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OCTOBER 2021 ISSUE

PCA OCR 60th Anniversary

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In this Issue

PANDO OCTOBER 2021

www.pcaocr.org

PANDO is for Pandemonium.

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A Porsche All-Star



PCA-OCR 60th Anniversary



Wayne Davis : 20 year PCA-OCR Member

On the Cover:

1961 Porsche 356B courtesy of Frank Mattingly.
2021 Porsche Taycan Turbo S courtesy of Porsche Newport Beach.
Photographed at the San Juan Capistrano Mission

Photograph by: Gary Ambrose

Features

- 6 Where's Pando?
- 10 A Porsche All-Star
- 12 Book Review
- 19 PCA-OCR 60th Anniversary
- 24 Wayne Davis : 20 year PCA-OCR Member
- 29 PCA Junior Program
- 32 Breakfast Club
- 33 Porsches and Pancakes

Upcoming Events

- 2 Calendar of Events
- 30 California Festival of Speed
- 36 PCA-OCR Holiday Party
- 37 Election Ballot 2022-23 Term
- 38 PCA ünSTOCK Event

Departments

- 3 President's Message
- 4 Editor's Letter
- 26 Rice's Ramblings
- 31 PCA-OCR Contacts
- 34 OCR Member Anniversaries
- 34 OCR New Members
- 35 OCR New Members' Photos
- 39 Classifieds
- 40 List of Advertisers

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

Pando is published monthly. Deadline for materials is the 20th of the month for publication in the next month's issue.

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Orange Coast Region 2021-2022 Calendar of Events

OCTOBER 2021

- 2 Breakfast Club & Board Meeting
- 10 Idyllwild Oktoberfest – Lunch Tour
- 13 Treffen – Kohler, WI (*October 13-17*)
- 14 Woody's BurgerBahn – HB
- 16 Porsches & Pastries – Enderle Center, Tustin
- 20 Porsches & Pescado – Fishbonz, Costa Mesa
- 21 Porsches & Pizza – MOD Pizza, Laguna Hills
- 23 Porsches & Pancakes – Woody's Lido
- 30 California Festival of Speed – Fontana (*October 30-31*)

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

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,
Newport Beach, CA 92663

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PRESIDENT'S MESSAGE

Monica Asbury



H

oly cow it's October, and there are still so many great OCR events for you to get involved in.

Likely the last ever in southern California is the Festival of Speed, "CFOS." This is YOUR opportunity to get involved and pitch in and be part of a huge Porsche-centric weekend. Here's what one of our members had to say about the CFOS, *"I found the Track Tour at the CFOS afforded me the opportunity to experience the challenges of the technical road course section, as well as the high speed oval part of the track. Touring the same course as FOS race drivers use, gave me a greater appreciation for the challenges drivers face each lap!"*

To volunteer complete the form found on this link: volunteer@calfestival.org! Help is especially needed on Sunday, October 31st. Friends of PCA members are welcome to volunteer as long as they are 18 years or older. All CFOS volunteers receive lunch money and a volunteer t-shirt!

ünSTOCK is scheduled for November 14th at Gunther Werks in Huntington Beach where you will see some of the most prestigious modified Porsches in the country. If your Porsche (any Porsche) has at least three visible modifications, please submit your photos on PCA's website for consideration to be part of this spectacular gathering of Porsches. This event is free to all spectators. Watch for email updates, announcements at Breakfast Club and follow eBrakes News.

We're celebrating our Club's 60th Anniversary this year at our Holiday Party at the Dana Point Yacht Club on December 12th. Reservations are rapidly coming in, and with limited capacity, it's sure to be a sell-out! If you're thinking about attending, don't let time slip away from you, make your reservations soon! You may register for the party via MotorsportReg, or save the service fees and sign up at the Breakfast Club with a check or cash.

In the 'works,' is our Annual Toys for Tots Drive. 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 toy donations!

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 Halloween!

Monica Asbury
PCA-OCR President

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



EDITOR'S LETTER

Rob Alen



October is a busy month for Porsche drivers. There is the fully subscribed OCR tour to Idyllwild October 10; and while not a PCA-event, you can consider the special Porsche-centric gathering of SuperCars-by-the-Sea on the 10th Huntington Beach State Park (www.supercarsbythesea.com). At the end of the month is California Festival of Speed at Auto Club Speedway October 30-31(www.calfestival.org). Plus it is time for Oktoberfest, Orange County has several German-themed places to celebrate. "Gute Zeit für ein Bier und einen Brat ... ja?"

This is PCA-OCR's 60th anniversary year. Time to think back, a lot has happened in Orange County. The contrast between a 356 and a Taycan Turbo S is stunning. Read Lee Rice's account in this issue of being a Porsche guy in Orange County. Thanks to Gary Ambrose on the photography at San Juan Capistrano Mission. Can't get more OC than that.

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 October 20th for December issue).





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Where's Pando?



