

# PAWDO

PORSCHE CLUB OF AMERICA • ORANGE COAST REGION



## MARCH 2022 ISSUE

PORSCHE CARRERA GTS TYPE 904 .....	12
1962 GRAND PRIX OF FRANCE .....	18
RACE DRIVER : MARK DONOHUE .....	22



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**PORSCHE**



# In this Issue

PANDO MARCH 2022 [www.pcaocr.org](http://www.pcaocr.org)

*PANDO is for Pandemonium.*

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12

Porsche Carrera GTS Type 904



18

1962 Grand Prix of France



22

Race Driver : Mark Donohue



26

To Experience the Rolex 24 Hours of Daytona

Cover Photograph by Rob Alen

## Features

- 6 Book Review
- 10 Where's Pando
- 12 Porsche Carrera GTS Type 904
- 18 1962 Grand Prix of France
- 22 Race Driver : Mark Donohue
- 26 To Experience the Rolex 24 Hours of Daytona
- 29 PCA Junior Program

## Upcoming Events

- 2 Calendar of Events
- 39 Hey No Problema Gimmick Rally - Postponed
- 39 San Gabriel Mountain Tour

## Departments

- 3 President's Message
- 4 Editor's Letter
- 30 Rice's Ramblings
- 35 PCA-OCR Contacts
- 36 OCR Member Anniversaries
- 36 OCR New Members
- 37 OCR New Members Photos
- 38 Breakfast Club
- 40 Classifieds
- 40 List of Advertisers

★ ★ ★ **UPDATE** ★ ★ ★

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

★ ★ ★

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March 2022 | PANDO 1

# Orange Coast Region 2022 Calendar of Events

## MARCH 2022

- 5 Breakfast Club & Board Meeting
- 10 Woody's BurgerBahn – HB
- 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

## AUGUST 2022

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

## OCR Board Meetings

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

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

\* Event dates subject to change.

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

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

<http://bit.ly/OCRBoardBook>

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

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

## ACTIVITY LOCATIONS

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

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

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

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

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

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





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# PRESIDENT'S MESSAGE

Monica Asbury



Spring is just around the corner and based on February's breakfast attendance, it appears everyone is ready to get out and drive their Porsches! We expect another great turnout for our March breakfast meeting with Paul Kramer, from Auto Kennel, who will share recent Porsche trends and pricing.

Fortunately, we have some drives scheduled and are in the planning process of some others for you.

April 10th kicks off our San Gabriel Mountains Fun Drive. In May, Paul Shaffer is currently in the process of organizing a drive and we're working on scheduling a high performance driving class. June will launch our most prestigious event of the year that attracts well over 200+ Porsches locally and from the surrounding states, OCR's White Glove Concours scheduled for June 11th at Dana Point's Sea Terrace Park. This is a must-attend event! If you're not interested in having your Porsche judged, no worries, there is a large contingency of park and display Porsches where you simply come and park your Porsche on the grounds. Park and display your Porsches allows you to join in and be part of all the Concours festivities that go along with the Concours. It's an incredible event!

In closing we cannot thank our sponsors enough, Circle Porsche and Protective Film Solutions, and advertisers for their loyalty and support of OCR and allowing the Pando to continue to stay published month after month! We welcome Kerr and Sheldon, a law firm, to our advertising family!

Don't forget to wear your green on March 17th! Happy St. Patrick's Day!

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



Californian Dan Gurney's first F1 win was in a Porsche.

**T**his issue of PANDO looks to be provocative with our personal appraisal of the most significant Porsche racing car, race, and driver. Certainly you have yours.

2022 is an important year for Porsche. It is the 60th anniversary of Porsche's one and only F1 win as a constructor. It is the 50th anniversary of F. A. "Butzi" Porsche opening Porsche Design, and it is the 50th anniversary of the Mark Donohue-developed Porsche 917-10 Can-Am car driven by George Follmer to win the 1972 Can-Am championship.

Future PANDO issues need your editorial, for example:

- Moms-and-Daughters who drive Porsches. Fathers-and-Sons who drive Porsches.
- Porsche Generations: do you have a Porsche handed down generation to generation?
- Purity of the Groove: do you know of a Porsche over time that has remained showroom stock? Let us know.

Finally, there are a few days left of an art exhibition at the Huntington Beach Art Center (538 Main Street, HB. (714-374-1650). The exhibition includes art from OCR's Denny Asbury. You may know of him as Goodie Store Elf #1, but he is a very good artist. ([www.huntingtonbeachartcenter.org](http://www.huntingtonbeachartcenter.org))

*Thank you. Drive Carefully.*

**Rob Alen, Editor**

[robalen602@gmail.com](mailto:robalen602@gmail.com)

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4. We'll help prepare the article for publication.

Please submit your article to Editor, Pando, ([robalen602@gmail.com](mailto:robalen602@gmail.com)) no later than the 20th of the month in advance of publication (no later than March 20th for May issue).



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# ... Book Review ...

Story by Bruce Herrington

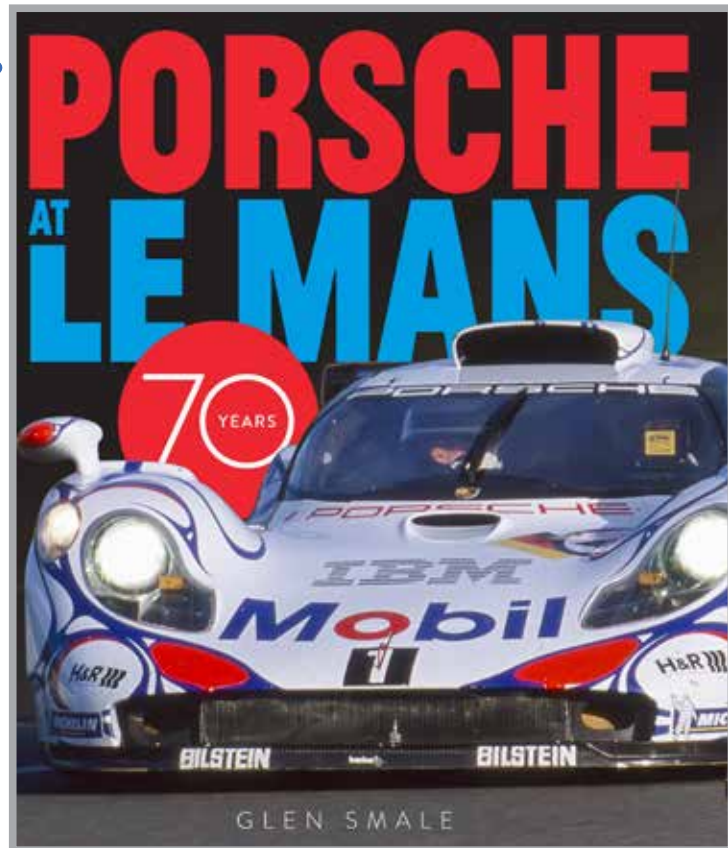
## PORSCHE AT LE MANS 70 YEARS

By Glen Smale, published December, 2021  
by Motorbooks, Beverly, MA.

A very comprehensive and detailed book, it contains a chapter for each of seven decades of involvement by Porsche in the 24hour race at Le Mans. The author's name may be unfamiliar to us Yanks, but on the other side of the pond, he is a noted automotive historian with books on Jaguar as well as Porsche. With the cliches out of the way suffice to say that this is a very comprehensive book. It draws heavily on Porsche factory archives for the many photographs included.

