

PANDO

PORSCHE CLUB OF AMERICA • ORANGE COAST REGION



NOVEMBER 2022

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PORSCHE



In this Issue

PANDO NOVEMBER 2022 www.pcaocr.org

PANDO is for Pandemonium.

Editor Rob Alen
robalen602@gmail.com

Production Manager Jan Knight
janknight@sbcglobal.net

Advertising Chair Robbie Crawford
ads4pcaocr@gmail.com

Classified Auto Sales Editor Bob Weber
hbobw930@aol.com
714-960-4981

Technical Writer Lee Rice
riceturbos@sbcglobal.net

Contributing Writers Monica Asbury
Don Bradley
Rob Alen
Lee Rice

Contributing Photographers Gary Ambrose
Rob Alen
Monica Asbury
Denny Asbury
Glenn Billings
Julie Hustung



Decisions, Decisions



PANDO Photo Gallery



Porsches are Meant to be Driven

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Cover: By Rob Alen

Photographed at European Collectibles, Costa Mesa.

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

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Click PANDO, select the issue, highlight to copy the link and attach to your email.

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Orange Coast Region 2022-2023 Calendar of Events

NOVEMBER 2022

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

DECEMBER 2022

- 3 Breakfast Club & Board Meeting
- 8 Woody's BurgerBahn – HB
- 10 Toys for Tots Drive – HB
- 11 Holiday Banquet - Newport Beach American Legion
- 15 Porsches & Pizza – MOD Pizza, Laguna Hills
- 17 Porsches & Pastries – Enderle Center, Tustin
- 20 Porsches & Pescado – Fishbonz, Costa Mesa

JANUARY 2023

No Breakfast Club - Happy New Year!

- 12 Woody's BurgerBahn – HB
- 17 Porsches & Pescado – Fishbonz, Costa Mesa
- 19 Porsches & Pizza – MOD Pizza, Laguna Hills
- 21 Porsches & Pastries – Enderle Center, Tustin
- 21 Zone 8 Awards Dinner – Mission Inn, Riverside
- 28 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 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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See page 40 for a list of PANDO advertisers.

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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,
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8-10 am

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PRESIDENT'S MESSAGE

Monica Asbury



Me and Bud, The Pando Bear, at the 2022 New Member Picnic.

D

id you see Bud? Bud the Pando Bear. Bud made, I believe, one of his first visits to our Club's New Member Picnic in October. Bud is super cute, cuddly and an extremely good listener. If you happen to see a sighting of Bud, be sure to get your photo with him. Be careful not to mess with his fur or scarf, he's very particular! Bud frequently catches a ride with our talented Pando editor, Rob Alen.

What's up for November? OCR's sponsor, Protective Film Solutions, "PFS," has invited us to a tech session at their Santa Ana location on November 19th from 9:00 a.m. - 11:00 a.m. You will be in for a real treat to see the variety of services

PFS offers. Please RSVP with your name, phone number and year / make / model of the vehicle you plan to bring: Events@protectivefilmsolutions.com.

Have you bought your toys for our Annual Toy Drive? This year we're planning our Toy Drive on December 10, 2022, from 10:00 a.m. - 2:00 p.m. at the Central Park Picnic Shelter in Huntington Beach (stay tuned, venue may change). We will have a tremendous showing from Huntington Beach's Police Dept. with a K9 demo, Equestrian unit, Static Swat Display and the HBFD along with a few of the finest U.S.M.C. Corps and Santa Claus! PLEASE help us collect and donate as many toys as possible for our Toy Drive. If you can't make it ... bring those toys into our breakfast club meetings or any OCR-sponsored event during November or December prior to 12/10/2022.

Time is running out to register for our Annual Holiday Party and Silent Auction! Newport Harbor American Legion on December 11th will be our Holiday venue from 4:00 p.m. - 8:00 p.m. There will be mounds of deliciousness for dinner and a silent auction where there will be lots of 'steals, deals and thrills!' We fully expect to sell this venue out and have already had to request additional seating. So, if you're on the fence, don't wait too long to register. Online registration: msreg.com/pcaocrparty. Registration closes November 25th.

DONATIONS WANTED for our Semper Fi Silent Auction at the Holiday Party. If you're able to donate, please let me know! Email: sheamonica@gmail.com.

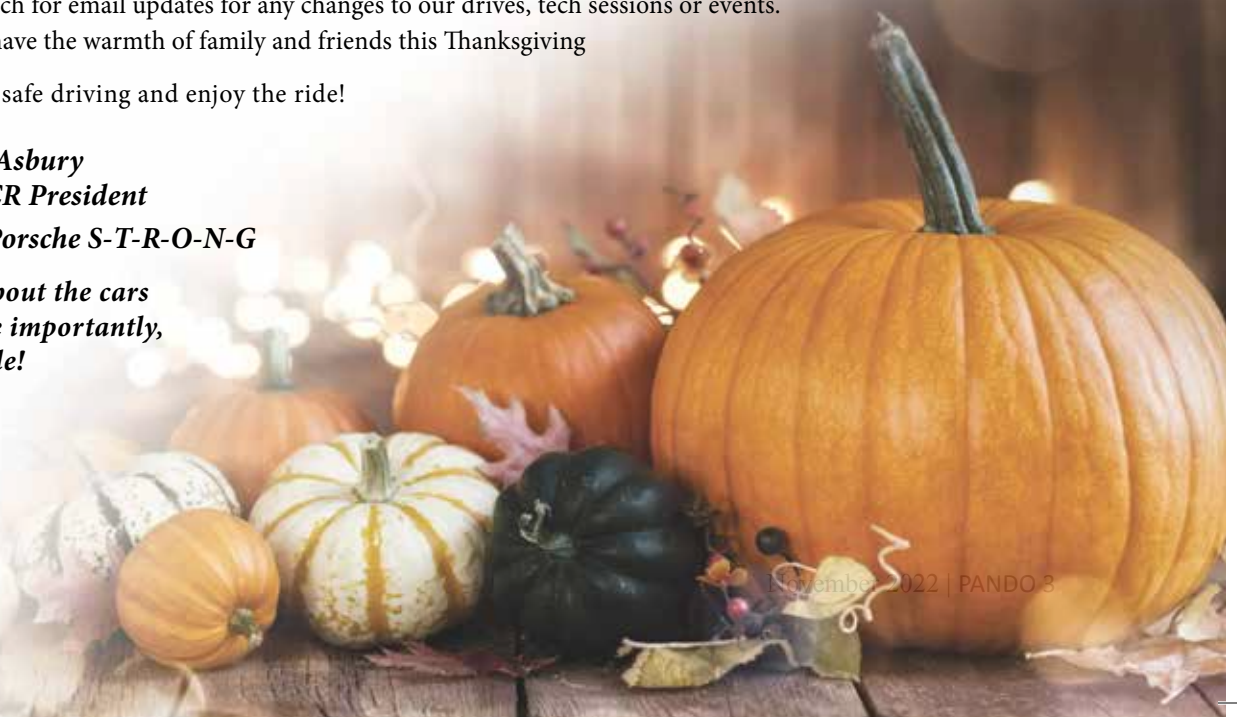
Please watch for email updates for any changes to our drives, tech sessions or events. May you have the warmth of family and friends this Thanksgiving

Stay well, safe driving and enjoy the ride!

Monica Asbury
PCA-OCR President

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

It's all about the cars
but more importantly,
the people!



EDITOR'S LETTER

Rob Alen

The Sales Desk Shuffle.

Earlier this year Porsche Ontario and Porsche Riverside were directed by Porsche Cars North America (PCNA) they could no longer advertise in PANDO as OCR is not in their Dominant Market Area (DMA).

Naturally, we approached Porsche Irvine and Porsche Newport Beach. The dealerships are owned by AutoNation, the country's largest dealership group. They have shown no interest in OCR.

Recently Porsche Newport Beach reported without hesitation, "...no budget, see us at the end of the year," in response to Monica Asbury's advertising solicitation in September. With all due respect, that seems like a joke to hear from a Porsche dealer.

A single page in PANDO (at the 12x annual rate) is less than an hour of Porsche Newport Beach's Hourly Service Labor Rate.

Porsche Cars North America and AutoNation know the Orange County market potential. In 2018, at the Porsche Irvine Grand Opening PCNA officials remarked on the "vitality of Porsche in Orange County."

It is AutoNation's prerogative to advertise their dealerships when and where they choose.