24 Hours at Le Mans, France

William Berry

William Berry attended the 24 Hours at Le Mans, just so happened to bring his Pando magazine and snapped this photo.

Where will Pando go next?

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



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1959 Porsche 356A SUPER Sunroof:
Red/Black & '57 356A T2 Coupe:
Silver/Blk



1962 Porsche 356B Cabriolet:
Red/Black – Matching #s.



1962 S90 Coupe, 1963 S Coupe,
1964 C Coupe and 1964 SC Coupe.



1967 Porsche 912 Sunroof Coupe:
Bahama Yellow/Black.



1970 Mercedes Benz 280SL Roadster:
Red/Tan.



1972 Porsche 911T Sunroof Coupe:
Tangerine/Black – Original.



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A Porsche All-Star.

Copy and Photos
by Allen Stewart

*I*n the early 1970s the International Race of Champions (IROC) race series was created. It was an all-star series of motorsports' elite drivers racing each other in identical Porsche 911 Carrera RSRs.

They were painted different bright colors to look good and be identifiable on television. This was a made-for-television racing series.

Created by several Southern California racing and entertainment executives and executed by Roger Penske. At the time he was campaigning the Porsche 917 in the Can-Am Championships.

The first races were in 1973 at Riverside and followed in 1974 at Daytona and televised on ABC's sports series, "Wide World of Sports," in tape delay.

Fifteen identical RSRs were built (12 for racing, 3 back-up), and great effort went into making sure they were equally the same, even down to maintenance crews.

By 1974 the cars featured a new 3.0 liter engine with Bosch twin-spark ignition producing 330 horsepower. Everything was done to lighten the RSRs: Glass Reinforced Plastic panels, plastic side windows, a stripped out interior to the basics. For performance: brakes and center-lock wheels from the 917, flared fenders and a classic wing dubbed "the tea tray."

This particular car (in Sahara Beige) was auctioned at R.M. Sotheby's sale during the recent Monterey Car Week. It went for \$1.5 million.



This Porsche 911 Carrera RSR 3.0 IROC car sold for \$1.5 million at the R.M. Sotheby's auction during Monterey Car Week in August.

It was for Emerson Fittipaldi, who at the time, had won two F1 World Driving Championships (1972, 1974); he would later come to America and score two Indianapolis 500 wins (1989, 1993).

Other drivers in the series were A.J. Foyt, Bobby Unser, Gordon Johncock, Roger McClusky, Bobby Allison, Richard Petty, David Pearson, Denis Hulme, George Follmer, Peter Revson, and Mark Donohue, who would win the first Championship. Besides the racing, a draw for the drivers was a significant payout.

This car raced the first race at Riverside and retired with a fuel leak. It never raced in IROC again. Fittipaldi would use one of the back-up cars.

Its post IROC life saw it in the hands of privateers who took it to all of the famous tracks in the U.S., including 12-Hours of Sebring and Daytona 24 Hours. It spent a spell in South America owned and driven in local hill climbs by Columbian drug lord Pablo Escobar.

To say "it is a rare Porsche" is common vernacular in some circles, this car truly is; and the IROC series was a precursor to popular single-marque racing today, predating Porsche Cup which started in Germany in 1986.

Auto writer Matt Stone has written a new book on the IROC series. Porsches were used only in the first year, the series continued to 2006 using American cars. Bruce Herrington reviews the book in this issue of "Pando."



The distinctive rear wing, "the tea tray."



The stripped interior retains some familiar stock items.

Book Review

Story by Bruce Herrington

THE IROC PORSCHE:

**The International Race of
Champions, Porsche's 911RSR,
and the Men Who Raced Them.**

by Matt Stone, published 2021
by Motorbooks, Beverly, MA

The extended subtitle provides a good description of the subject matter of this book. It does not indicate the quality of this book as a fine example of quality printing. Clear sharp pictures, double page spreads well registered, an IROC silhouette embossed on the cover, printed with a stripe in each of the 15 colors used on the cars. Chapter number and name on the tops of the pages provide context to one's reading. The end papers display a matrix of the cars in color with the proper driver's names on the doors. The inside of the dust jacket is a picture 'suitable for framing'. The book itself seems more like an advertising brochure than a book, having large type, lots of space between lines and large, simple and clear graphical presentations of relevant data. A subtle touch is the last page – all black with a picture of Mark Donohue and his IROC car in the center.

Considerable discussion is given to the development and production of the 15 IROC Porsches. These cars were indeed special to that series though Porsche AG still listed them as Carrera RSRs derived from the production Carrera 2.7s sold to the public. The mostly subtle mechanical and visual differences from 'production' Carreras are described in this book.

The Drivers chapter includes portraits and biographies of the 12 drivers who participated in the Porsche IROC races, held at Riverside International Raceway (RIP) and Daytona. The names are mostly known and expected by anyone familiar with the various racing series of the '60s



and early '70s. Then prominent names that are not included are Mario Andretti and Al Unser (unresolvable tire contract conflicts) and Dan Gurney, Parnelli Jones and Jackie Stewart (ineligible due to recent 'retirement' from their respective primary racing series).

