



PANADO

PORSCHE CLUB OF AMERICA • ORANGE COAST REGION



NOVEMBER 2021 ISSUE

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PORSCHE



In this Issue

PANDO NOVEMBER 2021

www.pcaocr.org

PANDO is for Pandemonium.

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The Many Shades of Porsche



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The Brumos Collection



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Attitude is Everything

On the Cover:

Porsche Carrera GT

Photograph by: Rob Alen

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

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Orange Coast Region 2021-2022 Calendar of Events

NOVEMBER 2021

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

DECEMBER 2021

- 4 Breakfast Club & Board Meeting
- 9 Woody's BurgerBahn – HB
- 12 Holiday Dinner & Annual Meeting – Dana Point Yacht Club
- 15 Porsches & Pescado – Fishbonz, Costa Mesa
- 16 Porsches & Pizza – MOD Pizza, Laguna Hills
- 18 Porsches & Pastries – Enderle Center, Tustin

JANUARY 2022

- 1 Happy New Year!
NO Breakfast Meeting this Month
- 13 Woody's BurgerBahn – HB
- 15 Porsches & Pastries – Enderle Center, Tustin
- 19 Porsches & Pescado – Fishbonz, Costa Mesa
- 20 Porsches & Pizza – MOD Pizza, Laguna Hills
- 22 Porsches & Pancakes – Woody's Lido

FEBRUARY 2022

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

MARCH 2022

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

OCR Board Meetings

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

Note: Italicized text represents events outside of OCR sponsored events. Links to Zone 8 events can be found at www.Zone8.org.

* Event dates subject to change.

OCR Member Notice of Board Meeting Minutes & Financial Statements

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

<http://bit.ly/OCRBoardBook>

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

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

ACTIVITY LOCATIONS

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

BurgerBahn – Woody's Diner, 10136 Adams,
Huntington Beach, CA 92646

Porsches & Pizza – MOD Pizza, 26562-A Moulton Pkwy,
Laguna Hills, CA 92630

Porsches & Pastries – Enderle Center, 14081 Yorba St.,
Tustin, CA 92780

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

Porsches & Pancakes – Woody's Diner, 3461 Via Lido,
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PRESIDENT'S MESSAGE

Monica Asbury



A

PCA nationally sanctioned event, ünSTOCK is here in Huntington Beach, scheduled for Sunday, November 14th at Gunther Werks from 11:00 a.m. – 2:00 p.m. I hope you're as excited as I am to have an event like this in our own backyard! ÜnSTOCK registration is accessible via MotorsportReg and is open to all PCA members coast-to-coast. If your Porsche, any Porsche, has at least three (3) visible modifications, your Porsche qualifies to be on display. However, all display cars must be registered (free registration) and there is limited capacity. ÜnSTOCK will have some amazing modified Porsches, music, Food Trucks, raffle prizes and more.

PCA-OCR turned 60 this year and we're celebrating at our Holiday Party scheduled for December 12th, from 4:00 p.m. – 8:00 p.m., at the Dana Point Yacht Club! Reservations can be made via MotorsportReg. If you're interested in attending, please register soon as we are getting close to capacity, and you won't want to miss this event! What makes this celebration more fun, is our silent auction where all proceeds are donated to Semper Fi. If you have something you feel is worthy of a donation, tickets to an event, watches, jewelry, clothing, car accessories, paintings, posters, glassware, wine, gift certificates, golf clubs, round of golf, household and garage items etc., the sky's the limit! If you are willing to donate, PLEASE let me know, your trash is another's treasure!

A date has yet to be set for our Annual Toys for Tots Drive. Please watch for email updates on the time and date for this worthwhile cause! OCR has always been incredibly generous to the little kids who are less fortunate. Please add toys to your Holiday list and let's make this year's drive another banner year for OCR's Toy Drive!

I am thankful to all the volunteers and OCR members who make this Club so special!

Remember, if you're not receiving our emails, please update your PCA profile, www.pca.org

Stay well, safe driving and enjoy the ride!

Happy Thanksgiving!

Monica Asbury

PCA-OCR President

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



EDITOR'S LETTER

Rob Alen



My SC just turned 99,000; it is like being 49, just waiting to hit the big 100,000.

Over time I've been told "it's bullet-proof." I don't care so much about that except "major expense" proof. SCs and Carreras have been the runt of rising Porsche prices. There are so many of them.

Lately though, I have been thinking about a more modern Porsche. A Cayman is to my taste and scale. I want a tight cockpit feel, handling, and responsive power when I want it. A stereo that would bust Eddie Van Halen's ear drums, and air conditioning that works.

