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FEBRUARY 2024

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In this Issue

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

Orange Coast Region 2024 Calendar of Events

FEBRUARY 2024

- 3 Breakfast Club & Board Meeting
- 8 Woody's BurgerBahn – HB
- 15 Porsches & Pizza – MOD Pizza, Laguna Hills
- 17 Porsches & Pastries – Enderle Center, TustinMt
- 18 Mt Palomar Observatory Drive
- 20 Porsches & Pescado – Simply Fish, Costa Mesa
- 22 LA Literature and Toy Show (Feb 19-25)
- 24 Porsches & Pancakes – Woody's Lido
- 25 356 Club Swap Meet – Chino Hills Boys Republic

MARCH 2024

- 2 Breakfast Club & Board Meeting
- 14 Woody's BurgerBahn – HB
- 16 Poker Run – Begin at Elk's Lodge
- 16 Porsches & Pastries – Enderle Center, Tustin
- 19 Porsches & Pescado – Simply Fish, Costa Mesa
- 21 Porsches & Pizza – MOD Pizza, Laguna Hills
- 23 Porsches & Pancakes – Woody's Lido

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
- 20 Porsches & Pastries – Enderle Center, Tustin
- 21 Treffen Wine Country – Sonoma
- 27 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

Welcome to 2024 my fellow Porsche enthusiasts!

I will have to admit, it feels a little strange writing my second President's message for the year, and we haven't even met.

Rest assured; your Board has been busy in the background. On January 6th, our newly elected V.P. Denise Michaels, Past-President Monica Asbury (acting as Zone 8 Secretary) and I attended the Zone 8 meeting for new Presidents. Much of the meeting revolved around insurance and risk management for the events we hold, driving and otherwise. The meeting concluded with the President's from each region outlining what their goals were for their term. A common theme resonated, the need to recruit younger members. That is one of my goals during my tenure, to find ways to connect with younger Porsche owners to see what they would find value in by joining a Porsche club. Have some ideas? Email me at pcaocrprez@gmail.com

Are you ready to drive your Porsche? Great! Paul Shaffer has put together a Mt. Palomar Tour on Sunday February 18th that starts with an 8:00 am driver's meeting at the Santa Ana Elks Lodge. There will be a guided telescope self-tour at Mt. Palomar. The cost of the tour is a bargain \$15 per car. It will be a great time to stretch the legs of your Porsche.

When you are in the market for a new Porsche car, or need services or insurance for your Porsche, please use the PANDO as your first source and use those who support our club, our advertisers.

I recently saw that in the next year or so, Porsche is coming out with a 992.2 GTS that will be naturally aspirated. Something in the 3.6-liter flavor. That sounds amazing, what do you think?

When new members are introduced at our meeting on February 3, please take the time to say hello to them at the end of the meeting. When I was new, I was grateful to several established members taking the time to welcome me into the club.

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

Jim Miller



Norma and Jim Miller in front of Jim's new 911 Turbo.

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Separated at Birth?

The current movie "Ferrari" is a popular discussion topic among car enthusiasts. A variation would be comparison of Ferrari, the company, with Porsche, the company. Both started about the same time (1947, 1948), both by a singular guy. Both started in small towns of their respective countries, both had a history in motorsports before they cobbled up their first car. Both have a black stallion in their logo. Both went racing to publicize their cars and companies. Both found racing success in Italian road races. Both made cars that weren't cheap and still aren't. Both have had financial up-and-downs. Today both are doing just fine, thank you. Both have amusement parks, one in Abu Dhabi, the other peppered around the world. Lately, both had IPOs. Both have enjoyed American success.

Be kind, be generous, be well.

Rob Alen, Editor
robalen602@gmail.com

**"Every member has a story, every Porsche has a story"
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1. Gather your article ideas in a WORD document, no ZIP files.
2. No more than 500 words.
3. 3-5 photos of high resolution for quality and along with captions.
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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 January 20th for March issue).



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Where's Pando?



Caribbean

Ted and Desiree Burgnon, Tim and Ann Jasper, Jesse and Karen Lopez

The PANDO joined PCA-OCR Members Ted and Desiree Burgnon, Tim and Ann Jasper, and Jesse and Karen Lopez on the PCA Treffen at Sea Western Caribbean Cruise.

