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MARCH 2024

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In this Issue

Porsche Club of America • Orange Coast Region

PANDO MARCH 2024 www.pcaocr.org

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Highroad Fling



Blue Skies and Cabriolets



Blue Skies and Cabriolet Care

Cover: Edward Sotto III

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★★★★ **UPDATE** ★★★★★

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

★★★★

Orange Coast Region 2024 Calendar of Events

MARCH 2024

- 2 Breakfast Club & Board Meeting
- 14 Woody's BurgerBahn – HB
- 16 Poker Rally Run – Begins 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

MAY 2024

- 4 Breakfast Club & Board Meeting
- 9 Woody's BurgerBahn – HB
- 16 Porsches & Pizza – MOD Pizza, Laguna Hills
- 18 Porsches & Pastries – Enderle Center, Tustin
- 21 Porsches & Pescado – Simply Fish, Costa Mesa
- 25 TPorsches & 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

Greetings Fellow Speed Racers!

I hope you have had a chance to exercise your Porsche this past month. Yes, it rained a lot, but standard equipment on our cars includes windshield wipers and so my wipers recently got some action. My new car of the 992 variant includes a "Wet Mode", and it dutifully alerted me to put my car into said mode on a recent rainy day. Amazing technology in today's cars.

We had a wonderful kick-off meeting to 2024 last month. Great to see all your smiling faces and I promise to get better changing the slides. Many thanks to our speaker Russell Kerr of Kerr & Sheldon, A Professional Law Corporation, who educated us on diminished value and loss of use claims. Because of all the nodding of heads and the questions asked, it was apparent that a few of us have had the misfortune of needing his services. As he is one of our advertisers, please keep him in mind if the unthinkable happens.

Speaking of exercising your Porsche, are you ready for a fun ride? Great! Sign up for the March 16 Poker Rally Run hosted by our Co-Rally Chairs Larry Moore and Glenn Billings.

I had the pleasure of meeting with several of our new members at this past meeting. You generally can tell a new member by the fact that they have a temporary badge. Please take the time to welcome them to our meetings, offer to answer any questions they may have and encourage them to come to the next meeting.

When I first joined PCA-OCR, a member would each month submit an article to Pando talking about themselves and their Porsche experience. It was a way to learn more about our fellow members. I would like to continue that tradition, so please submit your story with a picture of yourself and your car. It doesn't have to be long, just tell us a little about yourself and what led you to buying your first Porsche. As I recall, there were so many people wanting to share their story that we had to draw a name from those wanting to submit. We probably will have to do that again.

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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Porsche in Tokyo.

Recently I was in Tokyo for the Japan Mobility Show in November and the Tokyo Auto Salon (their version of the SEMA aftermarket show) in January.



Porsche showroom in the Shiodome area of Tokyo.

Tapping into the Japanese car culture has been a puzzle for me. Accessible only by car is the famous Daikoku PA (Parking Area), a highway stop between Tokyo and Yokohama where Japanese Domestic Market (JDM) enthusiasts gather at night and at irregular times.

Daikaiyama T-Site is a hip host of events known to those in the know, typically the second Sunday of the month. T-Site is a complex centered around a busy high-end bookstore, Tetsuya; with restaurants and gourmet coffee shops situated in an upscale Tokyo residential neighborhood.

The Tetsuya bookstore's section on cars is deep, international and can absorb hours of your time.

Tokyo car culture has been far reaching: inspiration for "Fast and Furious" movies, "Gran Turismo" gaming, and the popular tuner market.

I know of three Porsche showrooms: one at the far end of the Ginza near the Nihombashi Mitsukoshi department store (itself worth a visit). One in Aoyama on the busy 246, near Gaien-Nishi-dori, a leafy street not far from the National Stadium, where Porsches and Lamborghinis gather Sunday afternoons. The third in Shiodome has a showroom, boutique, and The Momentum by Porsche, an epicurean-level restaurant (reservations suggested; porsche.tokyo). It is several ranks above "917" or "356" Porsche Experience Center restaurants in Los Angeles or Atlanta and, surprisingly for Porsche, reasonably priced. When I was there I saw a new GT3 RS up close in the showroom; it looked like it was made with LEGO blocks; with more orifices than a XXX sex toy.

Tokyo is two cities and can be seen best from a 50th+ floor hotel lounge at dusk, watch it change from one by day into the other by night. A spectacular transformation.

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Rob Alen, Editor

robalen602@gmail.com



Porsche 911 GT3 RS



Inside Tetsuya bookstore at Daikaiyama T-site

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Where's Pando?



2024 24-Hours Daytona

Rick deCampo and Sean Coen

The "bench" was cleared for Rick and Sean's return to Daytona to help the Porsche 963 win the 24.



New York City

Glenn Billings

PANDO goes with Glenn Billings to the Met in New York City for the powerful performance of Giuseppe Verdi's "Nabucco" and Bizet's "Carmen". It's the pinnacle of a high art form that he can take off his bucket list.



Santiago, Chili

Tony Carter

Tony Carter and PANDO took a quick day trip to Santiago, Chile to enjoy some views, some steak, and some vino.



Where will PANDO go next?