It is the prerogative of Orange Coast Porsche enthusiasts to choose where to give their loyalty; and when and where they want to buy and service their Porsche.

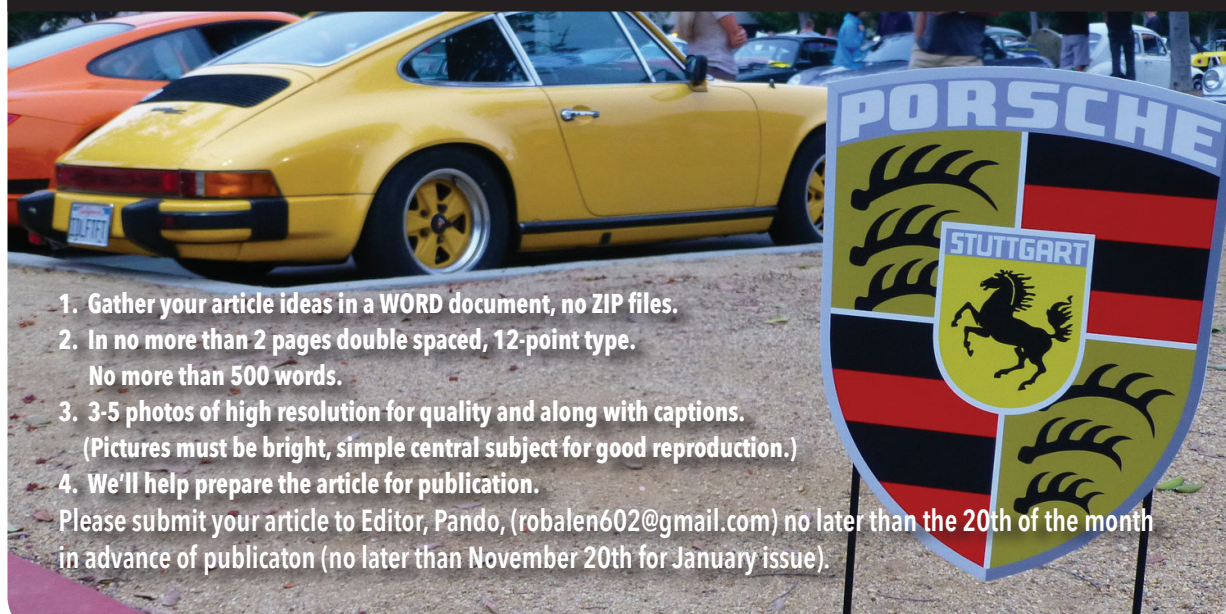
If you have a choice, ignore Porsche Irvine and Porsche Newport Beach, make your first choice a PANDO advertiser.

All the best for November. Drive carefully.

Rob Alen, Editor

robalen602@gmail.com

**"Every member has a story, every Porsche has a story"
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1. Gather your article ideas in a WORD document, no ZIP files.
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(Pictures must be bright, simple central subject for good reproduction.)
4. We'll help prepare the article for publication.

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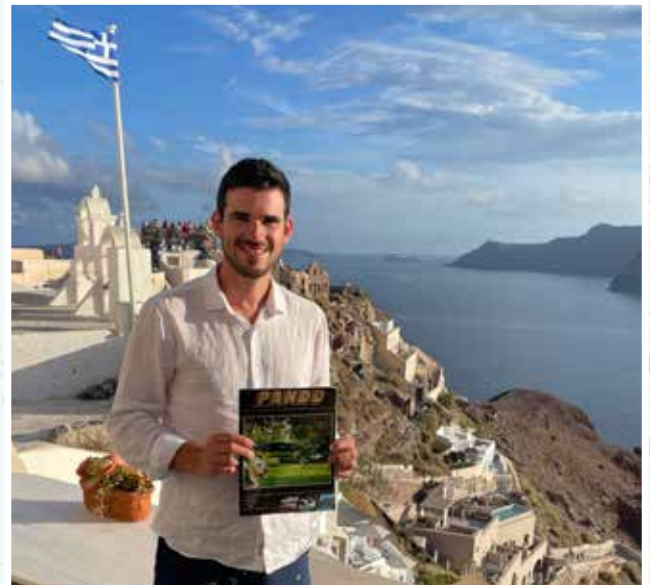
Dave Barrows

This photo was taken of Dave Barrows and PANDO at the “old town” Tallinn in Estonia last week. The “old town” is from their medieval days and inside the walls and gates (which you can see in the background) Dave reports, “Ironically, the only 911 I saw in any of the Baltic states was the one I was standing next to and surprised to see it here of all places. Saw Cayennes and Taycans in Baltic countries but not many 911s. I have a 997 so enjoyed seeing another one.”

Oia, Santorini, Greece

Doug Wenzel

Doug Wenzel traveled to lovely Oia, Santorini, Greece for his honeymoon. He displays PANDO from one of the beautiful vistas along the coast.



The Matterhorn, Switzerland

Jim Storms

After bicycling the Adriatic coast of Italy with riding buddies for a week, Jim Storms reports, “I was met in Milan by my “Danish Daughter” and a friend. We then toured Lake Como, and Zermatt, Switzerland, which lies in the shadow of the Matterhorn—a “bucket list” item for me. Following that, I was lucky enough to spend a week in Denmark with the rest of my (adopted) Danish family. Great fun!”

Where will PANDO go next?

Please email Jan Knight at janknight@sbcglobal.net with your “Where’s Pando?” submissions.



