

# PAWDO

PORSCHE CLUB OF AMERICA • ORANGE COAST REGION



## APRIL 2022 ISSUE

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European model shown. Some options may not be available in the US.



**PORSCHE**



# In this Issue

PANDO APRIL 2022 [www.pcaocr.org](http://www.pcaocr.org)  
*PANDO is for Pandemonium.*

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OCR's White Glove Concours



A Porsche with Sharp Teeth



The Wing



April No Foolin' ...

**On the Cover:**  
2021 California Festival of Speed  
Cover Photograph by Gary Ambrose

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★ ★ ★ **UPDATE** ★ ★ ★  
**PCA-OCR's Website is now open -**  
**please visit [www.PCAOCR.org](http://www.PCAOCR.org)**  
 ★ ★ ★

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Click PANDO, select the issue, highlight to copy the link and attach to your email.

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# Orange Coast Region 2022 Calendar of Events

## APRIL 2022

- 2 Breakfast Club & Board Meeting
- 10 Tour Around the San Gabriel Mountains
- 14 Woody's BurgerBahn – HB
- 16 Porsches & Pastries – Enderle Center, Tustin
- 19 Porsches & Pescado – Fishbonz, Costa Mesa
- 21 Porsches & Pizza – MOD Pizza, Laguna Hills
- 23 Porsches & Pancakes – Woody's Lido
- 24 Mount Baldy Drive
- 27 Treffen – Colorado Springs, CO(4/27-5/1)

## MAY 2022

- 7 Breakfast Club & Board Meeting
- 12 Woody's BurgerBahn – HB
- 14 Mt. Palomar Loop
- 17 Porsches & Pescado – Fishbonz, Costa Mesa
- 19 Porsches & Pizza – MOD Pizza, Laguna Hills
- 19 HPDE – Streets of Willow
- 21 Porsches & Pastries – Enderle Center, Tustin
- 28 Porsches & Pancakes – Woody's Lido

## JUNE 2022

- 4 Breakfast Club & Board Meeting
- 9 Woody's BurgerBahn – HB
- 11 OCR's White Glove Concours
- 12 Porsche Parade – Pennsylvania (6/12-6/18)
- 16 Porsches & Pizza – MOD Pizza, Laguna Hills
- 18 Porsches & Pastries – Enderle Center, Tustin
- 21 Porsches & Pescado – Fishbonz, Costa Mesa
- 25 Porsches & Pancakes – Woody's Lido

## JULY 2022

- 2 Breakfast Club & Board Meeting
- 14 Woody's BurgerBahn – HB
- 16 Porsches & Pastries – Enderle Center, Tustin
- 19 Porsches & Pescado – Fishbonz, Costa Mesa
- 21 Porsches & Pizza – MOD Pizza, Laguna Hills
- 23 Porsches & Pancakes – Woody's Lido

## AUGUST 2022

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

## SEPTEMBER 2022

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

## OCR Board Meetings

All members are welcome to OCR Board Meetings, held after the breakfast meeting at Santa Ana Elks Lodge.

Note: Italicized text represents events outside of OCR sponsored events. Links to Zone 8 events can be found at [www.Zone8.org](http://www.Zone8.org).

\* Event dates subject to change.

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

OCR Board meeting minutes and financial statements are posted to the OCR Digital Board Book, which may be viewed by all OCR members at:

<http://bit.ly/OCRBoardBook>

The documents are posted once they have been reviewed and approved by the Board, generally within two weeks following a given Board meeting.

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

## 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** – FishBonz Seafood Grill,  
350 E.17th St, Ste 2,, Costa Mesa CA 92627  
6-8 pm

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

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# PRESIDENT'S MESSAGE

Monica Asbury

*A*

pril only means one thing in the Asbury household – Long Beach Grand Prix!



Team Goodie Store  
at the All Porsche Swap  
Meet / Boys Republic

We have many memories of Denny's racing days. Competing in the Formula Atlantic Series ... all the practices at Buttonwillow, all the trips to his mechanics, all his workouts to get in shape, all the preparations, organizing and planning ... it was an ordeal. It was also tons of fun and filled with excitement.

The sounds, sights and smell will get you, if nothing else! The roar of the engines, the teams in their matching patches and embellished sponsored clothing happily attending to their driver's machinery, the smell of the exhaust streaming in your nose and hair with bits of black specks flying in your face from the cars' rubber tires. Those were the days and while we do miss them, we don't miss all the preparations, organizing and planning. We still attend

every year but no longer have the need to acquire a suite at the Long Beach Hyatt, we happily take our spectator seats in the stands. But once the race 'bug' grabs you, you never let it go and it stays forever.

This month's Pando highlights the Long Beach Grand Prix as well as our most prestigious event, our 50th Anniversary Concours scheduled for June 11th at Sea Terrace Park in Dana Point. The Concours is something special and we do expect a record-breaking number of Porsches to attend. Get those Picnic Displays ready. Part of our Concours includes a Picnic Display Contest! Fit all your décor in your Coupe. Prizes for the first, second and third place winners! Registration for the Concours opens April 1st via MotorsportReg.com.