Recently PCA-OCR members identified key "bucket list" events: Monterey Car Week, Porsche Parade/Treffen, driving at the Porsche Experience Center in Carson, and the Porsche Museum in Stuttgart. For the January "Pando," send in your experiences from these or other "bucket list" events to share with Orange Coast Porsche drivers, no later than November 20. Thank you.

All the best. Frohes Fahren.

Rob Alen, Editor
robalen602@gmail.com

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

Share your Porsche experiences, for example:

- Tell us about the time your Porsche was your daily driver.
- "Why I bought it." How you came to buy your Porsche.
- "For the Love of Porsche." Your favorite.

1. Gather your article ideas in a WORD document, no ZIP files.
2. In no more than 2 pages double spaced, 12-point type.
3. 3-5 photos of high resolution for quality and along with captions.
(Pictures must be bright, simple central subject for good reproduction.)
4. We'll help prepare the article for publication.

Please submit your article to Editor, Pando, (robalen602@gmail.com) no later than the 20th of the month in advance of publication (no later than November 20th for January issue).





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Where's Pando?



Charleston, South Carolina and Saint Augustine, Florida.

Jon Esparza

Jon Esparza displays the Pando during his recent East Coast tour. Photo above is Pando at the Fort Sumter National Monument entrance in Charleston, South Carolina. To the right Jon makes a stop at the Castillo de San Marcos (The Fortress of Saint Mark) in Saint Augustine, Florida.



Where will Pando go next?

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



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1973 Porsche 911T Coupe 2.4L MFI:
Signal Yellow/Black.



1973 Porsche 911S Coupe: Sport
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... Book Review ...

Story by Bruce Herrington

PORSCHE 911SC

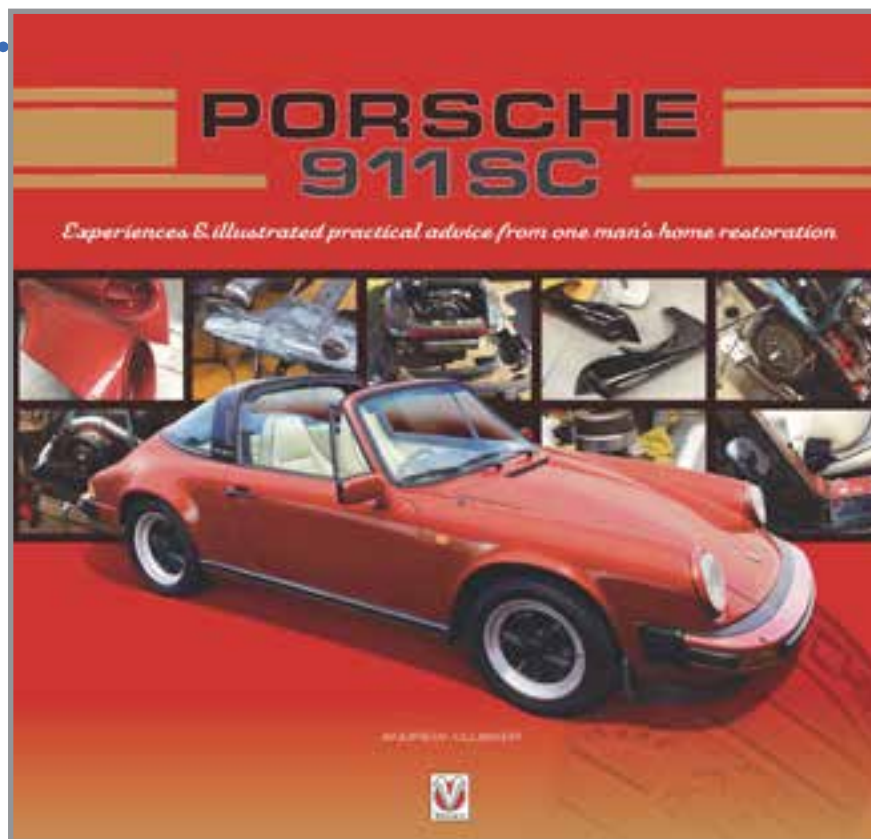
Experiences & illustrated practical advice from one man's home restoration

by Andrew Clusker, published March, 2021
by Veloce Publishing, UK

Elaborate subtitles seem to becoming a fact of life these days, and indeed they can provide clarification for otherwise ambiguous or duplicate titles. In the case of this book, the subtitle only hints at how personal, detailed and well-illustrated is the write-up presented. Virtually a photo-illustrated diary of a very ambitious and complete restoration of a basically presentable SC, it can be an invaluable resource for anyone working on any air cooled 911, SCs in particular.