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



1954 Porsche 356 Pre-A Speedster: White/Blk, 35th car built!



1964 Porsche 356C Carrera 2000 GS Coupe: Signal Red/Black.



1966 Porsche 911 Coupe: Light Ivory/Black. Original paint.



1972 Porsche 911T MFI Targa: Tangerine/Black.



1973 Porsche 911E MFI Coupe: Bahia Red/Black.

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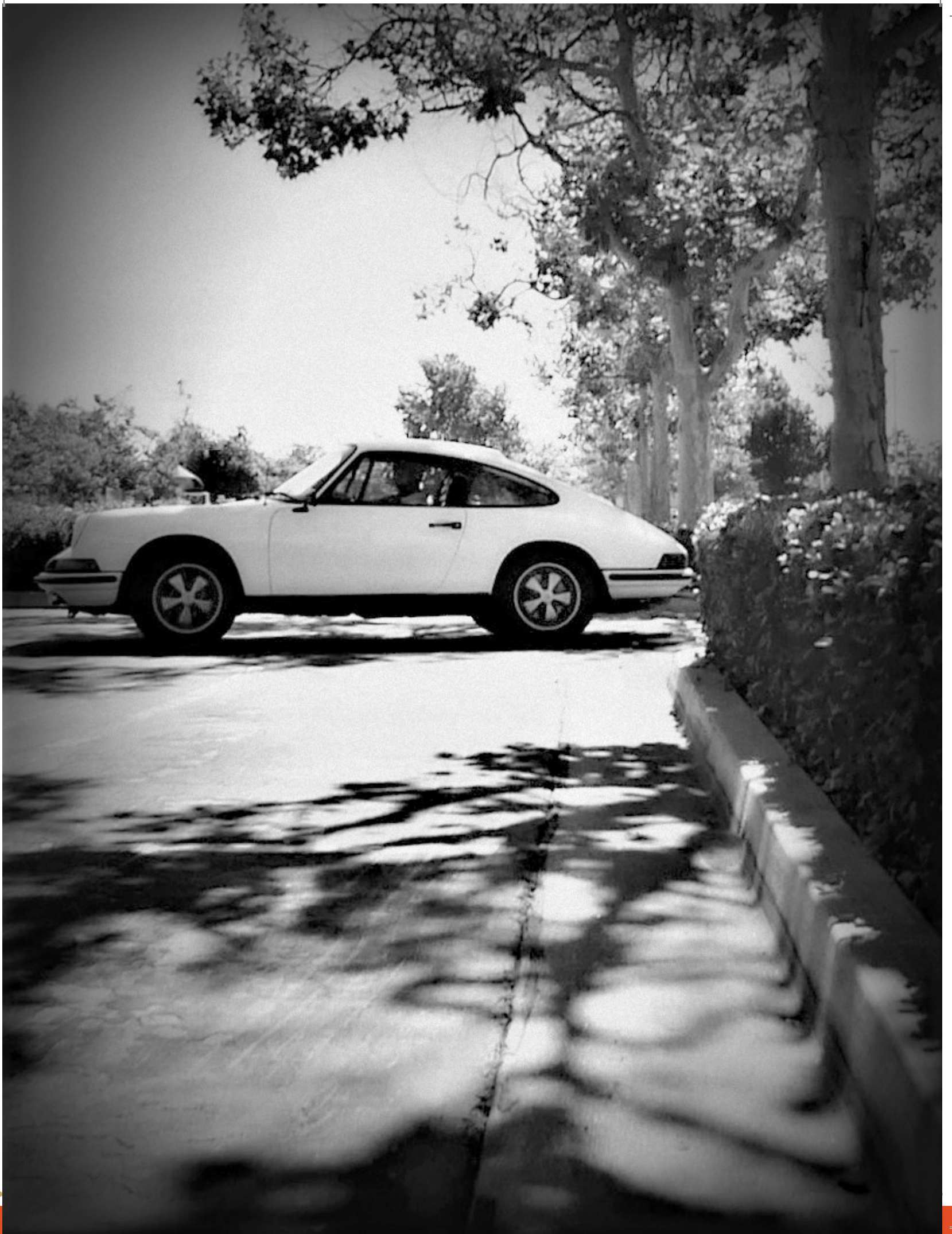
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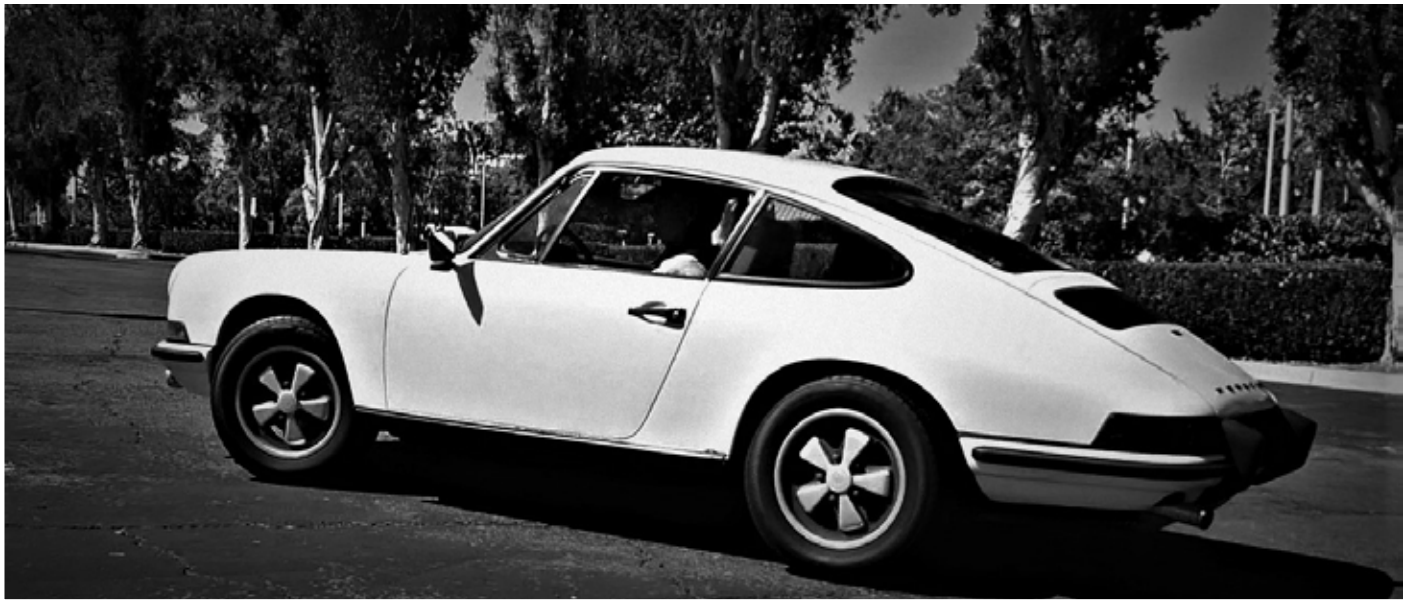
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Decisions, Decisions

Story by Don Bradley / Photos by Rob Alen

In the summer of 1968 when I was five years old, our family friends were taking a vacation to Europe. I didn't know it at the time, but my Dad had been interested in getting a Porsche and arranged a tourist delivery in Stuttgart. Our friends picked it up, used it as their transport for the rest of the vacation, and saw it onto a boat to come home to California. We were far from wealthy at the time, and the payments on the \$6,000 purchase price meant macaroni and cheese dinners for a long time.

I soon realized how unusual and cool it was that my Dad had a Porsche. For a long time, we were the only ones on the block (or anywhere else). It was a straight 911 (no L, a bit unusual for a '68) and my Dad, only 26 at the time, still had his speed demons. While mom's '65 Impala was the "family" car, when we would drive to Big Bear, Dad insisted on taking his car so he could enjoy the twisties. So, sister and I squeezed into the back seat (not very spacious even for 5- and 7-year-olds), and I remember more than once one or both of us getting violently car sick (once on the floor of the car, which taught Dad a lesson).

For many years, the car played a huge role in our family. When Dad was out of work during one of the great defense layoffs of the 70s, he was ready to sell it, and was driving to show it to a potential buyer on the way to a job interview that ended up successful and got us through the next decades.

Dad had grown up a mechanic, and every bit of mechanical work on the car he did himself. It was his daily commuter car and he drove it hard, so it would break often (and wasn't known for reliability anyway). I have many memories of our garage

being strewn with parts and tools and the car being up on jackstands for weeks (months once when a dock strike delayed parts delivery).

It played a big role in my life too. Though Dad was stingy about letting others drive it, he did let me learn to drive a stick on it and let me drive it home from the DMV after I got my permit. I also took it to a few formal dances, though his fine-toothed comb the next morning usually got me in trouble for something I didn't leave exactly as he wanted it.

In the mid-80s the wear and tear started to show, and he was also interested in sprucing up its look and feel. So, he dropped the engine and had it towed to a Porsche specialist to do a full body paint. He also had them replace all the rubber, black out all the chrome (which he hated polishing), remove the telltale '68 rear reflectors, paint the headlight rims, and replace the trim and bumpers with chromeless black rubber ones (circa '72, I think). When it came home, we all loved it—it looked so cool in pure black and white.

While the body work was being done, he redid the engine himself (same crankcase and number), resulting in a 2.4 liter (a la the S) with 25 or so more HP. He also had the transmission rebuilt (he didn't like to do tranny work himself) but kept the same case.

So, the result looked and felt like a brand-new car, which he continued to drive as his daily commuter and still had fun on weekends.



As the years passed my Mom had serious health issues which wore dad out. Eventually we lost Mom in 2013 and Dad passed in February 2019. Dad hadn't driven the car for at least five years. I live close enough that I used to take it out occasionally, but eventually I even stopped doing that.

Fortunately, the car had been garaged and covered all that time. I inherited it when he died and my duty as trustee was to get it running again and keep it running. It took several thousand dollars and a few months to do that—fortunately the time damage wasn't as bad as it could have been.

So, I am now the proud quasi-original owner of a 1968 911 that looks and runs great! I take it out every week or two—not too often, don't want to turn the odo over a fourth time. And I taught my younger daughter to drive stick in it. So why “Decisions Decisions?” Because that 80's restoration, while it made the car even more “bitchin',” also made it quite visibly non-stock.

Painting it Alpinweiss instead of Elfenbeinweiss (he was never crazy about the original off-white), getting rid of the chrome, changing the bumpers, etc. made us love the car for its remaining years, but how could we know how much more a “stock” short wheelbase 911 would be worth 35 years later? One thing I claim foresight for was talking Dad out of doing a personalized license plate at the time. I told him the original black plate shows it's the original owner. I'm glad he agreed.

I've done a lot of homework looking into putting it back, and it's very doable, and not as pricey as I feared. And maybe someday I'll do it, and maybe even show it. I'm told that would double its value. I go back and forth on whether to keep it, but for now I'm enjoying a great looking fun driving car I grew up with and exchanging many thumbs up with other Porsche drivers (and others) on the road. I recently joined PCA and expect there will be tons of advice for me if I ever decide to take the plunge.