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



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Stuttgart Market Letter

Report by David K. Whitlock

January always kicks off the year with a number of great auctions from most of the major auction houses and it generally gives us a barometer as to what to expect for the remainder of the year. As it appears, the overall Porsche market seems to have stabilized with January's sell-through rate coming in at 68%, right in range of what we saw through the final quarter of 2023. We did, however, see a bump in dollar and unit volume as compared to last January with \$44,026,566 sold from the 592 Porsches offered

Of those 592 Porsche's offered, collectors had the opportunity to complete the "holy trinity" of hypercars as we saw a number of 959 Komforts, Carrera GTs, and 918 Spyders throughout the month. Of the seven examples of Porsche's hypercars offered, only three managed to find homes.

The 1987 959 Komfort offered at Mecum's Kissimmee sale was a 15,000-mile example that hammered for \$1,700,000, right on trend with other 959 sales we saw last year. On the other hand, the 2005 Carrera GT offered at Barrett-Jackson topped average sales prices selling for \$1,700,000 as well. This was due to the car having just 3,500 miles and being finished in the rare, and much sought after, color combination of Fayence Yellow over Ascot Brown. The 918 Spyder, also auctioned by Barrett-Jackson, sold just below the market average at a final bid of \$1,625,000. Failing to sell were two other Carrera GTs with high bids of \$1,252,000 and \$1,370,000 along with a 959 Komfort at \$1,500,000 and a 918 Spyder at \$1,650,000.

Hypercars

Also at the top end of the market, we saw another sale of Porsche's track-only 935/19, this time setting a new record at a final bid of \$1,626,000. We also saw a 911 Reimagined by Singer return to the million dollar club for the first time since August of last year, with a Namibia Yellow over Bone White leather example sporting an Ed Pink-built 4.0-liter hammering down at \$1,025,000. But that wasn't the most impressive modified Porsche on the market last month. That honor goes to a 1957 356A built by Rod Emory of Emory Motorsports. This Light Ivory over Green Vine leather "Emory Outlaw" features a 2.6-liter Emory-Rothsport "Outlaw-4" engine reported to produce 260 hp and sold at a final bid of \$675,000.

356

The overall 356 market looked strong bringing in a total dollar volume just over \$3m with a 75% sell-through rate. Aside from the Emory Outlaw, Speedsters and Cabriolets dominated the top 5 spots with a beautiful Black on Black matching-numbers 1958 356A Speedster selling for \$315,000 followed by 1958 356A Cabriolet finished in Ruby Red with a Black hard top selling

for \$292,000. While the Speedster looked to be quite the deal, the Cabriolet sold well above comps thanks to its known history and great presentation at auction. Of the cars that failed to sell, I was surprised to see a 1962 356B Carrera 2 GS on the list. Having just been restored, it was in absolutely pristine condition and only showed a handful of miles on the odometer since restoration. It failed to sell at a final bid of \$300,000, quite a ways off of what it would take to bring it home. The lack of interest was most likely due to the auction venue of choice and would most likely have brought all the money at a legacy auction or top online auction house.

914 / 6

Another surprise from January was the fact that 914/6s continued to struggle. Out of the five cars on offer, only two found new homes, both selling under the \$100,000 mark at \$90,000 and \$80,000. Two other standard 914/6s failed to sell at final bids of \$83,500 and \$110,000, the latter of which should have taken the bid in this market. Also failing to sell was a 1971 914/6 built by Brumos racing in the '90s for a customer racing program in the HSR series. It failed to sell at a high bid of \$110,000.

993 Targa

While 914/6s slid, one market that has been on fire over the last few months is the 993 Targa market with its pricing trend line almost pointing straight up. Prices have gone from an average of \$90,000 at the beginning of last year to over \$120,000 today with three examples selling for \$115,000, \$164,000, and an impressive \$180,000, which set a new five-year record for the model. A 1996 993 Targa 6-speed was a special one though, as it was customized by Jason Castiota, famed automotive designer whose work includes the Ferrari 599, Maserati's GranTurismo, and the one-off Ferrari P4/5 by Pininfarina. This one-of-a-kind example was finished in a Dark Brown Metallic with a gold rear Targa badge, gold-colored brake calipers, a Turbo front bumper, and a split-grille rear decklid borrowed from a 993 Carrera 2S. On the inside, the car featured a custom handcrafted interior appointed with classic beige German square weave carpeting and a combination of chocolate brown and ivory leather upholstery. An absolutely stunning example for sure.

Based on January's numbers, I'd say that the overall Porsche market has stabilized and expect to see it continue into the spring. Although some models appear to be softening, I think it's more a case of them coming back down to reality after the insanity we saw in 2022. Our next batch of major auctions aren't until early March with the Amelia Island sales, so February will give us a good look at how the online auction houses are performing on their own. Until then.

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

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1956 Porsche 356A 1500GS Carrera Cabriolet: Graphite Metallic/Red.

