

# PANADO

PORSCHE CLUB OF AMERICA • ORANGE COAST REGION



## SEPTEMBER 2022

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**PORSCHE**



# In this Issue

PANDO SEPTEMBER 2022 [www.pcaocr.org](http://www.pcaocr.org)

*PANDO is for Pandemonium.*

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Porsches Bigger Than Life



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**Cover Photograph by Rob Alen**

Porsche Carrera Cup, Long Beach Grand Prix 2022

★ ★ ★ **UPDATE** ★ ★ ★

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★ ★ ★

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# Orange Coast Region 2022 Calendar of Events

## SEPTEMBER 2022

- 3 Breakfast Club & Board Meeting
- 8 Woody's BurgerBahn – HB
- 15 Porsches & Pizza – MOD Pizza, Laguna Hills
- 17 Porsches & Pastries – Enderle Center, Tustin
- 20 Porsches & Pescado – Fishbonz, Costa Mesa
- 24 Porsches & Pancakes – Woody's Lido

## OCTOBER 2022

- 1 Breakfast Club & Board Meeting
- 8 OCR's New Member's Picnic – Laguna Niguel
- 13 Woody's BurgerBahn – HB
- 15 Porsches & Pastries – Enderle Center, Tustin
- 18 Porsches & Pescado – Fishbonz, Costa Mesa
- 20 Porsches & Pizza – MOD Pizza, Laguna Hills
- 22 Porsches & Pancakes – Woody's Lido

## 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 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. Links to Zone 8 events can be found at [www.Zone8.org](http://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](http://www.zone8.org)

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## ACTIVITY LOCATIONS

**Breakfast Club** – Elks Lodge, Santa Ana  
1751 South Lyon Street, Santa Ana, 92705  
8-10 am

**BurgerBahn** – Woody's Diner, 10136 Adams, Huntington Beach, CA 92646  
6-8 pm

**Porsches & Pizza** – MOD Pizza, 26562-A Moulton Pkwy, Laguna Hills, CA 92630  
6:30-8:30 pm

**Porsches & Pastries** – Enderle Center, 14081 Yorba St., Tustin, CA 92780  
8-10 am

**Porsches & Pescado** – FishBonz Seafood Grill, 350 E.17th St, Ste 2,, Costa Mesa CA 92627  
6-8 pm

**Porsches & Pancakes** – Woody's Diner, 3461 Via Lido, Newport Beach, CA 92663  
8-10 am

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# PRESIDENT'S MESSAGE

Monica Asbury



Author Matt Stone  
and me at Breakfast  
Club Meeting



It's almost time for our 2022 New Member Picnic! This is a great event when our Porsche family comes together and we enjoy the smells, sights and tastes of BBQ hamburgers, hotdogs with all the fixings accompanied by bags of chips and ice cold beverages for all to dig in and get your fill of the delicious food our gourmet chefs have prepared. Be sure to bring the kids, we'll likely have a few games for the young and old to get involved in. For members who joined after September 18,

2021, your delectable delight will be complimentary while all other members will be asked to pay \$5 per person. There is a state parking fee of \$5 for all vehicles. Be sure to RSVP with your name and the number in your party to ensure we have ample food: sheamonica@gmail.com. Honestly, this is one event you don't want to miss. Mark your calendars for October 8, 2022 at the Laguna Niguel Regional Park #10. We'll also be bringing the Goodie Store to the picnic!

Can you believe it?! We're already gearing up for our Annual Holiday Banquet. We fully expect this to be another sell out, so PLEASE register early as attendance will be capped. This year we'll be at the Newport Beach American Legion – right on the water – Sunday, December 11, 2022! They are known for serving excellent food and we have a terrific buffet menu in store for you. It's \$85 per person if you pay in cash / check (payable: PCA-OCR) at the Club's Breakfast Meeting or \$85 + MotorsportReg service fees if you prefer to pay online.

It would be great to get some volunteers to help collect items for our Semper Fi Auction which will coincide with our banquet. If you're willing and able to help volunteer to collect items worthy of being auctioned (someone's trash is another's treasure) please let me know.

Enjoy what's left of the summer! We'll see you on September 3rd at our breakfast gathering!

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!***

## Porsche Rumors.



In the spirit of Jeremy Clarkson (“Top Gear,” “The Grand Tour” programs.) :

1. Rumor has it every Porsche dealer has a heart defibrillator by the Parts-and-Service cashier.
2. Rumor has it a Porsche dealer in the northeast charges \$25 to unlock a 911 so a customer can sit in it.
3. Rumor has it for a “retail fee” to a certain dealer (non-SoCal), a customer can move up the queue in the service lane.
4. Rumor has it, for \$120 at the Porsche Experience Center/LA, you can get a demonstration ride as a passenger in a 911.

