

PANADO

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MARCH 2023

PORSCHE AND PASO	12
PIANOS AND PORSCHEs.....	16
ROAD RASH GLORIFIED	24



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In this Issue

PANDO MARCH 2023 www.pcaocr.org

PANDO is for Pandemonium.

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Porsche and Paso



Pianos and Porsches



Road Rash Glorified

Cover: Rob Alen

Features

- 6 Where's Pando
- 8 Book Review
- 12 Porsche and Paso
- 16 Pianos and Porsches
- 24 Road Rash Glorified
- 26 Porsche Primer for Juniors
- 28 Porsche Juniors

Upcoming Events

- 2 Calendar of Events

Departments

- 3 President's Message
- 4 Editor's Letter
- 35 PCA-OCR Contacts
- 36 OCR Member Anniversaries
- 36 OCR New Members
- 38 Breakfast Club
- 39 Classifieds
- 39 List of Advertisers

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

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Orange Coast Region 2023 Calendar of Events

MARCH 2023

- 3 Werks Reunion – Amelia Island, Florida
- 4 Breakfast Club & Board Meeting
- 9 Woody's BurgerBahn – HB
- 16 Porsches & Pizza – MOD Pizza, Laguna Hills
- 18 Porsches & Pastries – Enderle Center, Tustin
- 21 Porsches & Pescado – Fishbonz, Costa Mesa
- 25 Porsches & Pancakes – Woody's Lido

APRIL 2023

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

MAY 2023

- 11 Woody's BurgerBahn – HB
- 13 Breakfast Club & Board Meeting
- 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. 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 – 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

PRESIDENT'S MESSAGE

Monica Asbury

Greetings OCR!

It isn't often I talk about what happened in the past, but last month was not only a surprise, but something special happened at the February Breakfast Club Meeting.

February's Breakfast Meeting was marketed that Chris Jacobs formerly co-host of Overhaulin' and TLC's Long Lost Family and Porsche enthusiast was going to be our guest speaker. I had a hint that Chip Foose might be tagging along, but nothing firm so I wasn't comfortable announcing his potential attendance. I was getting a little nervous the morning of our meeting, and at 8:50 a.m. I started to pace in the Elks' lobby when three figures walked through the front doors. OMG, it was Chris, Chip Foose and his girlfriend, Catherine!



Surprise guest Chip Foose with Monica Asbury and guest speaker Chris Jacobs.

Both Chris and Chip shared their favorite Overhaulin' episodes with a slide show on the cars they built / restored as well as Chris's very cool Porsche. Their presentation was so fun, and the day was magical. I'm still pinching myself that we were able to attract such talent to kick-off 2023! What a great way to start the New Year!

Have you heard? Circle Porsche is now Porsche Long Beach. Circle Porsche recently went through a buy / sell with Fletcher Jones being the new owner. Our same great contacts, Eric Ernst, remains as General Manager with Derek Uerling Director of Service. There is no change to the family-friendly atmosphere and care and attention you receive by shopping and having your car serviced at Porsche Long Beach. All familiar faces. Porsche Long Beach is the ONLY Porsche dealership that supports and sponsors PCA-OCR. Next time you're in the market to shop / service Porsche, please visit our friends at Porsche Long Beach.

The Pando offers a variety of resources for our Porsche enthusiast -- please support our advertisers. Watch for email updates to register for our events and for any changes to our drives, tech sessions and activities.

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

Stay well, safe driving and enjoy the ride!

Monica Asbury
PCA-OCR President
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Don't Drive Stupid.

Recently I witnessed an automobile accident. A pick-up truck flashed through a red light trying to beat it and hit an unsuspecting car turning into the lane. Smash. Everyone was alright, including the pick-up driver's small son. Can you imagine endangering your son for a traffic light?

The situation is often: running lights, texting, following right up to the rear bumper, cutting across lanes. EVs have instant speed beyond most driver's capability. I have heard of a local body shop full of crumpled-up EV carcasses.

The automotive conglomerate Hagerty encourages "Never stop driving" and ignores suggesting doing it safely and responsibly. It might save them money, from paying out insurance claims.

The Petersen Automotive Museum in Los Angeles suggests "Don't Lift," as advice not to give up. Though not lifting could be dangerous.

Porsche's LA Experience Center offers a 4-hour Young Driver Education program for \$925.00. How about a video game on one of their simulators teaching/ giving/testing street driving experiences for less?

"Don't Drive Stupid" is a teen safe driving program known to be in Utah and New Jersey that covers driving distracted, aggressive, impaired, drowsy, and unrestrained.

Be kind, be generous, be well.

Rob Alen, Editor
robalen602@gmail.com

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2. No more than 500 words.
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 March 20th for May issue).