1957 Porsche 356A T1 Super Speedster: Silver/Black.

1959 Porsche 356A T2 Coupe Light Ivory/Red.

1960 Porsche 356B Super Roadster: Aetna Blue/Red.

1962 Porsche 356B Super Twin Grille Roadster: Bali Blue/Red.

1972 Porsche 911S 2.4L Coupe: Aubergine/Beige.

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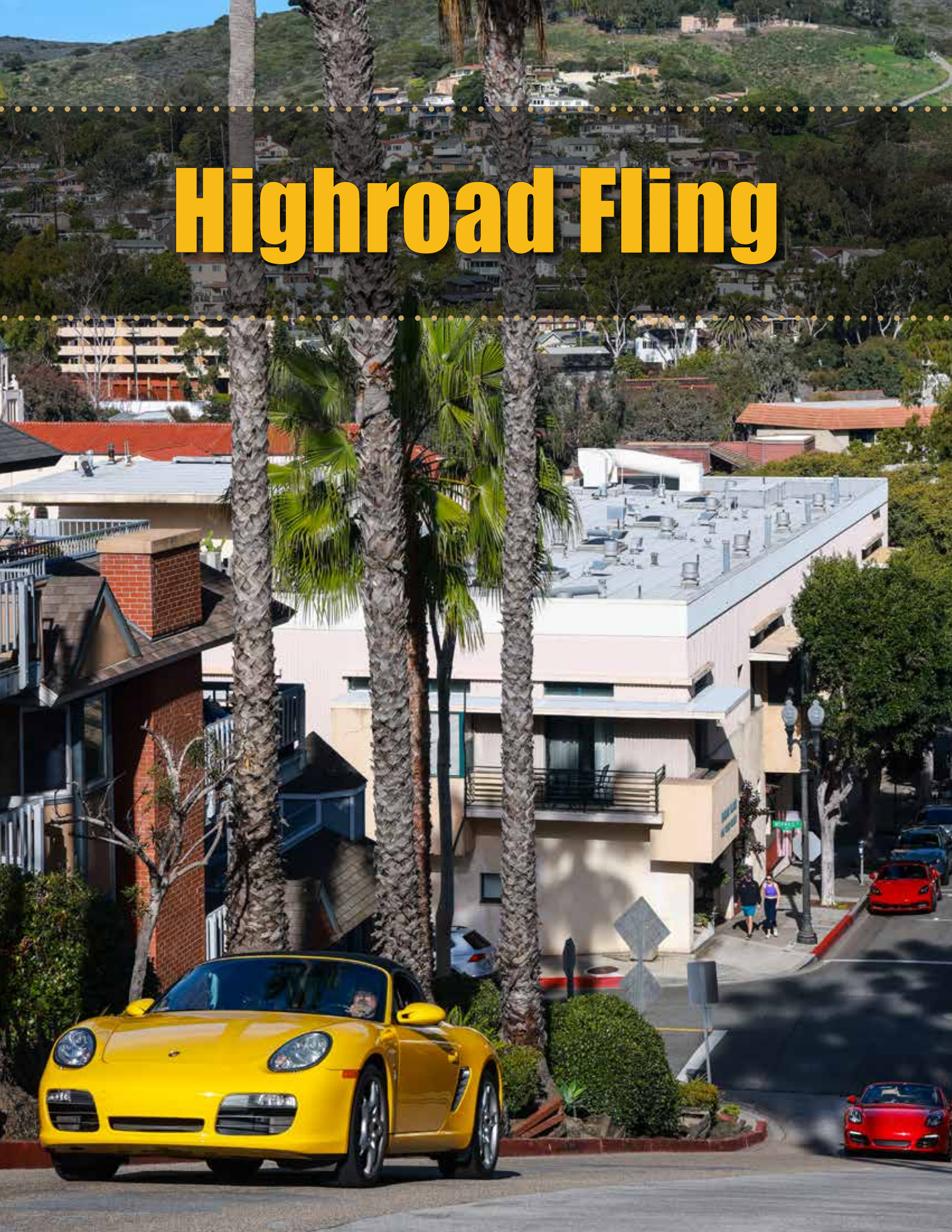
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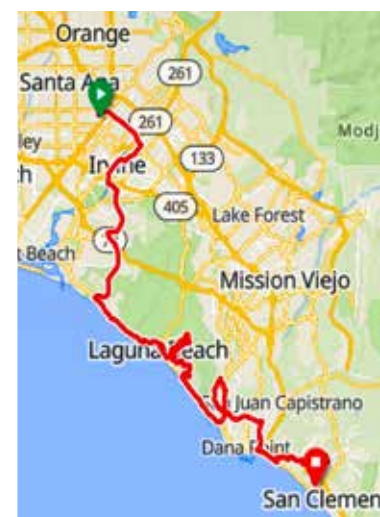


Story by Glenn Billings
Photos by Jim Storms

S

ometimes a PCA-OCR tour comes along for its members to accept a challenge. Unlike the spirited drives on twisty mountain roads, or on open ranchlands and deserts, this tour accommodated about 50 cars and a total of 80 drivers and passengers into the hilly beach town of Laguna Beach and parts of Dana Point.

The narrow bumpy roads on a Saturday morning through the city center holding a street festival was quite overwhelming, but



it included one of the highlights of our drive; the daunting uphill incline on 3rd Street that the Porsches took with ease, one-at-a-time. The steepness of all the roads above and around Pacific Coast Highway, “PCH,” in Laguna was a real eye-opener to those who have never ventured off PCH.