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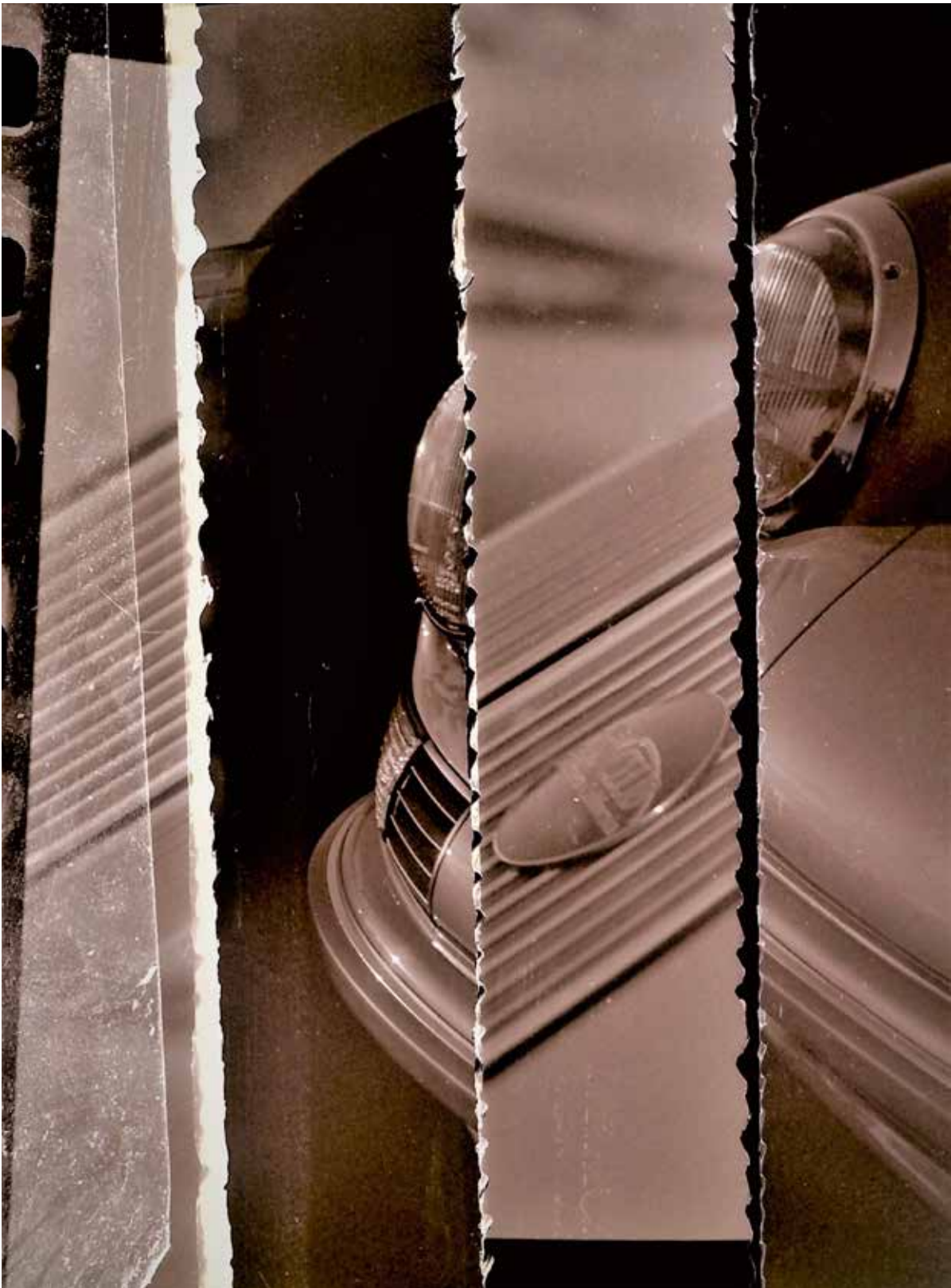
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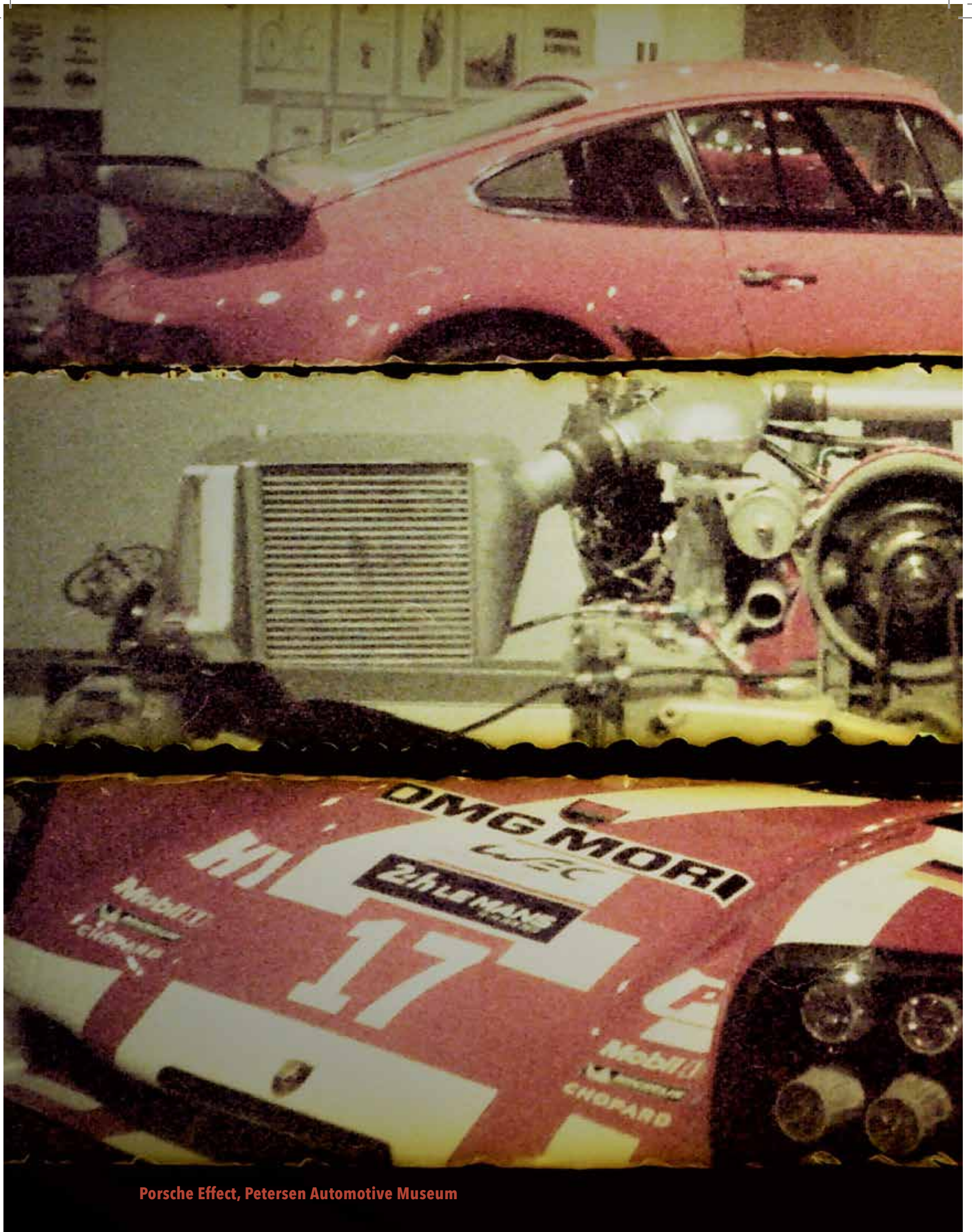
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PANDO Photo Gallery.



