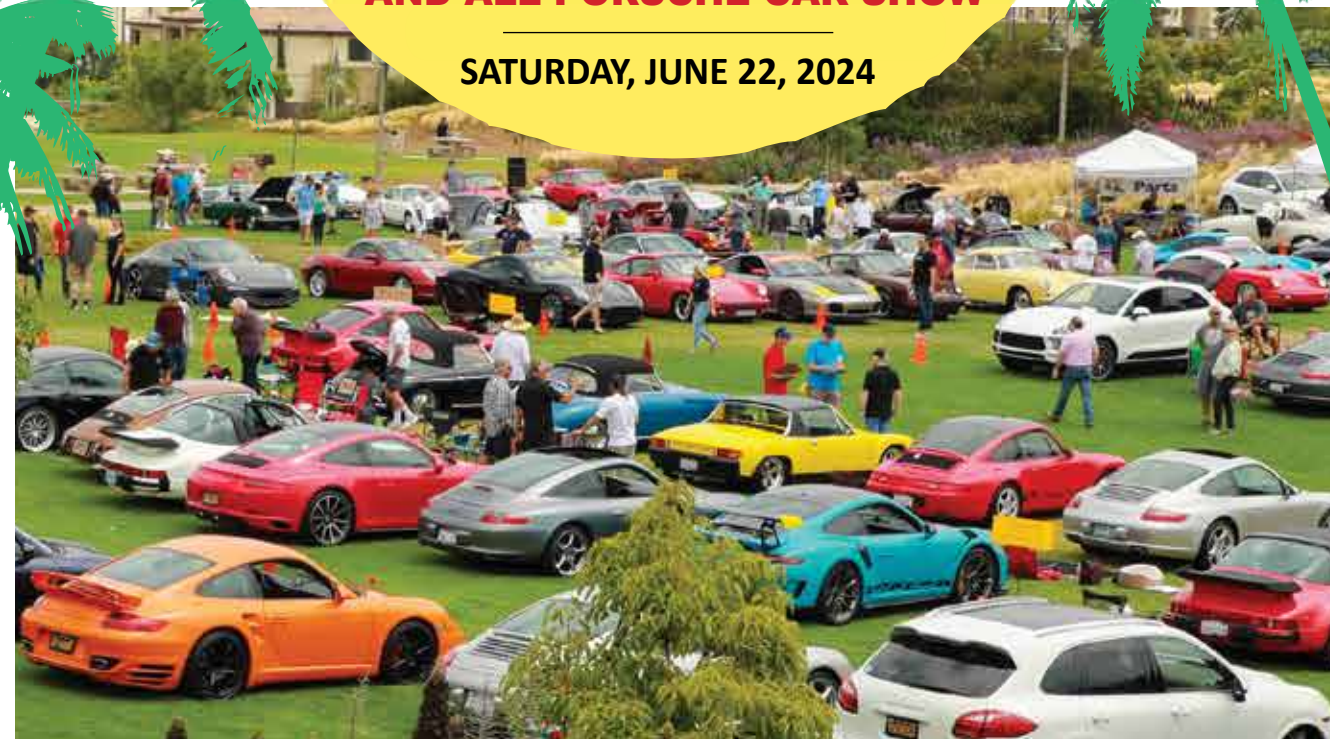
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Registration Opens 4/1/24.

msreg.com/pcaocr52

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OCR Membership Updates

Anniversaries :

Congratulations!

April

Anniversaries are recognized every five years of membership.

50 Years

Dennis P. Walsh

40 Years

Devi Bellows
David H. Bellows

20 Years

Thomas C. Sternad
Nancy Sternad
Robert B. Berger
Steven G. Eguina

20 Years

Christopher D. Reese
Daniel A. Reese

15 Years

Jeff Anderson
Dan Stone
Michael Stone
James Bergman
Laurie Bergman
Chad Iverson
Brenda Jensen
Sean Mayer
Jeremy Bernath
Dean Mayer
Takehiko Hisada

10 Years

Aleksey Borisov
Snezhana Borisova
Richard Meeker
Brian Dawson
James H. Thomas
Anthony Thomas
Roger B. Kraemer
Garrett Kraemer
Lawrence S. Wach
Ward C. Blackburn

5 Years

Andrew McNiven
Thomas Martin
James Strode
Ryan Tounsley
Dick Douglass
Jane Douglass
Josh Ivie
Henryk Paciorek

New Members :

Welcome!

February

James A. Campbell
2020 Panamera Beige

Abdul Dadabhoy
2023 911 Turbo

Richard Deritis
2007 Boxster S

James Guan
2019 718 Cayman

Brian C. Hatcher
Elena Hatcher
2018 911 Carrera GTS Cabriolet

Bill Lackey
Tammy Lackey
2023 718 Cayman GT4

Thomas G. Lambert
1966 912

Catherine G. Lancaster
Wayne Lancaster
1976 911S

Wendy W. Lyon
Curt Lyon
2013 911 Carrera Cabriolet

Crysta Martin
2020 Cayenne

Ronnie G. Medrano
2024 911 Carrera

Randall K. Nelson
2016 911 Targa 4S

Linda Ritch
2024 911 Carrera 4 GTS

George E. Serrano
2013 911 Carrera 4S

Andrew R. Tosh
2011 911 Turbo S Cabriolet

Dominic Vallez
2014 Cayman S

Felix G. Wenz
2001 911 Carrera Cabriolet

Jerry Zaiden
2023 Cayenne GTS

New Member Transfers :

Christopher Juncosa
Transfer from Suncoast Florida
2015 911 Targa 4S

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MAINTAIN GOOD STANDING FOR : "members-only raffle", Pelican Parts' discount, The Mart; and more.