Divided into 17 chapters, every 'system' of a car is covered individually, starting with Preparing for engine removal, passing through Gearbox rebuild and the CIS system, to end with Suspension refresh and a word on brakes, coverage is complete and thoroughly detailed. Hopefully, the 5 chapters relating to rust repair (the subject is a British car after all) will have little relevance to California and Arizona readers. It is also noted that while interior sound proofing and new carpeting are dealt with in detail, there is no mention of any work on the dash pad though apparently the windshield was removed and the seal replaced.

Written in first person it gives a very readable, you-are-there feeling, a feeling greatly enhanced by the many close-up photos. One unusual feature of this book is that in addition to describing what he does, and including pictures of the parts on which he is working, the author refers to parts by Page number in the Porsche Parts manual, by item number on that page, and by the



Porsche part number itself. Truly a treasure trove of factory parts book diagrams for the SC. Also provided is a system-by-system tabulation of parts, by Porsche number, and listings of tools and wrench sizes used. The tables are meticulously detailed down to individual nuts, washers and screws. These tables, page after page of them, are so complete and comprehensive that it is a wonder he had any time to actually get any of the work done.

The illustrations in **PORSCHE 911SC** are refreshing realistic compared to shop manuals; they show dirt, rust and parts displays laid out on grass. Chapter number and name in the upper corner of the right hand pages provides context to the discussion.

A British book, some of the terminology is 'strange' and the type font is noticeably different from that used in most books published in the USA. Also unique to this book is the fact that the detailed captions for the photo illustrations, arguably the meat of the book, are in larger type than that of the basic text.

Roughly 1/3 of the book is devoted to body and upholstery repair/renovation. A full chapter is devoted to rebuilding the non-collapsible Targa roof. Fifteen very well illustrated pages are devoted to Pedal cluster rebuild, including replacement of seven bushes. This chapter is one of many that, basically, is not SC specific but generally applicable to all air-cooled 911s.

PORSCHE 911SC is hardbound with a photographic cover, and contains 280, 10 x10 inch heavyweight pages, copiously illustrated. Befitting the meticulous data tables, there is a very comprehensive index. Because of its size and the interesting illustrations, it will make a great coffee-table book. Because of its intimate detail, anyone interested in the construction, or maintenance/repair of an air cooled Porsche 911 should have a copy of this book. By the time you read this it should be available from your favorite bookseller for ~\$60.00 (ask for it), or from Amazon books.

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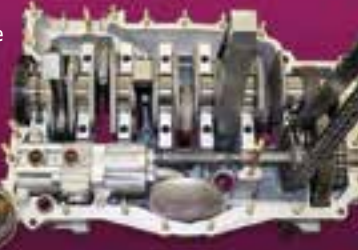
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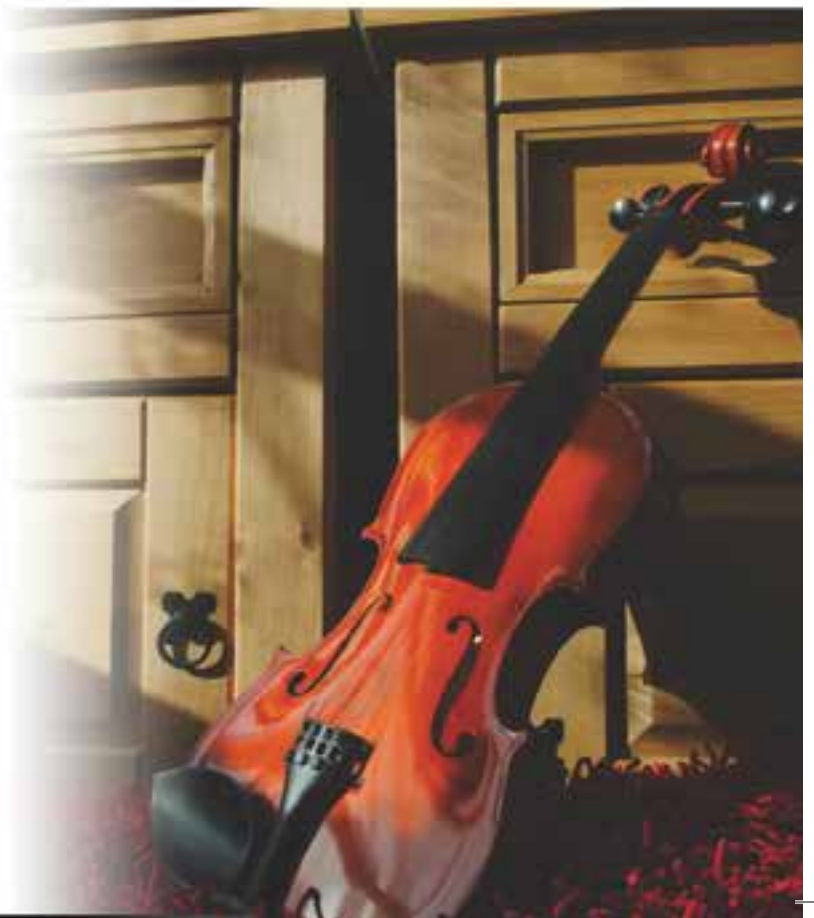
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The Many Shades