There are many books written about Porsche, the company and the cars. This book is a must-buy for the enthusiast of Porsche's international racing exposure at Le Mans during the years 1951-2020. Each of the seven decade-chapters begins with a short introduction to the events of the decade, followed by what are in effect, race reports from each year. These reports do not cover the event overall, focusing only on the Porsches and the Porsche drivers that participated. Over the seven decades a wide variety of Porsche models were entered by factory and privateer teams. Drivers discussed in this book include almost all of the famous names one could think of, except for Juan Manuel Fangio, who never drove for Porsche, and never finished at Le Mans.

The year-race reports in *PORSCHE AT LE MANS* are well illustrated and provide an interesting narrative. Each ends



with a tabulation of performance for each of the many Porsches entered in each year. Porsche's involvement in each race is told by extensive captions to photographs, and by side-bars focusing on a particular aspect of Porsche's design. This reviewer was surprised by the total number of Porsches listed as entered in each year's Le Mans – many more than the factory entries that get all the historic publicity.

The story of Porsche's first entry at Le Mans is particularly interesting because they reluctantly entered only at the insistence of Charles Faroux, the race organizer, and the team was operated by the French importer who co-drove the car with another Frenchman. Another tidbit of interest to this reviewer is how the 1952-6 photos presented make it clear that the 550 was originally a coupe before it became the Spyder so well known today.

Introduction to the first chapter gives a very concise summary of the initial foray of Porsche, the engineering/design firm into Porsche, the Sports Car company. Except for the narration introduction to each decade,

the story of Porsche's involvement in each race is told by extensive captions to photographs, and by side-bars focusing on a particular aspect of Porsche's design or racing organization.

Many of the photos presented come from the Porsche corporate archives. Most show cars on track, but there are also a few intimate shots of pit and workshop action. Few will sit down and read this book from cover to cover, but flipping through the pages and studying the evolution of the shape of Porsche race cars is enlightening and reading any year-race report is bound to provide interesting information.

The end papers are photographs of pit action, and the back cover shows Jurgen Barth limping to the checker to win the 1977 race, with a very sick, 5 cyl, 936.

*PORSCHE AT LE MANS* is a heavy, coffee-table book, hardbound with 320, 9x11 inch pages, including 750 photos and a very comprehensive index. It should be available for \$75.00 from your favorite bookseller or Amazon.com.



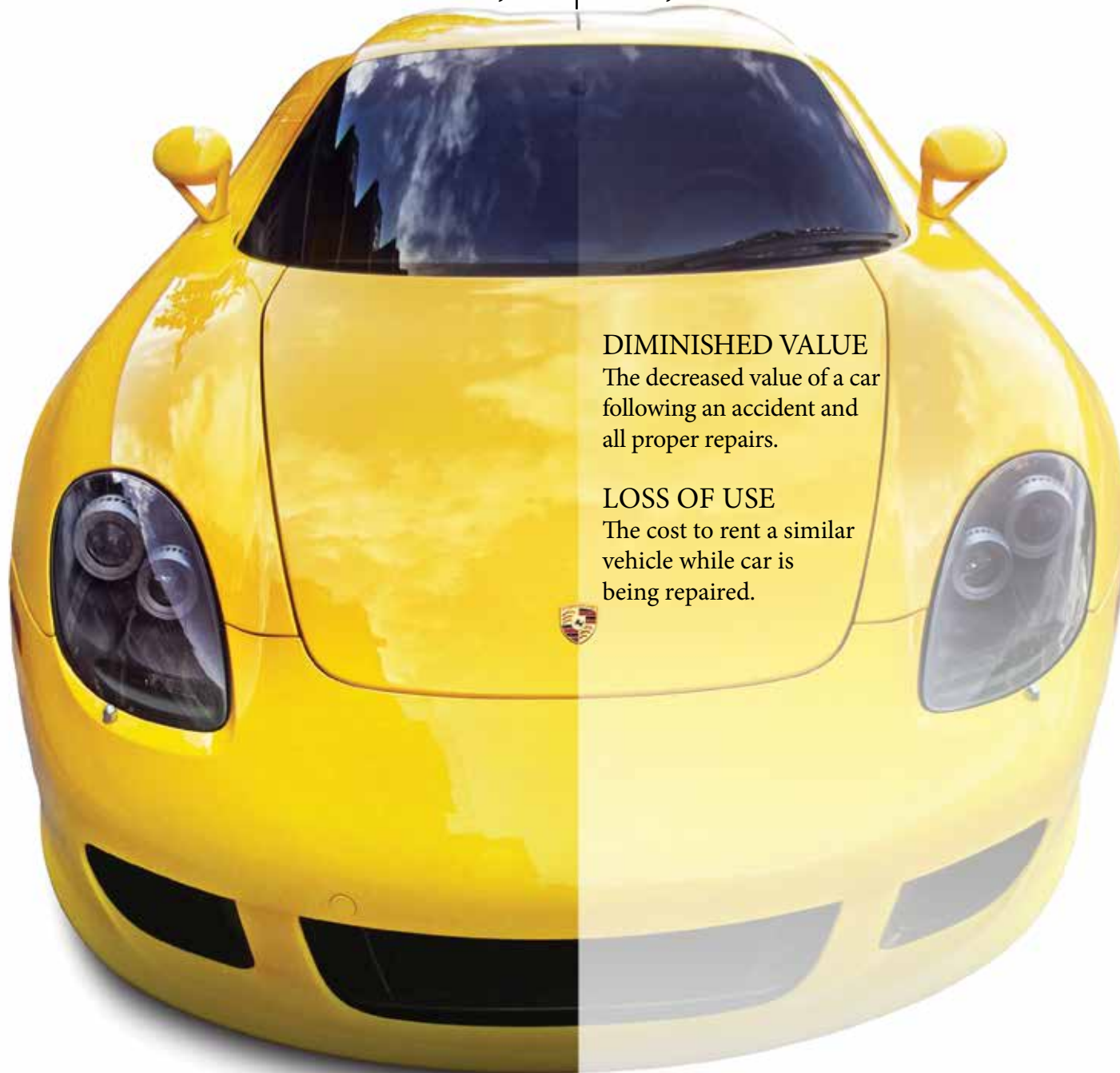
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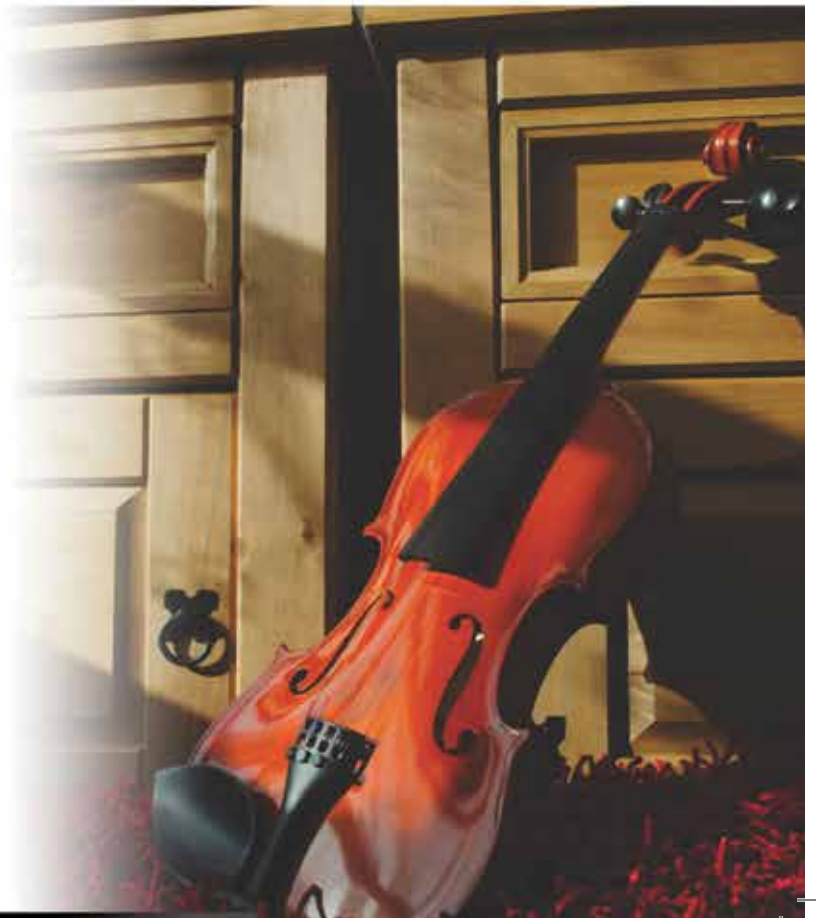
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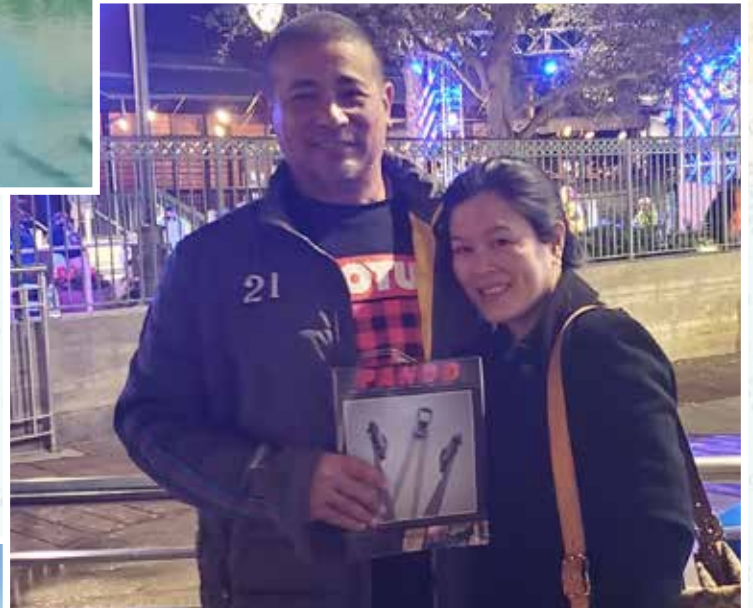
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# Where's Pando?