Good news for those who want to take their Porsche on a drive! April 10th, OCR has a San Gabriel Mountain Tour – RSVP sheamonica@gmail.com, and in the works is a Mt. Baldy drive on April 24th and a Mt. Palomar Loop Tour on May 14th – more details to follow. We're also offering an HPDE at Streets of Willow on May 19th - see MotorsportReg.com to register! Watch for email announcements for the latest updates.

Stay well, safe driving and enjoy the ride!

*Monica Asbury*  
*PCA-OCR President*

*We are Porsche S-T-R-O-N-G*



Denny Asbury competes in Formula Atlantic Series / LBG

# EDITOR'S LETTER

Rob Alen



Bud, the PANDO Bear in his Porsche Speedster.  
"It's not panda, it's PANDO!"

**A**pril is time for the Acura Grand Prix of Long Beach, April 8-10. It will include the first time appearance of the Porsche Carrera Cup series in Long Beach.

April is time to remember the birthday of Newport Beach resident, the late Dan Gurney on April 13.

April begins the countdown to the PCA-OCR White Gloves Concours, to be held on June 11. In this issue Cooper Boggs will offer insight into car preparation.

Looking ahead, next month will be the untold story of the secret Porsche 711. It predates the 911 by a decade and was to be Porsche's first serious entry in the 24-Hours of Le Mans. However, Mrs. Porsche killed the project. She was superstitious about the number. Rumor is she lost her Christmas money on it at the Bad Homburg casino. But not before there was a special effort to build out the dealer network. Today, what were once to be Porsche 711 dealerships are now convenience stores.

I recently was at a Porsche dealer for an oil filter and drain plug gasket to get the oil changed on my 911 at a local shop. I asked the Parts guy what the dealer's hourly labor rate was...after I got up from the floor, it is \$290...if I heard him right before losing consciousness. That is more than a dental examination and teeth cleaning appointment with my dentist.

*All the best for April. Drive carefully.*

**Rob Alen, Editor**

robalen602@gmail.com

**"Every member has a story, every Porsche has a story"  
Send yours.**

**Looking for Red, White, and Blue Porsches (and stories) for July PANDO.**

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3. 3-5 photos of high resolution for quality and along with captions.  
(Pictures must be bright, simple central subject for good reproduction.)
4. We'll help prepare the article for publication.

Please submit your article to Editor, Pando, (robalen602@gmail.com) no later than the 20th of the month in advance of publication (no later than April 20th for June issue).



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# Book Review

Story by Bruce Herrington

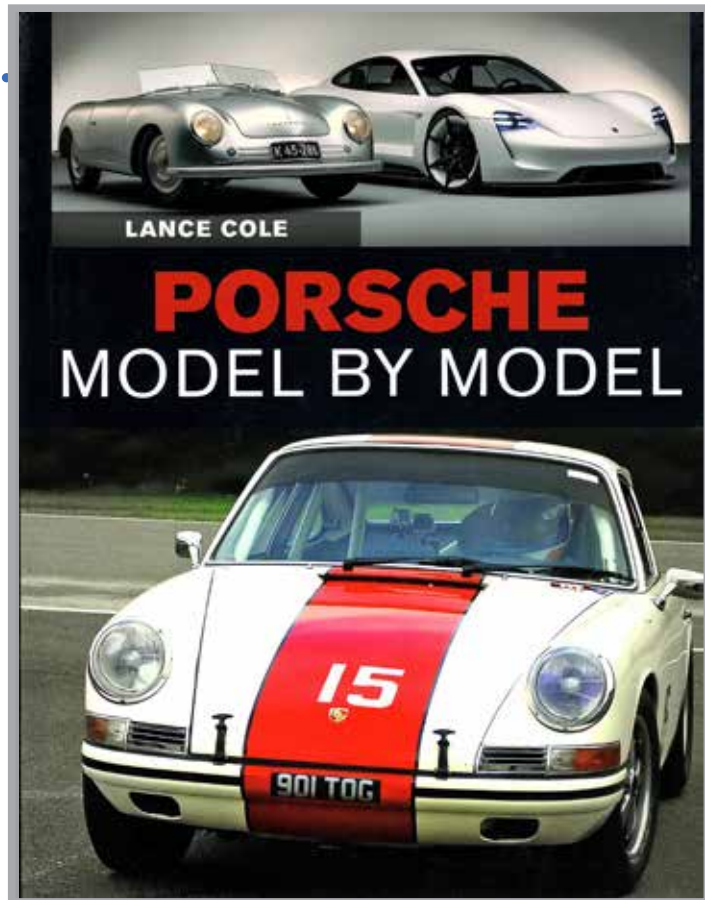
## PORSCHE Model by Model

By Lance Cole, published 2021 by Crowood Press, UK.

The author rightly claims that this book “... talks in plain English and avoids corporate-speak”. Indeed, it is a very captivating book, easy for even the non-Porscheophile to read. The Porsche enthusiast will find a wealth of information about the genesis of their favorite model. All varieties of Porsche are covered in great, but very readable detail.

Chapter 1 (Porsche Precursor) starts with the usual coverage of a precocious Ferdinand working for his tinsmith father. But the Introduction has already spent some 12 pages on the author’s informal, personal rambling about the Austrian origins of the ‘German’ car, about English corruption of German words, and an overview of Porsche’s AG’s history and the many non-German individuals who played key roles in that story.