Ruby Red : 1962 T6 Roadster 356B

Polo Red : 1966 912 Coupe

Guards Red : 1983 Porsche 911 SC



Porsche Red



Dolphin Grey : 1965 356 SC

Slate Grey : 1974 911 RSR

Light Yellow : 1974 Carrera Coupe



Porsche Yellow
& Gray



Agate Grey : 2014 Carrera

Jessica Gray : 2019 911 Speedster

Speed Yellow : 2006 Cayman S

Colors of Porsche

Compiled from
Werks Reunion
Monterey 2021

Gemini Blue Metallic : 1973 911T



Porsche Blue



Mexico Blue : 2013 Boxster S

Sapphire Blue : 2016 Cayman S

Miami Blue : 2020 Carrera S

Gazelle Metallic : 1974 911 Targa

Polar Silver : 1995 Carrera S



Porsche Silver
& Gold



Rhodium Silver : 2018 718 Cayman S

Dolomite Silver : 2020 Carrera S

GT Silver : 2020 718 Spyder 911 Targa



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The Brumos Collection

The Brumos Collection in Jacksonville, Florida came about through a circuitous route.

In 1953, Don Brundage became a Volkswagen importer, then in 1959 a Porsche dealer. “Brumos” is a smash-up of “Brundage” and “Motors”.

In 1965, Peter Gregg, a Harvard grad and former Navel Intelligence officer, bought it and went racing as Brumos Porsche to international acclaim.

The dealership transitioned to Dan Davis in 1990, who subsequently sold it in 2016. He has taken the famous Brumos Porsches and car collection and created a stand-alone museum in a building inspired by the Model T plant that was in Jacksonville in the 1920s.

Engineering is at the heart of the collection. In addition to the Brumos Porsches, it has landmark open-top cars like a 1914 Peugeot L45, 1939 Alfa Romeo 8C 2900, famous Indy cars, and a stellar collection of Millers.



1926 Miller 91 Front Drive car.



The interior of The Brumos Collection

ction

Copy and Photos by Rob Alen

Harry A. Miller was the most prominent race car and engine designer in the 1920s. Born in Wisconsin, he settled in Los Angeles.

He did cutting edge design, brilliant engines, perfect metal work to esthetic effect. His 4-cylinder, Double Overhead Cam, 4-valve-per-cylinder engine won Indy 12 times. The engine would later be known as Offenhauser, which raced successfully into the 1970s.

Peter Gregg was nicknamed, "Peter Perfect." He, and many times along with Hurley Haywood, won numerous races in the

1970s, Gregg won the Daytona 24-Hours, 4 times; Trans-Am series, twice, and IMSA GTO overall champion 6 times. His blue, red and white Porsches were and remain famous. The Collection has several on display.

The Brumos Collection is a perfect stop if you are in Jacksonville for the Amelia Island Concours d'Elegance in March.

It is a pilgrimage for a Porsche enthusiast.