Chapter four of **THE IROC PORSCHE** deals with IROC rules and the three 'heats' at Riverside and the finale at Daytona. There are fairly comprehensive race reports and action photographs, especially at Riverside. This chapter ends with a summary review of the performances of the twelve drivers and some rather spectacular, color coded graphics showing the results of each race. It is interesting to this reviewer that though the Porsches were selected for IROC on the basis of their reliability, many mechanical failures are documented in this chapter. Not all the failures were experienced by the 'circle track guys' so it is not clear that driver experience, or lack thereof, was part of the problem.

The IROC Porsches Car by Car is the longest chapter in the book gives the

'life story' of each of the fifteen IROC cars manufactured by Porsche. Their participation in the races and their subsequent life is dealt with in detail. The individual stories are fascinating, aided by pertinent photographs. Many were used in various levels of racing, and most have numerous owners and uses described.

The final chapter gives a brief summary of the cars and context of the remaining twenty-nine years of IROC as it morphed into a version of NASCAR with attendant bureaucratic constraints.

THE IROC PORSCHE is hardbound with 192, 9-1/2 x 12 inch pages on heavy weight matte paper. There are 200 color photos with comprehensive captions and a cursory but very thorough index. It is a pleasurable read both for the information presented and for the bright, crisp formatting of the presentation. A spectacular addition to anyone's coffee table. By the time you read this it should be available for \$60.00 from your favorite bookseller (ask for it), or from Amazon Books.

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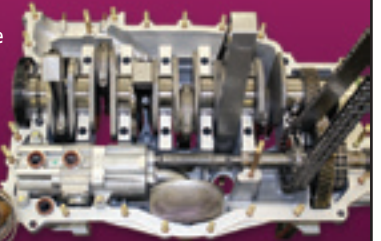
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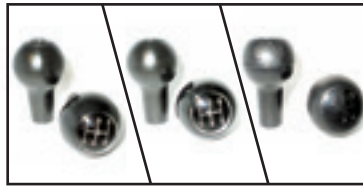
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PCA-OCR 60th Anniversary

This year is the 60th anniversary of the Orange Coast Region of the Porsche Club of America.

While not the first Porsche club on the West Coast, the charter was established in January 1961, eleven years after Porsches were first sold in the United States.



The 1961 Porsche 356B had a 4-cylinder 1.6 liter engine with 59 horsepower.

By 1961 George “Chick” Iverson III had taken over Cotton Goff Porsche at Newport

Boulevard and 22nd Street in the Newport Beach, near where The Crab Cooker and the Old Spaghetti Factory are today.

Around 1968 the dealership moved to Coast Highway, where Porsche Newport Beach is now.

Rod Emory, who is known for his Porsche Outlaws, is the son of Gary Emory who worked in the Iverson dealership for 29 years; and later with Iverson operated Porsche Parts Obsolete (PPO), selling 356 and early 911 parts. The motorsports boutique Period Correct is in the former PPO building in Costa Mesa.

These days, Gary Emory continues with Parts Obsolete for Porsches from his McMinnville, Oregon shop.

In 1961 Dick Dale was popularizing surf music, playing “Let’s Go Trippin’” to audiences at the Rendezvous Ballroom on the Balboa Peninsula. Population of Orange County was 825,920. In 1966 Orange Coast hosted the national Porsche Parade in Anaheim.

And later in 1985, the national Porsche Parade returned to Southern California under the aegis of PCA’s Zone 8.

The Briggs Cunningham Museum in Costa Mesa, hosted a social mixer for attendees which later lead to the organization of the 356 Club of Southern California.

Briggs Cunningham has been called the “last gentleman sportsman.” He skippered to win an America’s Cup sailing race and fielded teams at the 24-Hours of Le Mans.

His museum opened in 1966 at 520 E. Baker Street and closed in 1986. The building is still there; the collection is now the core of REVS Institute in Naples, Florida. It is run by Miles Collier, son of one of the Collier brothers whom Cunningham raced with in the early days of American sports car racing.

By the mid-1960s the Segerstrom’s opened South Coast Plaza in March 1967; in September of 1967 the Irvine Company opened Fashion Island.

In the same year, Orange County International Raceway opened near Interstate 5 with a quarter-mile drag strip and 2-mile road course. The Bob Bondurant School of High Performance Driving was founded there in 1968. Today it is known as Radford Racing School, and is based in Arizona.

In 1968, Road & Track built a new office building to their design in Newport Beach. The title has morphed and moved to New York, the building is under renovation by the new owner.

The I-405 was started in 1957 and the Orange County section just above the El Toro “Y” was the last to be completed in 1969. Rumor is its name comes from “4 or 5 mph” traffic speed but that has yet to be verified.