Our Rally meister, Larry Moore, led us on our 49-mile, 2-hour excursion from the Elks Lodge in Santa Ana. All the groups held a nice formation from Harvard to Newport Coast as we made our

way to the delightful view of the Pacific Ocean. The uniformity was about to be broken up once we turned left on Viejo and climbed our first hill. It is inevitable that once you make your way to the city limits, traffic, stop signs and wait time at intersection signals that a few of us were scattered into smaller groups. Since



everyone received route instructions at the start, the drivers and navigators had a much easier time negotiating the ups and downs.

The thrilling ‘road-coaster’ ride continued uphill through Bluebird Canyon to Summit where views of the inner valley of Orange County and the Pacific Ocean could be seen simultaneously from Balboa Street and Nyes Place. What goes up, must come down as we again found ourselves on PCH. However, not for long. A left onto Palisades has the group reaching up into the sky again and more spectacular coastline views. The weather even made

it possible to see Catalina Island. Slight breeze, clear blue skies with temperatures in the high 70’s made for an ideal driving day as we ended the tour at the Asada Cantina and Ruby’s at the Outlets of San Clemente. Challenge accepted and challenge met!



Turbo Cab 2021

Story and Photos by Dan Stein



T

his 2021 Turbo Cab in Gentian Blue was ordered mid 2022 and delivered in late December 2022 at Newport. My son Jared and I decided to trim the “run in” period by soon afterward taking a road trip on New Year’s Day 2023, cruising up to San Luis Obispo then taking Highway 58 to loop back home on the 5. Wow! What a glorious and eerily empty drive through the lonely landscape near Carrizo Plain National Monument. The sun was setting just as we were heading over the hills towards Taft, providing a gorgeous rainbow sky. Since then, the Turbo has been tracked at Chuckwalla (running more tightly with its sports suspension option), daily-ed around town and rallied with buddies in the Santa Monica mountains.

In the not so old days, a few of our friends would get together and rent a track, some times at Chuckwalla, for the day and it was quite reasonable. It was a luxury not to have to wait for 3 or 4 other track groups of 20-30 cars to run. With the advent of social media, tracking has become mainstream and the race courses are full throughout the year with track clubs booking as much time as they can. The only day available for us that year was the Sunday of Memorial Day. A day at the track shows one exactly what the Porsche was designed to do; the exhilaration of coming out of a turn accelerating at speed is really an epiphany.



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MEMBER

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he rallies I have been on recently are loads of fun, heading out for the days with friends and PCA mates out on local or near local roads and canyons for the day. But I have to say that there are many bicyclists on those roads today making blind turns super scary. I have really toned down my adventures on the canyon



roads in SoCal for this reason. Still there's no other feeling than a Porsche in the twisties of a canyon and the comfort and luxury of the Turbo Cab makes it so sweet and easy. Especially with the roof down. In 2021 our little group took a road trip to the Santa Monica Mountains and rallied through Mullholland, to Piuma Road, where we stopped for a view of Malibu from above.

I love the Turbo Cabriolet, the top is always down, even in light rain, as the water seems to go over the interior and out. There is nothing like driving a Porsche with the air through one's hair, although mine is gone now, and the sunshine in your face. So much fun and pleasure in driving; not many other places I'd like to be.

Blue Skies and Cabriolets



The Practical

I had been told I had the opportunity to get an entry level 911. I found this car, which is a 996, 2003 Porsche 911 Carrera Cabriolet. I wanted a convertible with a manual transmission, or it does not mean anything, but that is me.

I had been interested in a 911 since I drove a 356 in Newport Beach in 1984, I think it was in November of that year, and I just couldn't believe it.

So, in 2019 I got the opportunity to purchase the car. I negotiated and bought it in December of 2019 right before the pandemic.

I spent time working and modifying it all through the pandemic up until today. I put on a new black top and original Fuchs wheels. In my mind, that made it a 911. I also added a few things here and there, upholstery, etc. The non-blacked out Fuchs wheels made it a German car!

Story by Steve Almond
Photo Illustration by Rob Alen,
Daniel Davila, Jan Knight

The Romance

I'm thrilled to share the story of my 2003 Porsche 911 Carrera, a project I acquired at the end of 2019. Living in the city of Orange, I was on the lookout for a car that not only met but exceeded my expectations. The classic design and thrilling driving experience of the Porsche 911 Carrera made it the perfect choice.

This Porsche is more than just a car; it's a canvas for self-expression. Acquiring it marked the beginning of a unique project, a journey to make it a one-of-a-kind vehicle that truly reflects my style.

One standout feature I adore is the convertible top, adding a sense of freedom to every drive. The wind rushing through as I navigate the streets of Orange is an experience I cherish. Additionally, the distinctive 18-inch Fuchsfelge Wheels contribute not only to performance but also enhance the overall aesthetic appeal of the 911 Carrera.

Since the end of 2019, this Porsche has been a passion project, a representation of my love for Porsche. I've invested time and effort into customizing and perfecting it, creating memories on the roads of Orange. This car is not just a possession but a personal statement, capturing the essence of who I am.