Stuttgart, Germany

Dean Mayer

Dean Mayer took his copy of the PANDO, featuring the Turbo on the cover, to the Porsche Museum in Stuttgart last week. Dean reports, "The Porsche-family Oak Green Metallic example on display is nearly identical to the one in my garage."



Newport Beach, California

Herb Fischer and Sonya Stone

OCR '66 Porsche 912 owner Herb Fischer with his daughter, Sonya, a newly minted owner of a '69 blue 912 at a recent Porsches & Pancakes. (Fourth Saturday of the month at Woody's Diner on Lido Isle.)



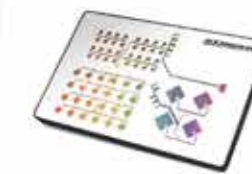
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Stuttgart Market Letter

Report by David K. Whitlock

Now, that was a December to remember! While we didn't break any records for the number of units through auction, and our sell-through rate was average at 71%, December produced our highest dollar volume all year at \$59,861,966 in Porsches sold. This was all thanks to over 50 cars sold by RM Sotheby's in two auctions: the first, The White Collection, followed by RM's New York Luxury Week sale.



The White Collection was one individual's collection of, you guessed it, white Porsche. But it was not just any white Porsche; it was a finely curated collection of rare cars with low miles and very individual specs. The collection's crown jewel was the 2015 918 Spyder finished in Paint-to-Sample Grand Prix White over a Leather-to-Sample Yachting Blue leather interior with Bianco Leda piping. This 12-mile (yes, 12) example featured Porsche's Weissach Package and over \$96,000 in bespoke tailoring from Porsche Exclusive Manufaktur. But what really set this example apart was that it included many items offered only to an exclusive set of customers called the Porsche 918 Spyder Owners Circle. These items included a race suit, helmet with case, and driving shoes. It sold at a hammer price of \$3,575,000, a full \$1.5m more than any other 918 Spyder auction.

Other record sales from the collection included a 1997 911 GT2 that brought \$2,175,000, a 19-mile 2016 911R finished in PTS Grand Prix White over Yachting Blue leather that hammered for \$1,000,000, and a 14-mile 2019 911 GT2 RS Weissach that saw a final bid of \$910,000. There were still a few deals, even amongst these record prices. One was a 1970 914/6 that sold at a final bid of \$80,000, and the other was a 1955 356 Pre-A Continental Coupe by Reutter that hammered for \$217,500.

Now, if we remove the spectacular results from RM, we see results more in line with recent months as our sell-through rate drops to 67% with a dollar volume of just over \$31m.

New 2023 and 2024 model-year cars struggled to sell, with a sell-through rate of only 38%. At the top of the heap were three 911 GT3 RS Weissach Package cars, two of which brought over \$400,000 and one withdrawn from auction over "fears" of future allocations. We also saw a 2023 911 Targa 4 GTS 7-Speed withdrawn due to litigation over who owned the car—plenty of popcorn in the comments section.

992 GT3s have settled with sellers adjusting their expectations, resulting in a sell-through rate of 75%. Winged 6-speed cars averaged \$237,000, while Touring 6-speeds were around \$260,000. We did see one 6-speed Touring back up at \$300,000. This car had a higher-than-average MSRP of \$389,000 and featured many custom-tailored options from Porsche Exclusive Manufaktur, such as the PTS Black Olive paint over a Truffle Brown and Black extended leather interior.

996 Turbos struggled in December, with a sell-through rate of 43%. 2023 saw several strong sales early on, starting the year on a high with a 29,000-mile example bringing \$182,047 in February. Surprisingly, we saw some low mileage cars not even come close, with two examples being a 10,800-mile 2001 6-speed Coupe hammering at \$75,000 and an X50-equipped 6-speed Coupe with 22,800 miles selling for \$82,888.

356s, however, look to be coming back, despite the Continental Coupe that was stolen at The White Collection. Topping out the 356 market was a 1957 356A Speedster modified by Willhoit Auto Restoration with a 2.2-liter flat-four and a five-speed transmission. The sale included the original drivetrain and hammered down at a new five-year record of \$590,000. Plenty of other impressive results included \$255,000 for a beautiful 1958 356A Cabriolet finished in Red with a Black hardtop and a 1963 356B Super 90 Coupe that set a new five-year record at \$191,000.