By 1975, three employees of Vasek Polak Porsche in Hermosa Beach, came south to Newport Beach to open ANDIAL, a name derived from their initials. They later moved to Santa Ana and made a reputation for preparing race winning Porsche engines. Today ANDIAL is part of Porsche Motorsports North America.

(Article continues on page 22.)





1961 Porsche 356B courtesy of Frank Mattingly.
2021 Porsche Taycan Turbo S courtesy of Porsche Newport Beach.
Photographed at the San Juan Capistrano Mission.



Photo by: Rob Alen

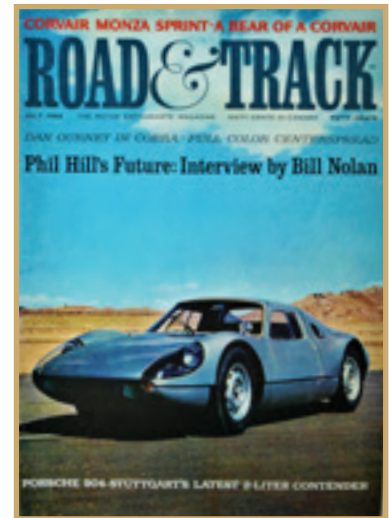
PCA-OCR 60th Anniversary



(Article continued from page 19.)

Along Laguna Canyon Road was the race shop of Jim Busby who prepared and raced Porsche 962s in the IMSA GTP series; he would race at Le Mans.

John Wayne Airport was originally the Orange County Airport (1939) which was originally an airstrip owned by Martin Aviation in 1923. Martin Aviation is still around near the Lyon Air Museum. The airport was renamed after the Newport Beach resident in 1979.



In 1971, the Porsche Panorama did a ten-year feature summarizing the activities and accomplishments of OCR and announced the monthly "Porsche Pandemonium" got a new format. And how in 1967, Orange Coast was honored as "Region of the Year."

PCA-OCR began with 14 members in 1961, by 1964 there were 75; today there are 2,700 with new members every month. There are two authorized Porsche dealers in Orange County, numerous independent sales and maintenance shops, in addition to specialized services.

The 2021 Porsche Taycan Turbo S has two AC synchronous electric motors, 750 horsepower/560kW Overboost Power with Launch Control.

Any Orange County Saturday morning car gathering will have a gaggle of Porsches.

For the Orange Coast Region, as the 1971 Panorama reported, "informality is still the password with us today" and the invitation is open to all Porsche owners to "come and join us."

—Rob Alen





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Wayne Davis

20-year PCA member.



Wayne Davis has recently been recognized as a 20-year member of Porsche Club of America.

He spoke to Pando:

Pando: Congratulations Wayne on 20-years with PCA and I assume OCR?

Wayne: Thank you...yes, it's been 20-years this time...I was a member in the '80s and '90s when I had a couple of Porsches: triple black Targa, and an '86 Coupe. I guess this is my second enlistment as they say in the military...I am kind of a Porsche "lifer."

Pando: Well, your Dad was a Porsche guy, right?

Wayne: Yes, he had a '57 356 coupe he would let me drive. What a way to get into Porsches. It had all kinds of problems, should have scared me off. But it was fun to drive, so I was bitten.

Pando: So what brought you to owning a Porsche?

Wayne: It's all about the engine. Porsches are also very reliable. My Porsches were daily drivers, except for my current GT3, it is for fun. And I wanted to get the magazine. (Editor's note: no doubt Pando, and not that "other" one.)

Except for the Targa, I have had coupes, I like the look of the coupe. I have had a 964, and a 996.

Everybody cautions about the 996 and the IMS bearing (Intermediate Shaft). While it can be trouble for some, I drove my 996 without a problem. If you take care of the car. And I drove mine everyday, which is something I think can help stave off problems.

Pando: Your GT3 isn't exactly "stealth." You have added the orange trim?

Wayne: Yes, it was a way of personalizing the car. Even my early Targa was not pure stock, it had been modified with an RS 2.7 engine, and it was a little hot rod. The GT3 has some trick, the rear spoiler is like a skateboard, not too extreme. After all, I drive it when I want the feel and sound of a Porsche.

Pando: Have you taken your car on any trips?

Wayne: I drive mostly local, but did go up to Monterey with it...and joined all the other Porsches at a Petit Le Mans race. I mostly enjoy driving it early in the morning to Porsche events.

Pando: Thank you.



RICE'S Ramblings

Story by Lee Rice



Me in my stock 1968 911, June 1971.

So began 50 years ago my automotive lifetime obsession.

I joined the PCA when I bought my 911 at Don Burns Porsche VW in Garden Grove, June of 1971. I was so disgusted at my current car and the demise of small engines and more efficient fuel injection engines. I especially disliked Corvette dropping a big iron 'dump truck' V-8 engine in the Corvette with an old unrefined carburetor.