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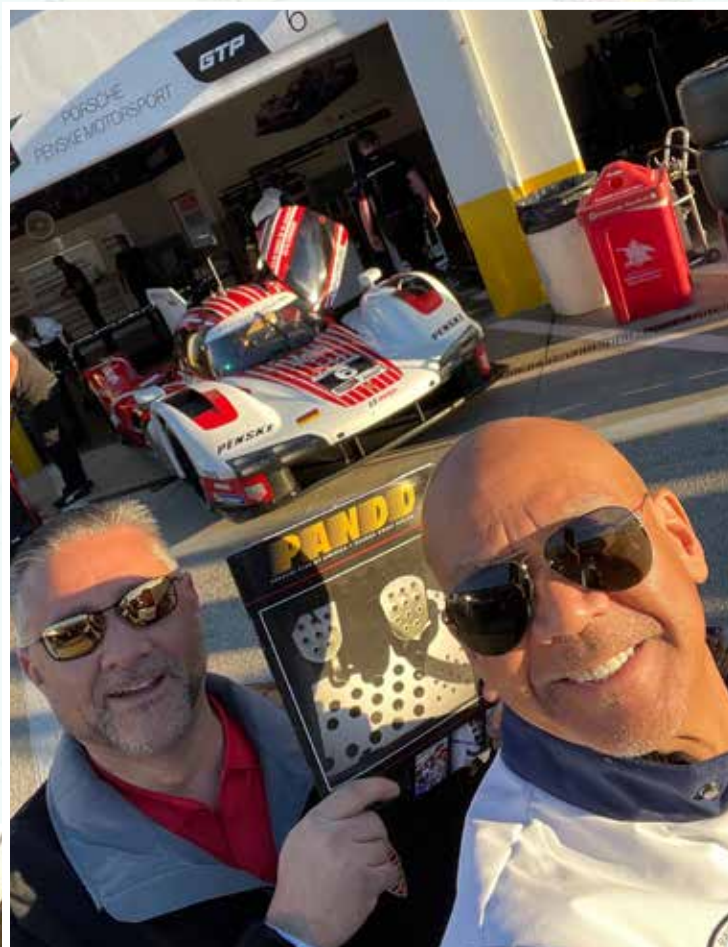
Where's Pando?

Daytona Beach, Florida

Sean Coen and Rick O'Campo

Sean and Rick returned again to the Daytona 24 this year, which introduced a new class of prototype.

The two Porsche Penske 963s had teething problems, and finished mid-field and DNF'd. Next race is the 12 Hours of Sebring.



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Where will PANDO go next?

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

Book Review

Story by Bruce Herrington

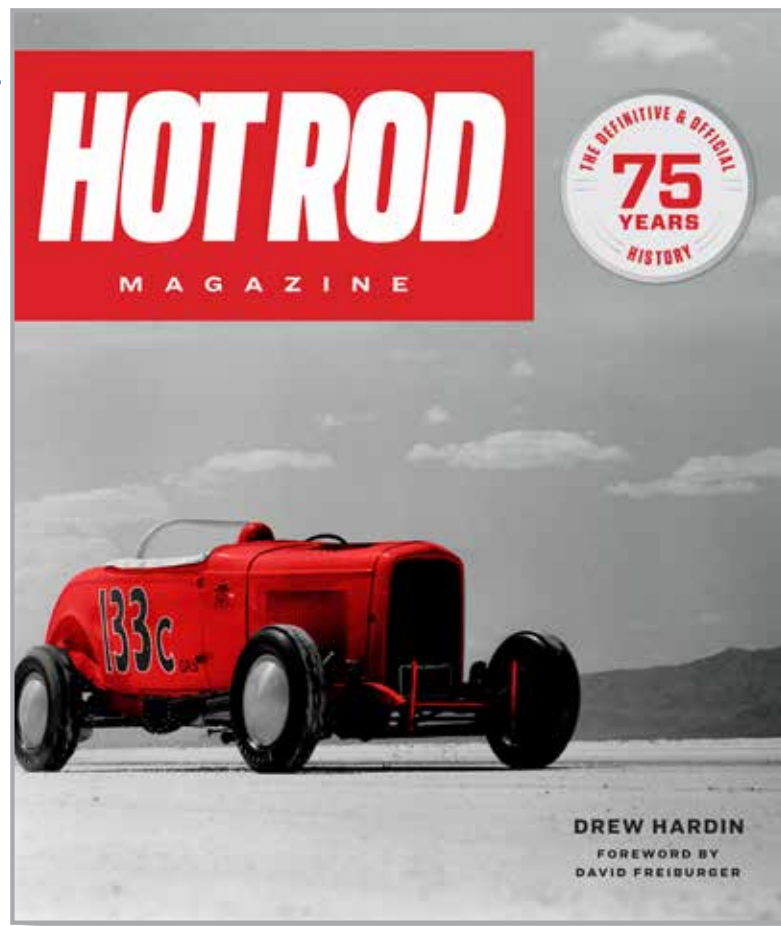
HOT ROD Magazine: 75 years.

by Drew Hardin, published 8 November, 2022 by Motorbooks, Beverly, Massachusetts.

Somehow it seems inappropriate to this reviewer, to have a HOT ROD 'magazine' with a hard cover. Touted as a history of HOT ROD MAGAZINE, this book is actually a history of hot roding.

Chapter one, Where it all Began provides fascinating insight into the origins of Southern California hot rodding, the Southern California Timing Association, and the people involved in those activities. It shows that arguably HOT ROD Magazine (henceforth HRM) and the Peterson Publishing empire, all began because when Robert Einar Petersen joined the Army Air Force to become a pilot, the Air Force chose to make him a photographer instead. Nine chapters describe the magazine and its subject matter, decade by decade with prospective treatment of what the 2020s will bring. But overall, HRM is shown as a movement more than a publication. The magazine is shown morphing in the '60-'70 time frame from a reporter of Bonneville Top Speed Events to serving as organizer/promoter of shows, tours and as the creator of NHRA

HOT ROD Magazine tells more than the story of the Petersen Publishing empire, and surprisingly vast it was/is, or of HRM, per se. It documents a major genre of motorsport as it grew from back yards and one car garages, to become a major industry. It also tells how the magazine was instrumental in creating



NHRA, an organization whose initial President and Vice President were senior HRM staffers, and which served to create standardization in drag racing, not merely coordinate events.

Much more than a readable text on the history of the magazine, this book is a summary of the history of a large segment of mostly American motorsports. Descriptions of events, based on chronological review of the articles show how the magazine's focus evolved from being a journal for the Southern California Timing Association and top speeds, to that of chronicling Muscle Cars and NHRA acceleration events, with a little rod and custom (a competing cousin publication) thrown in.

