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FEBRUARY 2023

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In this Issue

PANDO FEBRUARY 2023 www.pcaocr.org

PANDO is for Pandemonium.

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Built to Race



Classicus Originem



Saturday at Enderle Center

Cover: Rob Alen

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★★★★

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PORSCHE

Orange Coast Region 2023 Calendar of Events

FEBRUARY 2023

- 2 Registration Opens for Porsche Parade, La Quinta
- 4 Breakfast Club & Board Meeting
- 9 Woody's BurgerBahn – HB
- 11 Santa Rosa Plateau Tour
- 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

MARCH 2023

- 3 Werks Reunion – Amelia Island, Florida
- 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 – Fishbonz, Costa Mesa
- 25 Porsches & Pancakes – Woody's Lido

APRIL 2023

- 1 Breakfast Club & Board Meeting
- 13 Woody's BurgerBahn – HB
- 15 Porsches & Pastries – Enderle Center, Tustin
- 18 Porsches & Pescado – Fishbonz, Costa Mesa
- 19 Treffen – Georgia Mountains (April 19-23)
- 20 Porsches & Pizza – MOD Pizza, Laguna Hills
- 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

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

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PRESIDENT'S MESSAGE

Monica Asbury



Monica and Denny Asbury at OCR Holiday Party.

Do we have some exciting news! OCR member Sudeep Kukreja has won the PCA Fall Sweepstakes 1st Place prize, a 2023 911 Carrera GTS Cabriolet and \$25,000! Wow – what a way to start the New Year! I know we all wish it was us, but how great is it that the winner is from OCR?! We send our happiest Congratulations to Sudeep . . . with envy!

The New Year has brought us two new advertisers. PCarMarket is an online auction house, and Farmers Insurance Agent, John Ekno. If you're looking to sell your car or need insurance, please do your shopping through the Pando! The Pando offers a variety of resources for our Porsche enthusiast.

Scheduled for Saturday, February 11th, Paul Shaffer takes us on another fabulous drive, this time onto a Santa Rosa Plateau Tour with a special stop at "CPR Classic" restoration shop in Fallbrook. Paul's drives are always very popular so once you see the email announcement, make sure you respond quickly before it fills up.

Watch your calendars, Porsche Parade registration opens February 2nd. This year's Parade is scheduled to be at the La Quinta Resort & Club from June 18th – 24th. Adjust your schedule and let's attend! It would be nice to have members from OCR participate. It isn't a requirement to spend all week at Parade, you decide when you can come. Approximately 3,000 PCA members and their Porsches from all over the U.S. will be attending and this event has been known to sell out.

Please watch for email updates to register for our events and for any changes to our drives, tech sessions and activities.

We'll see you at the Santa Ana Elks Lodge on Saturday, February 4th!

Wishing you a very Happy Valentine's Day – it's time to spread the love!

Stay well, safe driving and enjoy the ride!

Monica Asbury
PCA-OCR President
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EDITOR'S LETTER

Rob Alen



Porsche 911 Classic Club Coupe at ünSTOCK

Have you seen the 911 Classic Club Coupe? It was at ünSTOCK. A one-off exclusively for PCA from Porsche. An advertisement for Porsche's Sonderwunsch ("special wishes") customization program.

It is what an after-thought looks like. Let's throw on a Duck Tail spoiler, add a negligible double bubble roof, gussy up the interior and paint it gray. I know that it is a popular color these days, but all they had to do was add U.S. Navy Admiral Staff car flags to the front and they could sneak through the gates at Coronado.

Thank goodness there is only one.

Is it time for some bench racing? The 911: mid-engine or rear-engine? Interesting question as this year is its 60th anniversary.

There has been a continuous controversy as to who designed the 911. The Porsche party line credits Butzi Porsche, Ferry's son. Another theory it was Edwin Komenda, who did the 356. Civil litigation continues as to who did what.

Butzi may have contributed, but my bet is on Komenda. I believe Butzi did the 904. At the time Porsche raced mid-engine cars with the engine in front of the rear axle.

For the 911, Komenda put the engine behind the rear axle in keeping with what he knew for the 356 and VW Beetle. At the time, production costs for a mid-engine car were probably expensive and not common. The mid-60s saw the Miura break new ground with its transverse mid-engine.

So, who did what? Imagine the world today if the 911 was originally mid-engine. Bring on another Warsteiner.

Be kind, be generous, be well.

Rob Alen, Editor
robalen602@gmail.com

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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 February 20th for April issue).