This book is organized by model series, not over-all chronology. Chapters 2 (356: Defining Moment) through 10 (Taycan), though written in a very readable conversational tone, include a great deal of specific information. There is also an unusually complete mention of individuals who were involved in the design and development of Porsche automobiles, especially those who worked in the early days of the 356. In addition to the narrative, there are tables showing timelines of development, and sidebars providing additional details about people or special events. Especially for the later years, detailed specifications are presented in tables in the text. One table that is



problematic is the one summarizing the year-range of the ‘series letters’, eg “G series cars,” which seems to conflict with the usage in the narrative.

This book provides a humanized, almost insider view of the development history of each model. The bulk of the book deals with the 901 through 997 to 992 evolution. Separate chapters cover the 356s, the 914s, the 4-cyl water pumpers (924-928GTS) and the Boxster-Cayman, etc. There is even a separate chapter on the Carrera GT-918 cars. The Taycan gets 13 pages of coverage.

**PORSCHE Model by Model** is printed on semi-gloss paper to make the photographs sparkle, the text is crisp, clear and there are few pages without pictures, most of which are new, not old stand-bys that seem to show up in every book about Porsche. With the acknowledged support of Porsche archives and media sets, even the chapter devoted to the 356 has some new pictures.

This is a book about Porsches, so versions by RUF, Tech Art, Singer, FVD Bombacher, RPM Technik, etc. are mentioned but not covered. Interestingly an Elva-Porsche is

discussed, but only the one produced as an exercise by Porsche AG, not the ones built by Elva Ltd.

For a book about cars, there is a great deal of information about the people involved, as well as the engineering design of individual components, especially engine and suspension. This is not a book that many will read from cover to cover. But anyone with an interest in a particular Porsche era, or of a specific model series, will find a wealth of interesting, detailed and people-oriented information in this book. Though race performance and successes are mentioned, the emphasis is on production vehicles for sale to the public. Clearly written by an enthusiast, this is a captivating read with many personal anecdotes from the author and about other Porsche-involved people.

**PORSCHE Model by Model** is hardbound with 240, 8-1/2 x 11 inch semi-gloss pages and 250 photos. There are two pages of chapter-by-chapter footnotes, an extensive bibliography, and three pages of triple-column index. It should be available for \$60.00 at your favorite bookseller or from [QuartoKnows.com](http://QuartoKnows.com).



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# Where's Pando?



## Daytona Beach, Florida

Howard and Sherri Graybehl

Howard and Sherri Graybehl show off Pando at the Daytona 500 held on February 20, 2022.

### Where will Pando go next?

Please email Jan Knight at [janknight@sbcglobal.net](mailto:janknight@sbcglobal.net) with your "Where's Pando?" submissions.



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# OCR's White Glove

Story by Rob Alen / Photos by Jim Storms

**C**oncours d'Elegance is used often these days for titling classic car shows. It carries a lot of baggage from stuffiness to the tradition beginning in the late 1890s in Paris' Bois de Boulogne, the Promenade in Deauville, or Croisette in Cannes.

There the swills of the day displayed their latest automobile's custom coachwork from coachbuilders like Figori et Falaschi, Josef Soutichek or Henri Chapon on Bugatti and Delahaye chassis.

The custom came to America and became famous with the Pebble Beach Concours d'Elegance in the 1950s.

These days Porsche Regions of the Porsche Club of America around the country host their own, local Concours for Porsches. The mood is different. Instead of puffiness, it is pride in one's Porsche.

Judging can range from Porsche's infamous punctiliousness for spotless detail to simple Detail-and-Shine display of hanging out with other enthusiasts.

It is an annual opportunity to bring your car up to snuff, to keep in order, and maintain it in a way that can last the year.

This year is the 50th anniversary of Orange Coast Region's White Glove Concours, to be held Saturday, June 11 at the Sea Terrace Park in Dana Point.

This setting uplifts the gathering of cars many points above the weekend Cars-and-Coffee. It is a once-a-year time to get dressed up and look sharp.

The ever popular picnic display contest will be part of the Concours, so be sure to pack everything in your Coupe for a contest that's a competition all in itself and tons of fun!

There are eight divisions, from "Full Concours," to "Detail-and-Shine," or just display your car among others in a gorgeous setting. There is a place for everyone. You can also volunteer to greet and position cars, help the judges, and more.

**Registration for the concours opens on April 1 at [www.motorsportreg.com](http://www.motorsportreg.com), including for display-only cars.**





# Concours.

**T**

he Pebble Beach Concours d'Elegance and the OCR White Gloves Concours share the same secret to success: preparation.

The advice comes from Cooper Boggs who has done both. Cooper's Classy Car Care recently shepherded a 1933 Auburn 12 Speedster onto the grass at Pebble and over the years he has counseled many OCR Concours aspirants on the do's-and-don'ts of the Detail-and-Shine class.

This year Porsche enthusiasts have a dilemma: the Concours at Porsche Parade and OCR's White Gloves Concours are over the same time period. A conflict known, but unavoidable.

