

PANDO

PORSCHE CLUB OF AMERICA • ORANGE COAST REGION



FEBRUARY 2022 ISSUE

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PORSCHE



In this Issue

PANDO FEBRUARY 2022 www.pcaocr.org

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It Must Be Porsche Love



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A Trip to See Trees More Than 4,000 Years Old



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

On the Cover:

A 911-homage to the "hippie" Porsche 917LH that finished second in the 1970 24-Hours of Le Mans. Photographed during the Porsche Literature/Swap Meet weekend 2020. (The "Hippie" 917 is at the Simeone Foundation Automotive Museum, Philadelphia.)

Photograph by: Rob Alen

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Orange Coast Region 2022 Calendar of Events

FEBRUARY 2022

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

MARCH 2022

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

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
- 27 Treffen – Colorado Springs, CO(4/27-5/1)

MAY 2022

- 7 Breakfast Club & Board Meeting
- 12 Woody's BurgerBahn – HB
- 17 Porsches & Pescado – Fishbonz, Costa Mesa
- 19 Porsches & Pizza – MOD Pizza, Laguna Hills
- 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 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

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.

* Event dates subject to change.

OCR Member Notice of Board Meeting Minutes & Financial Statements

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

<http://bit.ly/OCRBoardBook>

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

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

ACTIVITY LOCATIONS

Breakfast Club – Elks Lodge, Santa Ana
1751 South Lyon Street, Santa Ana, 92705
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



Accepting the
OCR Zone 8
Region of the Year
Award for 2021.

W

hat a way to start the year! Congratulations OCR, we're the 2021 Region of the Year within Zone 8. We're awarded Region of the Year for all the good and hard work we accomplished during 2021, and each one of you had something to do with it! I am over the moon excited that our peers acknowledged our region for this award.

There is a lot of 'Porsche Love' happening this month and as you can see, as outlined on page 28, there are many reasons to visit and partake in the various Porsche Open Houses and events. Of special note, some of our advertisers will be holding Open Houses and I know they'll appreciate seeing you, please support them!

Friday, February 25th

10:00 a.m. – 3:00 p.m.

Pelican Parts, 1600 240th St., Harbor City, CA 90710

10:00 – 5:00 p.m.

Auto Kennel, 1974 Charle Street, Costa Mesa, CA 92627

Saturday, February 26th

4:00 p.m. – 7:00 p.m.

European Collectibles, 1665 Babcock Street, Costa Mesa, CA 92627

Sunday, February 27th

As in the past, your OCR Goodie Store will be participating in the 356 Club's Swap Meet at a new venue, The Boys Republic, 1907 Boys Republic Dr., Chino Hills, CA. Hours: TBD.

While I realize we all have very busy schedules, please try and make time to attend at least one or two of these events, they only come around once a year and are sporadically scheduled across the weekend of February 25 – 27, 2022.

We resume our monthly meetings at the Elks Lodge beginning February 5th with a fabulous guest speaker, Paul Kramer of Auto Kennel, who will share his perspective on the rising costs of used Porsches and his insight on Outlaws.

Happy Valentine's Day –
be sure to share the l-o-v-e!

Stay well, safe driving and enjoy the ride!

Monica Asbury

PCA-OCR President

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



EDITOR'S LETTER

Rob Alen



Ah, the impetuosity of love. It can be fleeting. Long lasting. Come and go. Enduring. It is no different with Porsche Love.

February is a time to celebrate and recognize the center of one's affections. PANDO features two long-lasting Porsche relationships: one lived at speed, the other lived in the OC.

Along with a trip of togetherness.

Porsche Love concludes this month with the annual Porsche Literature and Toy show, local shop Open Houses, and the 356 Club Swap Meet, this year in a new venue at the Boys Republic in Chino Hills.

So, go give your significant other a hug. And don't forget the flowers.

Thank you. Drive Carefully.

Rob Alen, Editor

robalen602@gmail.com

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

Share your Porsche experiences:

1. Gather your article ideas in a WORD document, no ZIP files.
2. In no more than 2 pages double spaced, 12-point type.
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 February 20th for April issue).