Number 4 is true. I have been told for \$120 you can, as a passenger, get a demonstration lap in a GT3; reservations required, at certain hours; a lap-and-a-half of the handling circuit. (They can’t go around twice?)

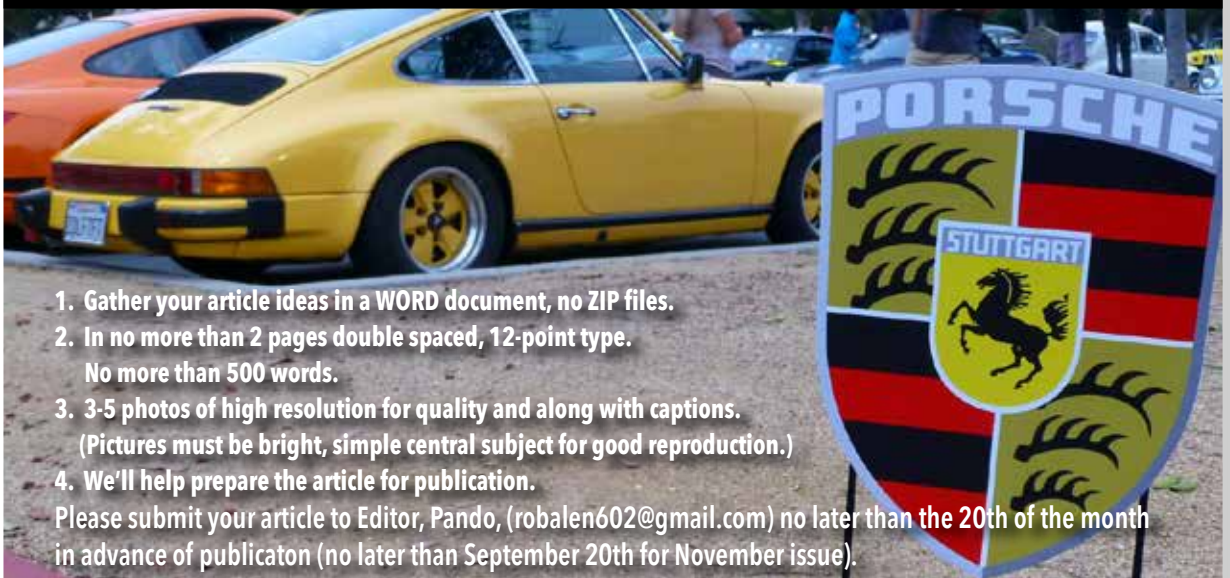
More realistically my suggestion to PEC/LA would be to give demonstration drives in a 356, or an early 911 to get a sense of Porsche car character.

*All the best for September. Drive carefully.*

**Rob Alen, Editor**

robalen602@gmail.com

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2. In no more than 2 pages double spaced, 12-point type.  
No more than 500 words.
3. 3-5 photos of high resolution for quality and along with captions.  
(Pictures must be bright, simple central subject for good reproduction.)
4. We'll help prepare the article for publication.

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



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# Where's Pando?



## Cardiff, United Kingdom

Greg Haake

Here is Greg Haake with the PANDO in Cardiff, in front of the famous Wales Millennium Centre, during a recent vacation to the UK. A triathlon was being held in and around Cardiff Bay to add to the excitement!

## North Cape, Norway

Edwin and Norma Yu

Edwin and Norma Yu brought PANDO along on their tour of North Cape in Norway.



## Zion, Utah

Wayne and Lisa Jonas

Lisa and Wayne Jonas joined their Porsche friends from the San Diego Region on their Porsche N' Parks Tour in March. The nine-day tour covered over 2000 miles stopping in Scottsdale, Santa Fe, Durango, Moab, and Zion. Here they are pictured with PANDO at Butch Cassidy's boyhood home on their way to Zion National Park. Wayne suggests, "It would have been fun chasing Butch and Sundance on some of the roads we experienced."

### Where will PANDO go next?

Please email Jan Knight at [janknight@sbcglobal.net](mailto:janknight@sbcglobal.net) with your "Where's Pando?" submissions.





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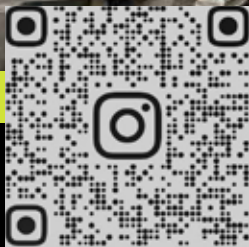
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993 Turbos, 993 C2S & C4S Coupes  
Mercedes Benz 300SL, 190SL, 230SL-280SL  
Jaguar XKs & XKEs, Classic Aston Martins, Classic Ferraris



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



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



1959 Porsche 356A Convertible D: two available: Silver & Meissen Blue



1959 Lancia Flaminia Sport Zagato: Silver/Fawn.



1959 Porsche 356A Sunroof Cpe & 1959 356A Super Sunroof Cpe: 2 avail.



1970 Porsche 914-6 Orange/Black: Matching #s.

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OCR member Tom Rodberg has a collection of famous racecars ; 1/18 scale.