Crystal Cove, Newport Beach



Porsche Effect, Petersen Automotive Museum





Werks Reunion, Amelia Island

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---Rob Alen



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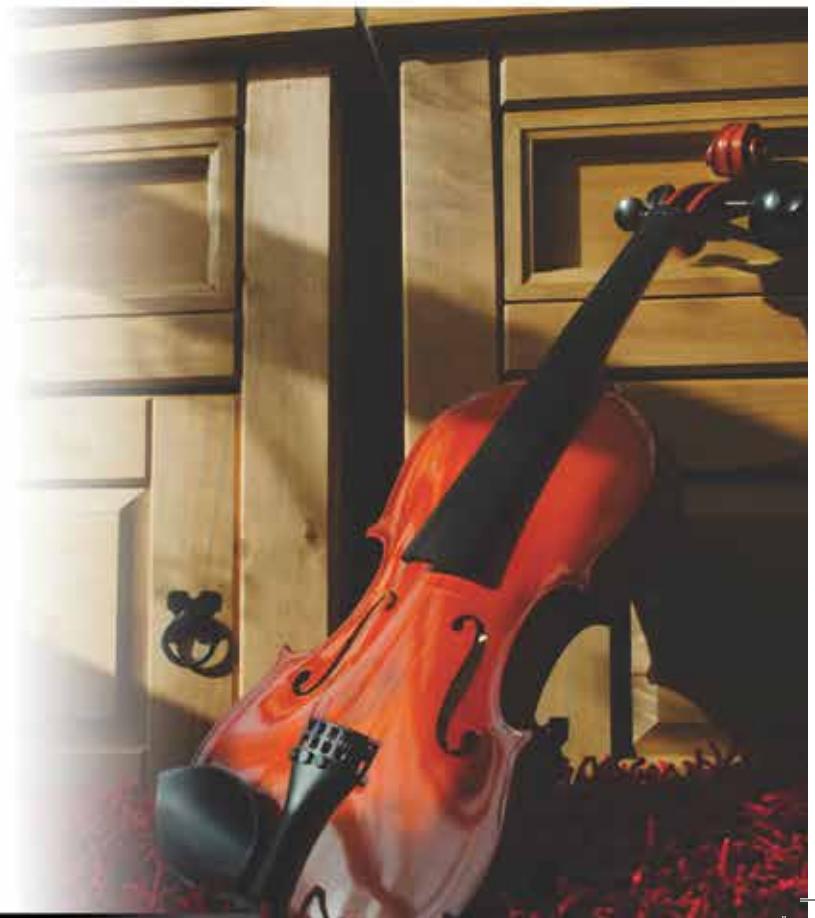
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Porsches Are Meant to be

There are many reasons to buy a Porsche. You have always wanted one. They can look good. It is fun to take it to a Saturday morning Cars-and-Coffee and meet with other owners. You might want to show it at a special event, of which there are many.

But the best reason to buy a Porsche is to drive it. There is a character, a sound, a feel. But driving it to tap that character can be tough these days with the homogenized streets and roads.

And that is where OCR member Paul Shaffer and cadre of volunteers and others like him come in, organizing PCA-OCR Driving Tours.

Paul had a career with major automotive companies; drove competitively at the championship level of Solo II and Pro-Solo. He drove a Camaro in the popular World Challenge Series in the early 1990s. It was a notable racing series attracting top drivers and cars. It is still around today as GT America World Challenge.

Through Paul's experience and expertise, he knows driving on the street has its own requirements.

Driving tours are becoming more and more popular. The idea brings together enthusiasts to meet and head off to a destination, in between there are interesting roads, sights and scenery and a shared experience.

Perhaps you have seen the announcements and have yet to check them out. Most recently, Paul lead a group into the Malibu Hills. While the tour is just a few hours, it can take weeks to prepare.

It can be two months before the "flag drops." It is a matter of finding interesting, accessible roads, a good starting point to meet, and a finishing point, generally a restaurant that can accommodate a small fleet of Porsches and crews. PCA has certain requirements to qualify for insurance and support. Dealing with the bureaucracy is probably tougher than finding the roads.



Story by Rob Alen

e Driven.



Paul and Lori Shaffer

Paul understands the enthusiast who wants a little “spirited driving experience,” and the enthusiast more interested in the scenery, place, and sights. With his group of volunteers, cars and drivers can be grouped to their interest. Volunteers are essential to help Lead-and-Sweep to keep cars together.

Driving instructions are simple and straightforward and not like the old days of Time-Speed-Distance rallies with their stopwatches and calculators.

Catch up with someone who went on last month’s Malibu Hills tour; if you have been sitting on the sidelines, the next time a tour comes up give it consideration. Maybe even as a Volunteer (there is no quiz or heavy lifting). Given all the digital aids it is hard to get lost. As Paul suggests, “Why get lost by yourself when you can do it with other folks.”

Make good use of your PCA-OCR membership, get out and drive your Porsche, isn’t that why you bought it?

Photos from file of Mount Palomar Loop Tour

November 2022 | PANDO 25

Ramblings

Story by Lee Rice

.....

**I was asked for some input
as to how many “black boxes”
or “computer boxes” and / or
“ECUS” are in a Porsche today,

I haven’t the faintest idea.**

.....

And I am a hands-on learner and once I got involved and understood some electrical basics, I understood rapidly and learned to make things even better. Electronics was my father’s gift. He joined the U.S Army Air Corps (1935) and he accelerated in engineering, aviation, and electronics. He clearly understood advanced theory and excelled in rank and responsibilities.

**Me: I had to figure electronics in a different way.
Take for one: the “black box.”**

The name is fake. A name maybe thought of as what it’s mysterious insides do? A lot of things I heard about what were in a block box ... I knew better and stayed away from them.

But why? I replaced a lot of gray and silver boxes in my aircraft days mostly during routine replacement and repairs. Almost all of them except Collins Avionics (which were or may still be black and red) are encased in strong formed natural aluminum boxes. In earlier days most were black because they were made from steel sheet metal and painted black for radiating heat with their vacuum tubes and large power coils in them. Those days were over in the 1960s. Oh, and before I forget it: Aircraft Emergency boxes like Emergency Locator Transmitters and Flight Data Recorders are always coated with BRIGHT RED ORANGE “International Orange” so they are as easy to see as possible and they aren’t “black boxes” at all.

Automobiles have a variety of levels of electrical technology and ‘boxes’ in them but let’s start with where the need for them came from: The IGNITION SWITCH. The Ignition switch, which is a simplification, if ever there was one. The key turns a MULTI-POSITION ROTARY SWITCH which has a spring-loaded position for START. So, we have typically; ACC (Accessory)-OFF-ON-and START. This is a throwback to the very first electrical systems. The key switch is a very basic rotary switch with a large brass connector inside. As it is rotated it connects the battery (connection # 30) to the rest of the electrical switch positions. More Importantly the key is also a one turn from ON back to OFF. That’s for a problem or emergency like a fire!

Turning the key to ON, and you have the battery supplying power to many different circuits. It's just like the old "knife switches" like you see in old movies. Porsche used them I know up to 2000 and one good reason is because it is safer, simple, and reliable. -PS I've taken these switches apart and repaired them, in the old days.

A simple rotary switch could not be used on all the other power needs as there are too many of them and there isn't room! A solution was a simple electrical device to help this called a RELAY.

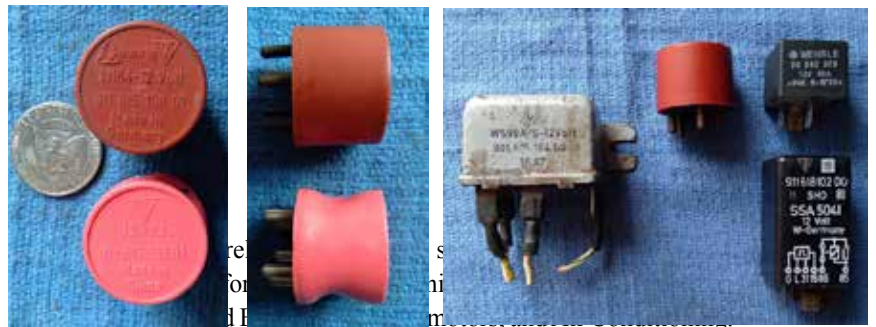
A Relay usually has 4 wires on them. Two small wires for signaling the relay to turn on and off. and there are two large wires that connect power to something. Let's start with the first thing automobiles used a relay for: The electric starter motor. That motor draws an enormous amount of power, so it uses a large wire or CABLE to connect the battery to the starter motor. However, to activate the starter you only need a small wire from the ignition switch to turn to START (#50) that supplies power to a RELAY near or on the STARTER. When the Starter relay is activated, it gets electrified, and it mechanically connects the starter motor to the battery. That's how a relay works in basic simple form. Let go of the key and the switch springs back to ON as the engine no longer needs the starter.

RELAYS are used all over on aircraft, boats-ships, cars, motorcycles, power units etc. Relays have been modernized in Porsches from a metal box about the size of a dinner roll beginning in the early 1930s to the 1970s. Smaller relays were introduced in the 1960s to reduce the room necessary for them and 'plug-in' servicing.