The initial slogan "everybody's automotive magazine" defined a Hot Rod as an automobile "rebuilt in the quest for better performance and appearance". In the 70s, the appearance factor became noticeably more prominent in the coverage and HRM

started sponsoring it's Hot Rod Nationals car shows. Actually, it appears that over the years HRM created and organized a large number of car show and tour events to support the types of vehicles they wrote about. This book shows that HRM was more than a recorder of Hot Rod activities - they were also a participant and promoter of the hobby. Along the way the magazine morphed from reporting on professionally built custom machines to broader coverage of more home-built modified cars. Starting in the '90s, it covered low-buck achievements and more how-to instruction not just what-has-been done reporting. There are lots of interesting anecdotes, well and readably told.

HOT ROD Magazine is hardbound with a photographic cover, with 208, 9x11 inch semi-gloss pages, very well illustrated with pictures from HRM files. There is a comprehensive three page index dealing mostly with people's names. By the time you read this is should be available for \$50.00 from your favorite bookseller (ask for it) or from quartoknows.com.

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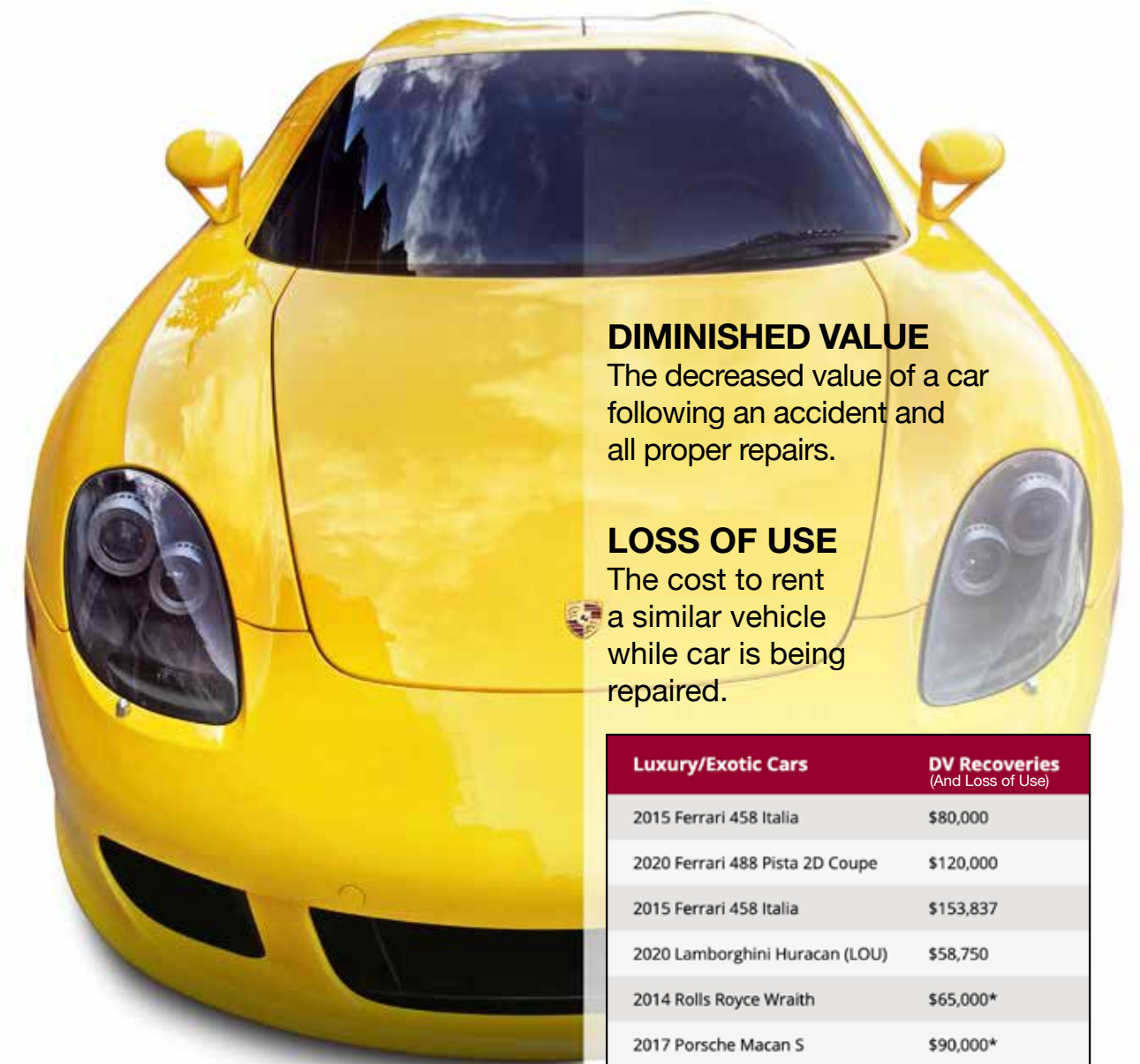


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Porsche and Paso

Story and Photos by Dennis Crane



My wife, Noreen and I love wines. Most of our travels center around wine tastings. Our most recent road trip started in Washington State, then Oregon, next to Paso Robles, and finally San Luis Obispo for tastings. 2,392 miles round trip.

Six years ago, we specifically purchased our Macan for its ability to hold 6 to 7 cases of wine and get us to wineries in comfort and safety. (Noreen spec'd the car out herself.) When you drive a lesser car to Paso Robles, you really appreciate the comfort and handling of a Porsche. Also, when you're on the mountain roads in Paso, the roads are truly amazing and fun (the paddle shifters really make for a spirited driving experience.) Paso Robles has curvy Peachy Canyon Road, which is especially an enjoyable drive in a Porsche.