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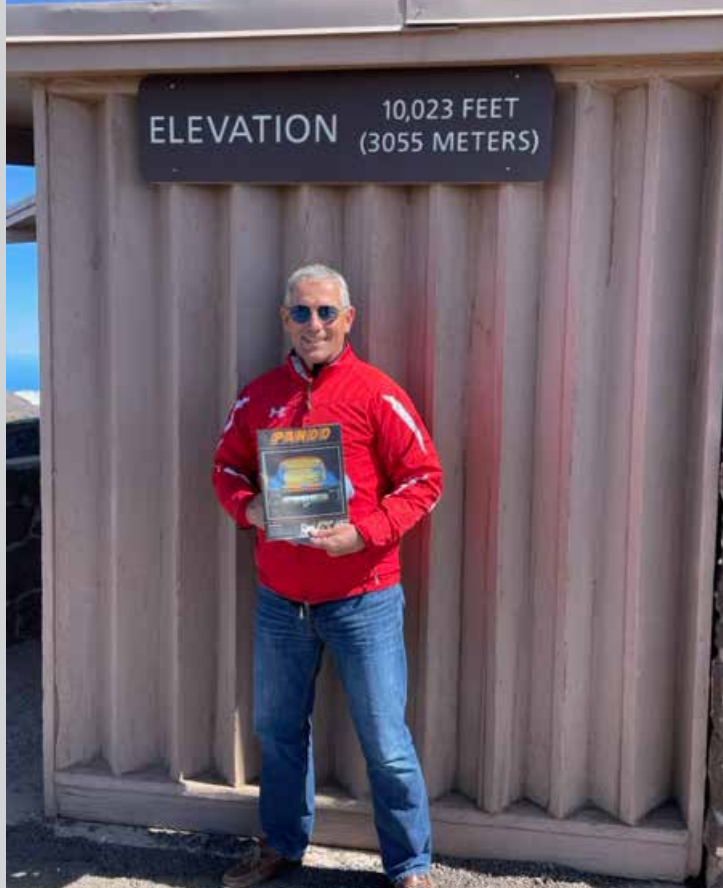
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Where's Pando?

Maui, Hawaii

Tristan Molley

Tristan Molley, along with the PANDO, braved it to the top of Haleakala last week, home to the highest peak on Maui, at 10,023 feet.



Hakodate, Japan

Kimble Skov

Kimble Skov took his PANDO to Japan. Here, he is standing on the island of Hokkaido in the city of Hakodate, and in front of the house where his wife grew up. Kimble reports "Lots of snow here and the occasional Porsche sighting! Happy New Year!"

Phoenix, Arizona

Jim Falk, David Whitteried, Janice Whitteried, Howard Graybehl

Several OCR members attended the Phoenix, Arizona Region PCA - Flight 44 Concours, Scottsdale Arizona, October of 2022. PANDO went along. Attendees are from left to right : Jim Falk, David Whitteried, Janice Whitteried, and Howard Graybehl.



Where will PANDO go next?

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



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:: In Memoriam ::

W

Story by
Sandy Klein

hat a shock to open a PCA-OCR email to find out everybody's friend, C. L. Jarusek, had passed away. The email included a picture of C.L. with his faithful companion, Delta. We have had German Shepherds for years and our German Shepherd, Copper, lost his companion a year or so ago. We had been looking for a 'right fit' for Cooper, and hadn't found one.

On the spur of the moment after receiving the email, we decided to contact Monica to say if no one wanted Delta, we would be glad to take her. Within minutes, Monica called and put us in touch with C. L.'s next door neighbor Kathy.

Kathy had been lovingly taking care of Delta, including walking her at least once a day, and knew it would



be difficult for her to turn Delta over to someone else. Unfortunately for Kathy, she could not take in Delta.

We made arrangements to go to C. L.'s to meet Delta, and two days later, Kathy brought her to our house where we introduced Delta to Cooper on neutral territory.

And like they say, the rest is history. The two are best buds and inseparable. As a neighbor seeing them in the front yard texted, "Copper and Delta look happy together . . . the new dynamic duo!"

We are hoping C. L. is looking down to see his Delta is with a loving family and being well taken care of.

Two Nice Guys.

Recently two long-time and loyal OCR members have passed away:
C.L. Jarusek and Ken Fredrickson.

C.L. contributed to the club in many ways, some of them in official capacities but it was his personal hellos and remembrances at the Breakfast meetings and Woody's Lido that will outlast them. He lead an annual drive up to Julian in the fall for apple pie and so much more.

His German Shepherd, Delta, outlasted him and fortunately OCR members Sandra and Steve Klein have stepped in and adopted Delta into their family with their other Shepherd, Copper.

From my point-of-view, Ken Frederickson was the Master of Ceremonies in the Breakfast meeting parking lot at Woody's Lido and in the days of Original Mike's. His good humor, and just the way he said stuff was upbeat.

You could always tell he was around because he drove a Guards Red SC with factory striping on the side. Today the car is in the care of Dave and Nancy Wright who drive it to Breakfast meetings and Woody's.

— Rob Alen

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1955 Mercedes Benz 300SL Gullwing: Grey/Burgandy, History, Rudge Wheels.