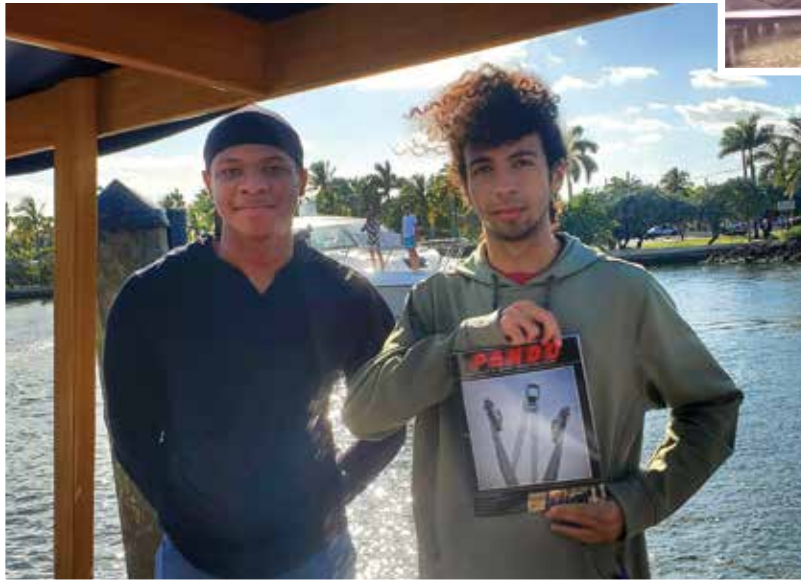
We were in Akumal, Mexico just in time for Hurricane Grace. Ha! Still managed to enjoy my great reading material on the beach once the Hurricane passed though.



## Florida and Akumal, Mexico

Dayton Lowe and Family

Dayton Lowe shows off Pando at several locations during his family vacation to Florida and Mexico.



Enjoying Disney Springs, Orlando, Florida January 2022.

Visiting our son and his friend in Hollywood Beach, Florida January 2022.

### Where will Pando go next?

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



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# PORSCHE

## CARRERA GTS Typ 904



### 48<sup>a</sup> TARGA FLORIO

Classifica generale : 1. 2. 7. 11. 12.

GT-2000 cc : 1. 2. 3. 4. 5.

### Int. ADAC 1000 km Rennen Nürburgring

Gesamtklassement : 3. 6. 8. 9. 10. 11. 12. 17. 30.

GT-2000 cc : 1. 2. 3. 4. 5. 6. 7. 8. 9.

### Les 24 Heures du Mans

Classement général : 7. 8. 10. 11. 12.

GT-2000 cc : 1. 2. 3. 4. 5.

### 12 Heures Internationales de Reims

Classement général : 5. 6. 7. 10. 12. 13. 15. 16.

GT-2000 cc : 1. 2. 3. 4. 5. 6. 7. 8.

BP, Dunlop, Bosch

Importazione autorizzata

## Porsche's most significant racing car:

# Porsche Carrera GTS Type 904



In 1962, Porsche's design studio was led by 27-year old Ferdinand Alexander (Butzi) Porsche, Ferry's son, grandson of Dr. Porsche. He is credited with a race car designed to meet new FIA GT racing regulations: the Porsche Carrera GTS Type 904, Porsche's most significant racing car.

It was striking and still is; stylishly covered headlights, low slung at 41.93 inches high, with cutaway doors. Its legacy is in the Ford GT40, at 40 inches high; which had a .39 coefficient of drag (cD), the 904 had a .34.

Powered by its engine positioned in front of the rear axle. Fiberglass body with a modular design. Body units, contracted out to Heinkel Aircraft Company, were glued together over a ladder frame. More practical and economical than the common tubular space frame that would be needed to produce the 100 units required to meet the new class rules.

Porsche knew they couldn't sell all of the cars to racing teams, so they made the car minimally streetable; one of the last cars of the "drive to the track, race, and drive home." Unusually, the seat didn't adjust, it was fixed; the pedals and steering wheel moved to fit the driver.

The suspension was independent double A-arms at the front and reversed A-arms at the rear with trailing links at the front and no swing-axle at the rear; coil springs, tube shocks and anti-roll bar. Disc brakes.

The initial engine was the 2.0 liter DOHC Carrera four (198 SAE horsepower), later the flat-six of the 911 and a few cars had the 8-cylinder Grand Prix car engine.

The car did what it was supposed to do: win races. It finished 1-2 in the 1964 Targa Florio, 2.0-liter World Champion in 1964 and 1965. It held its own in rallies (second in the 1965 Monte Carlo Rally).

In March of 1964 the Porsche stand at the Geneva Auto Show had a special array of models: 356, its replacement in the new 901 (soon called 911), and the 904.