From OC, you can expect about a 250-mile, 4-hour drive, traveling the 5 Fwy North, and then cut over onto the State Hwy 46 West to get to Paso Robles. This route saves about 20 to 30 minutes versus going up the coast, but it is a dull drive. As a bonus, on Hwy 46, you get to drive past the spot James Dean parked his 550 Spyder in Cholame. There is a

memorial about 20 feet from Hwy 46. Returning to OC, I suggest taking the coast route, which is much more scenic.

Noreen and I prefer to visit the smaller wineries in Paso Robles. Our reasoning is, wineries like Justin, Toby James, and other large wineries, you can find their wines in most stores and cheaper at the store. We prefer the smaller wineries because there are only a few people at them, and you really get a more full-service type tasting experience. You'll also find some great wines you can't find in the store, which is where our Wine Clubs come into play. Wine Club memberships are a great way to get limited production wines.

We typically ask wineries for any up-and-coming wineries to try out and most times, they give us amazing recommendations. We were able to find out about Law Estates, Villa Creek, Six Mile Bridge, Torrin, and many other spectacular gems.

We find that the smaller wineries also give you much more information on how the grapes were grown, harvested, produced, and many other little details, which we soak up. These wineries typically are family owned versus the corporation owned (i.e., Justin Winery is owned by Wonderful Company). Plus, there are over 250 wineries with tasting rooms to try. Additionally, Tin City has about 30 tasting rooms alone, including beer and spirits tastings. Tin City is basically a large tasting room community. You can park, and walk to all the different tasting rooms, plus get some great food and music. If you don't want to do the driving, Tin City is perfect. At Turtle Rock, the wine maker Don, is also the assistant wine maker at Saxum (my opinion, the best in Paso), and owner of Wine Shine (Brandy). So that tells you there are spectacular drinking opportunities in Tin City.

The tasting experience can take a few hours at the smaller places versus about 1 hour at the larger ones, simply because the larger ones need to get you in and out quickly. Granted, tasting at Daou Winery is a grand experience, the grounds are





incredible, the wines are great, and the food excellent. Tasting at a small family-owned winery you're probably in a tiny part of their barrel room, the only luxury and focus is their wines! It seems that most wineries in Paso are now requiring appointments. Which dampens the spur of the moment drop in for a taste. For us, it helps us plan our day for tasting. Be sure to plan ahead because on some of the mountain roads, cell phone service does not work.

There are many incredible restaurants in downtown Paso. From the upscale Il Cortile Ristorante, to the astonishing The Hatch, The Alchemists' Garden, and many others. At The Hatch, we simply tell our waiter to surprise us, and they choose what we eat, fabulous experience! We find sometimes at the end of the day, we want a quick meal, so Marv's Pizza



is the perfect place to grab a pizza and beer to end your day of tastings. For breakfast, try Springside Café, it's a converted house into a restaurant. Again, ask the wineries about dining suggestions, you will be pleasantly surprised.

And we highly recommend the various olive oil tasting rooms in Paso. Kiler Ridge Olive Farm is set up to mimic wine tasting with your dedicated olive oil specialist. Also try Mt. Olive, Pasolivo Olive Oil, and many others.

I would suggest, if you want an excellent tasting experience, then try Paso Robles. Go for at least 3 days. We typically leave OC at 7:00 a.m., get to the first winery at 11:00 a.m., then lunch, another winery, check in at the hotel, and off to another winery, then dinner.

I would suggest on Day 1, hit up some prime wineries. Look at the local wine maps to see the locations and plan some in the same general area (the distances are deceiving) and stick to the West side of Paso. Day 2, splurge and go to Tin City for the entire day. Day 3, visit more prime wineries. There are wines to fit most people's pallet. And I really believe, the taste, quality, and price point are equal to or much better than Napa and Sonoma region. And the attitude in Paso is superior to Napa and Sonoma, Paso is much humbler and more welcoming.

Cheers!



Ron Pedley has been touring with Barry Manilow since 1984.

Pianos and Porsches

Story by Ron Pedley

I've often read in my Pando that it's about the people. Here's a little about me. My name is Ron Pedley. I'm a professional musician, keyboardist and music producer living in Huntington Beach with my awesome wife (and sometime co-driver) Betsy. I also happen to love Porsches and driving fast.

While studying jazz and classical piano at North Texas State University, I got a call in my dorm room from big band trumpeter Maynard Ferguson asking if I could tour and record. After spending two years with Maynard and recording the albums 'Storm' and 'Live in San Francisco', I moved to Los Angeles and attended the Dick Grove School of Music where I studied orchestration and arranging.

In 1984, I landed in Barry Manilow's band and got the opportunity to tour the world, appearing on numerous TV shows and recording several albums with Barry. I've been blessed to have toured with other artists including Air Supply, Ann-Margret, and Engelbert Humperdinck among others. My original contemporary jazz compositions can be heard on seven Uncle Festive CDs on various labels. I recently arranged five songs on contemporary jazz pianist's Keiko Matsui's upcoming release. Writing horns and conducting a string section. My most current work is with my collaborator, guitarist John Pondel. We have a contemporary jazz organ/guitar project called Kombo.

Our cowritten song 'This Is The Good One' can be heard on XM Watercolors and went as high as top 20 on the Billboard chart. It can be heard on radio stations nationwide. I continue to tour with Barry Manilow. We currently have a residency at the Westgate Hotel in Las Vegas. Come see us. Maybe during the next SEMA show!

I've always loved the 911. I had a poster in my bedroom as a 16-year-old. The famous one showing the back of a 911 with all 4 wheels off the ground cresting a hill. You know the one. Trust me. My first car was a Chevy Monza with manual transmission. Then I owned an Alfa Romeo Spyder in my 20's. But I always dreamed of owning a 911.