1956 Porsche 356A 1500GS Carrera Speedster: Black/Red.



1958 Porsche 356A 1500 GT Speedster: Aurantium Green/Black.



1961 Jaguar XKE Series I, 3.8 Rdstr: Outside Bonnet Latch.



1969 Porsche 912 Sunroof Coupe: Sepia Brown/Tan.



1970 Porsche 914-6: Adriatic Blue/Black, Original Paint & Interior.



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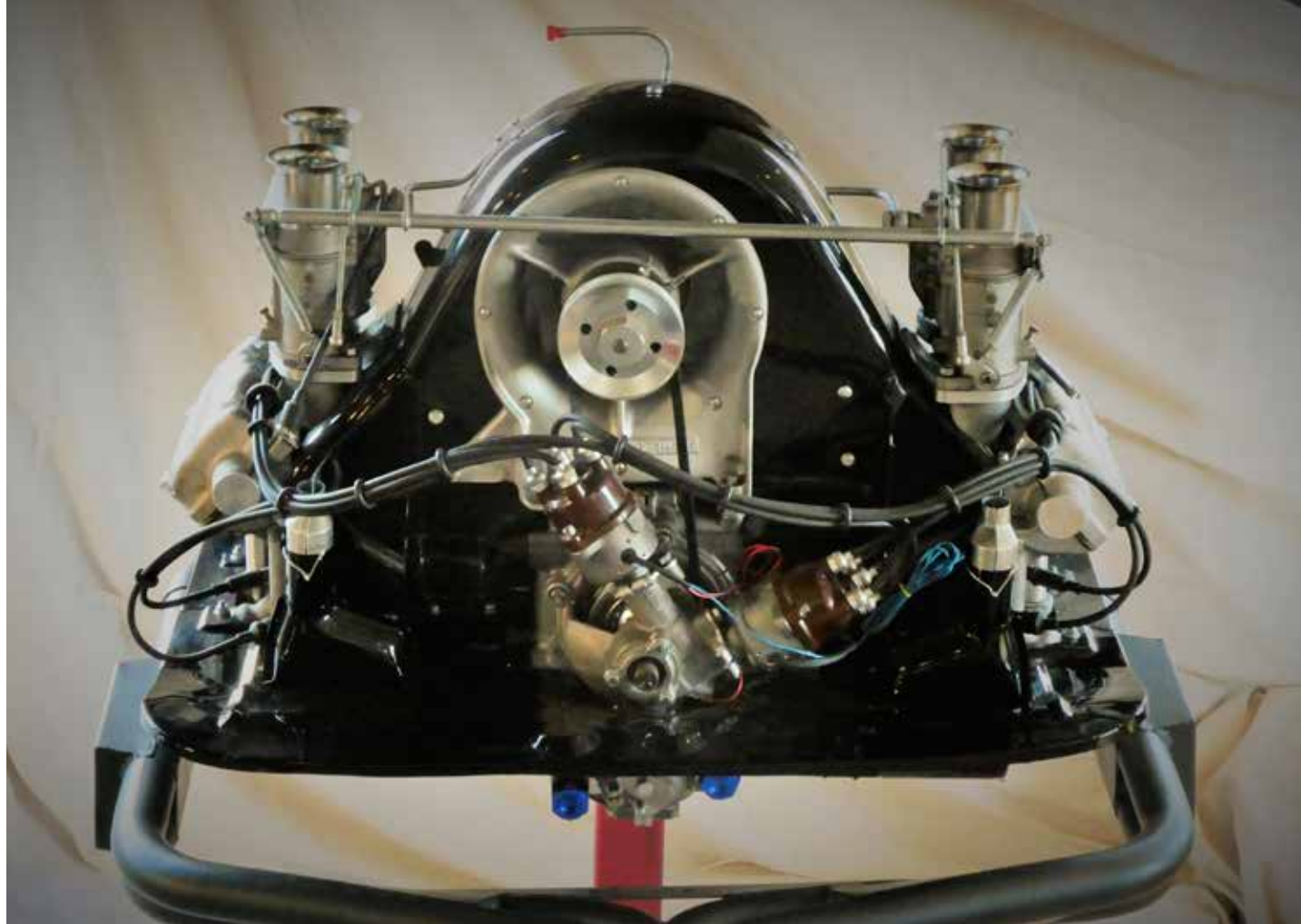


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Built To Race.

Racing successes made Porsche successful.

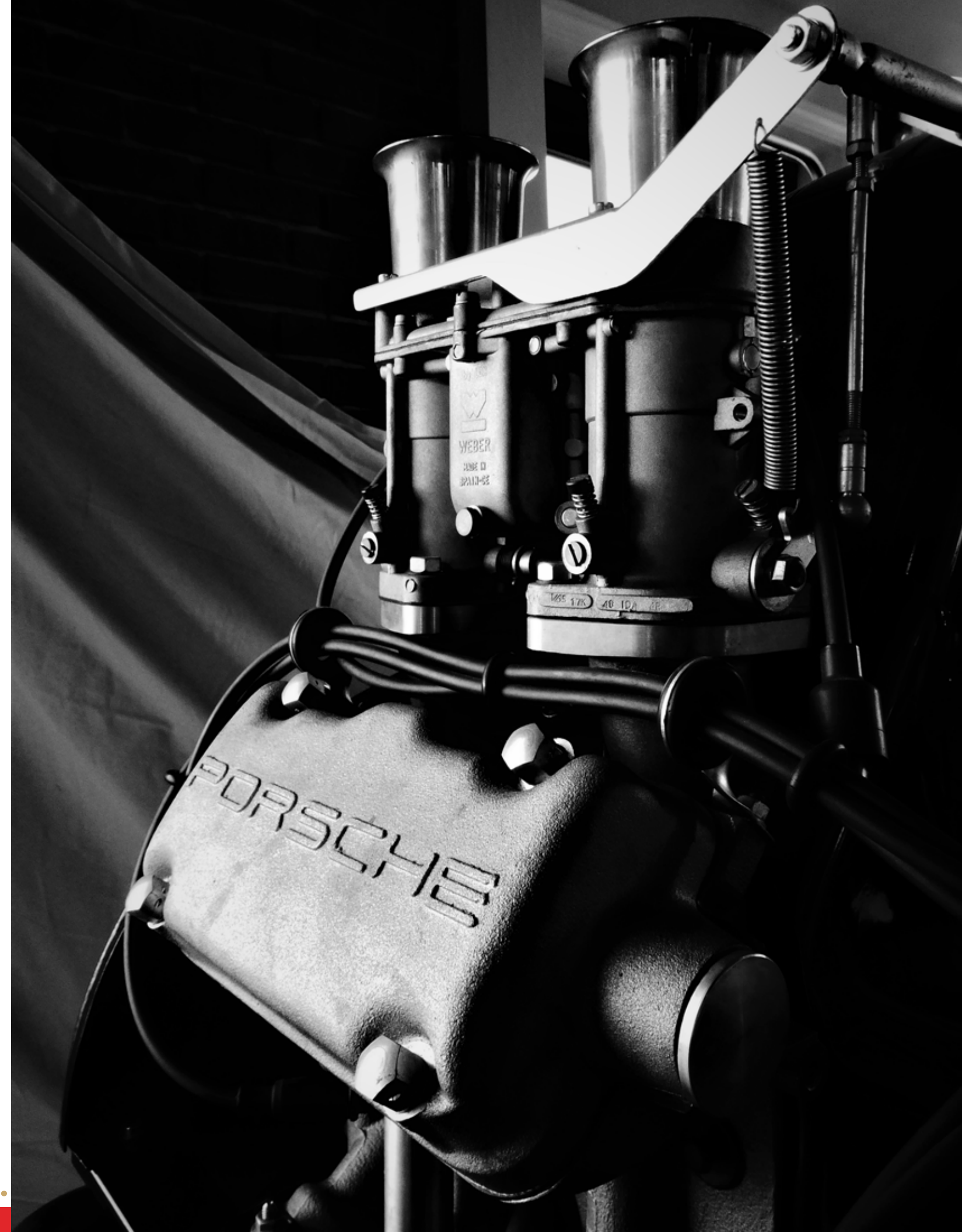
From its earliest days, motor racing was Porsche's way of testing its engineering and promoting its product.