<https://www.thebrumoscollection.com/>



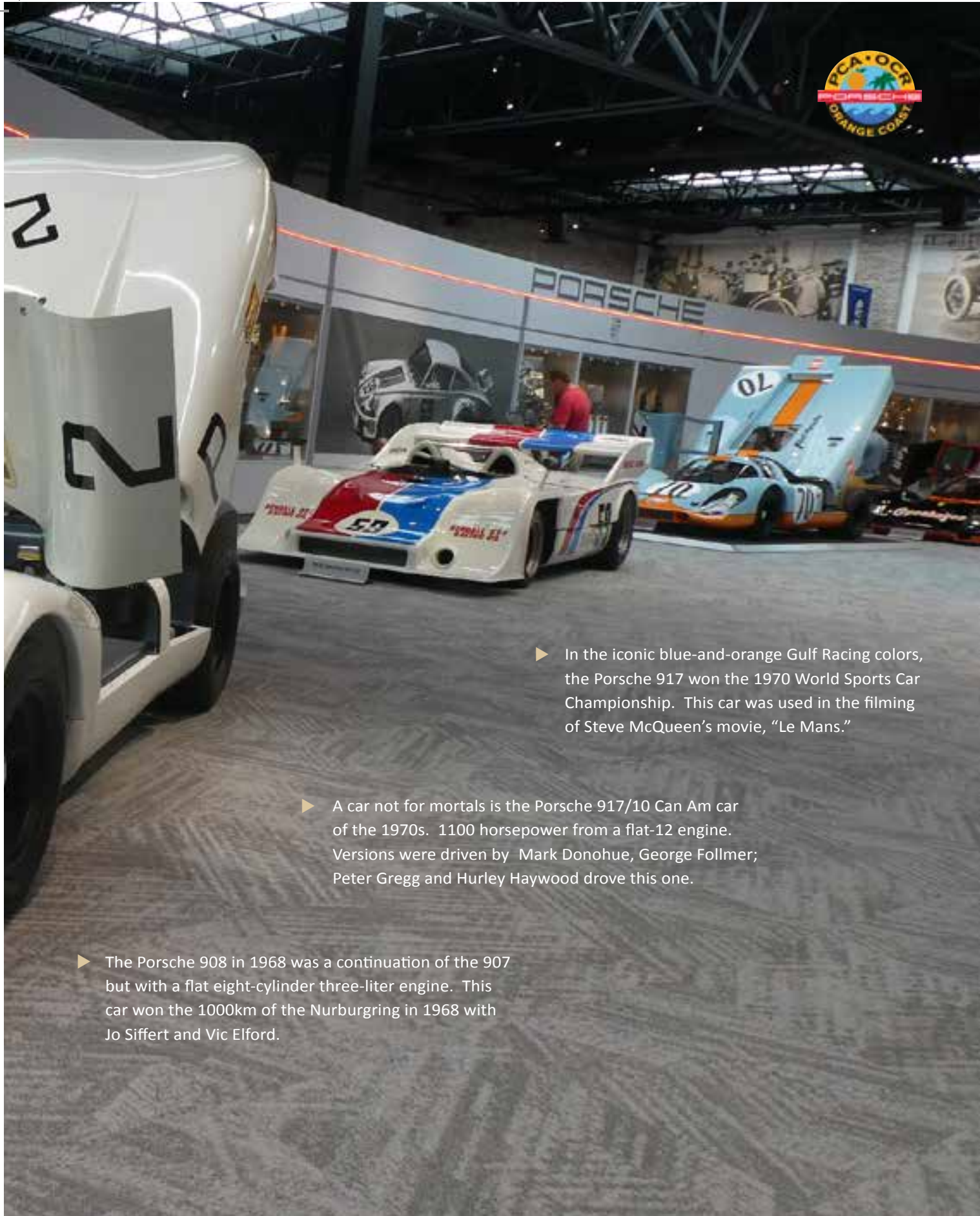
Peter Gregg, with co-driver Klaus Ludwig (r), at the 1979 LA Times 6-Hour at Riverside. Started on the pole, finished 5th



1973 Brumos Porsche RSR at Road America.



1968 Porsche 908 K



- ▶ In the iconic blue-and-orange Gulf Racing colors, the Porsche 917 won the 1970 World Sports Car Championship. This car was used in the filming of Steve McQueen's movie, "Le Mans."
- ▶ A car not for mortals is the Porsche 917/10 Can Am car of the 1970s. 1100 horsepower from a flat-12 engine. Versions were driven by Mark Donohue, George Follmer; Peter Gregg and Hurley Haywood drove this one.
- ▶ The Porsche 908 in 1968 was a continuation of the 907 but with a flat eight-cylinder three-liter engine. This car won the 1000km of the Nurburgring in 1968 with Jo Siffert and Vic Elford.

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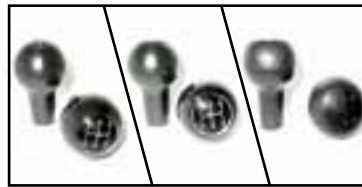
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• Rebuilt engines 356-996



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



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• Rebuilt transmissions 356 / 901 / 915 / 930 / 950

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

**Attitude is
Everything.**



A conversation with PCA-OCR member Billy Hufnagel.



Pando: You were in law enforcement for a long time?