Then my chance came. My keyboard tech John bought his 1986 911 Carrera Coupe new in 1986. I think the color is called Iris Blue. He kept it well



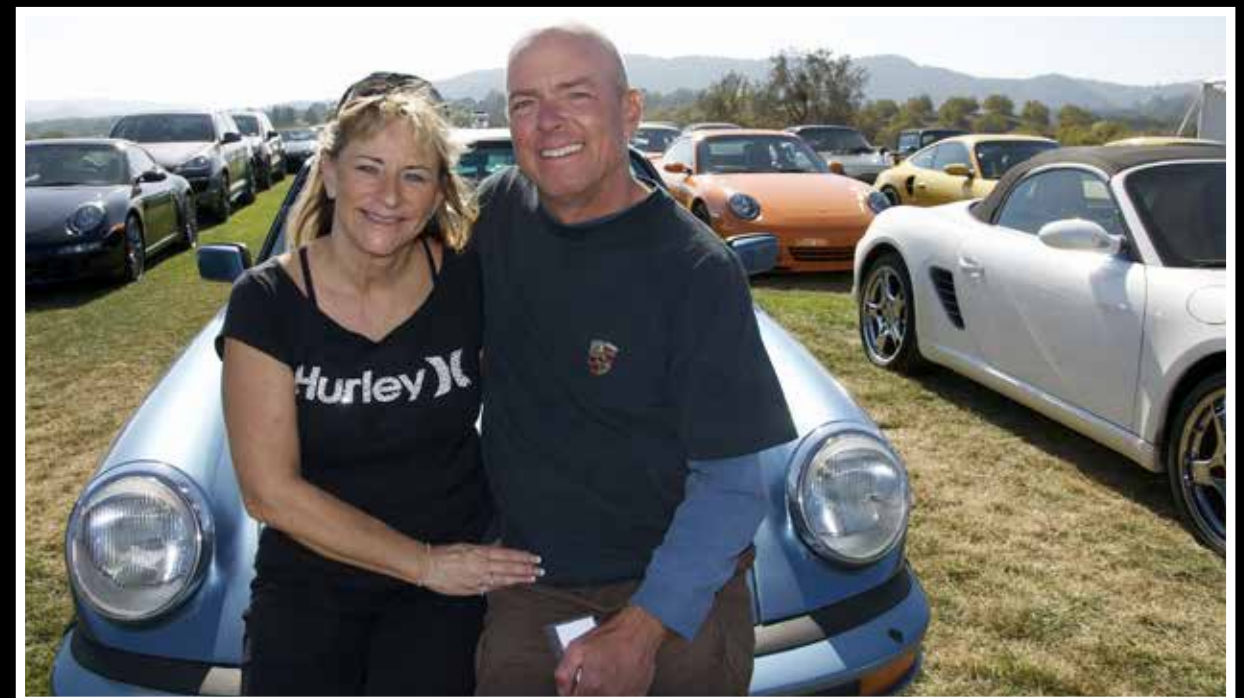
OCR member Ron Pedley



One ride and you'll understand why most rocket scientists are German.

This Porsche poster launched thousands of dreams like Ron Pedley's.

Music reflections and driving adventures



Ron and Betsy Pedley on a past OCR rally at Opollo Winery in Paso Robles.



Ron got his new 718 T through David Nidess of Circle Porsche, now Porsche Long Beach.

Pianos and Porsches.

maintained and completely stock. Even down to the Blaupunkt Monterey radio. John was always on the road with me and Manilow, or a lot of times with Tom Petty or Fleetwood Mac. He would return to Manilow occasionally as my keyboard tech. After numerous free dinners and bar hangs, I finally broke him down to sell me the car 20 years ago. Complete with its original 80's blue plates. And some well-loved 50K on the odometer. "You never drive it, John, you're always on the road!" Porsches need to be driven, right? So, I was able to buy the car at high Blue Book at the time. Very low compared to today's prices for an air cooled 911.

My wife Betsy and I have had so much fun in our 'Blue' and with our Porsche club. I Auto X'd the car 3 or 4 times. It was so much fun driving that car to its limit on a safe track. Those Auto X runs with an instructor were a great learning experience for me. I enjoyed the corner work required. I got to watch how other drivers dealt with the track. I highly recommend Auto X in learning safe driving skills and how your car performs. Even though I taped up vulnerable areas of my 911 well, the paint chips started to worry me. So, I decided to 'retire' from Auto X. I know, I know, Porsches are meant to be driven.

We went on a few Paso Robles wine trips led by 'Sheriff' Bob Savitch in his 356. We miss Bob. We would stop for a fun lunch at Cold Spring Tavern on the way up. Catching up with new and old PCA friends. Nothing like 40 Porsches scream-ing through those winding Paso Robles backroads.

Betsy and I did our first rally a few years ago. It was



cowboy and horse themed. Right up Betsy's alley. As she loves horses and volunteers her time at the Free Rein Foundation. We were told before we left that a picture of a horse was required and that everyone could find a horse that day. We found a real horse and took a selfie. The only rally participants that did. We were so proud, only to find out when we got back that a horse is on the Porsche badge on the hood of every car! We came in last. Apparently, I was driving too fast to catch most of the clues needed. Still, the rally was a blast and very well organized. We will definitely be on more.

I drove a few times North up US 1 for some gigs in Monterey. My Yamaha keyboard fit perfectly across the backseats. What a beautiful drive up the coast through Big Sur.

With my Toyota daily driver reaching 200,000 miles and facing a valve job for the Porsche, I decided to part with my 911. While I was in the UK on tour this past spring Dick Thorpe at Pristine Porsche called and said my car sold to a Porsche lover in Georgia. Since I was already close to Germany, I briefly thought how fun it would be to order and pickup my new Porsche at the factory! And then I woke up.