Early success came from the 356's VW-based boxer four, but Porsche realized it needed more power to be competitive. It turned to Ernst Fuhrmann, who had been with Porsche since Gmund days, to design a new engine.

In a remarkable six-months came the famous four-cam, Type 547 motor. Fuhrmann had had a head start: his thesis at the Vienna Technical University was "Cam drive for control of... high-speed combustion motors."

The Type 547 was a four-cylinder 1.5-liter aluminum alloy block, double overhead camshafts on each cylinder bank, double ignition, dry sump lubrication. A full-on racing engine driven by angled gears and shafts to actuate the cams and valves. It was what Ferry Porsche wanted: efficient, reliable, out-size power from small-size displacement (135 horsepower). It saw early action in the Porsche 550.

But it is complicated. So, complex few worldwide are qualified to properly rebuild them. In period Stuttgart-technicians were allotted 40 hours to adjust cam and ignition timing alone. You get one thing right, the other is off; get the other right, its opposite is off. And rebuilds are more complicated if using worn parts.





Various iterations were developed morphing into the Type 692 and Type 587 and their variations; redline might run from 6200 to 7000, keep it above 4000 rpm and you were in the “sweet spot.”

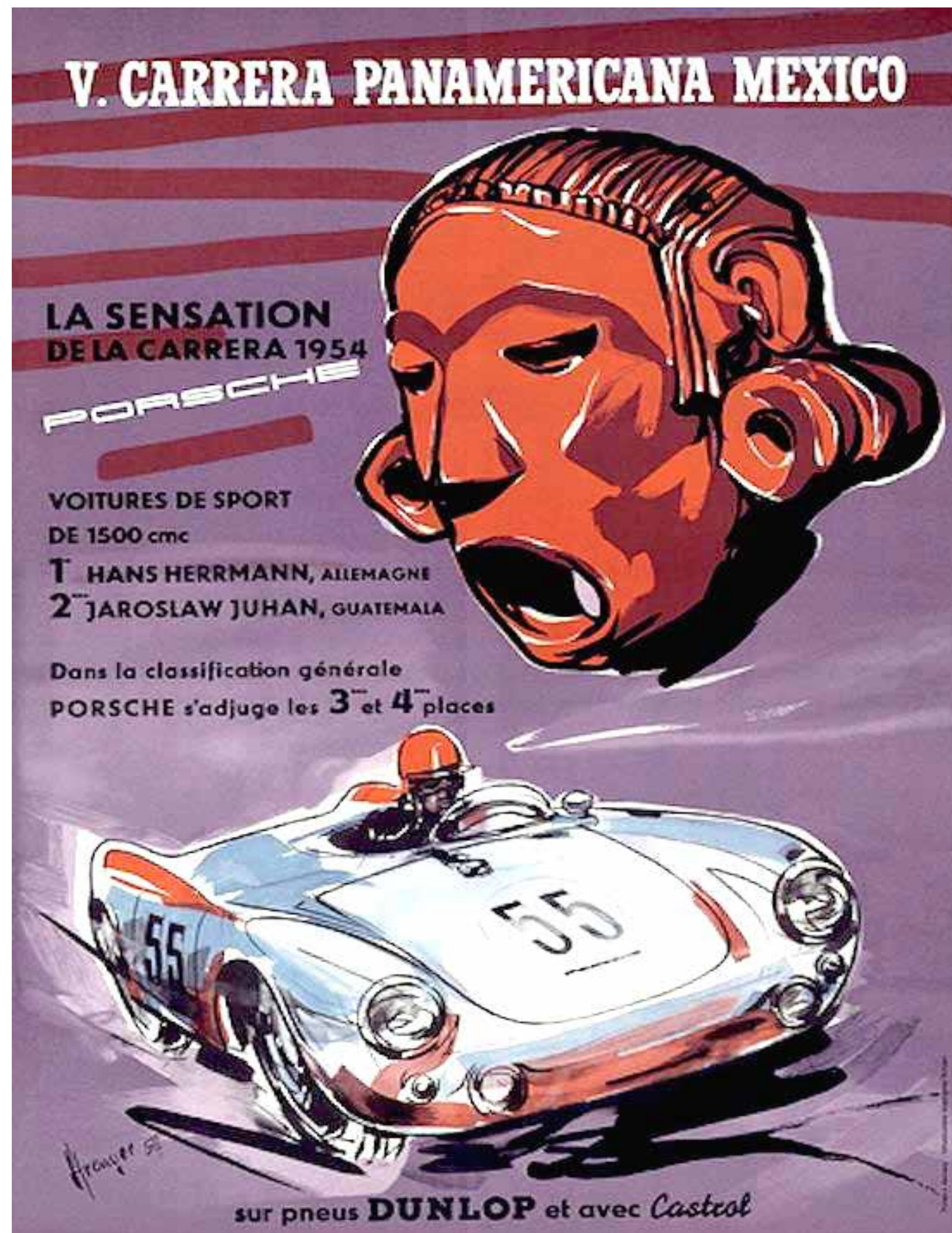
Designed for a mid-engine position, it won races in the 550, 718, Abarth GTL, 904 and found homes in production 356s. It won class wins at Le Mans and Mille Miglia. It won the Targa Florio overall five-times (welcome to the world of big-time auto racing Porsche), which inspired the naming of the 911 model in the 60s.