Happy to share my journey of turning a 2003 Porsche 911 Carrera into a unique and personal experience that I will cherish.





Mark and Susan Robinson

1987 Porsche 911 Cabriolet.

Story by Mark Robinson / Photos by Gary Ambrose

I own a very unique 1987 Porsche 911 Cabriolet.

I found this rare example on Craig's list about 10 years ago when these amazing cars were still affordable. I have owned Porsches for the last 30 years and wanted something out of the ordinary but did not know what I was about to find.

The ad simply said, "Porsche For Sale" and telephone number. I almost ignored the ad but something made me look again and I decided to call. The seller answered and he described the 911 for sale. I immediately got into my car and headed to Chico, California, a three-hour drive after the seller promised me he would not sell it until I had a chance to look at the Porsche 911 Cab.

What I found was a low-mile 66K miles Cab that was custom ordered from Porsche through the Sonderwunsch Program. This was the Porsche "Special Wishes Program" where you could totally personalize your car. Here is what I found when I arrived:

- Paint to Order : Diamond Metallic Blue. Beautiful Color
- Linen interior with Marine Blue seat piping and accents.
- Marine blue dash and accent trim,
- Linen carpet.
- Porsche marine blue 3 spoke leather steering wheel.
- White gauges.
- White speaker covers.
- White power window switches.
- Blue leather gearshift knob and boot.
- Blue canvas top and boot.
- Paint to match blue wheels with polished rims.
- Rear bumper guards with reflectors.

However, the car had been sitting on a driveway under a blue tarpaulin for two years and needed some real TLC. The seller was the original owner and placed the order for the 911; however, he was now unable to drive and hence the sale. I bought the car knowing this was a special find and had it delivered to my good friend Peter Sorenson of Northern California who is one of the best air-cooled guys I have ever met. We set upon bringing this amazing car back to factory condition.

I have never seen a duplicate of this car and it might be the only one with these colors with multiple factory custom upgrades. I spent almost six-months correcting the paint and detailing the car back to its factory condition. It has won multiple concours awards.

This 911 remains completely factory original with original paint, interior and has matching numbers.



Blue Skies and Cabriolets

1999 C2 Porsche Cabriolet

My wife always dreamed of a 911. We barely scraped into a new '79 924 in our early years, and as good as it was, it didn't deliver. Eventually, we got real and in 1999 we ordered a black-on-black C2 Cab together. We still have the sticker. Our newborn twins outgrew those baby seats quickly and alas, my wife gave it back to me as a daily driver.

Over the years, I endured the lonely life of a 996 owner with the "fried egg" headlight remarks, IMS dogma, "black sheep" image, etc. The value reflected that as well. There is some truth to having engine issues, as the M96 "D-Chunked" (cylinder wall crack) was replaced by Porsche; but the second time at 85K, they flat refused. That took me to the brink of the car's value. Do we rebuild or toss it? I was 13K into a car that might get a wishful 15K at best back then. Despite the nit-picking, few ever say the 996 does not drive like a go kart. It was not a great investment then, but I just could not part with the driving experience.



Story and Photos
by Edward Sotto III



We bit the bullet and had it bored to 3.6 and updated with L&N Nickel sleeves including all OEM updates to 2004. Pretty "bulletproof"!

I'm now at 135K miles and it's smooth as glass. To me, there is nothing like winding out along the shore on PCH. In the 90's it shredded Sunset Blvd from Brentwood to Malibu, all the way to Big Sur and Monterey. Today we cruise Laguna Beach by our current home. Fister exhaust gives it the "P-38 Lightning" sound with coil overs delivering the "go kart" ride. It's not mint, (looks good at 20 feet) it's reversibly modded, but none of that matters, it's my shift kit "man cave." Last year, when the doctors said I wasn't going to make it, I pictured myself driving down PCH (Porsche Coast Highway) with the top down along Crystal Cove. Sometimes when you picture yourself doing something it comes true. It did, and I thank God each day. This '99 996 is all I know, and in the category of a "no nannies" manual cable throttle driving experience. It's a Mulholland pleaser. All that analog feedback becomes an extension of you, and that makes it Porsche. So glad those twins came along when they did!



Blue Skies and Cabriolet Care.

What could be better than a sunny day, blue skies, puffy clouds, motoring on Coast Highway. How lucky to be in the OC.

How lucky if you have a Cabriolet. Smart Cab owners are good custodians caring for their top. Speak with those who know for advice. Here is some:

When not motoring on Coast Highway with the top down, keep the top up and fastened when garaged. It prevents the cloth material from shrinking, as it shrinks in the down position it can put stress on the mechanics as you raise the top. It helps to avoid creases which can turn into cracks over time.

Convertible Top cleaning tips.

1. Use a soft microfiber wash mitt or microfiber towel with convertible top shampoo (Porsche convertible top cleaner or 303 products) to clean,
2. Avoid using brushes whenever possible as they can pull out and unravel the fibers.
3. Clean off bird droppings and other heavy soil as soon as possible
4. If water is not beading when the top is wet, apply a fabric protectant or fabric ceramic coating to prevent mold or mildew (there is protectant from the factory but it wears off eventually depending on use)
5. For plastic rear windows, use a mild car wash soap (Meguiar's Gold) and a microfiber wash mitt or towel. Be gentle, the plastic is very soft and scratches easily. Even a cotton terry cloth towel is abrasive enough to scratch and leave a haze.
6. To remove haze or light surface yellowing, use a plastic polish or fine paint polish. Make sure to mask off the fabric top as the polish can be difficult to remove.