While December's results will be hard to top, January kicks off with plenty of special Porsches at auction online, followed by a slew of prime examples out in Arizona. Here's to a stellar 2024. Cheers!

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

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1957 Porsche 356A Speedster: Stone Grey/Red Wine.

1964 Porsche 356SC Coupe: Red/Black

1961 Porsche 356B S-90 Coupe: Royal Blue/Black, Matching #s.

1965 Porsche 356SC Cabriolet: Bali Blue/Red, Matching #s.

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1977 Porsche 911 Turbo Carrera: Bitter Chocolate/Cork.

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Story by Richard DiRisio
Photos by Porsche Experience Center and Rob Alen



Experience the Experience!

New Porsche Delivery and the L.A. Porsche Experience Center.

The experience starts when we're young – the posters on the wall and bicycle rides to dealerships to catch a glance at next year's new models before they're hidden away. It continues a few years later at motorsports events and car shows where the passion for cars grows and an affinity for one brand evolves. For Megan and me, that brand is Porsche, and this article is about our 2023 Taycan GTS.

Among the ten Porsches that we have owned, the Taycan delivery was a particularly special experience because it occurred at the L.A. Porsche Experience Center. This ownership "experience" started with previews of the Mission E concept and continued as I learned more about the car's performance and the GTS spec.

I won't reveal how many how many hours I spent on the configurator although contrary to my fears, I never broke it. And there were EV decisions. Which wall charger? Which onboard

charger? Will a 25-foot cord be long enough? What design 240 Volt plug do we use in the U.S.? As the specification freeze date loomed, a final specification was achieved with an emphasis on handling and performance: rear wheel steering, PDCC Sport and PCCBs.

A few days after the design freeze, Porsche sends an email with a link to Track Your Dream (TYD), and then the fun begins (if you can believe checking TYD a few times a day is fun). TYD provides estimated dates for production milestones, shipping events and the delivery date. From time to time, TYD becomes "Track Your Disappointment" when the dates change because of parts shortages, or the ship has sailed, and your Porsche was left behind. But once at sea, TYD tracks the journey using compass points that reflect the ship's actual location. PEC deliveries are scheduled as

soon as the car leaves the German port. Compared to taking delivery at the dealership, the delay was only about two weeks, and it was well worth the wait!

Upon arrival at the PEC on Delivery-Day, Megan and I had time to look at the cars on display, peer into the workshop for Porsche's North American race cars and visit the gift shop. The experience includes lunch in the fabulous 917 restaurant with a view of the cars and various on-track experiences. But, for Megan and me, dessert was not in the restaurant, but in the new vehicle delivery area where the curtain was pulled back and we saw our new car for the first time. It's dramatic and the car is up to the experience. Charles Turner, Vehicle Delivery Specialist, and Andrew Chinnici, Pro Driving Instructor, provided a detailed overview of all the car's features. But the experience was far from over.





The camera was clicking throughout the delivery experience as Megan and I were presented with a Porsche emblem key fob, badges and M&Ms in the color of our car – great! We love chocolate, and thanks to rush-hour traffic on our 35-mile trip home, the M&Ms were completely consumed. After the delivery “star” signing ceremony, it was off to the track for my favorite part of the experience – heading to the handling circuit with Andrew. Absent any GTS-spec Taycans in the fleet, we drove a Turbo S. It was amazingly capable on the track, and Andrew provided excellent tips whether on the handling circuit, a 1.3-mile track with several interesting turns and esses, the wet skid pad, the acceleration lane, and the wet kick-plate recovery experience. I’ve driven a 911 Turbo S and a GT3 at the PEC and on other tracks, and the Taycan provided a comparable driving experience, plus I always welcome opportunities to hone my driving technique.

Porsche increased the cost of the PEC delivery experience in early 2023, but for those of us close enough to Experience the Experience without needing to fly in and out it is worth it. The overall cost, while greater than signing up for an on-track session, is justified because so much more is included – the delicious lunch, the very detailed in-service, the track time and even a gift shop discount on delivery day. I unhesitatingly recommend Experiencing the Experience for your next new Porsche purchase and delivery. It was a fitting beginning to another exceptional Porsche ownership experience!



"As you can see, this is a Porschephile who likes everything in black and white!"