In 1950 the Mexican portion of the Panamerican Highway was completed, and the Mexican government thought it would be a good idea to stage a road race. It was a 9-stage, 5-day race with four classes; it was the “Carrera Panamericana,” “open road” racing like no other.

In 1954, Hans Hermann won first in class (third overall) with a Fuhrmann-four Porsche 550 Spyder. (Sixteen years later he would win Porsche’s coveted first overall Le Mans win in a 917.)

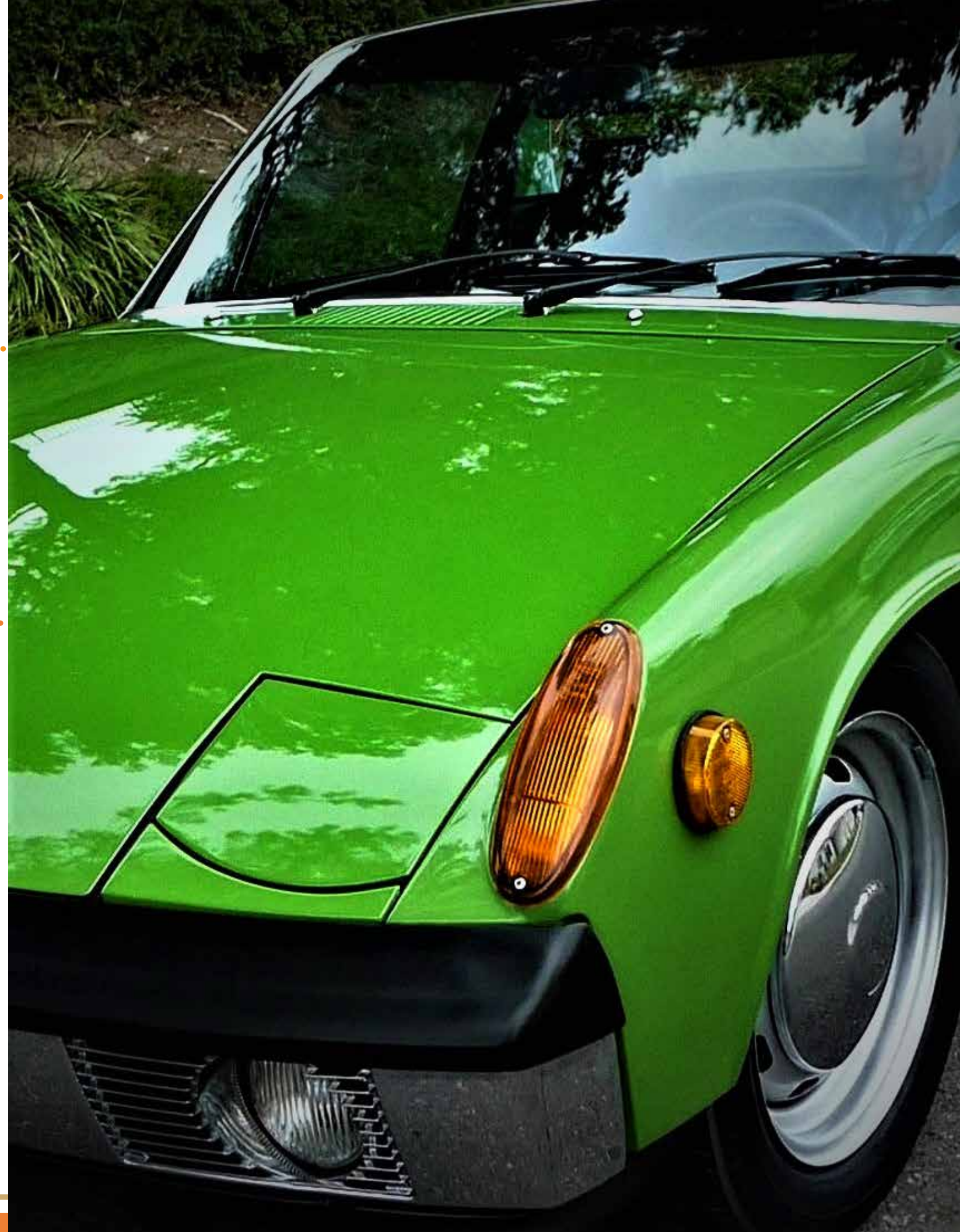
Of course, the “Carrera” name lives on decorating many models of Porsches.