My 1968 911 had those old relays and they were stuffed behind the instrument panel; for the Windshield Wipers Speed Relay, Hazard Warning Lights, High/Low Headlights, Horns, Turn Signal Flasher (relay), Ignition Drop Voltage Relay (for ignition points using 12 VDC for starting and 6VDC when running).

Then more were under the drivers' floorboards (under the 'dash') for the High-low Headlights relay, Turn Signal Flasher (relay). Then up in the front trunk are one or more relays up in the front bulkhead for Fog Lights, Horns, Windshield Washer Pump, etc. These were scattered about and needed refinement for the driver needs.

In the late 1960s Porsche upgraded their whole electrical system with small cylindrical, 5 pin, plastic housed relays.



Old 1968 gray WEHRLE Relay. Red cylindrical Wehrle relay. And dire warning about non WEHRLE German relays and this melted relay's plastic housing jammed the relay in ON.

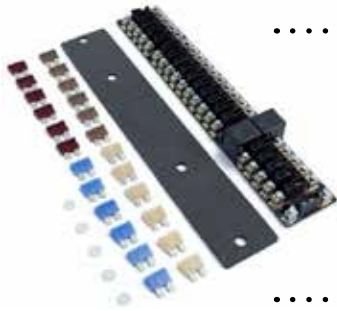
PS: Those cylindrical relays were a good start in the early days, but their quality left a lot to be desired. Regrettably Porsche used them up to 1989 and by then the most basic 911 was way overpowered for the



Typical 1969-1989 Relay. Fuse panel with cylinder relays and ceramic strip fuses.

old cylindrical relays. I experienced many failed and melted relays and their plug-in relay rubber sockets. Over loaded power needs eroded the socket pin contacts, which only increased the resistance and increased the power loads placed on them and they generated even more heat and damage! Even worse were the poor quality made cylindrical relays from China. IF YOU HAVE THE China ones REPLACE them with a known quality: “Wehrle - Made in Germany” relay!

The later 1990s on, Wehrle mini relays have larger load capacity and larger blade pins, and then there is a twin relay all in one ‘box’.



.....

There are some fuse and relay upgrade kits available in the aftermarket to replace the old under rated O.E.M. relays and fuses. The new mini relays meet the TUV and SAE standards.

.....

By 1984-'87 911 the added electrical loads in 911s like the Oil Radiator, A/C Condenser Radiator, Air Conditioning Compressors with multiple fans, heated seats, windows, mirrors, and the infamously under rated 930 Turbo's two electric Fuel Pumps, all had many failures, and some fires!

Originality and concours have no place in 1978 and later Porsche 911s and 930s. Sorry to offend but if reliability and safety concern you, these electrical relay and fuse kits give great safety and quality and they fit under the O.E.M. Electrical Cover. *PLEASE see PELICAN and/or ReFuze 1974-1989 replacement fuse.

In the early 1980s I was also working a 2nd job in a friends Porsche 911/ 930 shop and a funny thing happened. A 914 came in on a hook. Won't start? Hummm?, went the boss. Let's look at the engine and the computer. I see the computer is mounted way down inside the bottom of the truly awkward engine compartment and it is only covered by a screen. Plenty wet then as it was a rainy winter. The 914's VW computer was removed, and it was a bit heavier than normal? Opened, and it was near full of water! A less brilliant idea that Porsche and VW both blame each other for, but neither fixed!

So, I figure it needs a new computer, better start looking. Right? Wrong. “NOPE” said the boss. Let's open it up near the office heater for a while, ok. Later, it's dry, no burn spots or anything looking bad on the circuit board. So, it's put back together and installed. The 914 starts right up. Test drive and everything works and in fact it ran quite well, and it started right up, every time, instantly! And it ran great. That was another paradigm shift. These computer things really work. So, we sealed it up with GE silicone and reinstalled. Lasting years later were no problems.

The 1969 911 S/E had a “computer” of sorts with the BHKZ or Bosch CDI ignition system. It was a wonderful cure for fouling spark plugs and I can attest to that in detail. But the basic new 3-pin CDI worked wonders and offered longer spark plug life, vastly better starting and better fuel consumption.

The big change came in 1975 with the new 911 Turbo. It got a new 8-pin CDI with a Magnetic Pulse Sender that eliminated the contact points. In 1978, all 911s and 930 turbos all got an even newer 6-pin magnetic pulse CDI systems.

The reason mentioning these things is it was an indication that more and more sophistication in electronics were coming our way whether we liked it or not. This one example of the introduction of magnetic pulse ignition triggering was a big deal. No matter how much old or analog adoration one has even for the ‘good ole days fever.’ I've never heard anybody want to return to setting ignition points every 6 weeks of driving. NEVER!

But new electronics also meant stuffing new computers, and subcomponents, somewhere? Spare room in a 911 is nonexistent. These individual systems needed to be downsized, micro sized just like they did in the NASA Space Programs. Cars needed it as well. Now if it could be done economically enough for cars, and you could put many more switching, and redirection by micro relays all in one box. Well, not actually but that was the idea. HOWEVER, it was clearly apparent the ever-increasing need for more power options would need a re-think on the entire electrical system.

Another thing that was now common was use of quartz electronic clocks. In theory these made timing in microseconds possible. Along with things like magnetic pulse senders in the CDI ignition system opened vast unknown opportunities. I for one got involved in one of our new aircraft (NAA Sabreliner-65) with a “DEEK” system (Digital Engine Electrical System) it replaced the older “EEK” analog system (Engine Electrical System). I for one was just plain blown away that the digital system could change flame propagation patterns as fast as the air flow in a jet engine and I saw for myself with the factory tech rep that turning it on, in flight, the power remained the same, but the fuel flow decreased and so did the turbine temperatures! I was blown away, impressed, much wiser it turned out.

So just what could these things do in a Porsche 911 and 930 Turbo and the new 956 Race car?!?!? Well, we found out.

In the 1980s the Oxygen Sensor (O2 Sensor) came into production and along with that was the frequency valve and those were used in the 1982 911 SC and in '86 in the 930 Turbo (930/68). Now there were a few new computing silver boxes under the driver's seat to run fuel mixture for cold/warm starting, acceleration, coast down and at cruise the computer-O2 sensor and Frequency valve controls the fuel mixture. It all ran the engine very clean as well.

Point at that time (1980s) is simply this: we then tuned the fuel C.O. to run on a very lean Air/Fuel Ratio (CO of 0.5%) whereas

before it was tuned to 2.0 to 2.5% CO. Now however, once the engine was warm and the idle set and the CO was approx. 0.5%, the frequency valve was connected and ran the small “Jetronic” silver computer and instantly the idle ran smoother and richer at a governed Lambda of 1.0 or 14.2 Air/Fuel Ratio. It does all that automatically from the mili volt signal from the O2 sensor. For cold running, warm up acceleration and full power and tuned the CIS for what is called “open loop” and that is how the engine runs until the temperature switch is warm, throttle is in idle or cruise position. The Jetronic computer then controls things. This was the real beginning of the computer engine and for the most part on a totally stock engine it worked great!

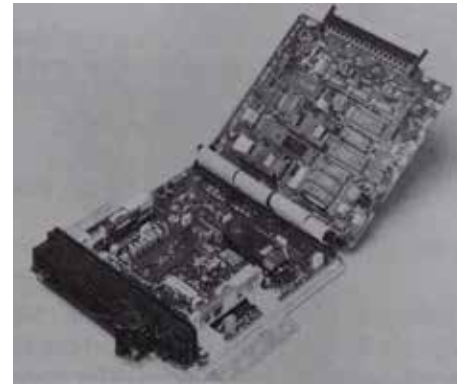


In 1984 the new 3.2 Carrera arrived with a genuine (all in one computer, The MOTRONIC). Now the flywheel came with some alignment pins on them to mark precision TDC and other timing marks that signaled a new Flywheel sensor that gave the “RPM & Reference Sender” sensor an exact rpm to the Motronic for control of fuel management, and total ignition control. In one of our new aircraft, I first saw what replaced the old analog Tachometer Generator that indicated engine speed. Those had been around

from the earliest airplane days. Now we had a magnetic pulse sensor that was electrically powered to give a Hall Effect (square signal wave) system that the computer can use to run fuel programs, reduce fuel flow, temperature and preventing wear and damage. Now a small voltage to the sensor was sending back a digital signal. I saw on a removed Hall Sensor on our Garrett Fan Jet engine the teeth on a gear wheel that signaled the sender. It had dozens of gear teeth and it spun dozens of times for each RPM the engine turned! How it can measure each of those teeth at full speed (12,300 rpm) is beyond me? But it does that, and with a quart’s timing it can accurately measure not only the current rpm but adjust for the rate of acceleration, all generating a signal into the computer and operate a servo at a different timing, and all in a one small silver box.