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Book Review

Story by Bruce Herrington

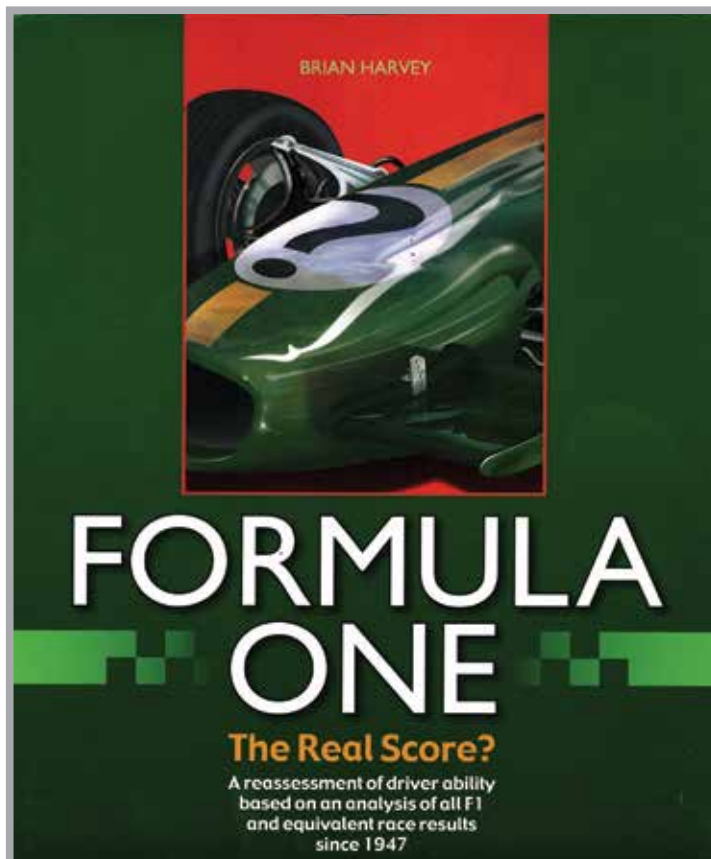
FORMULA ONE The Real Score?

By Brian Harvey, published 2017
by Veloce Publishing, Dorchester, England.

This is a big book, a very comprehensive book, a book with potential to become a 'classic'.

The author begins with an interesting narrative about the early days of Formula One racing from the perspective of an enthusiastic spectator, pointing out some differences in the very concept of Formula One – then a 'Gentleman's Sport', with much more going on than merely the World Championship. Formula One (F1), in those days, was a class of cars. World Championship was just a series of races. Sort of like Indy Car and Indianapolis 500. In 1950, for instance, there were 21 races for F1 cars; 15 of which were ignored by World Championship scoring. There have been years with 30-40 races for F1 cars, with only 8-10 counting for the Championship.

In this book are summarized reports of some 700 races for F1 cars, including races run before and those outside of the World Championship series. It covers the years from 1947, when Formula 1 was established, through 1983 when F1 races outside of the Championship series ceased to exist. Interesting comparisons are made between the winners of the non-Championship races and those who won Championship races. In this book's context of races for F1 cars, some 150 different venues are covered, far more than the ~20 where Formula One races were held in 2021.



FORMULA ONE contains 34 chapters, 28 being year summaries. Each year-chapter is divided into five sections: Introduction, Driver's Diary, Race Report tables, Seasonal Review, and Championship Review. The Driver's Diary is a listing of dates and locations for all races held for F1 cars during that year, with those counting for the Championship printed in bold. The Race Report tables do include a short narration of the race, but really are reference material for driver and marque results.

The exceedingly thorough and complete description/analysis of F1 races contained in this book must have been a labor of love, taking thousands of hours of effort to compile and tabulate. There are two very comprehensive "Picture Galleries" and two appendices. There is even a chapter describing races lost by the various drivers due to 'bad luck', mostly mechanical maladies.

The race by race data tables make this seem to be more of a text book more than a story book. But one can skip over the tables sections, and just read the narratives. They alone provide a concise but comprehensive view of the entire history of Formula One

racing and the World Championship, through 1983. The manufacturers performance is included in entries for years after the "World Championship of Makes" was established in 1958, first won by Vanwall, then Cooper in '59 and '60. All in all, this is an outstanding reference for anyone interested in the history of F1 racing.