With air cooled 911s being super desirable I was able to order a 718 Cayman T. I ordered the T because of all the driver focused features included. It has PASM sport suspension, which includes adaptive dampers and lowers the car 0.8 inch. A mechanical limited-slip differential, 20-inch 911 Carrera S wheels, and the Sport Chrono package. Also, the GT4's short shifter. Even cloth door handles like a GT3! Can't wait! From Porsche's 'Track Your Dream' site I see my Cayman T is currently on the cargo ship Cepheus Leader just North of Acapulco. On its way. Not sure if my little keyboard will fit in either boot but I'm looking forward to finding out. Thanks for reading and hope to see some of you in 2023.

Postscript: My 718 T is here and I'm enjoying some spirited driving in my new Porsche. It is so planted and solid I'm still pinching myself. Betsy: "Did you remember we need more eggs?" Me: "Sorry. I forgot. I'll go back out" ...



They know what lurks in the shadows

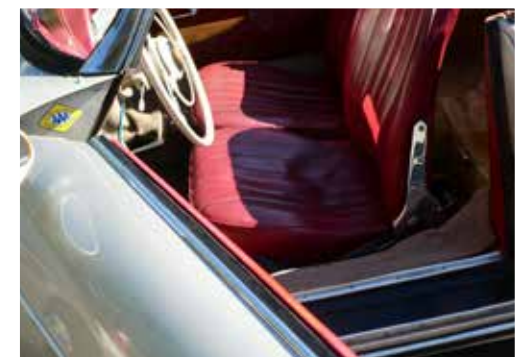
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Stardate: Porsche 1.0.

Story and Photos by Rob Alen



Door side panels with storage pouches and roll-up windows make the D a sports car with touring car conveniences.

BEFORE THE AFTER.

In the late 1950's, early 1960s Porsche was becoming popular with sports car enthusiasts. The Reutter plant was busy with the 356 Coupe, Cabriolet convertible.

Sales for the Speedster, a stripped-down roadster principally for the Western U.S. market, was beginning to soften. Porsche decided to create a new model similar to the Speedster but with a taller windshield and convertible top for added head room, roll-up windows and interior door panels with storage space. Still a sports car but with touring car convenience. It was called the Convertible D, for Karosseriewerke Drauz KG, contracted to manufacture the bodies in Heilbronn (north of Stuttgart), as Reutter was at production capacity.

In production for about a year, 1,331 were built with a 1600 or 1600 Super engine.

OCR member Larry Luhrsen has a thing for the 1.0 era. He had an early 60s Coupe, several 60s roadsters, (went "modern" with a '74 Targa) and recently bought a 1959 Porsche Convertible D. While the car looks pretty good, he has decided to refurbish, rejuvenate, restore it to its initial showroom charm. He has engaged another 1.0 aficionado, Karl Schuler to do the work.

They became friends while travelling in the Volkswagen Beetle sub-culture. Both have perfect examples.

Karl has won several Best-of-Show in the VW class at the San Marino Motor Classic, and he is working on his own 356. He has the credentials, experience, disciplined perfectionism for Larry to be optimistic about his car's future.



Larry Luhrsen at the wheel of his Convertible D, with Karl Schuler.



With the look of the Speedster, the D has a taller windshield, folding top and no model identification.



BEFORE THE BEFORE.

Responding to an on-line ad, both flew to Northern California to see the car. Larry decided to become owner #4. Owner #1 sold it to Owner #2 in 1966 who had it till it was inherited by Owner #3, his son. The son of Owner #3 acted as agent striking the deal with Larry to become Owner #4.

In the car's life it got a presentable, but questionable paint job, little fixes for wear-and-tear, not-quite-right accessories.

Karl will be disassembling the car, cataloging the parts. Replacing the slightly pitted windshield, re-chroming the windshield frame, re-upholster the seats, get a new top, replacing the dash radio with a discreet wireless unit under the front seats.

Bringing the body down to bare metal, align the doors and send it out to paint.

Karl will then put it all back together with the pride of a craftsman.

AFTER THE AFTER.

Larry's Convertible D should be ready by the end of the year. Hopefully we will have the opportunity to see it after it is all done. I don't think the car will be put in a plastic bag, but more likely Larry and his wife will be on Coast Highway with blue skies and white caps in view. It is a perfect car for something like that.

If you would like to know more about this special, slightly obscure Porsche, go to: convertibledregistry.com



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Road rash as seen at Luft 5.



Road Rash Glorified.

Story by Rob Alen

Porsche owners can be a pain. They can be so persnickety about the littlest stuff.

For some the worst is Road Rash, where the front and forward-facing paint surfaces are chipped and marked. Most Porsche owners want it perfect.

When I bought my SC, it had a slight case of Road Rash and later circumstances had me have the front repainted, and now the car looks pretty good. Today I would have apoplexy if it got a chip. But if it got the Bring-A-Trailer Treatment of documenting every little imperfection it would never reach reserve.

There is the glory of Road Rash, it means the car is driven, sometimes maybe a little hard. "Heck with stone chips, we're going through;" Porsches are meant to be pushed not pampered.

We honor here those who tolerate Road Rash Glorified.

Porsche Primer for Juniors.

There is no age requirement for becoming a Porsche enthusiast. It can happen anytime. It is getting younger than ever with PCA's Junior membership. Eighteen and younger can join through a registered PCA member. The PCA Junior program started in 2017 and nationally has a few revs over 6000 members.

For fun, we've organized a Porsche Primer, not a requirement for anything. How well can you do?

Each question is one point, unless noted. 12 points total.

Answers are on page 40.

1. What is the name of the Porsche Model 108?

2. "Porsche" is pronounced, "pour-sha," Pronounced the same but spelled "Portia" is a character in what William Shakespeare play?

Three-point question.

3. A famous pair of American Porsche race drivers were nicknamed "Batman and Robin" when they were racing in the 1970s-and-80s.