Cooper reports the Parade Concours and Pebble Beach have similar high-caliber requirements.

He says to prepare a car for the Detail-and-Shine category takes about 20 hours. If you only have weekends to prepare your car, it requires some planning.

The first thing is go to the Zone 8 website and link the Judging Score sheets to see what and how a car is judged.

<http://zone8.pca.org/forms/Concours/ScoreSheets2012.pdf>

He begins with finessing the interior, that way it is complete and you don't have to go back. Don't forget to tidy up the glove box.

Then to the outside. Let's step over the obvious: washing, clay barring, waxing, buffing, polishing. Most people have their routine. And there is no secret sauce for what goop/spray you squirt. You've got your favorites that work to your satisfaction.



Important are wheels and windows. Wheels are the first thing judges look at; it is a tip-off for the rest of the car. If you are serious, take them off to clean everywhere. Day of the show you just have to clean the front. Judges can't stick their fingers inside the wheel. Windows: Cooper says use glass cleaning towels, stay away from most polishing microfiber towels as they leave "glitter" that shows up at the wrong time. One tip is wipe in one direction for the outside, cross hatch for the inside; that way you know the smudge/streak is inside or outside.

A Concours is not just to be fussy, but an opportunity to inspect and get to know your car. At some point you may want to spring for bringing in a professional. They can put a shine on the car in a way you typically can't. They have the skills and equipment. Once the car gets in first-class shape, it is easier to maintain.

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Mercedes Benz 300SL, 190SL, 230SL-280SL  
Jaguar XKs & XKEs, Classic Aston Martins, Classic Ferraris



1964 Porsche 356C Coupe:  
Red/Black.



1970 Porsche 914-6:  
Tangerine/Black. (two available)



1973 Porsche 911T CIS:  
Targa Lime Green/Black.



1973 Porsche 911T CIS Coupe Viper:  
Green/Cork.



1984 Porsche 911 3.2L Long Hood  
Backdate: Olive/Black.



1994 Lancia Delta HF Integrale EVO 2:  
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# A Porsche with Sharp Teeth.



18 PANDO | April 2022

**T**he Porsche 911 GT3 is not a statement, it is a declaration. It is no ordinary automobile. With 502 horsepower from a 4.0-liter engine, it starts with a ‘cough-like’ clearing its throat and settles into a threatening pitch of a six-cylinder sounding like a small-block V-8.

It is non-aspirated to make the purists happy. Most are hooked up with the Porsche Doppelkupplung (PDK) transmission, or automatic; which in this day-and-age, is the smart way to go.

There are deceptive touches of performance. By the front crest on the carbon-fiber hood are integrated air vents to relieve aerodynamic lift. Center lock wheels, ceramic brakes and curvaceous rear-wheel well flares.

And then, there is The Wing, swan-neck mounted in the back. If reversed, it could have the lift of a small-scale Cessna.



Exaggeration of course. The Wing is manually adjustable for fine tuning the downforce.

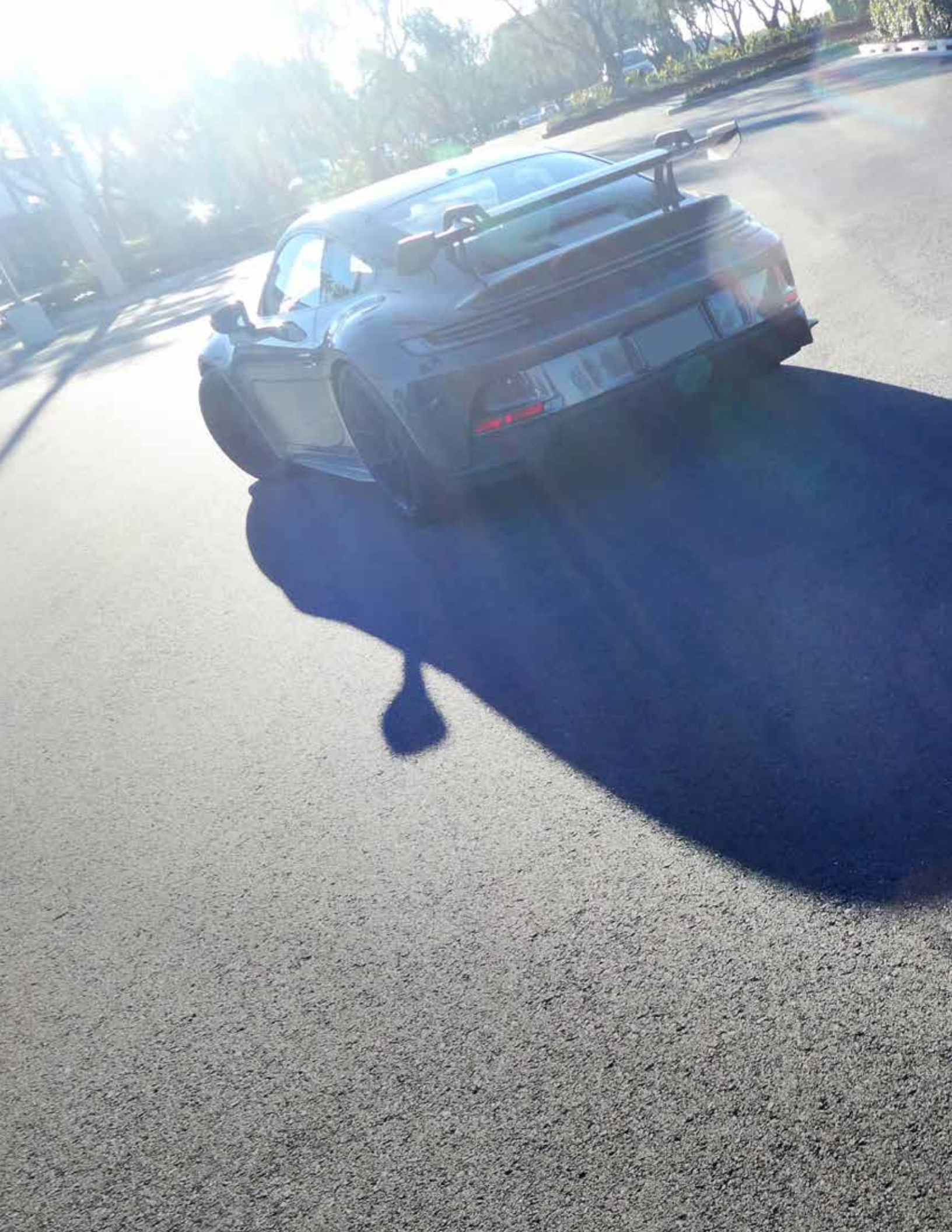
Besides all the hyperbole, the front suspension is unique for a street Porsche with double wishbone A-arms, familiar on the 911 RSR race car.