My brother John loved to remind me of blowing my tail

off on CA 1. He in a Speedster who didn't let up for turns! I had to putt-putt around them to not get launched off into the Pacific!

Ok ok, so back home in Monterey I tried a 1967 912. I liked it. It was just fine for Monterey. And I would have bought one except for some racing friends of my brother, John Rice, who had been pestering me to try a Porsche if I really wanted a quality engineered car.



My brother John in his speedster, and my '68 911, June 1971.

So, his racing buddies told me, “You need a 911 for LA.” And the clincher was one saying, “those 911S engines sound like Formula 1 cars!” REALLY, why? Says I? “Porsche ENGINEERING.”

So I tried an almost affordable 911 and liked it so much I made a deal. I did not love it then. Not at all. However, I had something that took a while to get to know and understand. You soon notice things like the quality of mechanical construction and material used. U.S. cars had nothing like this! The design of this 911 six-cylinder engine was pure aviation and quality race car, but with lasting reliability like Garrett AiResearch and Pratt & Whitney aircraft engines.



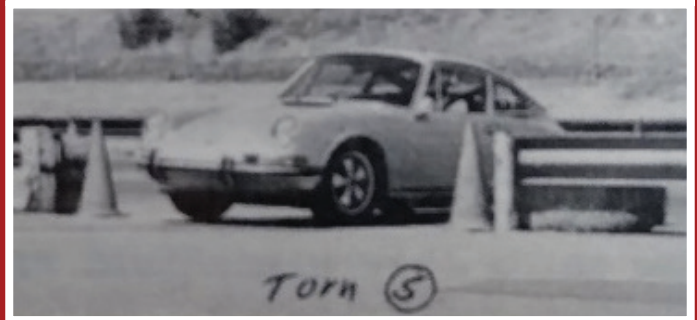
Don Burns was then learning to drive in competition in SCCA and had some guy named Scooter Patrick (ignorance is bliss) teaching him. I was told to join the club and come on out to the club time trial (“June Bug”) at the road course at Orange County International Raceway. I knew where it was since I had drag raced my Corvette there a few times.

My first time trial, JUNE BUG, 1972 was a BLAST! It was fun and the people were helpful and friendly. It

was a tremendous experience to be able to drive a road race course with a normal road car. But of course, at first I was quite timid as I figure I needed to make a lot of modification to run on the track. An old timer, who I do not remember, told me, “You see that Gulf Blue 911 out there on the track going flat out? That guy runs his 911 at every event and runs it hard and he’s never had the heads off! It just runs and runs, BECAUSE IT’S A PORSCHE.” -speechless.

NOW we know how useful a 911 really is.

And like today it is the people helping, sharing, and showing “how to,” that got me into PCA. Thus the term “PCA Tweakers,” a world of changing, improving, learning, and sharing.



My first time trial, JUNE BUG, 1972 was a BLAST!



Ready for speed, and you thought that wing was just for speed.

Driving lent to another term unique to the OCR, I believe, “Porsche Pusher.”

That being driving to a reasonable limit, always observing, always being aware of anything around oneself, BE AWARE at all times of what is going on around you. And another motto, Drive S-M-O-O-T-H-L-Y. Never use an iron grip on the wheel or shifter. Just as I learned for instrument flying, use finger tips. Let the machine tell you what it can do and what it doesn't like. I can testify that track instruction and practice saved my life on two occasions!

Porsche became a way of life. We pay a lot more for our cars but we discover what real quality is and how well it lasts. Porsche and especially the 911 is not an annual bent up sheet metal exercise as most ALL of the other cars are. And for what? The heck of it? NO not in Zuffenhausen. Maybe change comes for our 911 from lessons learned at Weissach, and that led to me upgrading my puny 130 horsepower 911 into what I have now and love driving today.

Many in PCA were “Tweakers,” and loved learning and fixing their 911s. We had Panorama articles explaining how to do almost any repairs or modification and everyone shared. I could not have accomplished what I have without the help and encouragement I got through My PCA (and POC) friends. I met Bruce Anderson and talked and e-mailed with him over the decades.

Bruce being PCA National Technical Chairman, had access to the factory Werks I, II, and the technical on current production Porsche cars and the race cars as well, envious indeed!

My first purchases were factory 911 Work Shop Manuals, two volumes. There was a place for guys like us, California Imports, just off Harbor Blvd. on Garden Grove Blvd. This was a big help for repairing and upgrading your 356 and 911. (That's all there was then.) Soon I acquired an old Recaro (rally) Sport seat, then some special tools, etc. Aase Brothers in Santa Ana was our race stuff supplier and Dennis was the real deal. Randy could and still creates masterpieces!

Anyone in their old shop will recall their first visit. Your terror at the sound of the Southern Pacific roaring by, inches from their building!