Billy: Yes, for 28 years; first in Southgate and then 25 years in Fountain Valley. Much of the time in traffic enforcement and accident collision reconstruction. I found that was fascinating and fit my personality given the science, the physics and calculations required for an accident investigation.

Pando: But through all that, you have been a committed car guy, with a number of sporty cars.

Billy: I have had more than just sporty cars, I had a Corvette which was typical of officers in Southgate. I have owned several Corvettes and cars of that ilk. I have had four Porsches: A 944, '88 Carrera, and a couple of Caymans, including my current car.

Pando: So you were telling us there are some “traffic urban legends” that are just wrong.

Billy: First, car color has nothing to do with getting stopped, it is your driving. Traffic enforcement is looking for “the violation,” like excessive speed for the conditions. If it is foggy at night, and you are driving like it is bright sunlight, you are not considering the conditions. Weaving in-and-out can be more of a hazard than speed.

Pando: Can you talk your way out of a ticket?

Billy: Well, maybe. Attitude is everything. People write their own ticket.

Pando: There are some defensive driving things to remember.

Billy: You need to be careful on the street. Watch out for drivers running a red light. Look left and right before moving; and tailgating can lead to big trouble. Follow too close and you really don't have time to think before the accident.

Pando: From your time as an accident investigator, what's the biggest cause? What did you learn?

Billy: Driving under the influence and not paying attention to conditions. Various clues to an accident are skid marks showing direction and point of impact (even with ABS), vehicle debris help tell a story, metal/vehicle deformation.

Pando: OK, despite what you say, your Cayman GTS is yellow ... any problems?

Billy: No, I can always find it in the parking lot.

Pando: Thank you.



Don Sterling

Story and Photos by Rob Alen

Orange Coast member Don Sterling has automotive genes in his DNA. You might not see it in the Double Helix, but it is there. And like many enthusiasts, it comes from his father.

He had a Porsche 912 and would frequently go out-of-town, and let his 18-year old son, Don, drive it. He mastered the down-and-over dogleg 5 speed transmission. The situation has all of the characteristics of the Tom Cruise movie “Risky Business.” Except Don had permission, but in a moment of inexperience, discovered how Porsche rear-ends can lose their way. The damage was repaired, but the car went.

Of Don’s cars that followed, the mid-1970s hip Datsun 260Z became the main ride through college years and beyond. Given the renewed rise in popularity (and price) makes it a wistful memory.

The need for a sports car can be enduring. First, it was maybe a Miata, then a BMW Z3 3-liter, perhaps a BMW M235 or a Porsche Boxster.

A neighbor of his brother, you’ve heard this before, had a Porsche Boxster that he wanted to sell. Some advance homework with James Buck at Cape Auto helped prime “our ready-to-buy” buyer who now drives that well-cared for Boxster.

These days Don and his wife, Debbie, will navigate Coast Highway or curves of the local canyon roads on a weekend morning, and meet new found Porsche fans and friends for breakfast. I think Don’s dad is pretty pleased with what his son is driving.

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

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RICE'S Ramblings

Story by Lee Rice



Porsche 959 exhibit at Porsche Museum 2015

Porsche and Super Cars

It is interesting to think of Porsche and super cars, and frankly if a car is not road worthy by being reliable, useful, and fun, it is not the kind of car Porsche ever intended to build anyway.

But the idea of supercar is interesting. The 959 was in that category when it was announced to be thinking about some kind of production version, but it was horribly complicated,



Porsche 959 at Porsche Museum, 2015

expensive, and depended on an active Weissach technical department to keep it running. It was a hybrid in that it had so many never used before computerized features just to operate the thing. The 959 was too much out of the production technicalities. It could not be sold like that. It took 30 years and an engineer like Bruce Canapa to rebuild the 959 into a reliable and real Porsche like a dependable '911' kind of car.

Then the *Carrera GT*. It's a V-10 914 sort of thing. Guys like Jay Leno can afford to play with these and replace sensitive things like what I heard is its \$20,000 for a dual carbon clutch. No thank you. Then the 918? I have no idea at all about any of that stuff.

How about real world super car in the 911 vane?

We once thought the 2.2 911S was THE super car of all. We were chided by Christophorus Editor Richard Von Frankenburg to not go bragging how much faster our 911S is around the Ferrari crowd as they knew full well the Maranello red cars could blow our doors off! That was all true, up until 1975 or so.



Porsche Carrera GT
at Monterey Werks
Reunion 2015

Back then in '75, it was more about fuel shortages, gasoline rationing and those little 'clown car' Hondas were the hot selling cars! In the mist of all this Porsche, of all car makers, introduces the new 930 Turbo to the world and promoting its good manners and even reasonable fuel usage.