This month are the Porsche-shop Open Houses associated with the LA Lit and Toy Fair. The engine pictured here is an RS Carrera 2, one of 445 made globally, and is at European Collectibles in Costa Mesa. Chris Casler, EC Sales Manager, is like an archeologist with an encyclopedic familiarity of these engines. Not innocent, it was built to race.





Rex Neihardt's 1972 Porsche 914 looks as original today as it was when he bought it 50 years ago.



Classicus Originem.

Story by Rob Alen

O

CR member Rex Neihardt has had his 1972 Porsche 914 for 50 years.

He bought it new from Circle Porsche-Audi in Long Beach (a sponsor of OCR by the way) May 16, 1972. The car has remained as Porsche made it, no mods or fancy fiddlin'.

In the future, anthropologists researching Porsche will give it an academic classification, "Classicus Originem." Classic Original. It is a reference control for the ideal 914. The path to ownership was pretty straightforward. Rex saw a billboard advertisement, he liked what he saw, he organized his finances, and went to Circle. "I'll take it."

He drove it for about 10 years and then it found its way into the garage, while he got sidetracked riding motorcycles. He's gone on tours and waxed over 360,000 miles on his '85 Harley and polished a '92 Harley as his show bike.

But as the value for 914s started to go up, he noticed what was in his garage. He would start it once in a while, fix little things here and there, but still kept the car even with some Non-Operational Status expense.

With 2020 came the stay-home Covid protocols. Rex returned to the car because of its simplicity, and he could work on it without a laptop. New brakes, new this, new that.

50 years later, he returned to Circle on May 16, 2022, with the car to celebrate its 50th anniversary. He took it to OCR's White Glove Concours, and in 914 Vintage Unrestored took his class and overall Vintage Division awards.



OCR member Rex Neihardt

(Continued on page 22)





Classicus Originem.

(Continued from page 19)

The 914 was in production from 1969 to 1976. It was Motor Trend's 1970 Import Car of the Year. Those of a certain age may remember it had a controversial parentage. Originally designed to replace the 912, there was bickering between Volkswagen and Porsche for the car.

By the 70s the 6-cylinder 911 was "the car," and even though the 914 outsold the 911, a four-cylinder like the 914 was saddled with an inferiority complex. With a mid-engine design, it is now thoroughly modern, time has caught up with it.

Rex's car is Willow Green, a lime green (L63K), and it was common of the period for it to join the bright, iridescent colors of Tangerine Orange and Canary Yellow.

Don't let anybody buffalo you about a 914. It is simple, balanced, with stylish flip-up headlights, sporty with the top (Targa-type plate) off or on; and unusual at the time, fuel injection, 4-wheel disc brakes, 5-speed transmission.

If you want to see how they were made as Porsche intended them to be, check out Rex's 1972 Porsche 914, a classic original.



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LA Lit & Toy Show Open Houses Schedule

The last weekend of February announces the 39th annual L.A. Lit & Toy Show at the LAX Hilton, Saturday, February 25. Co-anchoring the weekend on Sunday is the Southern California 356 Club Swap Meet at The Boys Republic in Chino Hills.

Preceding and throughout the weekend over a dozen Porsche-specialist shops show their hospitality with Open Houses. It is hard to make everything so organize your time and enjoy. The wise check in advance; things can change.

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Monday, February 20 through Friday, February 24,
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www.lalitantoyshow.com

European Collectibles, Inc.

3pm-7pm
1665 Babcock Street
Costa Mesa 92627
www.europeancollectibles.com

Carpac USA, LLC

11am-5pm
1701 Pomona Avenue, Unit B
Costa Mesa 92627
www.early911specialist.com
henk@carparusa.com or
will@carparusa.com
562-331-0681

Performance Vintage Open House

2pm-6pm
187 E. 16th Street
Costa Mesa 92627
performancevintage.com

Goritz Sixfix Open House

2pm-5pm
1760 Monrovia Avenue, Suite A12
Costa Mesa 92627
sixfix-us.com

California Porsche's Open House

4pm-7pm
1638 Babcock Street, Suite A
Costa Mesa 92627

Benton Performance House

4pm-7pm
1275 N. Lance Lane
Anaheim 92806

Honest Engine Swap Meet

12pm-4pm
18071 Mt. Washington Street
Fountain Valley 92708

Diecast Cars & Coffee

9am-1pm
Zimmerman Automobile Driving
Museum
El Segundo
diecastcarsandcoffee.com

SoCal All-Porsche Swap Meet and Car Display

8am-3pm
356 Club's Swap Meet
at The Boys Republic
1907 Boys Republic Drive
Chino Hills
www.356club.org



Saturday at Enderle Center. Cars-and-Comments at the third Saturday Porsche PCA gathering at Enderle Center.



I just got the car two days ago. Pulled it out of New Hampshire and bought on Bring a Trailer. The seller was the owner's friend who recently passed. And he was a well-known Porsche guy out of New Hampshire...It is a 1980 SC, it has a 3.4-liter twin-plug motor in it...the Ruf wheels, Elephant racing suspension front and rear. My plan for the car is to turn it into a safari build...Still getting to know it.



It is a '70 911 and I purchased it back in 2004. I purchased it for a whopping 8 grand. It is a factory silver for a 911. I can't remember the color...but it is factory. I put over 150,000 miles on it myself, most of that was during the first 10 years. I have really enjoyed it.