In front of the 2023 Porsche Taycan GTS that we've had for nine months now is a Porsche 911 (992) GT3. It has carbon ceramic brakes, a 6-speed manual transmission, and full carbon fiber bucket seats. I love motorsports and was a volunteer race worker at Watkins Glen, so I spec'd my GT3 with a wing and a prayer - the wing as a nod to Porsche's motorsports program and a prayer hoping I'd get an allocation! The car is almost three-month-old now and I'm patiently driving my way through the 932-mile (1,500-km) break-in period. So far - pure magic!"

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Don't overlook Southern California. The Petersen's "We Are Porsche" exhibit celebrating Porsche's 75th anniversary ends in July (7/7), and much of its exhibits are on SoCal's influence on Porsche.

Early SoCal Porsche dealers were Johnny Von Neumann and Vasek Polak (others included Otto Zipper and Chick Iverson), drivers were Ken Miles and Dan Gurney (others included Ritchie Ginther, Milt Minter, Scooter Patrick), a cast of Hollywood celebrities, and early "reimagers/customizers" and outlaws like Dean Jefferies and Rod Emory.

The Petersen is at the corner of Wilshire Boulevard and Fairfax Avenue, a mid-Wilshire location convenient to the Academy Museum of Motion Pictures, Farmer's Market and restaurants to make a day of it. Final days are in April. Don't let a good opportunity slip by.

The Petersen Automotive Museum:
6060 Wilshire Boulevard, Los Angeles 90036.
(323) 930-2277
www.petersen.org





LA Lit & Toy Show Open Houses Schedule

The last weekend of February announces the 40th annual L.A. Lit & Toy Show at the LAX Hilton, Saturday, February 24. 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.
<https://lalitandtoyshow.com/related-events.html>

LA Dismantler Open House

Monday, February 19 through Friday, February 23

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L.A. Lit & Toy Show

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9am - For general public
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Back to Life.

Story and Photos by Rob Alen

The LA Dismantler, a family owned business for nearly 30-years, helps bring damaged Porsches to back life. They have been providing the parts for the air-cooled and water-cooled sports cars (911, Boxster, Cayman).

During the LA Lit and Toy week, with an open house all week, they merit a stop. Yes, it is a trek to Sun Valley from Orange County, but couple the drive with a follow-up visit to Autobooks not far away in Burbank (Autobooks-Aerobooks, 2900 Magnolia Avenue, Tuesday-Saturday); lunch at Porto's or Coral Cafe, then over the hill to The Petersen Automotive Museum and the final days of the "We Are Porsche" exhibit.

LA Dismantler is the place for hurt Porsches. Tara Dakarmen, is Sales Manager and reports Porsche People can consider their car like their children. "An accident breaks your heart...I can give them understanding." And can help Porsches get a new life, "because we sell parts that puts Porsches back together, on the road. We help bring them back to life."

When a hurt Porsche arrives the engine and transmission are dropped and sold within a few months. Then the car gets parted out. Different generations have different prized parts. For example, 996 Cabriolets: one of the first thing that needs replacement are the two motors for the top.





LA D is an important source for discontinued parts because Porsche no longer makes it or only offers as an entire assembly. The popular and famous "reimagers" are good customers, "when I look at their cars I know my parts are in that car. The coolest statement I can say in my car life."

When a car comes in it is not a pretty picture; "I want to believe every driver and passenger are well." "A lot of customer cars come in from texting, talking on the phone, not paying attention."

Tara gives familiar advice: "The more you take care of your car, the more it takes care of you." "Driving a Porsche gives the rush of endorphins you don't get with any other car."

Drop by and say "hi," Tara loves talking about Porsches.

LA Dismantler Open House, 9819 Glenoaks Boulevard, Sun Valley. (818) 767-7243 Monday-Friday. 9am-1pm. ladismantler.com sales@ladismantler.com

Autobooks-Aerobooks, 2900 Magnolia Avenue, Burbank. (818)-0707 autobooks-aerobooks.com

Porto's Bakery/Cafe 3614 Magnolia Boulevard (818) 846-9100

Coral Cafe 3321 W. Burbank Boulevard (818) 566-9725

The Petersen Automotive Museum, 6060 Wilshire Boulevard, Los Angeles. (323) 930-2277

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2024 Porsche Carrera Cup Championship

Story and Photos by Rob Alen

2024 marks the third-year of the Porsche Carrera Cup North America. From an international point-of-view, Carrera Cup is the largest single-marque series in the world with series races in Europe, Asia and now North America.