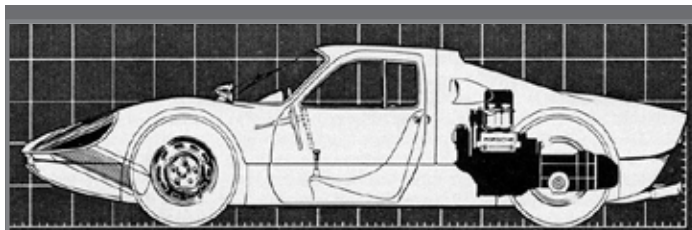
### So why is Porsche's most significant racing car the 904?

It is Porsche's most stylishly beautiful car and still looks modern and is worth every 1.5-2 million dollars.

Subsequent "racecars," all of which won the "big" races, like the 906 (which used some 904 suspension bits), 908, 910, 917 had tubular space frames and were out-and-out race cars with smaller production numbers required.

As a streetcar, the 904 mid-engine was in front of the rear wheels and so it did not have the snap-crackle-pop characteristic of the early 901/911s... the 904 was what the 911 should have been.

Today the 718 is a descendent of the 904. "Most significant?" controversial choice? Yes.



Porsche sports racers had used a mid-engine position to distinct advantage. A coupe design offered less wind resistance than an open top, and the coupe's roof added to the overall strength of the chassis.



The 1964 Porsche Targa Florio team. #86 of Antonio Pucci and Colin Davis would finish first. #84 of Gianni Balzani and Herbert Linge, second. #186 of Edgar Barth and Umberto Magoli finished sixth in a 904 8-cylinder.



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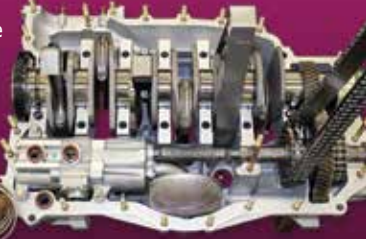
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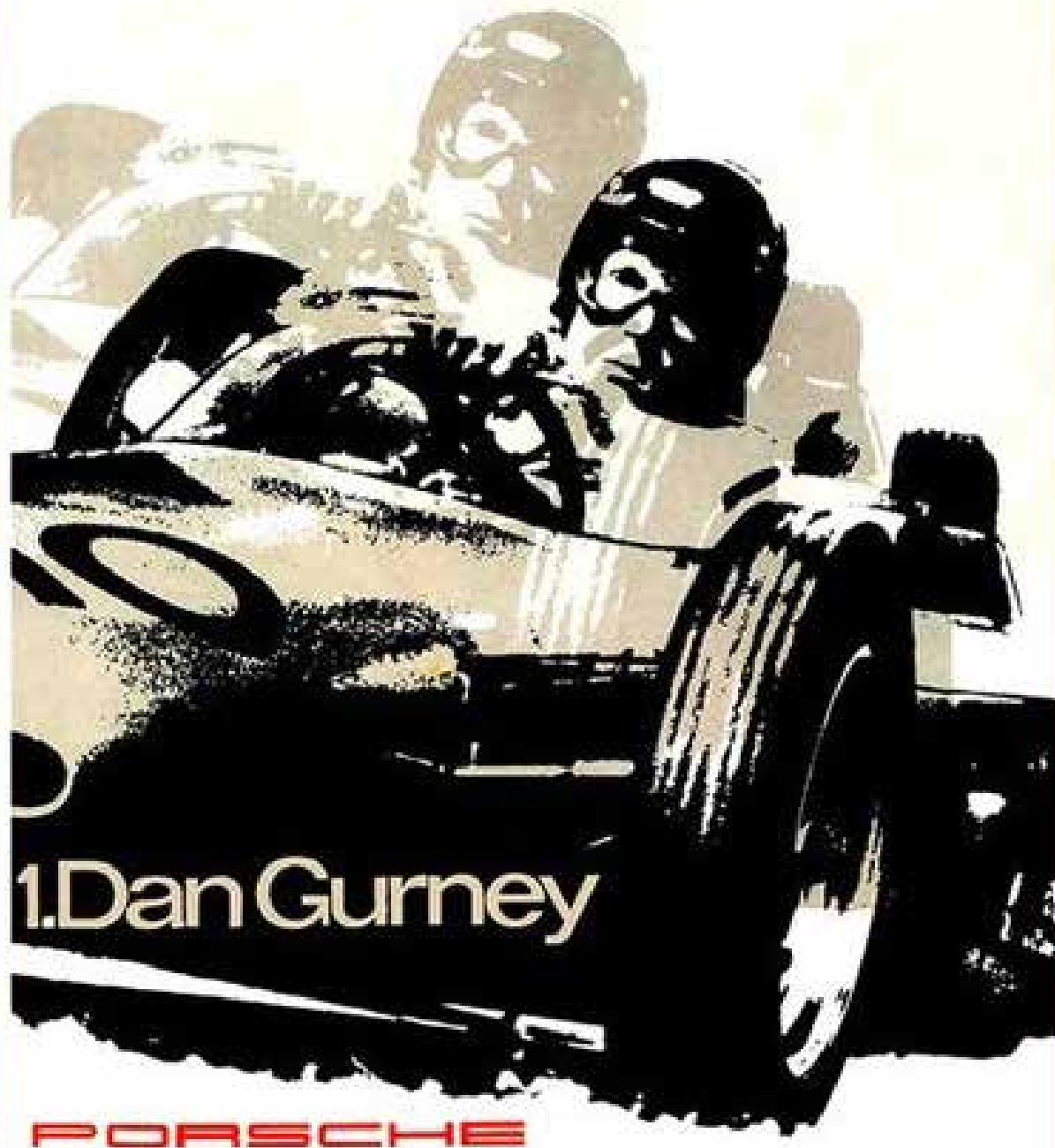
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# GROSSER PREIS von FRANKREICH



Erich Strenger's poster of the 1962 French Grand Prix win. The car is wrong, car #30 won in Rouen; Gurney in the #10 car pictured won a week later at a non-F1 championship points race at Solitude, near Stuttgart.

## Porsche's most significant race win:

# 1962 Grand Prix of France



The Porsche Type 804 Grand Prix car. Featuring a 1.5 liter, 8-cylinder air-cooled, horizontally opposed engine.

Photographed at the Porsche Museum, Stuttgart. Two are at the Museum, two are in private hands.

Gurney showed the car's potential at Nürburgring and Monaco. A series of happenstances helped with the French GP win; it would be Porsche's first F1 win as well as Gurney's first F1 win. A week later Gurney and Bonnier finished one-two at Solitude,

west of Stuttgart. It was a non-Championship points F1 race and thus moved to the back of the record books.

### Why is the French GP the most significant race?

Porsche F1 success had been elusive, the competition from Lotus and BRM was stiffening, and it was going to take more money and resources to become competitive. The publicity of F1 was not cost effective; Porsche sold sports cars to customers, Grand Prix cars were limited to factory and well-heeled privateer teams.

So, Porsche left Formula One to return to where it always did well: sports cars. And the rest is history still being written.