--- Bryan Barr, Luxury Road Auto Detail Studio

Watch the center and left and right panels for leaks.

The hydraulic systems raising and lowering the top can leak, watch for leaks just in front of the rear wheels as cues. (There are drain holes there and in the front by the battery well you want to keep clean of debris.)

If you do require repairs, use matched parts to maintain even pressure left and right. Parts prices increase as the car gets older. Use quality parts as labor can get expensive. You don't want to have to fix it twice.

OK you lucky Cabrioleters, the weather is getting better, enjoy it on the road.

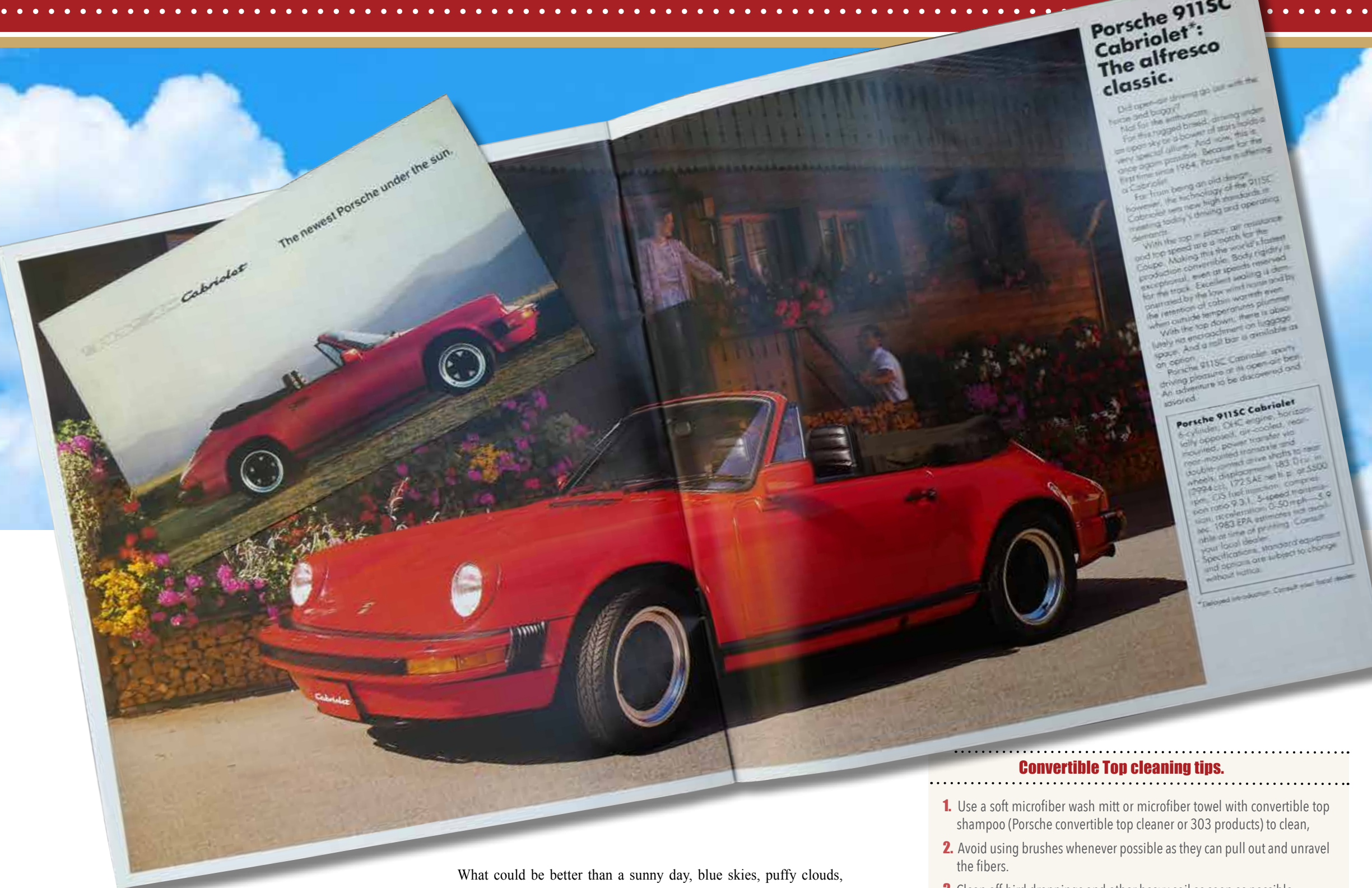
Special thanks to:

James Buck, Cape Auto Repair, www.apeautorepair.com, 949-582-3131

Byran Barr, Luxury Road Auto Detail Studio, www.luxuryroaddetailstudio.com, 949-549-4365

Shawn Setterstrom, Pacific German, www.PacificGerman.com, 949-215-7717

This is general advice, for specific situations seek professional input.