The PANDO photo car lives in Coto de Caza with its owner “B,” who beyond that has chosen to remain anonymous, as both have exceeded the posted speed limits. While the statute of limitations on traffic violations is unclear, we are taking no chances.

The owner reports the car’s handling is firm but compliant with smooth front turn-in and the PDK is quick and quiet.

**The GT3 is an under-the-radar race car for the street.**









## Question : Are all those wings and things on the back of Porsche 911s any good? What do they actually do?

Wings on 911 have become an evolutionary necessity in the overall 911 design. And whether you like them or not they are necessary to safely drive a 911 at speed.

Before 1972 or so the 911's aero body was one of the most low drag aerodynamic body designs in the world. The new 901 was being done from a clean sheet of paper design and the designers went to pains to make the new 901 body shape as smooth flowing against air drag as possible.

Changes came and went along with the name: "901" became "911" and airflow improvements went into window and door air leaks, better sealing design for the front trunk, fresh air inlet venting, air for brakes and allow horn sound to be heard far ahead, and the top of the rear window's draft vents, that new design efficiently pulls the cabin's old stale air out by the nature of aerodynamic air flowing over the top of the car.

However, the shape of the body's aerodynamic design, following an aircraft wing, also works exactly like an aircraft wing, and creates lift at speed.

Paul Frère is one of the most gifted and talented writers and, I think has the best books over anybody, because he explains the technology and makes it simple. His 6th edition of *Porsche 911 Story* should be the first one for any 911 owner, a must for anyone interested in 911s.

Frère wrote about the aerodynamic evolution of the 356 with its very low air drag: "Cd" of 0.36, measured in the VW wind tunnel.

Later 911s with their boxer 6-cylinder engines had a Cd of around 0.38 to 0.408 but also experienced wandering at high-speed on the roads.

In 1972, the development of the up-coming new *1973 Carrera 2.7 RS* had a Cd of 0.409 with a regular engine deck (lid) and in resolving the instability problem they tried different body attachments to reduce the lifting effect.

The 2.7-liter engine of 210 Hp and the racing version (RSR) with 300+ had need for stability with 165+ mph potential. A crude "spoiler" was affixed to the 2.7 RS rear deck lid, and in the wind tunnel, a dramatic difference was seen with a reduction of lift, normally at 320 lb. at 152 mph, NOW, that lift was measured at only: 93 lb.

HOWEVER, the Cd was also lowered to 0.397! Like airplane wings: Lift creates drag. Kill Lift = more speed.

I personally discovered all this in my 1968 911. At speeds of 45+ mph in rain and wind. I had my hands full. It was no joke and it frightened many new 911 owners to sell off their 911! Perhaps they did not understand the design philosophy at Porsche, and for some, they wisely moved on to something else.

I had the advantage of being a commercial pilot and knew what air flow does to airplanes in normal flight let alone, cross winds, up-down drafts, storms, etc. The 911s that came to America were delivered here for the new bumper height laws and this caused them to be delivered with the mandated higher bumper heights requirements. We called it "high water" ride height. It looked silly and made 65 mph freeway speeds unstable to be polite.



# The Wing

Copy by Lee Rice / Photos by Rob Alen



The 911s also got two iron weights installed into their front bumper to help hold the front end down on the road. It did help, sort of, but adding weight was a heresy at Porsche. But we got stuck with the d--- things!