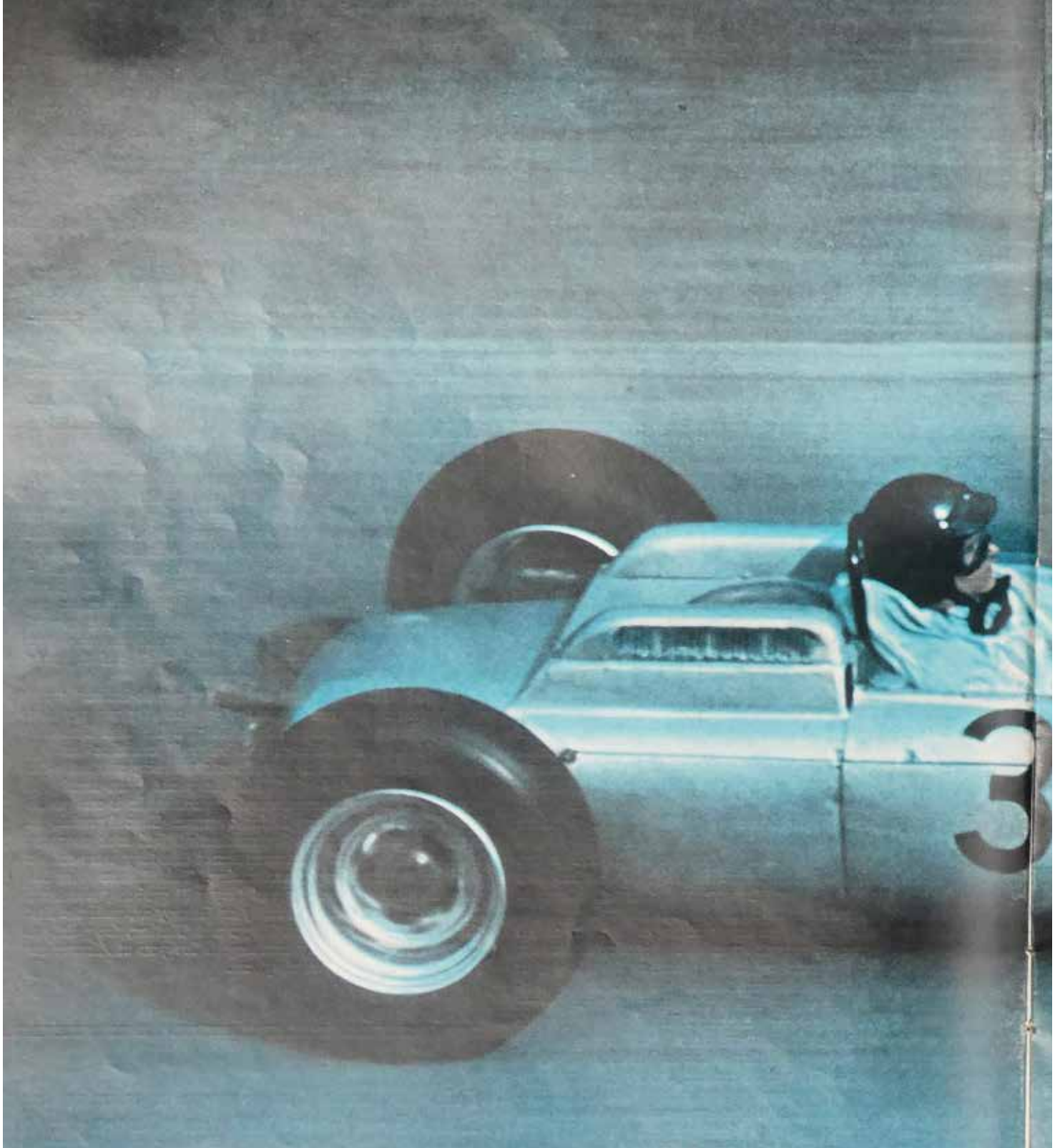
**P**orsche has competed in many, many races, and won, but the most significant race win has been the 1962 Grand Prix of France in Rouen. It signals an important junction of direction for Porsche, effective to this day.

In the early 1960s, Porsche entered Grand Prix racing. In 1960 Porsche found success in Formula II. In 1961, a new car and new engine was announced but failed to meet expectations despite a pair of capable drivers: Dan Gurney was on the international scene coming off from a stint with Ferrari, and Jo Bonnier, was from a wealthy Swedish publishing family. He was no dilettante driver, he achieved success, mostly in sports cars (and in Porsches) as well as later fielding as a privateer his own Formula One team.

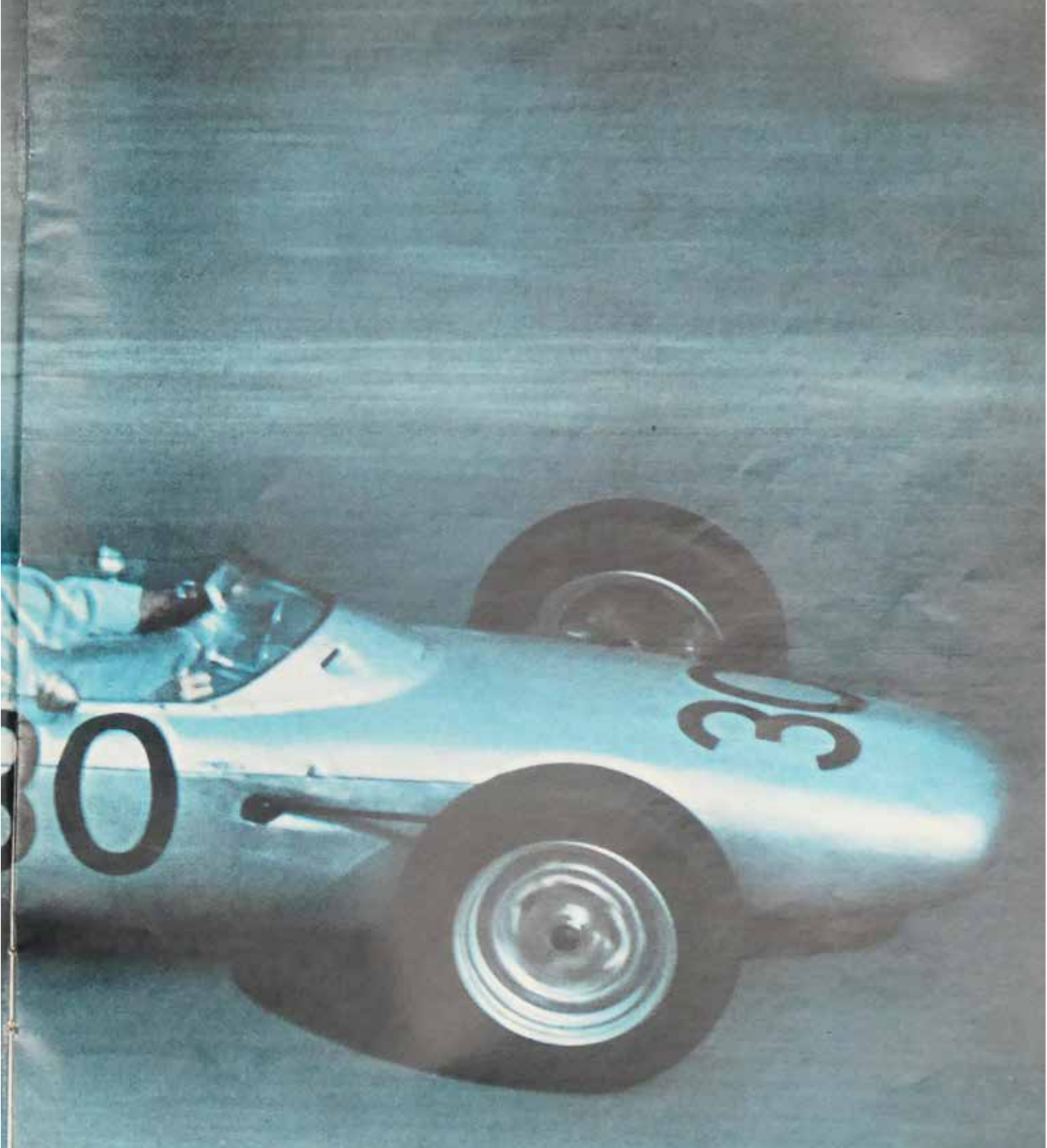
In 1962 a new car was designed but little buggy things infected the effort: brake failures, broken gear shift lever, loose battery leads, accidents. The car was unconventional: air-cooled, horizontally opposed 8-cylinder engine, torsion bar suspension, and in-house disc brakes.