Porsche 911SC Cabriolet*: The alfresco classic.

Did open-air driving go out with the horse and buggy? Not for the enthusiasts. For the rugged breed, driving under an open sky or a bowler of stars holds a very special allure. And now, this is once again possible. Because for the first time since 1964, Porsche is offering a Cabriolet.

Far from being an old design, however, the technology of the 911SC Cabriolet sets new high standards in meeting today's driving and operating demands.

With the top in place, air resistance and top speed are a match for the Coupé. Making this the world's fastest production convertible. Body rigidity is exceptional, even at speeds reserved for the track. Excellent sealing is demonstrated by the low wind noise and by the retention of cabin warmth even when outside temperatures plummet. With the top down, there is also plenty of room for luggage. And a roll bar is available as an option.

Porsche 911SC Cabriolet: sporty driving pleasure at its open-air best. An adventure to be discovered and enjoyed.

Porsche 911SC Cabriolet

6-cylinder, OHV engine, horizontally opposed, air-cooled, vertically mounted; power transfer via rear-mounted transaxle and rear-mounted drive shafts to rear wheels; displacement: 183.0 cu. in. (2994 cc); 172 SAE net h.p. @ 5500 rpm; 7.5 fuel injection; compression ratio 9.3:1; 5-speed manual transmission; acceleration: 0-50 mph—4.9 sec. 1983 EPA estimates not available at time of printing. Consult your local dealer. Specifications, standard equipment and options are subject to change without notice.

*Delayed Introduction. Consult your local dealer.

PCA and OCR, Meet our future members

Interviews and Photos by Lou Leto



I was inspired after talking with two college student OCR family members at a recent Porsches and Pizza. During in-person follow-up interviews, I learned some very interesting information that could help all of us with the future of PCA and OCR.

Jack Ord Graduate student (medical), University of San Diego

Hobbies: Long-term surfer and scuba diver

Family involvement as Porsche owner: 7+ years

First/Favorite Porsche impression: Porsche drives; met interesting people. How they drive vs how they eat. Watched Dad use Porsche as intended. I was able to drive a Porsche to Cars and Coffee gatherings.

PCA Junior member? No

Years driving? 7+

Involved in vehicle maintenance? No

Washing? Sometimes **Wax?** No

Dream car: Lamborghini, McLaren, Bugatti

Dream Porsche? Taycan, 911 GT series

Use plan for dream Porsche? Weekend vehicle. Spread its wings in all environments. Isn't just a metal sculpture. Primary reason to want a Porsche is the PCA community.

Suggestions for PCA-OCR to make it more interesting to you? Stick to what is good or working. Add "Reality" class (what kind of job/career do you need to own a Porsche)

Bailey DeMarie Marketing student (apparel design) San Diego State

Hobbies: Beach, shopping, fashion

Family involvement as Porsche owner: 2 years

First/Favorite Porsche impression: Limited due to out-of-town school studies. Have attended Porsches and Pizza three times. Research at Porsche Design retail store.

PCA Junior member? No

Years driving? 6

Involved in vehicle maintenance? Yes

Washing? No **Wax?** No

Dream car: My current vehicle, Bronco Sport

Dream Porsche? Taycan

Use plan for dream Porsche? Everyday use

Suggestions for PCA-OCR to make it more interesting to you? Add more social media targeted to my generation. Show videos of cool cars. Use Tik Tok. Porsche and PCA could be involved on college campuses.

:: In Memoriam ::

Mark Niese.

*W*ith sadness we must report on the passing of OCR member Mark Niese. A quiet and soft spoken man, he portrayed Santa Claus for a two years at OCR Toys for Tots Holiday events. He was a frequent and familiar face at OCR functions with his 944, he was partial to the transaxle Porsches. To those who knew him he will be missed, and the world will be a little off balance for a while.

— Rob Alen



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2021	2020 Ferrari 488 Pista 2D Coupe	\$120,000
2021	2015 Ferrari 458 Italia	\$153,837
2021	2020 Lamborghini Huracan (LOU)	\$58,750
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
2020	2018 Mercedes AMG GT C	\$78,145
2018	2017 Porsche 911 Turbo S	\$87,350*

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OCR Membership Updates

Anniversaries :

Congratulations!

March

Anniversaries are recognized every five years of membership.

50 Years

Thomas Shubin
Jill Shubin

30 Years

Werner W. Puttner
Asta I. Puttner
Jeff Zwart
Terri Zwart

25 Years

Kip Waterhouse
Drew Waterhouse
John M. Lotz
Michael F. Kunz

20 Years

Christopher D. Reese
Daniel A. Reese

15 Years

Sue Melia
Mike Melia
Michelle Larsson
Bruce R. Peasland
Michael Cristin
Maryam Fatemi
Michael Volk

10 Years

Thomas Drummond
Debbie Drummond
John LaBriola
Patrick P. LaLoggia
Erika LaLoggia
Tom P. Gatsoulis
Katherine Fillare
Christian Wagner
Alan Osako
Mary R. Saleff

5 Years

Patrick Fuscoe
Joe Fields
William Berry
Jon Esparza
Roth Desko
Suryo Suherman
Michael Renaud
Shahrvan Golesorkhi
Hunter B. Hagenbuch

New Members :

Welcome!