There are three classes: for the aspiring professional driver, professional people who want to race, and successful “gentlemen” drivers. They drive identical Carrera Cup 911s, so the driver must make the difference.

For 2024 the schedule is most ambitious and high profile. There are eight race weekend's scheduled including three Formula One venues. “Balancing this with five rounds at the most popular venues on the IMSA WeatherTech SportsCar Championship gives us the best way to highlight our drivers, teams and product in the sport today,” said Volker Holzmeyer, President and CEO of Porsche Motorsport North America based in Carson. Volker is a popular OCR guest speaker and has been most generous in preparing retired race engines into exclusive coffee tables for OCR's Holiday Silent Auction benefiting Semper Fi and America's fund.

The series is streamed on IMSA.tv, NBC Peacock streaming, and PorscheCarreraCup.us

There are two 40-minute races each weekend.



2024 Porsche Carrera Cup Championship Schedule :

March 13-15	Sebring International Raceway	IMSA
May 3-5	Miami International Autodrome	Formula 1
June 7-9	Circuit Gilles-Villeneuve	Formula 1
June 20-22	Watkins Glen International	IMSA
August 2-4	Road America	IMSA
September 20-22	Indianapolis Motor Speedway	IMSA
October 9-11	Michelin Raceway Road Atlanta	IMSA
October 18-20	Circuit of the Americas	Formula 1

Note: for 2024 the series does not return to the Long Beach Grand Prix.

Famous Porsche Racing Car Numbers.



#130 The story of James Dean is well known. An emerging popular actor in the 1950s who liked to race cars. He had "130" painted in a cursive style on his new Porsche 550, reportedly by famous pin-stripe artist Von Dutch. He was on his way to Salinas for a race when he had a fatal accident. He and studio stunt man Bill Hickman bought a Ford Country Squire to tow it but advice was to drive it to break the new car in. The accident was outside of Paso Robles, and today there is a memorial remembering him. Hickman would later go to drive the black Dodge Charger in "Bullitt" and drive the in-car camera for the chase sequence in "French Connection."



#20 This was the number for Steve McQueen's character, Michael Delaney, in his 1970 movie "Le Mans." The real number "20" 917K in Gulf Oil colors was driven in the 1970 24-Hours of Le Mans by Brian Redman and Jo Siffert, who set the style for McQueen's character. Redman and Siffert were part of a 3-car team fielded as factory entries in the World Sportscar Championship. They would win the championship but fail to finish at Le Mans. Redman and Siffert went out after 12-hours.



Laguna Seca



Peter Gregg at Road America, 1970s



At The Brumos Collection, Jacksonville, Florida

#59 Peter Gregg made "59" famous for his Brumos Porsche dealership in Jacksonville, Florida. The number is still remembered today on all sorts of memorabilia, shirts and stuff. Gregg was an intelligence officer in the Navy and liked the number of the USS Forrestal: 59. He liked the look and adopted it right down to the type font style seen on the aircraft carrier. Gregg partnered with Hurley Haywood for Daytona 24-Hour wins and championships; had it on a 917-10 CanAm car.



Porsche GT1-98 at the The Porsche Museum, Stuttgart

#26 While not as famous as on a Hollywood star's car or popular racing team, "26" represents Porsche's 1998 24-Hours of Le Mans win. On the side of the GT1-98, it finished first at Le Mans, "#25" was second. It went against Mercedes-Benz' CLK LM, BMW V-12 LMR, Toyota GT-One, Nissan R390 GT1. It was Porsche's 16th Le Mans win celebrating the company's 50th anniversary. It represents a new generation of racing.



Riverside pit lane

#14 Al Holbert used "14" on several of his cars. Most notably on a 962 that sported Lowenbrau beer sponsorship. Lowenbrau was trying to become a popular beer in the 1980s. Holbert won the IMSA championship in 1985 and 1986. The son of Bob Holbert, a Pennsylvania Porsche dealer who raced RSKs to success. In the 1970s Al Holbert drove a blue 911 RSR with "14." Holbert would mature to run and win at Le Mans, Daytona, Sebring; and become the first President of Porsche Motorsports North America. He died in a private airplane crash that would knock the wind out of the Porsche IndyCar effort in the 80s. IMSA has retired his "14."