Once driving to work on a very wet and windy 0430 am drive to LAX, I had NO STEERING. I could whip the steering wheel from right to left and the car didn't move. I had to speed up, in the rain, so I could then ease on the brakes in order to get the front tires to grip better. It was the only way I could get decent steering. In those days there were no concrete deflective barriers or grooved road surfaces! I also added more weight (toolboxes, and bricks) in my front trunk when it rained. What we noticed in Porsche sales brochures, magazines, and especially from visiting Germany, was the R.o.W (Rest of the World) ride height.

Compared to ours in the US, our 911s looked like clown cars, comically unfunny! Most everyone was crazy to get the lower ride height done to their own 911s.

I soon had my 911 lowered to the R.o.W. ride height and was shown how to do it myself, thanks to Michael Miller (Westport Porschacare-In Newport Beach). WHAT A DIFFERENCE! My 911 handled securely and 'sure footed'- in the wet and wind. - then I removed the heavy iron weights, and had to lower the front again (easy) and made my own alignment tools and set everything up for slightly better handling with new 6" Fuchs wheels and CN 36 185 tires and for upcoming PCA-POC time trials.

Later I swapped my old 130 hp engine for a precision built 1971 2.2 Liter 911 S engine (again with Michael Miller-Westport Porschacare). Now I had another need as speeds would be dramatically higher, I also had another need for help with rain and wind, on roads and racetracks.

In 1975 I did a body update by installing 1975 *Carrera* rear flares, and fabricated front flares to now accommodate 7" Fuchs up front (9" in rear) with wider Pirelli CN 36 tires and most significantly installed a repaired, all fiberglass, rear deck/wing from a Porsche 934 Turbo. (Essentially a "Tea Tray" rear deck-wing.)

I felt the difference as low as 50 mph, even on a calm day. On windy nasty rain days my 911 stayed put in its own lane while all the big heavy, boxy cars were weaving all over the place. It was laughable and seemed so unnatural but those aero devices work!! Knowing it from flying is one thing but going from an un-aero controlled vehicle to one so stable was dramatic, a real paradigm.

That 'tea tray' rear wing and RS front bumper-spoiler reduced the 178 pounds of lift at speed to 37.5 lbs. and had a low Cd of 0.414. The new "downforce" at speed really helped hold the 911 firmly on the road.

Later wings can create near thousands of pounds of downforce. As the faster you go, the more aerodynamic force you have.

Today's new 992 is mandated to use aerodynamics to keep the car on the road and hold the car steady, at any speed.

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**PORSCHE**



## April No Foolin'...

**A**pril is a special month for motorsports, especially for Porsche enthusiasts in Orange County.

It is time for the Grand Prix of Long Beach. It is the 46th and it has gone from Formula One to the various iterations of Indy Car. It is one of IndyCar's most prestigious races, and the longest running street course on the schedule.



This year it is April 8-10 and features for the first time the appearance of the Porsche Carrera Cup series. Porsche Cup is the largest single marque series in the world, there are 10 Porsche Cup series' run around the world. This is the second season of the North American circuit. Long Beach practice is Friday, April 8, with a 45-minute race on Saturday and one on Sunday.

April is important for Orange County. April 13th is the birthday of local resident and racer, the late

Dan Gurney (1931-2018). He won his first F1 race in a Porsche. And before becoming an international star, he was barnstorming around SoCal in a Speedster. He married Evi Butz in 1969, they met when she was a Porsche motorsports PR representative in Germany in the 1960s.

Gurney was a prime force in getting the grand prix off the ground to Long Beach along with Phil Hill. To top it all off, his All-American Racers shop, builders of IndyCars, GTP cars, the Deltawing and more is ten minutes from where OCR meets for breakfast at the Elks Club.

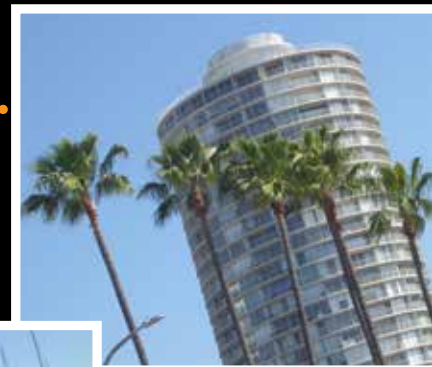
He was a familiar sight at the Irvine Cars-and-Coffee, arriving on his Alligator motorcycle in full leathers and being chauffeured around in a Ford Styling Studio golf cart.

So, on the way up to the LBGP, humming a little "Happy Birthday" in honor of Dan would be appropriate.





The Porsche Carrera Cup series comes to the Grand Prix of Long Beach, April 8-10.



Story by Rob Alen / Photos courtesy of Porsche Carrera Cup and Rob Alen



Left to right : Dan Gurney, Phil Hill and LBGP president Chris Pook, Grand Prix of Long Beach, 1976.



Porsche Indycar at Grand Prix of Long Beach, 1989. The Porsche Indycar program ran between 1986-1989, with a 90-degree 2.85 liter, single turbo V-8, 32 valve DOHC engine.

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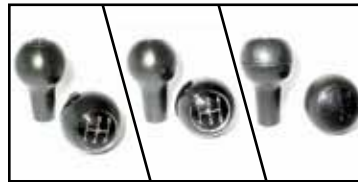
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<https://web.pca.org/index.cfm?event=pcajuniors>.