It was no super car however. That was heralded by the likes of Lamborghini's new *Countach* and the Ferrari 512 F-12 *BOXER*! Those were super indeed. Ferrari was a useful car. It had a nice flowing style with beautiful and well sculptured lines. It was comfortable and a nice driving car as well.

The outrageous Lamborghini made photo sensations out of its wild style that used no compound curves (not many anyway). It was an exercise in all straight edge and well, let's just say it was spectacular for whatever reason one would prefer?

In the midst of this is the new Porsche 930 with its obvious fat fender, wheel flares to accommodate the racing 935s allowed wider wheels and tires. It had a small "tea tray" rear deck/wing from the 1974 911 Carrera RS, as well as many comfort accommodations and, of course, that turbocharged 3.0 liter engine making a whopping 260 HP!

It was not a super car, not yet, but it really had something that caught on with its 4,000 rpm boost blast kicking you in the backside! Those in the know, knew enough that with all the detuning put into those engines, there was a ton more power readily available.

Soon tuners were getting 300 HP and some claiming 400+, but it took a lot more engineering to get the engine more reliable

and an urgent need to install intercooling. Soon the need for an even larger and better intercooler that would flow more cooling air to the engine (we had to wait until 1992 for that) as the 1978 -'89s intercooler was barely usable for the 282 - 300 HP from the factory.



Alois Ruf, me and Yellowbird

After some refinement, a 930 could hold its own with the Ferrari, Corvettes, Cobras, and so some did fit into the supercar category.

One supercar adaptation that changed the Porsche image forever was from Alois Ruf. His refinements to the 930 were all so simple, so obviously in need, and yet Porsche failed to act on them! RUF Cars did the job instead.

RUF designed useful and proven components that worked, and did it time and time again. This is why I name the 1987 RUF CTR a real supercar.

Godspeed !

Leslie F. Rice

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



The 1987 CTR to the 2021 CTR evolution, you will see nothing outrageous or just styled. There is nothing just for looks but it is all function. Their engines are as good looking as the car itself and they work fantastically!

**Rice's Ramblings:
Ask a Mechanic**

If you have a question about your Porsche, please send in your question to Lee at :
riceturbos@sbcglobal.net

PCA - OCR

*Holiday
party*

SUNDAY, DECEMBER 12
4:00 - 8:00 P M
\$70 per person + 5% if MotorsportReg

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Champagne & Dinner
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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.

www.pcaocr.org

Breakfast Club, October 2, 2021

Photos by Denny Asbury and Monica Asbury





OCR Membership Updates

Anniversaries :

Congratulations!

November

35 Years

Brent R. Martini
Wendy Nicholson

30 Years

Doug Russell
Theo Carol Russell

25 Years

Ardys Denno
James S. Denno

20 Years

David L. Miranda

15 Years

Charles L. Jarusek
Michael K. Reissmueller
Shelley Reissmueller
Thomas A. Swanson
Nancy Troast

10 Years

Robert M. Anderson
Arthur P. Carter
Donna Carter
Douglas Q. Hahn
Loira Hahn
Andralee Hayes
Richard K. Hayes
Kirk W. Kovaleff
Shelley McCartney
Gene Tribolet
Kelly Tribolete

5 Years

Kev Adjemian
Claudia Angelici
Yiming Chen
Michael DiDonato
George Gillette
Jacqueline Gillette
Kunal Hinduja
Jan McPherson
Scott McPherson
Louie Ortiz
Mike G. Plaza
Chris Robertson
Andria Ryder
Kari Steiner
Kevin Steiner
Larry Taylor
Margaret Taylor
Jialin Yao

New Members :

Welcome!

September

Troy A. Benson
1991 944 S2

Ryan Bittner
2020 718 Spyder

Douglas Cosgrove
Stephanie Cosgrove
2009 911 Targa 4S

Roberto T. De Padua
2011 911 Carrera S

Sascha Dubin
2007 Boxster S

Abder Elandalousi
2017 911 Carrera

Kimberly J. Evans
2017 911 Carrera 4

Herbert R. Fischer
Cheryl Fischer
1966 912

Jeff Fisher
2021 911 Carrera S

Norman Giroux
2013 911 Carrera S Cabriolet

Randall L. Herrel
2002 911 Turbo
1988 911 Turbo
2019 Cayenne S

Gary Johnson
Julie Johnson
2019 911 GT3 RS

Jeffrey Kim
2000 Boxster S

Damir Koro
2009 911 Carrera S Cabriolet

Jorian C. Merrill
2007 911 Carrera S Cabriolet

Lawrence W. Paxton
2014 911 Carrera

Manuel M. Piceno
2019 911 Carrera

Kelly D. Rohfeld
Mari Koyama
2015 911 Carrera GTS
2016 Cayenne

Thomas F. Stout
Kristin Stout
2005 Boxster S

Stuart D. Urquhart
1981 924 Turbo

Chris Weber
2004 911 Carrera 4S Cabriolet

Qikang Zhang
2021 Panamera 4

Member Transfers to OCR :