Our model car collection started off as a fun thing to do with my then 16-year old son. With no original intent or goal in mind, the collection is now consisting of four full display cases and more than 300 plus cars.

The collection includes some street driven cars (mostly exotics) but through its evolution, the primary focus is clearly on sprint and endurance road racing cars. There are various size models to choose from out there, but I have always kept either 1/43 or 1/18 scale model sizes only.

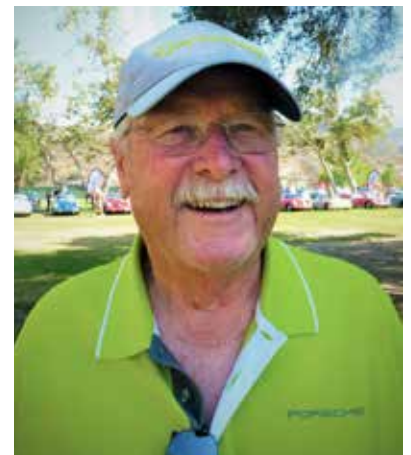
While Porsche has a prominent presence in the collection, I like them all including Jaguar, Ferrari, Bugatti, Mercedes, Maserati, Alfa, Renault, BMW, Gurney Eagles, Lola, Lotus, McLaren, Ford Shelby and Chevrolet and many others dating from the 30's, 50's, 60's, 70's, 80's. Trans-Am, Indy, F1, Can-Am, Mustangs and Cobras, Aston Martin, and all the endurance racing cars are included within the mix. Sorry, if I hurt any feelings, but I've never been a Lambo fan.

The collection grew as we would buy cars typically at various car events. I might choose a car based on its livery, its driver, or simply a period correct car related to an event we attended. Having attended the Monterey Historics for more than 25-years, a good number of cars in the collection are cars originated from many wonderful memories of those events.

During our travels, a Ferrari, from Italy...a must, an F1 car from the inaugural F1 race at Indy, absolutely. I purchased a BMW Batmobile while in China and with no specific connection, simply had to have it and now it has become a great memory as part of that trip.

I am often drawn to a car based on the livery, I'll take a 908 or 917 in Martini racing graphics any day. Or Penske cars in blue-and-yellow trim. Jägermeister Orange is pretty tough to turn down as well.

While a standout in almost any Porsche collection must include a 917/30 driven by Mark Donohue, I am also drawn to specific races and/or drivers that drove them. Through the years of evolution, the direction or now, theme of the collection's focus is clear. I enjoy the historical lineage of Porsche racing spanning from the 904 in the 60's to the 906, 908, 910, 917, 934, 934,5, 935, 936 and 962 into the 80's.



(Continued on page 22)





### Two Porsches that won Le Mans.

Of course, #23 won Porsche's first overall Le Mans win in 1970. Every schoolboy and girl know that. Not a Gulf-blue car, but from the Piech family's Porsche Salzburg distributorship. Gulf 917s would win the championship but not THE race.

#22 in famous Martini clad livery won in 1971. Helmut Marko (now with Red Bull F1) and Gijs van Lennep drove.

# Porsches Bigger than Life.

Story and Photos by Tom Rodberg  
Captions by Rob Alen



**Two Porsches that didn't win Le Mans.** #71 was one of three Hawaiian Tropic 935s fielded by Dick Barbour in 1979. Hawaiian Tropic was famous for scantily clad women on the pre-grid. Barbour's car #70 would finish second, his co-drivers were Paul Newman and Rolf Stommelen.

#17 Porsche 962 was the last works 962 built (chassis #140) and specifically to win the 1988 Le Mans. It didn't. A Porsche all-star driving squad: Stuck, Bell, Ludwig; they were on the pole and did fastest lap. The winner? You have homework tonight.



**A powerful pair of Porsches.** (Right) #6 1973 Carrera RSR 2.8 liter in Roger Penske's colors for his Sunoco sponsor. At the 1973 24-Hours of Daytona, the Dynamic Duo of Donohue and Follmer drove for 9-hours till engine failure on lap 405; (DNF'd, finished 19th). The other Batman-and-Robin team of Gregg and Haywood would win. (Left) #6, the all-powerful, awe-inspiring, ground-shaking Porsche 917-30; developed and driven by Mark Donohue. It would dominate and annihilate in 1973.