- Who were they?
- What Porsche dealer did they race for?
- Where was the dealer located?
- For 3 bonus points, what were the car's color scheme and number?

4. The Porsche Experience Center in Carson is one of how many in the world?

5. If you are under 21, can you drive there?

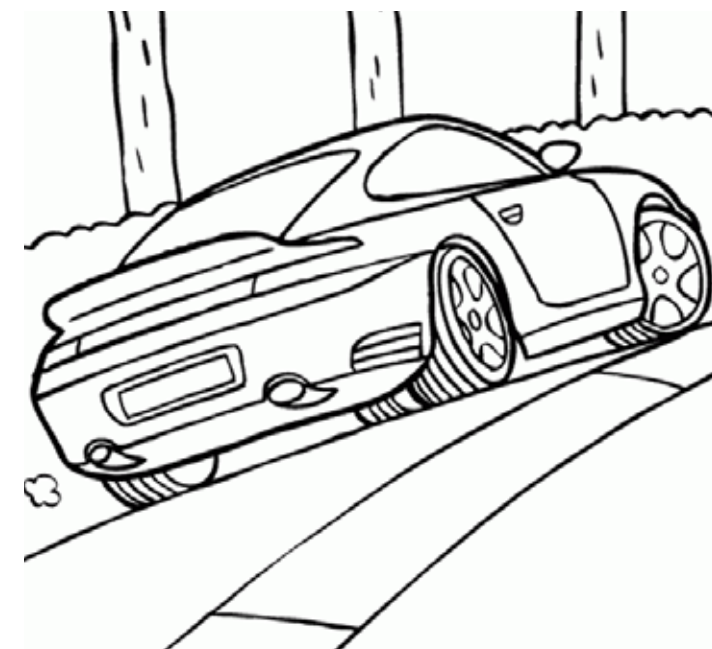
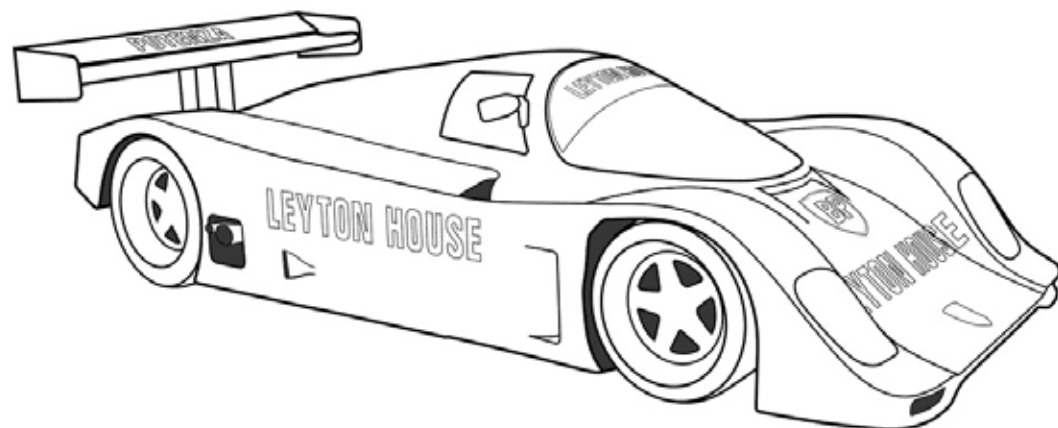
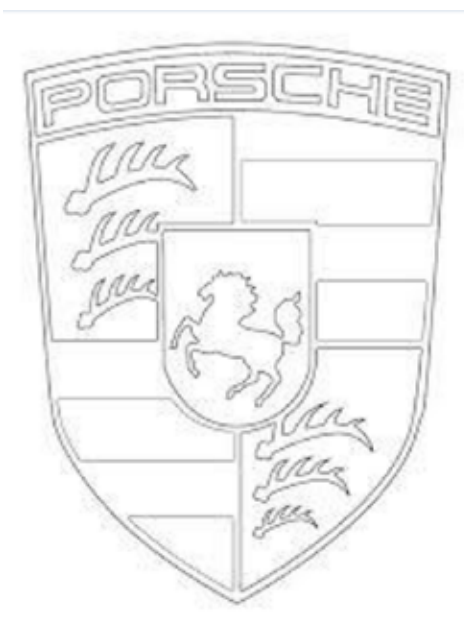
6. How many generations are there of the Porsche 911 GT3?

7. Today Porsche Newport Beach is on the site of a previously famous Orange County Porsche dealer. Their license plate frame is now sold at a premium at the swap meet. Who was that:

- a. Anton Dvorak Porsche
- b. Chick Iverson Porsche
- c. C. Bob Smith Porsche
- d. Chick Lambert Porsche

12 Total Points.

To join PCA Juniors, go to: <https://www.pca.org/pca-juniors>



Raffle Winner



Monica Asbury tells a happy Sudeep Kukreja he is the grand prize winner of the Fall 2022 raffle. Sudeep is a doctor in the Neonatal Unit of CHOC, as well as, the Associate Director of the Unit. Sudeep provides medical care for the premature babies. Sudeep wins a 2023 911 Carrera GTS Cabriolet. This Carrera GTS is one of a hundred built by Porsche with a value of \$205,000.

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 Mercedes Benz 300SL, 190SL, 230SL-280SL
 Jaguar XKs & XKEs, Classic Aston Martins, Classic Ferraris



1955 Mercedes Benz 300SL Gullwing: Anthracite Metallic/Red Wine, History, Rudge wheels,



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



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



1956 Porsche 356A Speedster: Silver/Red.



1969 Porsche 912 Sunroof Coupe: Red/Black, matching numbers.



1973 Porsche 911T MFI Coupe: Slate Grey/Black.



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Got a suggestion?
Have a question?
Just want to vent?