The photograph is from Road & Track's October 1962 race report of the French GP.





Dan Gurney winning the French GP in Rouen. His first F1 win and the first and only F1 win for Porsche as a constructor. From Road & Track, Henry Manney III photograph.



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PORSCHE 917-30 TURBO  
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## Porsche's most significant racing driver:

# Mark Donohue



Mark Donohue at Road America, 1973. In addition to campaigning the Porsche 917-30, he was racing in Formula 5000 (without the same success).

**P**orsche has had many famous racing drivers drive their cars: Derek Bell, Jacky Ickx, Hurley Haywood, Vic Elford are well known. Porsche's most significant racing driver has been Mark Donohue. Donohue had special qualities that made a difference, but time has left him to fall into the shadows of Porsche racing history.

Born in New Jersey and a graduate of Brown University with a degree in mechanical engineering he had immediate success as a driver. His subsequent successful partnership with car owner Roger Penske is one without many equals.

In 1971 Porsche commissioned Penske Racing to compete with a Spyder version of their 917 racecar in the North American Canadian-American Challenge Series. Donohue as a skilled driver, and using a skilled development and testing engineering approach, made the 917-10 Can-Am car his own, and its successor, the 917-30, into one of the most potent racecars of all time

At Porsche's Weissach testing facility, Donohue was an early user of the skid pad for suspension tuning: springs, anti-roll bars, shocks, ride height, and alignment.

He tested wing sizes, trim angles for aerodynamic downforce.

And there was the understanding of the new turbo technology.

Willi Kauhsen, Porsche test driver, described it, "The main thing about the car wasn't the power itself, it was the terrible lag the turbos had that you had to drive around. The way to do it was to brake a lot before the corner and slide the car around on the throttle waiting for the explosion of power just as you hit the straight. And it came fast. Mark Donohue was a master of this style, and I never saw anyone else in my life who could drive a 1,200 bhp car like he could. Every corner on a track is different of course, and how he could drift the car around each one with perfection while anticipating the turbo boost was amazing."

A testing accident at Atlanta sidelined him for the 1972 season and forced him to watch former Trans-Am teammate George Follmer drive "his" 917-10 to the Can-Am championship. But not before having won the 1972 Indianapolis 500 and setting a speed record that lasted 14 years.

The Porsche 917-10 driven by Pasadena's George Follmer to win the 1972 Canadian-American Challenge Series Championship. Photographed at Luftgekühlt in Torrance.



## Porsche's most significant racing driver:

# Mark Donohue

The Porsche 917-30 flat 5.4 liter, 12-cylinder at the Porsche Museum, Stuttgart.



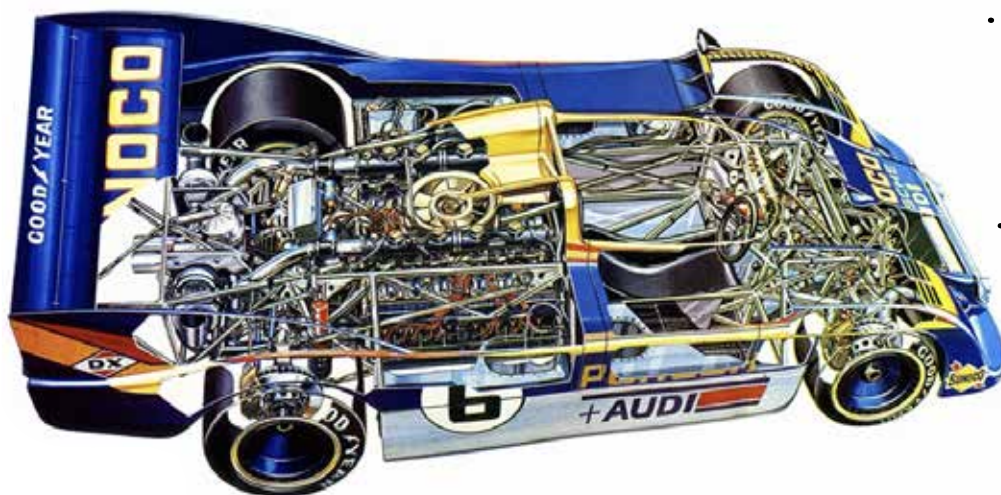
While there were other 917-10s in the Can-Am series (from Vasek Polak and Peter Gregg), Penske's contract with Porsche gave them exclusive use of the first development parts and technology over their competitors.

In 1973, came the 917-30, longer wheelbase, revised aero, flat 5.4 liter 12-cylinder engine monster with 1,100-1,500 horsepower. Donohue won 6 of 8 races, many starting from pole position dominating to the finish. The domination virtually killed off the series.

Donohue's influence on Porsche continued. He would bring his expertise to the 911 Carrera IROC cars. In August 1975 he set the closed course speed record at 221.160 at Talladega in the 917-30; the record lasting 11 years.

Ten days after the speed record, an F1 accident in Austria would be fatal.

He developed Porsches, he raced Porsches, he conquered in them. In a way few drivers could.



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**PORSCHE**



Rick O'Campo's selfie of he and Sean Coen at the Daytona International Speedway.

# To Experience the Rolex 24 Hours of Daytona

Story by Sean Coen

I had always wanted to attend the 24 Hours of Daytona race, but never knew what to expect. I recently got back in town from the 4-day experience, and it was nothing short of amazing and overwhelming!

This trip was planned with another OCR member and my friend, Rick O'Campo. He had attended multiple times in the past and had the schedule down to a science. We took the redeye out of LAX on Wednesday night so that we got into Daytona around 7 am the following day. We couldn't check into our hotels until noon, but that was okay because there was so much to do upon arrival. Rick had purchased a 4-day pass for us which gave full access to all areas of the race. Everyday there, we got to go to every garage, walk the track, speak to pit crew and drivers, and of course inhale that lovely exhaust. Watching the cars leave

the garage in a parade out to the track, while trying not to get your foot run over because you are so close, was exhilarating. One of the best things about the race is that you can watch it from so many different views. You can stay at any of the turns or get a bird's eye view from the stands. Of course, Rick and I checked into the PCA tent everyday so we could check out the great Porsches people brought to the parking lot. All in all, this was one of the greatest experiences I have had. And of course, Porsche GT3 R's took first in both the GTD PRO and GTD class!





Sean and Rick in front of the 2009 24 Hours of Daytona winner, the Brumos Racing Riley MkXI-Porsche.



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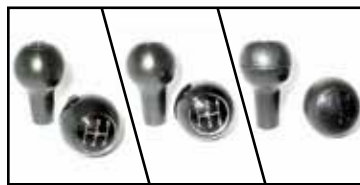
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# RICE'S Ramblings

Story by Lee Rice

911-930 -964-993

Door Not Staying Open  
and Noisy?