So what is the conclusion? - The goal of this book is to score the performance of all drivers of F1 cars, not just the drivers in World Championship races. There is a listing of the top 50 drivers, based on the scoring algorithm discussed in the beginning of the book. Interestingly, on the basis of the calculation used for F1 performance over all, Stirling Moss (who never achieved a World Championship) is rated number 3; Michael Schumacher, the World Champion of World Champions, is number 8.

FORMULA ONE is hard bound, with 352, 8x10 inch heavyweight, matte pages, with two sections of semi-gloss pictures. There is a detailed index of five, 3-column pages. The end papers show an interesting collage of race posters. Published at \$75, it is now available on Amazon for approximately \$45.

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Where's Pando?



Carson, California

Jake and Sebnem Acar, Paul Lawrence, Malcolm Macondray and Rob Alen.
Behind the camera, photographer Royce Rumsey

Members from OCR show off the Pando after lunch at restaurant 917 located in the Porsche Experience Center.



Death Valley, California

Susan and Paul Novatne
Chris and Terry Mewes
Dave Goward
Keith Clark

OCR group displays Pando in Death Valley the first weekend of December, when PCA-OCR members joined up with PCA-LAR for a two day excursion.

Where will Pando go next?

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



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It Must Be Porsche Love.

Story by and Photos courtesy of Paul Friedman

I don't know why I have always been attracted to the Porsche marque. The first time I began to receive a regular paycheck was age 27 after I finished medical school, when I started a residency program in a hospital on Long Island, New York. With a steady income, I set my sights on my dream car.

Every Saturday night I would go to the newsstand, buy the Sunday edition of the New York Times, without the news section, and scour the classified ads for Porsches. I put together a notebook with a separate page for each model year, called and inquired about details of the cars listed, and arranged for test drives. I followed the progress of the cars over time and sometimes called to find out how much they

sold for when the ad no longer appeared in order to increase my knowledge base.

In early 1982 I found a red painted-to-sample 1979 911SC with 20,000 miles that appeared to have been well-maintained. I had the car checked out, negotiated a price of \$25,000, and became a proud Porsche owner!

I joined the Porsche Club of America February 1982, becoming a member of the Metro New York Region, and participated in club events including time trials at Lime Rock Park in Connecticut as well as Time-Speed-Distance (TSD) rallies.

I have driven the car to Porsche Parades in Dallas, Colorado, Traverse City, Michigan, Monterey, Portland, and a few



more. In 1984 we made our second cross country trip together, a one-way to Los Angeles to continue my medical training.

With all the track events in Southern California, I got my club racing license through PCA and my SC morphed into a track-only race car. The “Red Car” and I have been at over 20 tracks, including Circuit of the Americas, and all the ones in California. The odometer reads over 360,000 miles.

The “Red Car” and I have been together for almost 40 years through thick and thin, and I cannot part with her. Soon we will bring her back to being street legal. And we will have a big celebration of PCA membership, years driving together, and making many Porsche friends.



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Porsche to the Nines:

Porsche 914/914-6.

Story and Photos by Rob Alen



The Porsche image is fueled by the shape of the Porsche 911. But there are other “nines” in the product line.

Notably the Porsche 914 and 914-6, produced between 1969 to 1976.

Most enthusiasts know the story of the collaboration between Volkswagen and Porsche in the design and development of the car. Porsche wanted an entry-level replacement for the 912 and VW wanted a replacement for the Karmann Ghia. An awkward marriage, while the car was distinctive, it was a bit of a stepchild. For marketing reasons, it became a Porsche.

The 914 with a four-cylinder engine, mid-engine position, rear-wheel driven. The 914-6, came with the new six-cylinder engine of the “911.” Today, both have been accepted by the Porsche community.

The car is distinctive with pop-up headlights. The idea first appeared in the 1935 Cord 810, powered headlights in GM’s 1938 concept car, Y-Job; and in a production car, the 1962 Lotus Elan.

Besides being on the Porsche 914, they showed up in “slantnose” and “flatnose” 911s; 924s, 928s, 944s. Height and pedestrian

safety regulations make it difficult for them to make design sense in contemporary cars.

The second distinction is the flying buttress arch on the Targa rollbar.