In 1990 the newest 911, the 3.6 Carrera got a full authority BOSCH 55-pin MOTRONIC D.E.M. or “Digital Engine Management.” Now with a more precise timing control with a flywheel having 50–2 square ‘teeth’ on it now signaling with micro relays and digital signaling. It can sense things like temperature and the beginning of too much ignition advance “knock” and retard one or more cylinder’s ignition timing to stop the knock, on that one cylinder in a microsecond! Now the Motronic had sequential ignition and fuel injection features. Motronic was now a proven very reliable system, but they have one problem for tuners in that you cannot change anything. These later computers are sealed and non-adjustable, so,

forget rebuilding your 3.2 or 3.6 Carrera with more power options as the Motronic is locked into the standard engine and it’s O.E.M. standard parts. In other words, the computer cannot adjust for any changes, unless you need to invest in re-programming your Motronic and there are some good proven businesses doing that, in Germany and USA (for non-highway use only).



There are also aftermarket computer companies that offer some services to re-tune a new computer chip for your specific re-built engine but need to be ‘tuned’ by a dyno expert and run for many hours to get it set right. Again, you need expert tuners who know exactly how to do this.

Later Porsche added sub computer systems and modules to not have one large computer box and must replace everything in it. So now there are separate e.c.u.s or “modules” for power ABS brakes, AWD, heating and ventilation control, heated seats, mirrors, and mirror adjustment and memory for different drivers, then near everything. They are not perfect, and you still need to think about what you and your car are doing.

And as things needed more refinement inputs such as automatic power windows: To open a 996 and later door at the first microsecond of opening your 911 door: The module lowers the window just enough to not hit the upper rubber seal. And upon closing it, the first thing it does is #1 opens the window, then powers the window down as it is opened. Same thing when you shut the door with the windows up. I played with this on my brother’s 996 GT-2 rapidly opening and closing the door to see if I could make it catch. It didn’t. He, my brother John, wasn’t amused.

One thing that is going on and has for 20 some odd years is upgrading to a dedicated full authority computer upgrade for old analog, carburetors, mechanical fuel injection, and older ignition system cars. Almost all these upgrades require a quality technical installation and an even better dyno tuning technician, with a near magical ability, to get all aspects of driving tuned into your full authority computer.

Unfortunately, the world does not yet have a torque sensor system that could adjust everything according to the most optimum power, economy, and cleanest exhaust. Someday we will have a torque sensor and even better an individual cylinder combustion sensor that will change all this computer stuff dramatically..

**Godspeed
Leslie F. Rice
PCA-OCR Technical
riceturbos@sbcglobal.net**

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

LUFT 8: Louvers, Lights, and Flares.

Air-cooled and water-cooled Porsches have been the subjects of many bench racing discussions.

The differences probably became more dramatic with the early Luftgekühlt events; started in 2014 in West L.A. as a casual affair honoring air-cooled Porsches, it has become a mainstream

phenomenon which has shed its original “rock the boat” outlook.

Its charm is talking with Porsche owners about their car, in some cases as important as family members.

Luftgekühlt 8 was recently held in San Pedro. 340 cars were displayed.



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REGISTER HERE:

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



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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

OCR Membership Updates

Anniversaries :

Congratulations!

November

50 Years

John R. Dusekett
Linda Dusekett

45 Years

Krystal Peters
R Steven Peters

30 Years

Robert Fumoe

25 Years

David C. Locke
Jin Thatcher
Peter I. Thatcher
Brett White
Ted White

15 Years

Debra Ann Bird
Stanton W. Bird
Igor Gamarra
George Pappagelis
Gregory Pappagelis
Jim Seastrom

10 Years

Robert Beck
Sue Beck
Pat A. Brotman
Mark Loarie
Denise Rutherford
Mark Rutherford
Victory Tischler
Maureen Vogel
William Vogel

5 Years

Michael Annis
Geoffrey Curran
Paul Curran
Jay Elliott
John Griffin
Dennis Hanna
Jan Hanna
Cheryl Johns
David Jones
Mike Kunza
Bryan McGowan
Daniel Ross
Phillip Ross
Patricia Schwent
Brian Singer
Wilson Stephens
Derek Tran

New Members :

Welcome!

September

Clay Carr
1973 911 T

Sean Cook
2020 718 Cayman GT4

Jody C. Curd
2023 Cayenne Platinum Edition

Bassil Dabdoub
2016 911 GT3

John G. Dangelo
2013 911 Carrera

Jose C. De La Torre
2022 911 GT3

Alfons L. Duhoux
2022 Macan

Ronald E. Foland
2007 911 Turbo

John G. Gerard
2014 911 GT3

Sean Giroux
1968 912

Murtaza Hussain
Seda Balci
2022 911 Targa 4 GTS

Gulam M. Khan
2013 911 Carrera S

Sung Jin Kil
1995 911 Carrera

Yunseok Lee
2022 911 Carrera GTS

Jonathan Lee
David Ee
2011 Cayman

Cody L. Lissner
1999 Boxster

Chris Miller
2000 Boxster

Vyquan Nguyen
2018 Macan S

Timothy G. Redmond
2013 911 Carrera S

David N. Shaver
1980 911 SC

William T. Splane
Traci Splane
2018 718 Cayman

Travis Tran
2017 Cayman

Ross Weitzberg
2013 Cayenne

Darren Woodhouse
2022 911 Carrera

New Member Transfers :

Simon Richmond
Angel Torres
Transfer From: Hurricane (HUR)
1989 944 Turbo
2016 Macan S

Julie L. Unvert
David Unvert
Transfer From: California Central Coast (CCC)
2016 Cayman

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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



Jim Hayes / 2001 911 Carrera Arctic Silver



Mark L. Brandenburger / 1976 912 E Blue

A Good Time Was Had By All. New Member Picnic.



Membership Chair Karen Lopez and "Chef" Jesse Lopez



"Chef" Robbie Crawford



Classifieds

FOR SALE: 930-911 TURBO

'91 911 Turbo Coupe, Black /Black lthr, 88K mi. 5 spd manual, PCA member \$188,000.00 Dennis 443/808-4565; fourrings@gmail.com. MDR (2)

2017 911 Turbo S Coupe, White/ Bordeaux Red lthr, 4K mi. PDK. PCA member. \$195,000.00 Jeffrey 212/989-7878; Jefc8888@aol.com. NYR (2)

2018 911 Turbo Cabriolet, Jet Black Metallic/Black lthr, 4K mi. PDK. PCA member. **PRICE REDUCTION \$176,500.00** Rick 773/848-0002; ctyab@yahoo.com. FVR (2)

SALE: 911-GT2 and GT3; Carrera GT

2016 911 GT3 RS Coupe, Orange / Black lthr, 636 miles!!!!. PDK. **PRICE REDUCTION \$259,000.00** Dale 615/761-4603; dale.williams1120@gmail.com. TNR (2)

2018 911 GT3 Touring Coupe, Black / Black lthr, 2.5K miles!!!!. 6 spd manual \$275,000.00 John 312/720-3759; jfiglioli@garrettrealityinc.com FVR (2)

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2005 Carrera Cabriolet, Lapis Blue Metallic/ Sand Beige lthr/Metropol Blue Top, 37.2K mi. 6 spd manual, Adaptive Sport seats/Heated, Bi-Xenon headlamp package. Bose Hi End Sound Package, Wheel caps with colored crests. 2 key fobs. Car very clean & well maintained. Garaged. PCA member. \$49,500.00 Irwin 714/879-0145; jiwdds@mac.com. OCR (2)



2005 911 (997) Carerra S Coupe, Yellow/Black lthr, 34K mi. Manual trans. Excellent condition. \$60,000.00 Justin 310/993-5619;justin.lin@gmail.com. OCR (2)



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FOR SALE: PARTS-924-928-944-968