My 1968 911 has a 1987 911 Driver Door and a stock 1968 Passenger Door with an added DOT safety beam. Both doors have power windows, twin speakers, but remain manual locking with pull locks.

Over the years the original "DOOR SUPPORT" (901.531.035.20) which is 'soft' and easy to open-close the door wears out over time and would not hold the door 1/2 way or open full very well. I installed a later now named: "DOOR ARRESTOR" (964.537.057.00) as it is needed for the increase in weight over the years for door sound insulation, power windows, power door locks, power mirrors, etc. The later, stronger DOOR ARRESTOR do hold the door 1/2 and fully open. They are quite strong, but it was almost alarming at how strong the later Door Arrestor is as it caused the door's mounting area to flex so much, I removed mine. I also have had the experience of seeing other 911 to 993s with their doors creaking from the strong resistance of the Door Arrestor! It is known that the later Door Arrestor is causing some 911, 930, 964 & 993 doors to flex, warp, crack the door mounting areas and tear the metal!

A new aftermarket DOOR STAY REINFORCEMENT KIT was acquired through Pelican and can also be found through other suppliers.



**I found the installation to be too much for the casual mechanic as one needs to have a few special tools to mount this reinforcement kit in place. And beware of other issues, read on.**

For one thing, I needed a telescopic magnetic to retrieve parts that do get loose and drop down in between the door sill's double reinforced sheet metal. I had it happen during trial fit and installation. I found that removing the door speaker is OK and access it much easier than removing all the door handles, knobs, speakers, arm rest, pockets and door covering. I did remove the door handle/pocket unit, speakers, and their delicate wiring. (mark which wire goes on to which speaker connection, FIRST.



L/H 1987 door with new DOOR ARRESTOR installed

R/H 1968 Door with O.E.M. doubler installed.

Once inside the door, I cleaned the inside of the left and right door structures and photographed them for my technical article and noticed the different shaped steel reinforcements (doubler) that are spot welded on the inside of the early and later 911 doors.



Test fitting the D.S.R.K. (Door Stay Reinforcement Kit) inside the door and holding the front outer reinforcement piece and inserting and holding the inner reinforcement piece, then installing the supplied cap head screws with their star washers was most difficult.

Also, as this is a highly stressed steel structure, the supplied cap screws are just not up to this kind of job.



M6 bolt, spring washer, and large washer.



6 mm universal socket & screwdriver to align plates away from Arrestor Arm.

I replaced the cap screws and star washes with M 6 x 1.0 bolt and using a 10 mm universal socket, with a 4" long 1/4" drive extension and a 1/4" drive ratchet, I deliberately and slowly installed each bolt together. I brought up each bolt to tension, then, as it got tighter, I replaced the 10 mm universal socket with a plain 10 mm socket as it could then fit it under the door sill edge and over the bolt head, and could get a solid hold on the bolt head for final torque.

Then apply torque to squeeze the two reinforcement pieces together with the door structure. Altogether, this forms one strong structure. I also had to use a small screwdriver to hold the reinforcement pieces up away from the Door Stay Arm as their slots allowed them to move around a lot. I carefully kept them even and not touching the Door Arrestor arm as I tightened up both bolts. This is done so as the inner and outer reinforcement pieces are aligned to not be too high or too low and NOT touch or rub on the Door or Stay Arm. Then I loosened the two bolts equally and that only took about a 1/2 to one full turn to be loose: So, the assembly was now compressed together into one solid structure. Then 2 turns and it is tight, and it is a secure and a tight combined structure.

The Door Stay was lubricated with the supplied tube of very sticky lubricant and the door opened and closed 1/2 way wonderfully.

**HOWEVER slowly closing the door, it got very tight! This I thought is most unusual?**

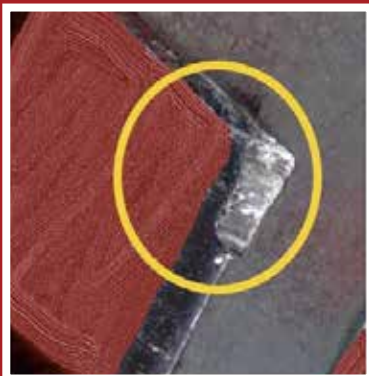
I opened the door and at the 1/2 way point and it was smooth and easy. WHY?

I had to crawl into the bottom of my 911's floor and with a bright work light and a mirror to look at what was happening during closing the door:

**The new Door Stay's Arm was rubbing against both the Door Reinforcement pieces.** I found no way to adjust this. I took cell photos as well, then removed the whole kit!

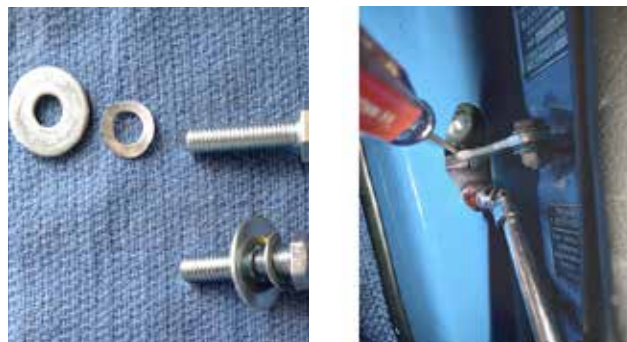
I saw a definite hard rub and metal ground off on the side of the Arrestor arm and hard rub-wear on the slot of both Reinforcement pieces!

I saw what I realized was too small of an opening on both of the Door Stay reinforcement pieces.



I saw a definite hard rub and metal ground off on the side of the Arrestor arm and hard rub-wear on the slot of both Reinforcement pieces!

It seemed easy enough to resolve a simple clearance problem, so I removed it all. I washed the supplied grease off and used a high-speed die grinder and bit to grind away about 1/8" all the way around the inside opening of both Door Reinforcement pieces.



Reinstalling these as stated above all fit, and the door NOW opened and FULLY CLOSED with no rubbing.

Also after reworking (Up/Grading the upgrade) the left door, I tried to install the other kit, in the right side's original 1968 door and found out that the early doors have a smaller Door Stay mounting and "D" shaped opening to mount the Door Stay. The new Door Arrestor and this Door Stay Reinforcement Kit will not fit. So as always, I modified (enlarged the "D" shaped opening and drilled a new wider mounting for the later Door Arrestor) so everything fit.

I also removed 1/8" all around both the other Door Stay Reinforcement pieces.

- However, I must ask, "Why not make a kit with a larger Arrestor arm opening and use two drilled holes instead of the up-down slot arrangement?"
- Also, the Door Arrestor holds the 6 mm bolts (or supplied cap screws) with threads machined through the formed sheet metal. I install two M6 long studs to screw into the Door Arrestor then fit it inside the inner Door Reinforcement then through the door structure and on to the outer Reinforcement piece.



Then holding this up against the door, I remove the lower stud and replace it with a M6 bolt, spring washer, and large washer fitting it through where the stud was. Lightly snug up the one bolt and then do the same for the upper one.

I can tell you it is a royal pain in the tail to try to fit all those pieces, snug up all the parts, while fiddling with a screwdriver to push up the Reinforcement piece, so as to not have a rub on the Door Stay arm, etc., etc. I would upgrade this kit to use 2 ea. Drilled holes in the Reinforcement pieces, if I were to make these pieces!