This PANDO photo car is owned by Bill Perrone, known to many Porsche enthusiasts for his The Parts Shop in Huntington Beach. Bill’s business for the past 40 plus years has been Porsche; he eased into the business along with developing a resume of racing that is quite complete. Today he is busy catering to primarily 356 owners.

The first owner bought the car new in 1971 in New York, later sold it, to end up buying it back again. This is not the first time you’ve heard that story, it is once you are bitten by Porsche Love, it’s “oops.” Romance has some fanciful twists.

Bill picked the car up from its third owner in 2012 and it is now amongst a flock of Porsches in his garage.

Bill describes the car, “It rides close to the ground, the seats are right on the floor, the six-cylinder engine is in your ear, and the mid-engine gives the car neutral handling. It is a go-cart.”

Sounds like fun.





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Story and Photos by Rob Alen



Twice Smitten

OCR's Ken Fish's 1969 Porsche 912 Targa does not have much of an ownership lineage.

He bought the car new at Newport Imports on Pacific Coast Highway, today in the neighborhood of Sterling BMW. And it has remained as a "local" ever since.

Ken has had his share of Porsches: 356s, 914s. Living on Balboa Island he found Porsche practicality with the 912: stuffing his surfboard in the passenger seat with the tailfin sprouting out beyond the Targa bar heading for the beach.

Down the road he sold the car to a Balboa Island neighbor to pay for a college graduate degree. He endured seeing the car for 15 years, until a student from Corona del Mar High School where Ken taught, brought to his attention: "Mr. Fish, your car has a 'For Sale' sign."

"Twice Smitten," he was not shy, and bought the car again.

The car has spent most of its 110,000 miles in the OC. You do the arithmetic, and you realize a "local" car doesn't have to go very far to get around.

We have talked about this before, but a 912 has a sweetness to it. Nicely balanced, efficient; Ken's has Weber carburetors with the 4-cylinder; going down an Orange County boulevard it sounds like a Porsche should. Ken's car is pretty much in the Purity of the Groove, with the exception of a Nardi wooden steering wheel for panache.

And perfect for a beach car, is its Sandbeige paint color, and a license plate "XVH912" straight as it came from the DMV, all divine coincidence. Ken has shown the car multiple times and received judges' first-place approval many times.

So, the lesson is when you have found your Porsche in life, don't let it go. Ken was lucky.





OCR's Ken Fish's 1969 Porsche 912 Targa is a lifetime OC local.



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PORSCHE



R

Recently we drove our 2021 718 Boxster from our Irvine home to Inyo National Forest (<https://www.fs.usda.gov/ino>) to explore the Ancient Bristlecone Pine Forest (<https://www.fs.usda.gov/detail/inyo/specialplaces/?cid=stelprdb5129900>).

Originally, we had planned this trip a year ago, but it was postponed because a forest fire precluded visiting the area at that time. The estimated driving time is about five hours from our home to Inyo County, so this trip required an overnight stay, both before and after seeing the bristlecone pines. We chose Bishop for our overnights since it is very close to the entrance to the forest.

The trip to Inyo County included relatively long distances on main roads which would be merely droning along in most cars but not at all boring in a Boxster. What made this trip particularly interesting was going from the entrance (altitude about 4,000 feet above sea level) to the highlight of the bristlecone pine forest, the Patriarch Grove (altitude about 11,000 feet), via a

rather rough dirt road with a sign posted at the start ominously recommending that spare tires should be checked before proceeding. Oops, there is no spare in the Boxster, and we soon discovered that there is no cellular service once past the entrance. Spoiler alert: no tire problems, fortunately.

For us, the drive on 12 miles (each way) of dirt road was uneventful in automotive terms but was pretty spectacular in terms of sightseeing. Virtually all of the other vehicles on this road were Jeeps, trucks, or SUVs, and the drivers of those vehicles expressed amazement at seeing us on “their” road. We had stopped to take some pictures on the way up the mountain, and as soon as we were out of our car, a driver of a Subaru Outback stopped to exclaim that no one he knows drives their Porsche on dirt. We pointed out that a 911 had won the Paris-Dakar Rally and that Porsche sports cars are not exactly delicate. At the parking area at the Patriarch Grove we heard many more comments and one truck driver even took a picture of our dirty Boxster. So did we...