Clean, Dust Buff & Shine

During my slow 'getting back to normal' recovery, I had to let some things go, and one was my Evo-Blue's wash 'n shine. Having a nice shop-garage to park in is very nice, but we had a new roof put on last year and closed off a shop roof vent, that did not work worth a darn as it leaked, and let Santa Ana winds blow sand, dust, and junk in, to float down and rest on the roof of my Porsche. Well, as they say: "NOT NO MO!"

So now I realize I actually CAN keep it nicer.

I do mostly a fresh duster to get most light dust off my 911. When it has a little more than light dust on it, I use Mother's Detailer to spray lightly and gently wipe off everything with a FRESH CLEAN SOFT cloth.

ANYTHING more stubborn than that is a water and mild soap wash job. I use just water with a plastic-rubber hose gun and first soaking the body to loosen any stuck-on stuff. I use a small bit of Simple Orange in water and soft mitt wool-like glove and gently go over the body panels, then quickly rinse off. I use a very soft silicone window wiper to

wipe water off the top, hood, windows and then a large clean, soft terry cloth bath towel. Then a short drive to get water off the brakes.

TIP #1: I use a soft terry cloth towel that is washed in hot water, mild non-scented liquid soap only! NO softener or "smell good" stuff. Then I use freshly washed and dried terry cloth towels to lightly wipe that off.

TIP #2: However, almost every year or so I notice some very light hard stuff on the upward paint surfaces and windshield. IF there is a lot of hard stuff on the paint or on more than one body part, I do a water wash first.

THEN if any hard stuff is on the paint? For this, I use a clean clay bar with Mother's Detailer to spray on one small area (approx. 2 SQ. FT) then lightly moving the clay bar on the surface, lightly, using straight strokes, I move the clay bar in the wetted surface area, spraying occasionally to keep it wet and smooth. Then let dry and wipe down with fresh clean terry cloth towel. The difference is remarkable! Honest.

Clay barring the upper surfaces on my 911 takes about 30 to 45 minutes.

Then Mother's Cleaner-Wax on the clean paint is all I have needed lately.

DUFULS Lithium Electric Polishing Machine

Recently I tried out a new cordless waxer-buffer-polisher. I had years ago convinced myself I needed a good heavy-duty buffer-polisher and looking in the Griot's Garage catalog that I used to get, I was convinced that their super polisher-buffer would get my paint to have a good reflective shine on it. I wrote an article on this years ago about finding the same polisher-buffer in Walmart for a whole lot less money, and they had one exactly like theirs without the bold name branding available at our local Walmart. After a lot of work buffing, I discovered my paint needed more than a good buffer-polisher!

A few years later I planned a major rebuild (#4) for my evolution 911 with what we call a ctr W-B (Wide-Body for 930 Turbo) all steel 930 rear and front flares then ctr W-B

Fiberglas bumpers, and a special 911 GT wing blade to go with my 964 RS-R rear deck-wing.

My 911 would get a sanding down to original primer, then reprimed and set for a week. Later it got 2 to 3 coats of epoxy Mexico Blue and set again for 4 weeks to harden. After all that it got a professional color sanding that took 2-3 days then a 'flame buffing.'

After all that, the results are a mirror finish on the paint and a special touch with the back of your hand across a body pane is "as soft as a baby's butt." It is true as verified on my grandkids. We grandfolks do know what this is about.

It is not unusual even on new cars these days for new cars to get a clear coat over the raw paint which up close you sometimes see a faint 'orange peel' under the clear coat. Nothing wrong with that! It is durable and looks great for 99% of folks using car washes and less care to go about their driving needs.

Porsche 911 types are a whole lot different.

I gave away my expensive Heavy Duty buffer polisher years ago and had a lighter plastic one with single speed and 9" disc but saw something on Amazon that caught my eye.

First of all, I need to set this up a bit. Two years ago, I bought a DeWalt battery Drill for the shop. I was skeptical having bought one many years before, which was junk. But so many new lithium battery tools are available now and quality companies like Milwaukee and DEWALT sell them and most all contractors use them, they must be good? Well, I have not touched my old cord drill ever since! AMAZING.