SUBSCRIPTION TO TWO MONTHLY MAGAZINES : PANDO and that other one (PCA's Panorama). Get Monica's emails.

STAY CURRENT : to know when and where to hang out. Trade stories and advice.

MEMBERSHIP HELPS OCR RECEIVE MONETARY BENEFITS : from Porsche Club of America.

GO TO WWW.PCA.ORG/RENEW



PORSCHE

New Members



Steve Prochnow / 86 Targa Beige



Eric, Jaydin and Michelle Rosenthal / 2015 911 Carrera Turbo S Silver



The new PCA-OCR Board, Left to Right : Denny Asbury, Membership; Gary Ambrose, Social Media; Norma Miller, Treasurer; Jim Miller, President; Denise Michaels, Vice President; Glenn Billings, Driving Chair; Monica Asbury, Immediate Past President; Tom Gray, Secretary.

- | | |
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 Got a suggestion?
 Have a question?
 Just want to vent?
 This email goes straight to the board of directors:
opinionspcaocr@gmail.com
 Let us know what's on your mind and we'll share it at the next board meeting.
 Anyone wishing to inform the club of special circumstances, illness or loss? Please let us know.

Classifieds

FOR SALE : 930-911 TURBO

'79 930 Coupe, Mocha Brown/Chocolate Brown lthr, 44K mi. 4 spd manual, \$160,000.00. Rick 954/850-0116; rbuchfla@bellsouth.nettt. FCR (1)

'86 911 Turbo Coupe, Guards Red/Black lthr, 48K mi. 4 spd manual \$125,000.00 Donny 954/713-3271 ; pure911az@gmail.com. AR (2)

FOR SALE : 911-GT2 and GT3; Carrera GT

2011 911 GT3 RS Coupe, Black/Black lthr, 3K mi!!!. 6 spd manual, \$450,000.00 Kirk 843/270-8808; kirkwood8808@hotmail.com (2)

2016 911 GT3 RS Coupe, Orange/Black lthr, 685 miles!! . PDK \$237,900.00 Dale 615/761-4603; dale.williams1120@gmail.com. TR (2)

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

1999 996 Cabriolet, Black/Black lthr, 33.8K mi. Low mileage 911 in excellent condition & used sparingly as a weekend car (less than 1600 miles a year since new). Garaged & covered the entire time. Regular maintenance at dealerships and Cape Auto. Options include chrome turbo wheels, leather seats, power seats. New rear window and exterior/interior in perfect condition. Serious inquiries only. \$28,900.00 . Scott Hamilton 949/207-9764; scott.hamilton@enpinstitute.com. 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.

WHEELS & TIRES

FOR SALE: 18" HRE Performance Alloy Wheels. Front 18"x 8.5" and Rear 18"x 11". No curb rash one rim with minor spoke crack. Removed from 996 Turbo approximately 50k miles. Additional information available. PCA-OCR member since 08. Asking \$2800.00. Joe Litavis 949-495-4780; jlitavis@gmail.com. OCR (2)



FOR SALE: 911 GT3 RS Wheels & Tires. (2) 9.5 x 20 GT3 RS center locking wheels w 265/ 35 ZR 20 Pilot Sport Cup2 front tires. (2) 12.5 x 21 GT3 RS center locking wheels with 325/39 ZR 21 rear tires. 30 delivery miles only. Perfect wheels & tires w/silver rims. \$10,000.00. Tom Coffey, 714.614.0154; mauinowl@aol.com. Irvine, CA. OCR (2)



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Enzo's Porsche.



It is well known Enzo Ferrari's daily driver was a FIAT sedan. Little known was he had a Porsche 356 Coupe secreted away in Maranello at Via Abetone Inferiore, 4.

Enzo Ferrari knew of Ferdinand Porsche before the war. While Ferrari was managing the Alfa Romeo racing team, Porsche developed Auto-Unions that dominated European race tracks. Porsche's designs went mid-engine decades before Ferrari.

Ferrari was intrigued with the cuteness of the 356 and through an intermediary bought one in Signal Red. Like any car enthusiast, on the weekend he would tool up-and-down Via Emilia, the ancient Roman road connecting the seaside resort Rimini to Parma. It was never clear who the driver was or who owned the car.

To his friends at the Cafe Lorelei in Modena he confided it needed more cylinders and the engine in the front.

After two years he sold the car to a visiting American through an agent (surviving documents have addresses helping to verify the provenance). The car went to Connecticut, then Texas, and settled in California. Rumor is it has been seen at Laguna Beach Classic Cars, and it may go on sale in Monterey. Imagine the price for Enzo Ferrari's Porsche.

Archival photos courtesy of Gino Borghese Collezione.



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