A Trip to See

Story and Photos
by Rob Housman

Trees That Are More than 4,000 Years Old.



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Jaguar XKs & XKEs, Classic Aston Martins, Classic Ferraris



1956 Austin Healey 100 M BN2 Le Mans: Red/Black.



1956 Porsche 356A Carrera 1500 GS Cabriolet: Project.



1955 Porsche 550 Spyder: 13k km, known history since day one.



1970 Porsche 911S Coupe: Burgundy/Black, matching #s.



1972 Porsche 911T MFI Coupe:



2015 Porsche 911 Carrera Targa 4S: Sapphire Blue Metallic.

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The cost of this advertisement was generously provided by PCA members, Tom & Pat Rodberg



The Porsche Literature Show and

F

or almost forty-years, like the swallows returning to Capistrano, Mardi Gras, the Rose Bowl, the Porsche Literature and Toy Show has brought Porschephiles from around the world to Los Angeles in February.

These days it is sponsored by Stoddard, the Porsche parts supplier in Ohio. Vendors come from Germany, Belgium, and Australia. If it is a Porsche poster, badge, manual, brochure, or model you desire, you should probably show up with the other 2,500.

There are the shop tours which can run close to a dozen; facilitated by bus tours saving wear and tear looking for a parking space; if it is Friday, it must be the South Bay.

The 356 Club of Southern California organize their Swap Meet for Sunday. 2022 will be at a new venue, the Porsche-friendly Boys Republic in Chino Hills, the site for the Friends of Steve McQueen Car Show.

From Thursday to Sunday, it is a chance to connect with old friends, and surely there's something out there you don't have, don't need, but gotta' get.

Thursday, February 24

Sierra Madre Collection's Warehouse Open House
- www.SMCparts.com

Friday, February 25

Pelican Parts Open House
www.PelicanParts.com

John Willhoit's Open House
- www.willhoitautorestitution.com

Klasse 356 Parts Open House
- www.klasse356.com

The Parts Shop Open House
- (714) 894-3112

Auto Kennel's Open House
- www.autokennel.com

Callas Rennsport Open House
- www.callasrennsport.com

Saturday, February 26

38th Annual Porsche and Vintage VW literature,
Toy & Memorabilia Meet, LAX Hilton
- www.lalitandtoyshow.com

carparcUSA Open House
www.carparcusa.com

European - Collectibles Open House
- www.europeancollectibles.com

Throughout the week, L.A. Dismantler Open House
- sales@ladismantler.com

Sunday, February 27

So Cal All-Porsche Swap and Car Display, hosted by the
356 Club of Southern California. Boys Republic, Chino Hills
www.boysrepublic.org
- www.356club.org



A new venue for the 356 Club Swap Meet will be the Boys Republic in Chino Hills. Pictured is last year's venue in Anaheim.

Swap Meet Weekend.

..... Tell Them You Saw It In The PANDO.



With health circumstances and health protocols, check venues in advance for any possible schedule changes.

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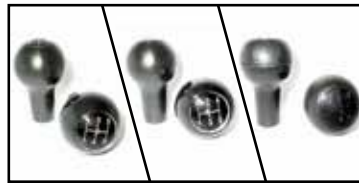
• Reconditioned pedal assembly 1965-1983



• Rebuilt engines 356-996



• 1965-68 911 912 light assemblies reconditioned front and rears with new lenses



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MORE INFORMATION: www.pca.org/activities



PORSCHE CLUB OF AMERICA

PCA Junior Program

The PCA Junior Program is for kids to enjoy PCA events. Any child under 18 can participate with the registration by a current PCA member.

WHAT WILL THE CHILD RECEIVE?

PCA Juniors will receive a welcome package that includes an age-appropriate gift and PCA Junior ID badge. PCA looks forward to developing the program and its features over time.

THERE IS NO COST. IT'S FREE.

Participants must be registered by an active PCA member, and there is no cost to join!



REGISTER HERE:

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





THE GOODIE STORE

The Goodie Store is at the monthly Breakfast Meeting
and at special PCA-OCR events.