# A Banshee From Hell

“A

ll right class, quiet down. This is material that could be on the mid-term.

“What is a Pterodactyl?”

“Yes, Hurley...

“A Pterodactyl is a flying reptile, with a wing span of 6 1/2 feet to 36 feet and was on the earth between 252 million and 66 million years ago. It is a reptile not a dinosaur.”

“You are right. OK, what is a Banshee from Hell?”

“A Porsche 911 RSR World Endurance Championship car.”

“Yes, Hurley, right again. The 911 RSR raced at Le Mans, Sebring, Spa...and was easily identified with its screaming engine call that a dentist’s drill would envy.”

“Class, for homework tonight, watch these YouTube videos:

“A Banshee from Hell” at [themotorspirit1](#)

“On Board: One lap of Porsche 911 RSR at Macau” on [The Wheel Network](#).



Scan to hear the screaming call of The Banshee from Hell (effective until June 1, 2022)



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# A Rare Porsche Resurfaces.

**S**ir Irwin M. Kidding, O.B.E; was a popular gentleman co-driver in many long-distance races supported by the Porsche factory team.

The third cousin removed by marriage of one of the Porsche heirs, he drove this car at Le Mans, failing to finish after the first hour because of a broken cup holder.

The car mysteriously disappeared and has recently been re-discovered after spending the last 15 years at the bottom of a swimming pool in Brentwood, California.

Now of great value, it will appear at the Pebble Beach Concours d'Elegance this August in their new "Barn Find" class. Chief Class Judge will be Porsche enthusiast Jerry Seinfeld, who owns a famously clapped out Speedster.



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**MORE INFORMATION:** [www.pca.org/activities](http://www.pca.org/activities)



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Let us know what's on your mind  
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# OCR Membership Updates

## Anniversaries :

### **Congratulations!**

#### **April**

##### **45 Years**

Robert J. Weber

##### **25 Years**

Debi Donsker  
Dennis Donsker  
Paul W. Hinds  
Penny Hinds

##### **20 Years**

Amy Puzantian  
Roupen R. Puzantian

##### **15 Years**

Aaron A. Peralta  
Julie Peralta

##### **10 Years**

Jack F. Babbitt  
Terry W. Babbitt  
Julia Cordes  
Peter R. Cordes  
Toby Kovaleff  
Trish Kovaleff  
Sara Song Kukreja  
Sudeep Kukreja  
Kathleen Ocampo  
Ricardo R. Ocampo  
William A. Sloane  
William Sloane  
Carmela Wilson  
Richard R. Wilson

##### **5 Years**

Adam Binder  
Robert E. Binder  
Jeff Black  
Darrell Johnson  
Alex Kwok  
James Lee  
Dayton Lowe  
Ellen Lee-Lowe  
Brian Mellody  
Gilbert Vita

## **New Member Transfers :**

Bruce Postil  
Ann Postil  
Transfer From: Arizona (AZ)  
2009 911 Carrera S Cabriolet

Michael R. Quinn  
Transfer From: Riverside (RIV)  
2012 911 Carrera S

## New Members :

### **Welcome!**

#### **February**

Thomas Arntson  
1971 911 T  
Trevor A. Barrett  
1985 911 Carrera Targa  
Eric Belen  
2013 911 Carrera S  
Sam Chang  
1995 911 Carrera Cabriolet  
Ray Cheng  
James Koury  
2020 Taycan 4S  
Edgardo L. Co  
2003 911 Turbo  
Betsy Crutchfield  
2022 911 Carrera S Cabriolet  
Richard G. Culkin  
1996 911 Carrera 4S  
Nicole Dupree  
1974 911  
Mike Flores  
2021 Macan  
Dudley Haralson  
2004 911 Turbo Cabriolet  
Qiao He  
2019 Macan  
Jeff Hyman  
Howard Hyman  
1995 911 Carrera 4  
John Le  
1982 911 SC Targa  
Steven Leth  
Kerry Leth  
2017 Macan S  
Jonathan Martinez  
2016 911 Carrera 4 GTS  
Scott W. Maus  
Molly Maus  
2017 Macan GTS  
Karen L. McClure  
2022 718 Boxster  
Jessi Murray  
1971 911 T Targa  
Sony Nguyen  
2022 718 Spyder  
Jon Nixon  
Jennifer Nixon  
2017 911 Turbo S  
Dzung Pham  
1992 968 Cabriolet  
Steve Schneider  
2003 Boxster S  
Carlos E. Valerio  
2013 911 Carrera S

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Ed Co / 2003 911 Turbo Silver



Gary and Maria Schank / 2002 911 Turbo



Dave Janes / 2022 GT3 Green

# Breakfast Club, March 5, 2022

Photos by Denny Asbury and Monica Asbury





# San Gabriel Mountain Tour

Sunday, April 10, 2022

## Once Around the San Gabriel Mountains “Fun Drive”

“A Scenic, and probably chilly, Drive Around The Mountains”

**Start:** Brea Mall, adjacent to Lucille's Smokehouse BBQ, (Imperial at 57 Frwy.)

**Registration: 9:00 am / Fee: \$15.00 per car**, includes route instructions

**Lunch (No-Host) :** La Canada TBD

**Depart:** 9:45 am / **Est. Mileage :** 300 / **Est. Return to OC:** 3:30 pm.

We suggest you bring your Camera and a Jacket (5,000 elev.)