This is a '22 GT3, it's only got about 1,500 miles on it. I have had it for about five months. Ordered it, it is just the way I wanted it. PDK car, sunroof...rear wheel steering. I went without the center lock wheels, because I have a 997 GT3 center locks and I got stranded for a couple of days because of the tire situation and the center lock wheels; so, when I ordered the car, I decided not to go that route. I have been a Porsche person since I was seventeen.



It is metallic blue, 1967 912. It is a non-stock color. The painter named the color "Pete's" blue. I have had the car since 2004. This is my first Porsche...every year I have been modifying or improving the car. It is a very trustworthy car that I can take on any kind of rally or long trip. Very dependable. I have done about four Hill country Rallies in central Texas...that usually nets us about 3,500, 4,000 miles in a week. Never a problem.

RICE'S Ramblings

Story by Lee Rice

**DAYTONA 24 hours of Endurance,
a half-century ago1973**



**PENSKE-SUNOCO PORSCHE+ AUDI 911
Carrera RSR at Daytona.**

The big deal about this 50-year-old picture is this 911 didn't win. Another 1973 911 Carrera RSR won in the hands of Peter Gregg and Hurley Haywood. They got the glory and pictures in the papers. But the BIG deal was the '73 RSR was never intended to win in anything except in a "GT" class win, or a good place on the finishing list.

Roger Penske's Mark Donohue took the 911 and did a few engineering checks on his own, and discovered the bare chassis was quite strong and in fact, stronger than the factory realized. IT COULD handle the larger than Porsche specified fat NASCAR racing tires that Mark Donohue found in the NASCAR garages at Daytona. Donohue saw that he was running out of revs on Daytona's high banks and down into the infield straights. So, he sought out the NASCAR tires he had seen earlier, as they were taller tires and that and would

give him and co-driver George Follmer slightly higher speed. It was a 'trick' that worked and had it not been for a factory defective piston, Team Penske-Sunoco would have won.

Unfortunately, that halted the Penske-Sunoco's 1st place. However, the Gregg / Haywood Brumos RSR won, and it was the first, 1st place overall win for a 911 in an international race. It's also because the new super-fast prototypes all broke and the 911 won, becoming an eye opener as to the 911's performance. In years to follow the Kremer Brothers "K-3 935" with the new air-to-air intercooled 935 twin-turbo engine and dozens of aerodynamic changes to the rather boxy factory 935s, would blow the doors off the factory run-of-the-mill 935 race cars! In 1979, the Kremer Brothers K-3 won the 24 Hours of Le Mans 1st place overall.

**The new PORSCHE 963 prototype racer
set for the 2023 IMSA and FIA Daytona
and Le Mans**



Long-time Lee Rice friend, Jim Poste at the Carson Porsche Experience Center, Winter 2022. Both share interests in aviation and Porsches.

It was a few days after rain in So Cal. Real rain! The Porsche Experience Center was open for business. In their exceptionally neat main entry were a restored 924 turbo race car and various new or retro new-old look Porsche cars and this odd-looking thing. These are the newest of the new, super trick unimaginable costly just for WINNING "cars".

To us vintage 911 silver hair 'pushers', it seems to be near madness for so many manufacturers these days. All these new cars look pretty much the same and powered by engines you'll never see anything like in your everyday street Porsche. In fact, hardly anything in these racers relates to real cars. Something interesting as that would be a hearsay in the past. Even in the 917 days, the mechanicals were developments from road cars, or their parts were proven through racing to be used in Porsche Road cars. Like the 917s brakes: Those went on the 1973 RSRs and later the 1974 RS/RSR and then on every 1978 and on 930 street Turbos!

Porsche was a performance road car that has evolved and been proven through racing. The later so called 'mid-engine 911' was not much of a '911' and reverted to a tail end motor. Maybe just for good will? But I understand why Porsche experiments with every conceivable idea to find out just what potential was in in the new 991-992 chassis. The reality is these race cars are just special racing cars anyway.

Unfortunately, I see mostly racing is now a 'celebrity showboat' for driver glorification.

I'm sorry to write this, but at least the World Championship of Makes and IMSA were about the cars! Cars like the 356, 550s, 904, 906, 908, 917s 936, 956, 963 and 935s have been about THE CARS and the unique developments of each car's progression. All Porsche cars were tested and proven on racetracks, off roads, ralleys, or hill climbs and earned their titles of "Carrera", "RS" "GT". Now it's just an add on label that costs a lot more. New racers have so much 'psychodelia paint jobs' you cannot tell what these cars look like? DO these graphics inspire special factory development? Or is it more of Hollywood showboat stuff?

I for one was inspired by the beauty and simplicity when a new factory racer came out from testing at Weissach. It was modestly shown in glorious White with a thin red "Porsche" on each side. That actually excited me to wonder what this new car would do in the real world. I haven't ever been disappointed for a good 50 years.

PS. I'm getting over covid and working on my prostate cancer and it is going well. If you men are over 45 don't take too long to get a PSA, PLEASE.

**Godspeed
Leslie F. Rice
PCA-OCR Technical
riceturbos@sbcglobal.net**



Porsche 962 prototype,
with IMSA-specific tail .
Campaigned 1984 and 1985.

**Rice's Ramblings:
Ask a Mechanic**

If you have a question about your Porsche,
please send in your question
to Lee at : riceturbos@sbcglobal.net



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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.

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OCR Membership Updates

Anniversaries :

Congratulations!