I wondered why they were smiling at me the first time there. Without Aase, Stoddard, Vasek, Cal Imports, Best Deal, and many others, our play time at Riverside, OCIR, Laguna, Sears, and Ontario could never have happened.

It is family as Porsche was an odd ball car and a fraternity of car nuts who discovered quality in a car and the people who love them.

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

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PCA's Tech Tactics Live is an online extension of our biannual in-person Tech Tactics events. Hosted on YouTube, we cover various topics, including Porsche's newest models, DIY projects, and engaging technical discussions. Viewers have the opportunity to interact with the host and guests. Episodes are geared for experts and casual enthusiasts alike.

SEE VIDEOS: www.youtube.com/porscheclubofamerica

SUBSCRIBE TO PCA'S YOUTUBE CHANNEL TODAY!



PORSCHE CLUB OF AMERICA

PCA Junior Program

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.

WHAT WILL THE CHILD RECEIVE?

PCA Juniors will receive a welcome package that includes an age-appropriate gift and PCA Junior ID badge. PCA looks forward to developing the program and its features over time.

THERE IS NO COST. IT'S FREE.

Participants must be registered by an active PCA member, and there is no cost to join!



REGISTER HERE:

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



WE NEED YOU!
JOIN OUR TEAM!

California Festival of Speed

October
30th - 31st

2021

Volunteer at the Biggest Porsche Event in the Southwest



Grid Workers
Traffic Control
Security
Credentials
Festival Store
Water & Ice Delivery
Membership Booth
PCA Juniors (Kids Pit)



Supercar Sunday

Lunch time:

-Track Tours
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-Ticket Takers

Set up Friday

Tear Down Sunday



volunteer@calfestival.org

Free Parking
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for Volunteers

Participate for the Most Fun
Be Part of the Event

Auto Club Speedway Fontana, California
calfestival.org @californiafestivalofspeed

**This may be your last opportunity to be part of one of the
biggest Porsche events in southern California.**

**Volunteers needed for Sunday October 31st,
it's easy to volunteer, simply complete and submit the Form found on this link:
volunteer@calfestival.org**

This could be your last chance to be part of something "Porsche-Special!"

PCA-OCR Contact Information

OCR Executive Board



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Monica Asbury | sheamonica@gmail.com



Vice President
Tom Gray | Crazy02@aol.com



Secretary
Glenn Billings | ghb41@hotmail.com



Treasurer
Jim Miller | jimmillercpa@milleraccountancycorp.com



Membership Chair
Karen Lopez | Khlopez23@gmail.com



Immediate Past President
Barry Michaels | Barry.Michaels@live.com

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- Zone 8 Secretary
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Tom Brown | chair@calfestival.org
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Scott Mann | cdi@zone8.org
- Zone 8 Club Race Advisor
Skip Carter | SkipCarter@pobox.com
- Zone 8 Concours Co-Chair
Brett Mohr | concours@zone8.org
- Zone 8 Concours Co-Chair
Dick Douglass | concours@zone8.org
- Zone 8 Rules Coordinator
Tom Brown | rules@zone8.org
- Zone 8 Rules Technical Advisor
Russell Shon | rules@zone8.org
- Zone 8 Social Media Chair
Sam Avedon | social.media@zone8.org
- Zone 8 Drivers Ed / Time Trial Chair
Dan Chambers | de.tt@zone8.org
- Zone 8 Webmaster
Karen Garcia Raines | Raineswebmaster@zone8.org



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

This email goes straight to the
board of directors:
opinionspcaocr@gmail.com

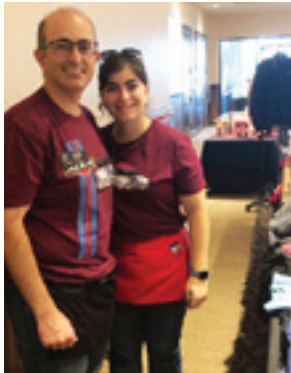
Let us know what's on your mind
and we'll share it at the next board
meeting.

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

www.pcaocr.org

Breakfast Club, September 4, 2021

Photos by Denny Asbury and Monica Asbury



New Members Picnic

September 18, 2021

Photos by Gary Ambrose



OCR Membership Updates

Anniversaries :

Congratulations!

October

35 Years

Edward Kim
Carole Kim

30 Years

R. Volker Kreiskott

25 Years

W Scott Brown
Maggie Brown

20 Years

Stephanie Christie
Robert Christie
Michael R. Foy
Judith G. Foy

15 Years

Jeff Kessler
Maureen Halpert
James J. Valdivieso
Christine Valdivieso
Bruce A. Sargeant
Terri Sargeant
Kray I. Te
Wency Villaluz
Emil Villaluz
Duane A. Selby
Lya Selby
David C. Frazer
Kathleen Frazer
Stephen A. Witt
Donna Witt
Laura Kane

10 Years

Joseph S. Adorante
Susan Adorante
Mark Levitt
Matthew J. Bernath
Terry C. Caldwell
Jose R. Froehlich
Juan Froehlich

5 Years

Joseph Salvo
Sheila L. Salvo
Michael Volk
Wendy Volk
Michael Russell
Jerry Liu

New Members :

Welcome!