January

Chad Jackson
2024 911 Targa 4
Ken Ramsey
2018 Cayenne Platinum Edition
Mauricio Bas
2006 911 Carrera
Dave Simpson
2024 718 Cayman S
Timmer Vadheim
2023 718 Boxster GTS 4
Brandon Cuevas
2022 911 GT3
Wendy-Nelson Hartman
2019 911 Carrera 4S
Kathy Armstrong
2024 911 Targa 4 GTS
Michael Miller
2022 911 Carrera S
Michael Lay
2020 718 Spyder
James Campbell
2020 718 Cayman
Randall Blanco
1984 911 Carrera Cabriolet
David Fisher
2019 911 Carrera S
Scott Bourquin
2023 Macan
Lewis Baloian
2024 911 Carrera T
Jace Horton
2023 718 Boxster GTS 4.0
Peter Korrapun
2018 718 Cayman S
Christopher Tipre
2018 911 Targa 4S
Alfred Barabas
2017 911 Turbo S Cabriolet
Donald Leclerc
2020 911 Carrera S Cabriolet
Vince Vo
2014 Cayman
Devin Siberfein
1972 911 T Targa

Gary Humphreys
1992 911 Carrera 2 Cabriolet
Robert Smith
2021 911 Carrera Cabriolet
Alfonso Cubias
2015 911 Turbo
Richard Mak
2024 Macan GTS
Tracy Halliday
1969 912
William Seban
2023 Cayenne Turbo Coupe
Howie Clark
2012 911 Carrera S Cabriolet

New Member Transfers :

Sebastian Mueller
Transfer from Schonesland
2015 Macan S

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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).

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



New Members



Kyle Flores / 911 Black



Mike Desembrana / Carrera Blue



Rene Solorio / Carrera S Agate Grey



Maury Bas / 2006 911 Carrera Grey



Peter Korrapun / 2018 718 Cayman S White



Scott Bustrum / 2002 C4S Seal Grey



Lisa Kovacs / Cayenne GTS Silver



Wendy & Jeff Hartman / Targa 4S Silver


PCA-OCR Contact Information



The new PCA-OCR Board, Left to Right : Denny Asbury, Membership; Gary Ambrose, Social Media; Norma Miller, Treasurer; Jim Miller, President; Denise Michaels, Vice President; Glenn Billings, Driving Chair; Monica Asbury, Immediate Past President; Tom Gray, Secretary.

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 Got a suggestion?
 Have a question?
 Just want to vent?
 This email goes straight to the board of directors:
opinionspcaocr@gmail.com
 Let us know what's on your mind and we'll share it at the next board meeting.
 Anyone wishing to inform the club of special circumstances, illness or loss? Please let us know.

Classifieds

FOR SALE : 930-911 TURBO

'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, 48K mi. 4 spd manual \$125,000.00 Donny 954/713-3271 ; pure911az@gmail.com. AR (2)

FOR SALE : 911-GT2 and GT3; Carrera GT

2011 911 GT3 RS Coupe, Black/Black lthr, 3K mi!!!. 6 spd manual, \$450,000.00 . Kirk 843/270-8808; kirkwood8808@hotmail.com (2)

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

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

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.

WHEELS & TIRES

FOR SALE: 18" HRE Performance Alloy Wheels. Front 18"x 8.5" and Rear 18"x 11". No curb rash one rim with minor spoke crack. Removed from 996 Turbo approximately 50k miles. Additional information available. PCAOCR member since 08. Asking \$2800.00. Joe Litavis 949-495-4780; jlitavis@gmail.com. OCR (2)



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 (0)

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 (0)

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

FOR SALE FACTORY MANUAL: Porsche Factory Workshop Manuals, 16 Volumes, 911 (1999-2005) (996). Excellent condition. \$600.00. I'm happy to answer questions. Call Michael 714/721-7975; michaeljboyle2@gmail.com. OCR (0)

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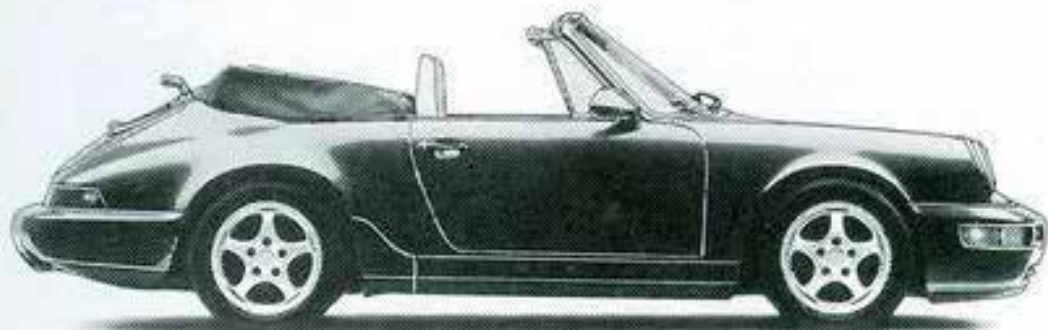
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