September

John L. Irvine
Transfer From: Suncoast Florida (SFL)
1973 914 1.7

Darin Moore
Transfer From: Grand Prix (GPX)
2003 911 Turbo

New Members :



Damir and Zlata Koro / 2009 911 Carrera S Cabriolet White



Herb Fisher / 1966 912 Irish Green



Larry Paxton / 2014 911 Carrera White



Zaher and Lina Khatib / 2002 Boxster Blue



Show your modified Porsche at the first-ever ÜnSTOCK Porsche car show!

Do you have a modified Porsche? Fill out the registration form for a chance to show your Porsche at this first-ever, Porsche-only modified car show at Gunther Werks' headquarters in Huntington Beach, CA on Sunday, November 14, 2021. ÜnSTOCK will feature PCA member's modified Porsches with free event attendance. We'll have some amazing cars, DJ, food trucks, raffle prizes, and more!

Registration for Display Cars: <http://msreg.com/unstock>

PCA-OCR Board of Director's Ballot 2022 – 2023 Term

Please vote for one candidate. **Your Membership Name, Membership Number and signature are REQUIRED for your mail-in ballot to be counted.** Mail-in ballots must be received no later than November 15, 2021. You may only vote once. You may select mail-in or via electronically.

All voting members must be in good standing.

Member's Name: (Please Print) _____

Member's Membership# _____

Active Family Member's Name: (Please Print) _____

Family Member's Membership# _____

Please Vote :

President: _____ Monica Asbury

Vice President: _____ Tom Gray

Treasurer: _____ Jim Miller

Write in candidate(s): _____

Member's Signature: _____

Family Member's Signature: _____

Ballot must be received no later than November 15, 2021

Mail: PCA-OCR, P.O. Box 6726, Huntington Beach, CA 92615-6726

Classifieds

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'86 911 Turbo Coupe, Arctic Silver Metallic/Black lthr, 45K mi. 5 spd manual. PCA member. \$139,900.00 Noah 248/229-9073; noahzloren@gmail.com. MR (2)

2014 911 Turbo Coupe, Silver/Black lthr, 50K mi. PDK. \$104,000.00 David 503/702-6381; daveriss@gmail.com. NWR (2)

2014 911 Turbo S Coupe, Silver/Cognac lthr, 26K mi. Tiptronic. \$135,000.00. Mac 775/722-8003; maclopez1950@spcglobal.net. NR (2)

2014 911 Turbo S Coupe, Blue/Yachting Blue lthr, 51K mi. PDK. \$121,500.00. Larry 714/478-2308; neophron1@gmail.com. GGR (2)

SALE : 911-GT2 and GT3; Carrera GT

2018 911 GT3 Coupe, White/Black lthr, 0 miles!!! PDK \$295,000.00 Tim 570/4460-3759; tims964@aol.com. PR (2)

2018 911 GT3 Touring Coupe, Silver/Black lthr, 3.3K miles!!!!. 6 spd manual, \$254,900.00 Paul 703/772-2436; paulragdale1@gmail.com. VR (2)

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Wheel 2 Rear has minor chipping on the edge. However, this will be behind the tire once mounted. It is not on the curb edge of the wheel. Wheels have Tire Pressure Monitor Sensors installed but can be removed for a lower price. Pictures available upon request or see ad 52271 in the PCA MART. <https://mart.pca.org/ads/52271>. \$1365.00 Julian at Julian@WebVideoVision.com. OCR (2)

MISCELLANEOUS

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NOTE: All listed vehicles are subject to prior sale.

PLEASE NOTE: Classified Ads must be received by the 25th of the month to be included in future Pandos.

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

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

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

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

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

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

Joe Barnet, OCR Member

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A Porsche Flashback



The Porsche 917 Can-Am car was not for mortals.

Five showed up at Laguna Seca: two from Roger Penske for George Follmer and Mark Donohue; two from Hermosa Beach's Vasek Polak for Milt Minter and Sam Posey; and Brumos Porsche's Peter Gregg, who did not start because of an accident in practice.

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