This email goes straight to the board of directors:
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Let us know what's on your mind and we'll share it at the next board meeting.

Anyone wishing to inform the club of special circumstances, illness or loss? Please let us know.

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OCR Membership Updates

Anniversaries :

Congratulations!

March

40 Years

Michael P. Gugert

25 Years

Donald N. Holthe
Drue Holthe
Glen R. Nelson
Josefina Torres
Mario Torres

20 Years

Linda McConnell
Marc D. McConnell
David A. Thomas

10 Years

Greg Hauser
Glenn Holz
William Mahon
Gary Mccarroll
Theresa Mccarroll
Aidan J. O'Rourke
Josefa O'Rourke
Barbara Smith
Dean L. Smith

5 Years

Gary Ambrose
Marco Hegyi
Khalil Jaber
Olivia Jaber
Sandy Mattei
Rick Zelner

New Members :

Welcome!

January

Ericson Aniban
1987 944 S

Steven Bernstein
2013 911 Carrera S

Rolando J. Cazali
Jennifer Cazali
2012 911 Turbo

Dominic Chen
2019 911 GT3 Touring

Richard J. Chu
2022 911 Carrera GTS

Robert A. Fleck
1999 911 Carrera

Berk Gursoy
2023 718 Boxster GTS

Nick Haderer
2021 718 Cayman GT4

Ramin Haghighi
1989 944 Turbo

Edgar L. Haryanto
2022 718 Cayman GTS

Eddie H. Lee
2007 911 Carrera S Cabriolet

Louis J. Leto, Jr.
Sherri Colligan
2014 Cayman S

Diane D. Lisi
Richard Lisi
2021 Macan

Jeffrey Lopez
2017 911 Carrera S

James Park
2021 718 Spyder

Robert Puertas
2023 718 Cayman GT4

David Robbins
2015 911 Carrera 4S Cabriolet

Aswin Sankar
2017 911 Carrera
Michael G. Swing
2005 911 Carrera S Cabriolet

Lin Wang
Jacky Shi
2016 Cayenne

Benjamin Wang
2016 911 Carrera GTS

William Weinberg
1997 911 Carrera

Alexander West
2013 911 Carrera

New Member Transfers :

Fred Mahintorabi
Transfer From: Santa Barbara (SBA)
1986 911 Carrera

Douglas E. Menezes
Transfer From: Riverside (RIV)
2015 Cayman
2006 Cayman S

Ellsworth Pryor
Linda Cobarrubias
Transfer From: Riverside (RIV)
1956 356

Aaron Symanski
Transfer From: Chicago (CHO)
2008 Cayman S

Abhishek Tripathi
Transfer From: War Bonnet (WB)

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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

New Members



Abe Arnous and Svetlana Karaterzi / 2006 997 Black



Randy Skillman / 2013 911S Red



Seth Frolichman / 2018 Cayman Blue



Jerry Firman / 2003 911 Carrera 2



Louis Dennis / 2019 991.2 Turbo S Silver

Breakfast Club, February 4, 2023

Photos by Gary Ambrose and Monica Asbury



Guest speakers Chris Jacobs and Chip Foese



Classifieds

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

'86 911 Turbo Coupe, Guards Red/Tan lthr, 67K mi. 4 spd manual, PRICE REDUCTION \$124,930.00 John 704/907-7587; john@lknautoexchange.com. NCR (2)

'86 911 Turbo Coupe, Meteor Grey Metallic/Black lthr, 99K mi. 4 spd manual. PCA member. \$130,000.00 Chris 310/995-8183; chris.csl.lewis@gmail.com LAR (2)

SALE: 911-GT2 and GT3; Carrera GT

2004 911 GT3 Coupe, Red/Black lthr, 46K mi. 6 spd manual. \$117,996.00. Dan 619/733-9038; djfefferman@gmail.com. SDR (2)

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

2019 911 GT3 RS Coupe, Lizard Green / Black lthr, 2.3K miles!!!!. PDK \$264,500.00 Paul 630/660-3950; pmatker@gmail.com FVR (2)

2022 911 GT3 Coupe, Blue/Black lthr, 823 miles!!!! 6 spd manual. \$287,000.00 Blerim 701/500-3582; blerim@pptnd.com FCR (2)

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FOR SALE: 3 PORSCHE 911 BOOKS. Porsche 911 (964) Enthusiast's Companion: Carrera 2, Carrera 4, and Turbo 1989-1994. \$45.00; 911 Companion Manual Porsche 911SC Book Essential SC. \$85.00; Porsche 993: King of Porsche (Essential Companion): \$85.00. Or \$200 for all 3. Andy 949/285-9453; amcnivenusa@gmail.com. OCR (1)

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"When I grow up."

Answers to Porsche Primer for Juniors. - pages 26-27

1. Junior. It is a tractor.
2. Portia is in two plays, The Merchant of Venice and Julius Caesar. In both cases as a strong-willed woman.
3. a. Peter Gregg and Hurley Haywood
b. Brumos Porsche
c. Jacksonville, Florida
d. 3 **Bonus points:**
White with red and blue, 59 was typically the number. It was the number of the aircraft carrier Peter Gregg served on in the Navy.
4. 9. Atlanta, Los Angeles/Carson, Leipzig, Hockenheim, Silverstone, Le Mans, Shanghai, Franciacorta (province of Brescia, Italy), Tokyo.
5. Yes, on one of the simulators. Or, the Porsche Young Driver Education program, for licensed drivers 16+. Appointment is required. (888) 204-7474.
6. 992 is the 8th generation.
7. b. Chick Iverson Porsche



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WEARING THE

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PORSCHE DESIGN

EYEWEAR BY *Patrick Dempsey*

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