**Lastly, I don't like "one size fits all," as these kinds of things are a compromise of sorts.**

How about one kit for the early 911s (1965-1968) and another for the late 911s? The 911 more than warrants a better after-market item to be at least as good as O.E.M. quality.

I nearly made my own reinforcements, but I am not up to this kind of work with my current health issues. So, I just modified what I already had.

**Godspeed  
Leslie F. Rice**

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**Rice's Ramblings:  
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# OCR Membership Updates

## Anniversaries :

### *Congratulations!*

#### March

##### 25 Years

Gerard Murray  
Linda Murray  
Ed Tanaka

##### 20 Years

Laurie Anast  
William Anast  
Betsy Dougherty  
Brian Dougherty  
Lisa Morrison Helton  
Peter Helton

##### 15 Years

Rhonda Alger  
Brian Burnevik  
Diane Gjesdal  
Donald Gjesdal  
Bryce Littlejohn  
Dan M. Littlejohn  
Pat Rodberg  
Tom S. Rodberg

##### 10 Years

Marcia Ishii  
Steven K. Ishii  
Tim Jensen  
Sean Joyce  
Veronica Joyce  
Darren Sullivan  
June Sullivan

##### 5 Years

David Assayag  
Mandy Prescott-Courville  
Rob Courville  
Karen Critchlow  
Steve Critchlow  
Cindy Lamm  
Don Lamm  
Doug Morgan  
Kathleen Morgan  
Paulette Oden  
Carmella Snytsheuvel  
Raymond J. Snytsheuvel  
James E. Sullivant

## New Members :

### *Welcome!*

#### January

Jeff P. Ballard  
2014 Cayenne Turbo S

Randy Burba  
2011 Panamera 4S

Deepak Chandwani  
2018 718 Cayman

James E. Cleveland  
2004 911 Carrera

Bill Cooper  
2019 911 Carrera T

John Cox  
2010 911 Targa 4

Tyler K. Enos  
Vivian Enos  
2006 911 Carrera 4S

Lori Fleming  
2001 911 Turbo

Kris Houlihan  
2022 911 Turbo S

Charles M. Janneck  
2022 718 Cayman GTS

Patrick Lee  
2017 911 Turbo S Cabriolet

Brian J. Longtin  
2017 911 Carrera

Felix Morariu  
2016 Cayman

Steve Na  
2010 911 Carrera

Tan Rezaei  
2020 718 Cayman GT4

Alain Verneuil  
1990 911 Carrera 2 Cabriolet

Lei Yu  
2022 911 GT3

Ron Zvagelsky  
2022 911 GT3

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MONETARY BENEFITS :** from Porsche Club of America.

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**PORSCHE**

## New Members



Andre and Kate Perl / C2S Black



Charles Janneck /  
2022 Cayman GTS 4.0 Shark Blue



Remington Richards and Caterina Bianchi /  
2022 Macan White



Michael Welman / 1999 986 Arctic Silver



Tom Stout / 2005 Boxster S  
Midnight Blue



Juan C. Garcia /  
2005 911 Carrera Black



Wally Clark / 1984 911 Carrera 3.2  
Ruby Red



Steve Snyder /  
1970 911E Targa Maroon



Mike Quinn / 2012 911 Carrera S  
Black



Diana Cleveland / 2004 911 Carrera Blue



Chris and Natalie Taylor 2020 /  
Taycan Turbo S White

# Breakfast Club, February 5, 2022

Photos by Denny Asbury and Monica Asbury





# San Gabriel Mountain Tour

Sunday, April 10, 2022

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

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

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

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

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

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

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

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

**More Details to follow.**

**Glenn Billings will lead the drive.**

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

## “No Hey Problema” Gimmick Rally

Date : TBD

**What:** “NO HEY PROBLEMA Gimmick Rally”

( A leisurely Capo to Capo drive with a few questions and pictures etc )

**When:** TBD

**Where:** Gather in San Juan Capistrano, I-5 at Ortega Hwy, in shopping center between Ortega and Rancho Viejo

**What time:** Registration: 8:30 am

1st Car out: 9:15 am / Est. finish: TBD

**Cost:** Registration fee: \$15 per car

**Lunch (no-host) and Scoring:** TBD

**Please Contact:** Rally Director – g60wiz@gmail.

This will be an ideal Rally for beginners (easy, scenic and fun) and a “no problema” 120 mile romp for the experienced. If you are a beginner, 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.**

# Classifieds

## FOR SALE: 930-911 TURBO

'87 911 Turbo Coupe, Silver/Red lthr, 40K mi. 4 spd manual. PCA member. \$98,000.00 Scott 772/233-6867; scotthornick@att.net. FCR (2)

'88 911 Turbo Cabriolet, White/Red lthr, 39K mi. 4 spd manual. PCA member. \$119,000.00 Todd 330/806-333; toddrimer@yahoo.com. GR (2)

2014 911 Turbo S Coupe, Blue/Yachting Blue lthr, 51K mi. PDK. PRICE REDUCTION \$115,500.00. Larry 714/478-2308; neophron1@gmail.com. GGR (2)

2017 911 Turbo Coupe, Guards Red/Beige & Black lthr, 9K mi. PDK. \$157,500.00 Derek 304/646-4330; dharman@osteovw.com. WVR (2)

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

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

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

## FOR SALE: 911-1970s

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



**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.

'72 911E Targa, Silver/Black, 64K mi. 5 spd manual. PCA member. \$125,000.00 Rainer 416/809/8092; rbeltzner@sympatico.ca. GGR (2)

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

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



## MISCELLANEOUS

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Please contact Bob Weber 714-960-4981  
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# Index of Advertisers

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...www.audiolabcarstereo.com	
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...www.AutoKennel.com	
<b>Bart Zandbergen CFP</b> -----	8
...www.zandbergengroup.com	
<b>Cape Auto Repair</b> -----	2
...www.capeautorepair.com	
<b>Chemical Guys</b> -----	5
...www.ChemicalGuys.com	
<b>Circle Porsche</b> -----	IFC
...www.circleporsche.com	
<b>Cooper's Classy Cars</b> -----	8
...Cooper.Boggs@gmail.com	
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...www.doorshield.com	
<b>Ed Pink's Racing Engines</b> -----	14
...www.EdPinkRacingEngines.com	
<b>Einmalig</b> -----	28
...www.einmaligparts.com	
<b>European Collectibles</b> -----	14
...www.europeancollectibles.com	
<b>Fabricante Auto Body</b> -----	33
...www.fabricanteautobody.com	
<b>Fairway Mortgage Capital</b> -----	28
...www.FMCLoanPros.com	
<b>Free Wheelchair Mission</b> -----	15
...www.FreeWheelchairMission.org	
<b>Integrity Motorcar</b> -----	17
...www.integritymotorcar.com	
<b>Kerr &amp; Sheldon</b> -----	7
...www.KerrLawFirm.com	
<b>M. Scott Huddleston</b> -----	14
...www.newcastlefa.com	
<b>Pacific German</b> -----	11
...www.PacificGerman.com	
<b>Pelican Parts</b> -----	15
...www.pelicanparts.com	
<b>Porsche Ontario</b> -----	25
...www.PorscheOntario.com	
<b>Porsche Riverside</b> -----	BC
...www.PorscheRiverside.com	
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...www.porsche-design.com	
<b>Protective Film Solutions</b> -----	16
...www.protectivesolutions.com	
<b>Ultimate Shield</b> -----	29
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