PCA-OCR Contact Information

OCR Executive Board



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Vice President
Tom Gray | Crazy02@aol.com



Secretary
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Zone 8 Rules Coordinator
Tom Brown | rules@zone8.org

Zone 8 Rules Technical Advisor
Russell Shon | rules@zone8.org

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Dan Chambers | de.tt@zone8.org



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.

www.pcaocr.org

OCR Membership Updates

Anniversaries :

Congratulations!

February

50 Years

John Nelson
Michael Nelson

40 Years

Frank D. Luer
Kimberly Luer
Paul Friedman

25 Years

Cooper M. Boggs
Nicole Forrest Boggs
Michael Lawrence
Pam Lawrence

20 Years

Stephen M. Jugan
Teresa Jugan

10 Years

Eugene K. Carter
Scott Fleener
Gary Louer
Therese M. Louer
Robert S. Mahl

5 Years

Simon K. Chiu
Dennis Crane
Noreen Crane
Simon Dillon
Jesse Flaro
Denise Parker
Richard Rudolph
Kyle Stanley
Paul Stanley
Franck Vigneron

New Members :

Welcome!

December

Greg B. Adams
2022 911 Carrera S

Scott M. Bartlett
2022 718 Cayman GT4

Jorge Burtin
1975 911 S

Wallace Clark
1984 911 Carrera

John Duggin
2019 911 Carrera GTS

Qiao He
2019 Macan

David Kaech
Jon Kaech
1962 356

Joel M. Negron
1969 912

Frank Petermann
2012 911 Carrera S

William M. Pintauro
2006 911 Carrera S Cabriolet

Andre Pirl
2012 911 Carrera S

Gary L. Schank
Maria Schank
1979 911 SC
2002 911 Turbo

Tracey R. Wallace
2005 911 Carrera S

Member Transfers to OCR :

Welcome!

December

Gary Mccarroll
Theresa Mccarroll
Transfer From: Riverside (RIV)
1998 Boxster

William Ng
Transfer From: Northern New Jersey (NNJ)
Transfer From: Grand Prix (GPX)

Membership Benefits

From over 3,500 local and national events including driving activities, social gatherings, autocross, track days, high performance driver education, club racing, tech sessions, car shows, insider exclusives and premieres:

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RENEW YOUR PCA-OCR MEMBERSHIP.

- **MAINTAIN GOOD STANDING FOR** : “members-only raffle”, Pelican Parts’ discount, The Mart; and more.
 - **SUBSCRIPTION TO TWO MONTHLY MAGAZINES** : PANDO and that other one (PCA’s Panorama). Get Monica’s emails.
 - **STAY CURRENT** : to know when and where to hang out. Trade stories and advice.
 - **MEMBERSHIP HELPS OCR RECEIVE MONETARY BENEFITS** : from Porsche Club of America.
-

GO TO WWW.PCA.ORG/RENEW



PORSCHE

“No Hey Problema” Gimmick Rally

Sunday, February 13, 2022 (rain or shine)

Mark Your Calendars

What: “NO HEY PROBLEMA Gimmick Rally”

(A leisurely Capo to Capo drive with a friendly competition, picture taking, etc.)

When: Sunday, February 13, 2022 (rain or shine)

Where: Gather in San Juan Capistrano at the intersection of Highway 56 and Highway 94, e.cor. Ortega and Rancho Viejo

What time: Registration begins at 8:00 am

Cost: \$15 per person

Lunch (no. TBD) and other details TBD

POSTPONED TO BE RESCHEDULED

Please contact :

Larry Moore Rally director. g60wiz@gmail.com

This will be an ideal Rally for beginners (easy, scenic and fun) and a “no problema” 120 mile romp for the experienced. Yes, it will be much more fun if you have a Navigator (other-seat person)! Also pay attention, the last 60 miles/2 hours, are without “facilities” so prepare accordingly.

(Minors require a signed parental waiver and are not allowed to sit in the front seat.)

More details to follow.



Once around the San Gabriel Mountains “Fun Drive”

Sunday, April 10, 2022

Mark Your Calendar

What: ONCE AROUND THE SAN GABRIEL MOUNTAINS “Fun Drive”

(What’s back there?)