(Minors require a signed parental waiver and are not allowed to sit in the front seat unless they are 13 years of age or older.)

More Details to follow.

Glenn Billings will lead the drive.

To RSVP: **Monica Asbury @ sheamonica@gmail.com**

## Mt. Baldy Drive

Sunday, April 24, 2022

**What:** Mt. Baldy Drive

**When:** Sunday, April 24, 2022

**Meet:** Newport Beach Public Library, 1000 Avocado Ave., Corona Del Mar

**What time:** Registration and Driver's Meeting : 9:00 am

**Depart:** 9:30 am

**Cost:** Registration fee: \$10 per car

**Ends :** Drive ends once you reach Mt. Baldy

To RSVP: **Monica Asbury @ sheamonica@gmail.com**

Limited to first 20 cars to RSVP.

We suggest you bring a Jacket.

(Minors require a signed parental waiver and are not allowed to sit in the front seat unless they are 13 years of age or older.)

Watch for email updates / Tour lead: Dave Janes

# Classifieds

## FOR SALE: 930-911 TURBO

**2011 911 Turbo S Coupe, Black/Black lthr, 23K mi.** PDK. PCA member. \$124,000.00 Greg 310/882-0035; gregmaxon1@gmail.com. AR (2)

**2017 911 Turbo S Cabriolet, Red/Black lthr, 19K mi.** PDK. PCA member. \$175,000.00 Rick 401/3644-2020; sheltercovemarina@hotmail.com RIR (2)

**2017 911 Turbo Coupe, Guards Red/Beige & Black lthr, 9K mi.** PDK. **PRICE REDUCTION \$153,500.00** Derek 304/646-4330; dharman@osteo.wvsom.edu WVR (2)

**2018 911 Turbo S Cabriolet, Silver/Black lthr, 16K mi.** PDK. \$180,000.00 Thomas 971/291-7320; tbugeya@gmail.com. AR (2)

## SALE: 911-GT2 and GT3; Carrera GT

**2014 911 GT3 Coupe, Guards Red / Black lthr, 25K miles.** PDK \$153,000.00 Richard 503/330-2544; bear31251@aol.com) NWR (2)

**2016 911 GT3 RS Coupe, Orange /Black lthr, 563 miles!!!!!!.** PDK \$279,000.00 Dale 615/761-603; dale.williams1120@gmail.com. TNR (2)

**2018 911 GT3 Coupe, Carmine Red/Black lthr, 2K miles!!!** 6 spd manual \$239,000.00 Paul 630/660-3950; pmatker@gmail.com. FVR (2)

**2019 911 GT3 Coupe, Carrera White Metallic/Anthracite lthr, 3K miles!!!** 6 spd manual \$215,999.00 John 239/910-5103; pokcam1@embarqmail.com. FCR (2)

## FOR SALE: 911-1970s

**'70 911T Coupe, Burgundy Red/Black, 62K mi.** 5 spd manual. PCA member. \$90,000.00 Glenn 248/342-9183; glawgtp@aol.com. MR (2)

**'71 911T Coupe, Black/Gunmetal Grey, 99.8K mi.** 5 spd manual. PCA member. \$75,000.00 Dan 808/280-4802; mauireman@gmail.com. AR (2)

**'72 911E Coupe, Light Yellow/Black corduroy interior. 143K mi.** Matching numbers survivor with an interesting history. Engine rebuilt at 132,642 by Fat Performance/TP Motorsports in October 2017. Includes original dealer air conditioning and 4 extra date matched correct wheels. Five Targa California and Targa Baja California tours. \$115,000.00 Don Becker 949/246-8777; don@ayedoc.com. OCR (2)



**'73 911T Coupe, Light Yellow/Black, 98K mi.** 5 spd manual. PCA member. \$125,000.00 Bob 408/502-6920; bhammerin@yahoo.com.GGR(2)

**'74 911 Coupe, Mexico Blue/Black lthr. 43.7K mi.** 5 spd manual. 2.7L, 180 hp/runs like 2.9L(250 hp), Short shifter, racing clutch, 15" polished aluminum "cookie cutter" rims, Turbo oil cooler. This Porsche was completely disassembled, original color new paint. Rebuilt by Specialized Porsche Jay Ward. Always garaged, exceptional condition, Must See. PCA member owned. Email for Specialized Porsche compression tests, Westech dyno tests. **PRICE REDUCTION \$55,500.00** Serious buyers only. 951/750-8103 (Leave message); kainhopper9@aol.com. Randy, Randyh@rhalha.com; 951/217-6630 RRR (2)



**'75 911 Carrera Coupe 2.7L Euro, Orange/Black, 55K mi.** 5 spd manual. PCA member. \$245,000.00 Ben 904/874-4877; pilot83@outlook.com. FCR (2))

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*NOTE: All listed vehicles are subject to prior sale.*

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