August

Todd M. Caporal
1982 911 SC

John B. Cianciarulo
2015 911 Carrera S

Jack Damico
2013 911 Carrera S

Benny Dickens
2019 Panamera

Christopher Duma
2020 Taycan Turbo

Richard C. Ernst
2019 Cayenne S Beige

Scott Garrett
2021 718 Cayman GT4

Christopher Gibson
2021 911 Carrera Cabriolet

Helen M. Haddad
2021 Panamera 4S

Bill Lane
1990 911 Carrera 2

Aaron Levine
1999 911 Carrera Beige

Geoffrey E. Lohmiller
2021 Taycan 4S

Carol Mak
2007 911 GT3

Shannon McGee
2018 Panamera

Rick A. Owen
2020 Cayenne E-Hybrid

Behzad H. Sami
2014 911 Carrera Cabriolet

Joe Sands
2001 911 Carrera Cabriolet

Steve C. Smith
2005 911 Carrera S

Jasper Soliven
2000 Boxster

Dean T. Sugiyama
2008 911 Turbo Cabriolet

Valerie V. Vincent
2000 Boxster

Member Transfers to OCR :

Welcome!

August

Dennis DiGiovanni
Transfer From: Grand Prix (GPX)
2017 911 Carrera

Todd Jones
Transfer From: Mid South (MSO)
1989 911 Carrera Targa
2015 Cayenne S E-Hybrid

Joseph B. Kovacs
Transfer From: Northeast (NE)
2010 Panamera 4S

Hyung Lee
Transfer From: Northern New Jersey (NNJ)
2005 911 Carrera 4S Beige

Darren Pitts
Transfer From: Longhorn (LHN)
2011 Cayenne S

Robert E. Smith
Transfer From: Golden Gate (GG)
1999 911 Carrera
2021 911 Carrera S Cabriolet Beige

New Members :



Bill and Roseann White / 2014 911 Carrera
Cabriolet White



David Nava and son, Michael O'Brien and son
1971 911T / Silver

PCA - OCR

*Holiday
party*

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

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Dana Point

Champagne & Dinner
No refunds after December 1st

Questions? sheamonica@gmail.com

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



unSTOCK

PORSCHE CLUB OF AMERICA

Join us on Sunday, November 14, 2021, at Gunther Werks' headquarters in Huntington Beach CA as we highlight PCA member's modified Porsches. We'll have some amazing cars, food, raffle prizes, and more! Registration through [Motorsportreg.com](https://motorsportreg.com)

SUNDAY NOVEMBER 14, 2021 | 11:00 AM - 2:00 PM

Where:

**GUNTHER WERKS
7622 WOODWIND DR
HUNTINGTON BEACH, CALIFORNIA 92647**

Registration:

- **Display cars must register**
 - **Modified Porsches only with minimum of 3 visible modifications**
 - **Free to spectators**
 - **Amazing cars, Food, Music and Raffle Prizes**
-

Details & Info:

<https://www.pcaunstock.org>



Classifieds

FOR SALE : 930-911 TURBO

'97 911 Turbo Coupe, Arctic Silver Metallic /Black lthr, 56.3K mi. 6 spd manual. PCA member. \$175,007.00 Mark 775/691-1880; markgordine@yahoo.com. LVR (2)

2010 911 Turbo Cabriolet, Racing Green Metallic/Sand Beige lthr, 42K mi. 6 spd manual. Car is in Pasadena to view. \$125,000.00 Chris 626/4488-8109; cc3z@yahoo.com. LAR (2)

2012 911 Turbo S Coupe, Black/Black lthr, 19K mi. PDK. \$135,000.00. Brett 954/655-1852; bschwartz@defendyourcase.com FCR (2)

2015 911 Turbo Coupe, Black/Black lthr, 48K mi. PDK. \$109,900.00. Marty 203/442-3282; marty.lizotte@gmail.com. FCR (2)

SALE : 911-GT2 and GT3; Carrera GT

2018 911 GT3 Coupe, Black/Black lthr, 3.9K miles!!! 6 spd manual. \$222,000.00 Jonathan 312/593-3614; collinsjonathan@gmail.com. FVR (2)

2019 911 GT3 Coupe, Black/Black lthr, 4.4K miles!!!!. 6 spd manual, \$235,000.00 Frank 817/701-9843; frankgorman@icloud.com. TXR (2)

FOR SALE : EARLY 911/912-1960s

1969 Porsche 911S Sunroof Coupe, Tangerine/Black leatherette with pepita inserts. One of just 1,492 S Coupes built in 1969. Factory Sunroof and Pepita seats. **In the Same Family for 45 Years!!!!** Matching numbers. Karkex and COA. Previously Restored by CarparUSA. \$229,000.00 OBO. Henk 562/331-0681; henk@carparcusa.com. OCR (1)