February

25 Years

Bill Sentenac
Leigh Sentenac
Bo Svendsbo
Glenn D. Williams

20 Years

Brent A. Spirlin

15 Years

Larry R. Burns
Sue Burns
Rob Greene
Sharon Greene
Judy Rodelo

10 Years

Thomas Garling
Karen Hawthorne
Thomas E. Hawthorne
Candice Kaltenbach
Eric Kaltenbach
Cathy Levitt
Daniel Levitt

5 Years

Craig Carney
Erna Cox
Jeffrey Cox
Glenn Gilsleider
Marylou Gilsleider
Deborah Hallinan
Robert Hallinan
Tom Politowski
Sebastian Rios
Shauna Rios
Anthony Robertson
Matthew Ross

New Members :

Welcome!

December

Jason D. Bell
2014 Cayman S

Marc S. Belluomini
2021 911 Carrera 4S

Michael Evans
2014 911 Turbo

Jerry Firman
2003 911 Carrera

James A. Graves
2012 911 Targa 4S

Garrett Greer
2019 911 GT3

Tucker Grieb
2006 Boxster

Ryan McDonnell
1999 911 Carrera

David Neiman
Alison Baker
2011 Cayman

Todd A. Powley
1999 911 Carrera

James Schiefer
2017 911 Carrera 4S

Thomas Schumacher
Shawn Prince
2006 91 Carrera S

New Member Transfers :

Charles Grieb
Wendy Grieb
Transfer From: Los Angeles (LA)
1994 911 Carrera 2
2011 Boxster Spyder

Sam Sharma
Transfer From: Maverick (MAV)
2012 Panamera 4S
2006 911 Carrera S
2013 Cayenne Diesel

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- **STAY CURRENT :**
to know when and where to hang out. Trade stories and advice.
- **MEMBERSHIP HELPS OCR RECEIVE MONETARY BENEFITS :**
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<https://web.pca.org/index.cfm?event=pcajuniors>.



Holiday Party, December 11, 2022

Photos by Gary Ambrose



SANTA ROSA PLATEAU TOUR Saturday, February 11, 2023

The tour will start in San Juan Capistrano and end with a no-host lunch in Oceanside. Approximately 90 driving miles.

The Santa Rosa Plateau is in the southwest corner of Riverside County and was once the land of cowboys.

Watch for email updates for the February tour details.

Paul Shaffer is Tour Master.

RSVP: Paul Shaffer - Paulcshaffer@yahoo to register for this tour.

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'76 930 Turbo Carrera Coupe, Blue/Black lthr, 73K mi. 4 spd manual, **PRICE REDUCTION \$160,000.00** Len 641/691-0410; por76930@gmail.com. IR (2)

'86 911 Turbo Coupe, Guards Red/Black lthr, 58K mi. 4 spd manual \$185,000.00. Keith 740/398-7510; mcmillankeithd@gmail.com. OHR (2)

'86 911 Turbo Coupe, Guards Red/Tan lthr, 67K mi. 4 spd manual, \$140,930.00 John 704/907-7587; john@lknautoexchange.com. NCR (2)

2021 911 Turbo S Coupe, Chalk/Gray lthr, 8K mi. PDK. PCA member. **PRICE REDUCTION \$249,499.00** Marc 404/643-0531; marc.polo.888@gmail.com. ATR (2)

SALE: 911-GT2 and GT3; Carrera GT

2016 911 GT3 RS Coupe, Orange / Black lthr, 636 miles!!!!. PDK. **PRICE REDUCTION \$252,000.00** Dale 615/761-4603; dale.williams1120@gmail.com. TNR (2)

2019 911 GT3 RS Coupe, Lizard Green / Black lthr, 2.3K miles!!!!. PDK \$264,000.00 Paul 630/660-3950; pmatker@gmail.com FVR (2)

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

2005 Carrera Cabriolet, Lapis Blue Metallic/ Sand Beige lthr/Metropol Blue Top, 37.2K mi. 6 spd manual, Adaptive Sport seats/Heated, Bi-Xenon headlamp package. Bose Hi End Sound Package, Wheel caps with colored crests. 2 key fobs. Car very clean & well maintained. Garaged. PCA member. \$49,500.00 Irwin 714/879-0145; ijwdds@mac.com. OCR (1)



2005 911 (997) Carrera S Coupe, Yellow/Black lthr, 34K mi. Manual trans. Excellent condition. \$60,000.00 Justin 310/993-5619; justin.lin@gmail.com. OCR (2)



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

FOR SALE: 3 PORSCHE 911 BOOKS. Porsche 911 (964) Enthusiast's Companion: Carrera 2, Carrera 4, and Turbo 1989-1994. \$45.00; 911 Companion Manual Porsche 911SC Book Essential SC. \$85.00; Porsche 993: King of Porsche (Essential Companion): \$85.00. Or \$200 for all 3. Andy 949/285-9453; amcnivenusa@gmail.com. OCR (2)

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FOR SALE: PARTS-924-928-944-968

FOR SALE 944 968 PARTS: Used Redline 968/944 Bolt-in Harness Bar / Roll Bar (including hardware). Asking \$330.00. Local OC/Ladera Ranch sale only - will not ship. Used Porsche 968 Fuel Rail Cover: P/N 944.110.380.00 / 944.110.380.01. NLA From Porsche. \$30.00 OBO + Shipping. Jose; E-mail: jfroeh12@hotmail.com; Mobile: 702-540-5129 (call or text). OCR (2)



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