(A Scenic, and probably chilly, Drive Around Those Mountains)

When: Sunday, April 10, 2022

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

What time: Registration: 9:00 am

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

Cost: Registration fee: \$15.00 per car, includes route instructions

Lunch (no-host): La Canada TBD

Please contact :

Larry Moore Rally director. g60wiz@gmail.com

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.)

More Details to follow.



Classifieds

FOR SALE : 930-911 TURBO

'78 930 Turbo Coupe, Grand Prix White/Black lthr, 55K mi. 4 spd manual. PCA member. \$125,000.00 Robert 702/715-8093; roberteugeneschultz@gmail.com LVR (2)

'97 993 Turbo Coupe, Guards Red / Black lthr, 72.5K mi. 6 spd manual. PCA member. \$145,000.00 Maury 936/514-0992; mgarciagtz@hotmail.com TXR (2)

2014 911 Turbo S Coupe, Blue/Yachting Blue lthr, 51K mi. PDK. PRICE REDUCTION \$117,500.00. Larry 714/478-2308; neophron1@gmail.com. GGR (2)

2014 911 Turbo Coupe, Rodium Silver/Expresso Brown lthr, 54K mi. PDK. \$115,000.00 Jon 425/785-9607; jon_rosskill@hotmail.com. NWR (2)

SALE : 911-GT2 and GT3; Carrera GT

2016 911 GT3 RS Coupe, Orange /Black lthr, 563 miles!!! PDK \$279,000.00 Dale 615/761-4603; dale.williams1129@gmail.com TNR (2)

2018 911 GT3 Coupe, Orange/Black lthr, 32K miles!!! 6 spd manual \$170,000.00 Todd 206/330-9175; tpanek@gmail.com. NWR (2) Tim

2018 911 GT3 Touring Coupe, Gemini Blue Metallic/Black lthr, 6K miles!!! 6 spd manual \$269,995.00 Scott 954/242-2762; scott@grahamrahalperformance.com. IR (2)

2019 911 GT3 Touring Coupe, Black/Black lthr, 6K miles!!!!. 6 spd manual, \$218,000.00 Frank 817/701-9843; frankgorman@me.com. TXR (2)

2022 911 GT3 Coupe, Orange /Black lthr, 500K miles!!!!. PDK, \$250,000.00 Norm 201/725-8830; pine1940@aol.com. FCR (2)

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POSITION AVAILABLE:

The "Pando" needs editorial staff assistance. Excellent compensation and benefits. Contact Editor.

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.

Would you like to advertise your car in the Pando?
Please contact Bob Weber 714-960-4981
hbobw930@aol.com

Index of Advertisers

PANDO SUCCESS STORY #1:

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PANDO readers are the genuine stuff. Transactions are handshakes; everyone lives up to their word and no one feels less because our culture doesn't permit less.

Looking forward to our next Porsche, we'll look at PANDO first."

Mark Kovaletz, CEO ExactAir, Inc
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PANDO SUCCESS STORY #2:

I want everyone to know The Pando really works if you're looking to sell, or buy, a P car.

I sold the car 2 days after the ad first appeared with a photo of the car. I had one call from a PCA member who offered me less than I was asking, and the next day I got another call from a friend of a PCA member who was looking for a nice 993 and his friend (the PCA member) showed him the ad. It was a young Doctor in Irvine, who loved the car and did not argue about the price. He visited my mechanic (Robert at Auto Strasse in Costa Mesa) who had just serviced the car, after he got a clean bill of health on the car, we went to his bank and I got a check. Easy, safe sale! The car is in a good home. I told the new owner that he should join the club so he might do that.

Both dealers said they would advertise the car for about \$75,000 and that it would probably sell for around \$72,000, if I was lucky. This was a little disappointing since I hoped to get around \$70,000. I bought the car in 1998 for \$50,000 with 4K miles. I also would have had to spend money to sell it and give up a sizable percentage. But both dealers pointed out that they would reach many more potential buyers than I could. I was ready to go that route when I thought of placing an ad in the Pando, and the rest is history!

Pando advertising worked great! And the reach is far greater than just OCR members! Right after I sold the car I got a call from the first interested party wanting to pay full price but it was already sold. I have also received about 6 calls about the car since.

Joe Barnet, OCR Member

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