FOR SALE : 356

1962 Porsche 356B Cabriolet/ Rare Factory Hard Top. 1600S Cab finished in Bali Blue/Grey lthr interior. One Owner. **With the Original Owner for 56 Years.** Well documented history. Kardex; COA. Matching numbers. \$179,000.00 OBO. Henk 562/331-0681; henk@carparcusa.com. OCR (2)



FOR SALE : BOXSTER, PANAMERA, CAYENNE & CAYMAN

2002 Boxster, Silver/Black, 154K on chassis; 68K on engine. Engine installation/maintained by Redline Automotive, Orange, CA. New European Parts Solutions IMS bearing, new coil packs, new spark plug tubes, and spark plugs. Below is a list of what has been done to the car since the new engine was installed: -IPD plenum -Freshly packed CV joints -Flushed transmission and new trans fluid -Engine Serviced -New flywheel, clutch, throw out bearing, and slave cylinder -New front brake pads and drilled and slotted rotors -new shift cables -new Bosch alternator/new battery This Boxster has been professionally gone through by Redline Automotive-speak to James at Redline if you wish. Car comes from a Porsche PCA member family that with multiple cars through the years. Car was given the correct attention needed to be an enjoyable daily driver. \$14,000.00 OBO Louie call/text 714/742-3300; saralouie@att.net. OCR (1)



WHEELS & TIRES



WHEELS/TIRES FOR SALE: Porsche OEM 997.2 GT3 19" Set of Aluminum Rims with Michelin Pilot Sports. Excellent shape. Price does not include shipping. Jim 949-646-9731 Ext. 106; jw@olympicequipment.com OCR (2)

W911 WHEELS FOR SALE: Full set of four (4) Authentic, Factory original 911 991 wheels.

Front Wheel Specs: 19"x8.5", 54 offset (8,5Jx19H2ET54)

Rear Wheel Specs: 19"x11", 69 offset (11Jx19H2ET69)

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

PORSCHE ENCLOSED SECURED PARKING AVAILABLE: Parking space for only 2 more Porsches—356 or early 911 to latest 991. **New ADT Infrared Fire and Police Monitoring System.** All concrete construction warehouse building in safe and secured NW Huntington Beach/Boeing area is close to and 5 minutes away from the 405 and 22 Freeways. PCA members preferred, no subletting. Accepting only fully operational, currently licensed and insured Porsches, no leakers, nonoperational project cars, storage cars or tear downs. Provide your own car cover, insurance and battery tender. Month to month or longer rentals. PCA member. Bob hbobw930@aol.com; 714/960-4981. OCR (2)

NOTE: All listed vehicles are subject to prior sale.

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

Classifieds

PANDO SUCCESS STORY #1:

We sold our Porsche through PANDO and didn't advertise anywhere else. Pricing correctly takes very little time to figure out, and PANDO readers are a level or two above the regular market. The result is you're dealing with informed people who know as much about the value of a car as anyone, but they're not just anyone.

PANDO readers are the genuine stuff. Transactions are handshakes; everyone lives up to their word and no one feels less because our culture doesn't permit less.

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

Mark Kovaletz CEO ExactAir, Inc

714 745-6789 c

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

Would you like to advertise your car in the Pando?
Please contact Bob Weber 714-960-4981
hbobw930@aol.com

Index of Advertisers

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...www.audiolabcarstereo.com	
AutoKennel -----	2
...www.AutoKennel.com	
Bart Zandbergen CFP -----	14
...www.zandbergengroup.com	
Cape Auto Repair -----	9
...www.capeautorepair.com	
Chemical Guys -----	5
...www.ChemicalGuys.com	
Circle Porsche -----	IFC
...www.circleporsche.com	
Cooper's Classy Cars -----	14
...Cooper.Boggs@gmail.com	
Doorshield -----	17
...www.doorshield.com	
Ed Pink's Racing Engines -----	14
...www.EdPinkRacingEngines.com	
Einmalig -----	16
...www.einmaligparts.com	
European Collectibles -----	8
...www.europeancollectibles.com	
Fabricante Auto Body -----	9
...www.fabricanteautobody.com	
Fairway Mortgage Capital -----	16
...www.FMCLoanPros.com	
Free Wheelchair Mission -----	17
...www.FreeWheelchairMission.org	
Integrity Motorcar -----	23
...www.integritymotorcar.com	
M. Scott Huddleston -----	8
...www.newcastlefa.com	
Pacific German -----	7
...www.PacificGerman.com	
Pelican Parts -----	17
...www.pelicanparts.com	
Porsche Ontario -----	13
...www.PorscheOntario.com	
Porsche Riverside -----	BC
...www.PorscheRiverside.com	
Porsche Design -----	IBC
...www.porsche-design.com	
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