FOR SALE 944 968 PARTS: Sparco R 345 Suede Steering Wheel with Momo 7004 Hub

Fits 944 944 Turbo, 944S, S2, 968 1985.5-1995, 964 1989-1994. Also includes horn buttons and steering wheel contact ring. Steering wheel is in excellent condition with minimal wear. \$150.00 for the wheel, hub, and extras as noted. Rennbay Porsche 944 Ball Joint Rebuild Kit Unopened. Fits Porsche 944 models with Aluminum front control arms (944 from 1985.5, 944 Turbo, 944S, 944S2). \$80.00. Jose; E-mail: jfroehl2@hotmail.com; Mobile: 702-540-5129 (call or text). OCR (1)



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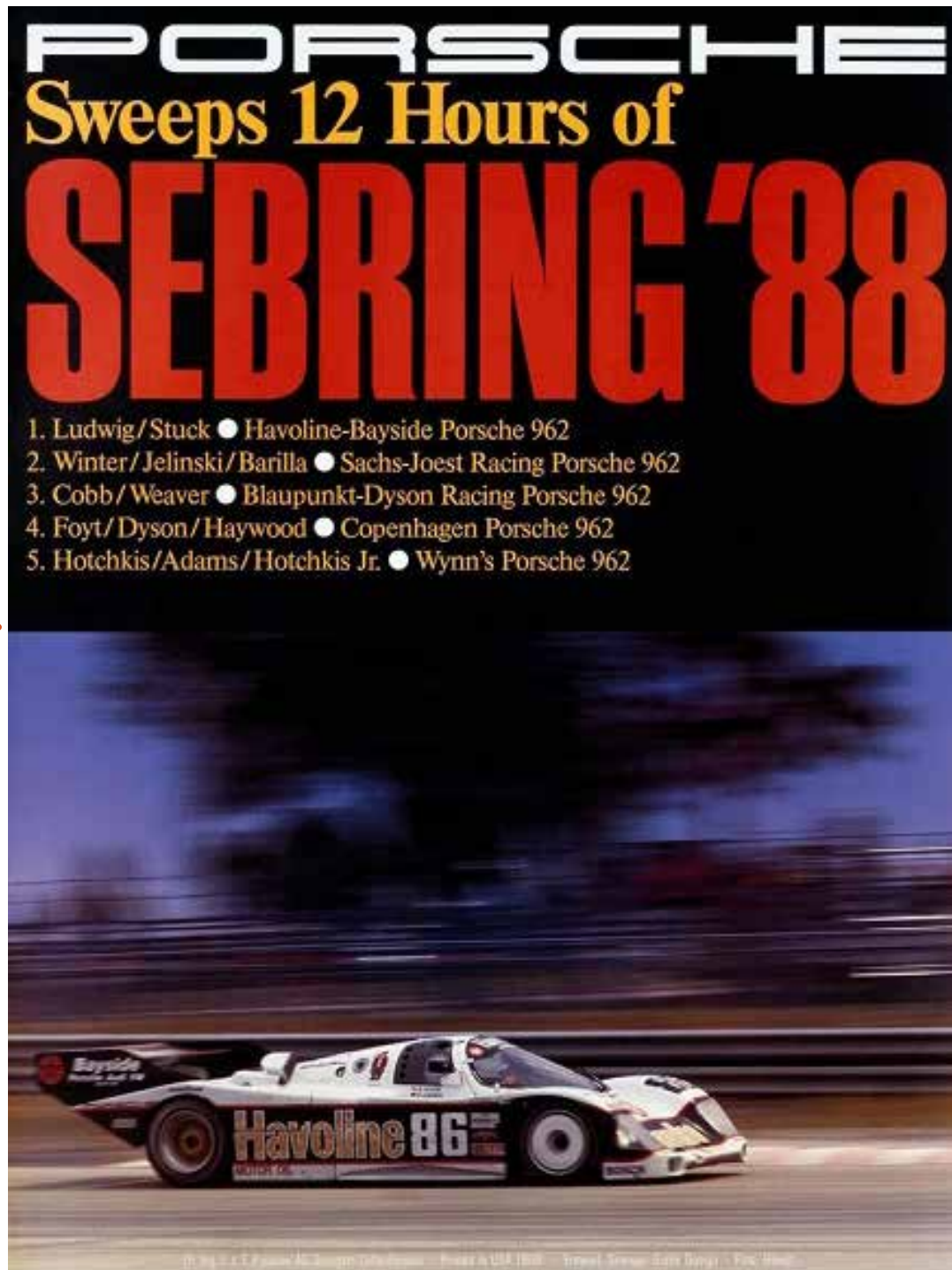
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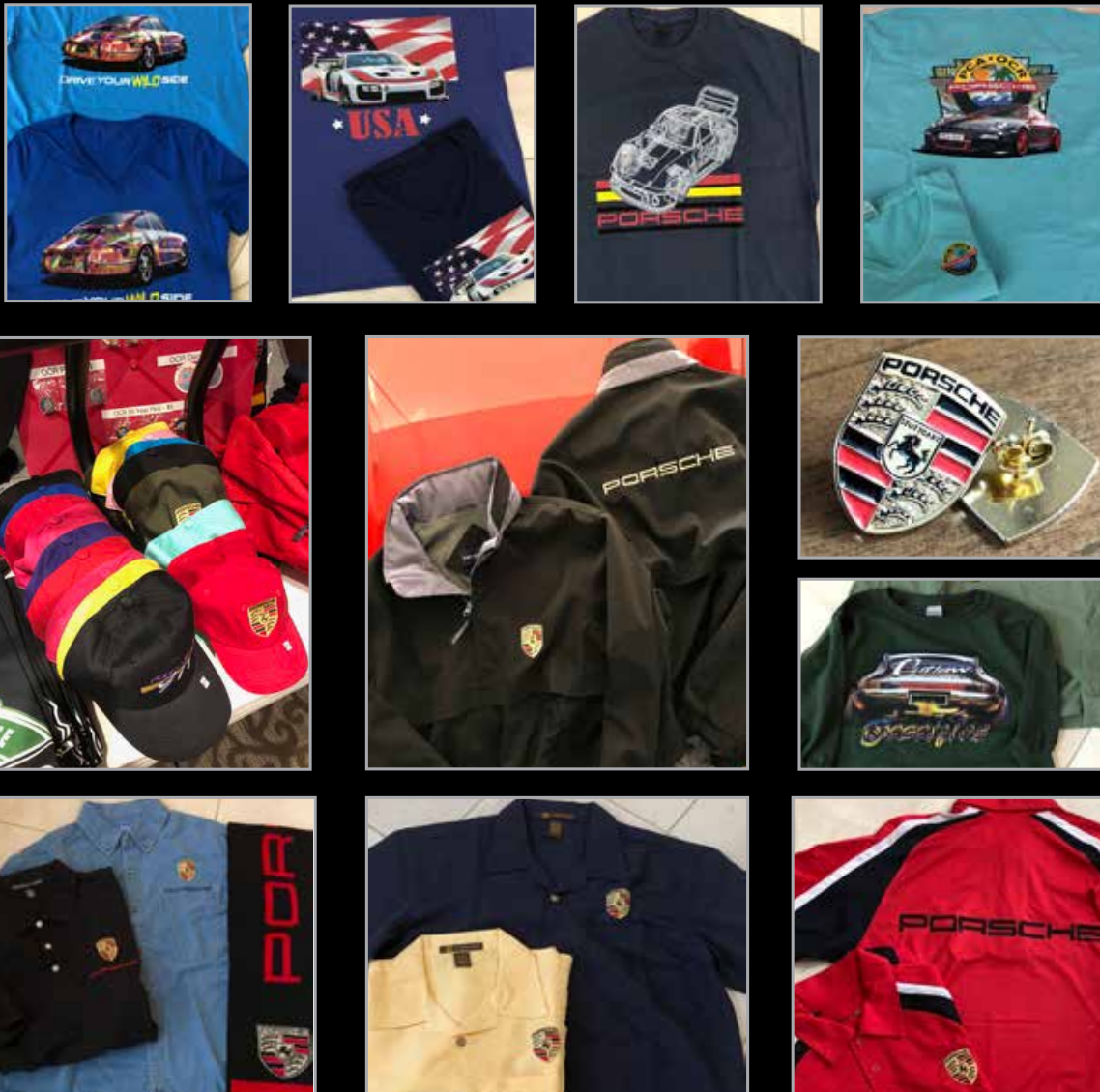
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