So, I saw this ad on Amazon for a "DUFULS Lithium Electric Polishing Machine" with variable speed, two batteries, a wall charger, 6-inch Velcro disc, and a variety of buffers, polishers, deep cleaning discs and a pair of gloves. I had both batteries charged (an hour or so). Once buffing for 35-40 minutes it was just starting to slow down. I changed to battery #2 and finished up shortly and noticed battery #1 was charged.

So now after my clay bar, and doing one fender by hand, I gave this DUFLUS polisher a try. I tell ya, I love this thing! No cord to hang up over my shoulder or down my back side and get hung up on, whatever. Now using a 6" pad is so much easier to get in between body shapes.



It is so much easier than the old 9" pads and buffers, and you can move around easier and not get as tired as I once did.

The thumb speed switch is one of those: FINALLY! A great idea! I can buff very slowly and see all the wax haze disappear and move around the body with less worry about over speeding, or if it EVER GOT DROPPED the light weight plastic Duflus is not going to mar, scratch, or chip anything!!! Around 60 bucks @ AMZ!

**Godspeed
Leslie F. Rice**

**PCA-OCR Technical
riceturbos@sbcglobal.net**

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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
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OCR Membership Updates

Anniversaries :

Congratulations!

February

Anniversaries are recognized every five years of membership.

30 Years

Robert C. Young

20 Years

Foti Defterios

Michael G. Sullivan

15 Years

Rene C. Schneider

10 Years

Richard A. Wilbur

William O. Lafitte

Steven Andler

Robert G. Van Schoonenberg

Dave Link

William K. Hoge

5 Years

Peter Yoon

Robin Martindale

Dan Fletcher

Michael Kitching

Quoc Nguyen

Frank Scifres

New Members :

Welcome!

December

Michael Yousef

2014 Boxster

Michael Garibay

2022 911 GT3

Elliot Laurance

2019 911 Carrera S

Robert Mochizuki

2022 911 GT3

Kenneth Babineau

1977 911S

Marlisa Weber

Robert Smith

2022 Cayenne

Clint Thornburgh

Pamela Philip

2002 Boxster S

Michael Putica

Mirjana Putica

2016 911 Carrera GTS

Grant Barnett

2019 911 GT2 RS

Patrick Kapsner

2021 911 Targa 4S

Lisa Kovacs

2021 Cayenne GTS Coupe

Tom Scott

2024 911 GT3

Eric Rosenthal

Michelle Rosenthal

2015 911 Turbo S Cabriolet

Guangshuo Liu

2020 911 Carrera S Cabriolet

Shayan Doosty

2023 718 Cayman GT4

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'79 930 Coupe, Mocha Brown/Chocolate Brown lthr, 44K mi. 4 spd manual, \$160,000.00. Rick 954/850-0116; rbuchfla@bellsouth.nettt. FCR (2)

'86 911 Turbo Coupe, Guards Red/Black lthr, 59K mi. 4 spd manual \$114,000.00 William 617/592-1840; will_Farnsworth@hurleywire.com MR (2)

FOR SALE : 911-GT2 and GT3; Carrera GT

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

2019 911 GT3 RS Coupe, Red/Black lthr, 13K mi. PDK \$265,000.00 . Edward 760/566-4695; edducati@mac.com OCR (2)

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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.

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FOR SALE : PARTS-356-912

FOR SALE: 912 PARTS & PORSCHE LITERATURE: Parts For Sale: 1965 912 four speed transmission with approximately 10,000 miles on rebuild \$300.00 OBO. 912 wiring harness, miscellaneous Porsche relays, nuts, bolts, etc. \$150.00 OBO. 912 Owner's manual with plastic case and booklet listing all Porsche importers, dealers and authorized repair shops, dated Sept. 1964 \$400.00 OBO. Bob 951-414-5367; bob_kanaley@yahoo.com. OCR (2)

PORSCHE LITERATURE: Collection of Excellence Magazine starting with Volume 1, Number 1 (Porsche Magazine) to present \$500.00 OBO. Porsche Panorama from 1980 to present. \$250.00 OBO. Bob 951-414-5367; bob_kanaley@yahoo.com.OCR (2)

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

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