**The Porsche 936** is one of Porsche's most successful racing cars.

Le Mans 1976 winner, the first win with a turbo, 1977 winner, this car; and winning in 1981.



## Porsches Bigger Than Life.

(Continued from page 19)

If I had to pick a standout in the collection, it would be the Le Mans winning 936/77 driven by Barth, Haywood, Ickx. It had the drivers, the Martini graphics and with an average speed of 194 mph and the endurance to win it. It was also interesting how quickly the 936 was developed from the Porsche parts bin just months before the event. Great history!

A favorite driver would have to be Derek Bell and has been so for many years. Beyond brief hellos in the pits at several events over the years, Mr. Bell is one I would most enjoy having time to talk with in greater length. What a history.

I also have models of the Porsche cars we have owned, both past and present. These included a white 1973.5 911, Speed Yellow 2003 Carrera, and a white 2012 Carrera GTS. The

tricky one that I have been looking for a long time now is the elusive Mocha Brown 1980 911SC, so let me know if you have any leads. May have to modify a model to accomplish this one.

If you can't own the original, I must think these models are the next best thing. I find great enjoyment and appreciate the workmanship and detail they offer. And they never get any rock chips from the track.

I would also be remiss if I didn't thank my wife Pat for tolerating all of my collecting through the years. She has attended more car events and races than I can count and seems to understand and support this passion. She has actually allowed a dedicated room (no, not the front room) in the house for my collection. I don't ask, but I somehow suspect her shoe collection equals that of the car collection. Hmmm, better keep my mouth shut.



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# Porsche Carrera Cup.

**P**orsche Cup is the largest single-make racing series in the world. Porsche has always been supportive of customer car racing. The first Cup car was in 1990 and production is approaching 5,000 cars. The basic Cup car is assembled on the normal 911 production line.

# Porsche Carrera Cup.

Since 1993, the Porsche Mobil 1 Supercup has run as a support race for Formula 1 races. There are Cup series in Germany, France, Asia, and Benelux and now for the second year, North America. The series appeared at the Long Beach Grand Prix in April for the first time (where these pictures were taken).

The current Cup car is based off the 992. The rear axle is unchanged from the production car, the front is similar to the 911 RSR. The shocks lift technology from the 919 and 911 RSR.

The Carrera Cup in North America has three classes of drivers: Pro, for the aspiring professional; Pro-Am, and Am.

## Anatomy of a Porsche Carrera Cup Car.



Swan-neck rear wing has 11 adjustments

Rear-wing, engine hood carbon fibre-reinforced plastic

13-inch wide rear wheels

Windows are lightweight polycarbonate.

The body of the 992 Cup car is 30% steel, 70% aluminum.

This year there have been eight races beginning at Daytona, coming to Long Beach, the mid-west for the summer, and the season will conclude in September at Indianapolis for the Porsche Sports Car Together Fest September 2-4; and Road Atlanta September 28-October 1 as part of Petit Le Mans.

That would be a nice weekend of racing, to be in Atlanta; you could go over to Porsche Corporate Offices housed in the Porsche Experience Center, have lunch, twist down a couple of laps on their driving course.



12-inch wide front rims

Front hood is aluminum to lower repair costs in case of an accident.

Doors are carbon fibre-reinforced plastic.

Extra struts added to steel safety cell.

The car is assembled on the street 911 Zuffenhausen assembly line.



They know what lurks in the shadows

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# Porsche Parts Art.

---



## **Intermediate Shaft Bearing,**

Intermediate Shaft Bearing; on Boxster (986), 911 (996)

Typically fails in cars with low mileage, garage queens that are babied. Driving the car lubricates the bearing.





### **Porsche Brake Caliper**

Porsche Brake Caliper for Porsche 911 (996 Turbo), Left rear, 4-piston caliper. Brakes are second most important item to maintain (tires are first).

## The Raygun

Ignition Lock Assembly, characterized as “The Raygun;” the ignition key locking mechanism for a Porsche 911 (996) and Boxster (986).



## Spark Plug

Top: Spark plug for Porsche 356

Bottom: Spark plug for Porsche 991, with platinum tip.

The spark plug was perfected in France using porcelain as an insulator against heat. It was popularized by Albert Champion, also French. He started Champion Spark Plug Co., in Boston in 1905. Later he started AC Spark Plugs because of legal conflicts with Champion. It would become part of General Motors.

AC spark plugs were used by Charles Lindbergh and Amelia Earhart on their solo Trans-Atlantic flights, and AC Igniter spark plugs were used to fire the second and third stage rockets of Apollo 11 to the moon.

Both companies continue today.

*Special thanks to James Buck, Cape Auto Repair, Mission Viejo. (capeautorepair.com)*

# RICE'S Ramblings

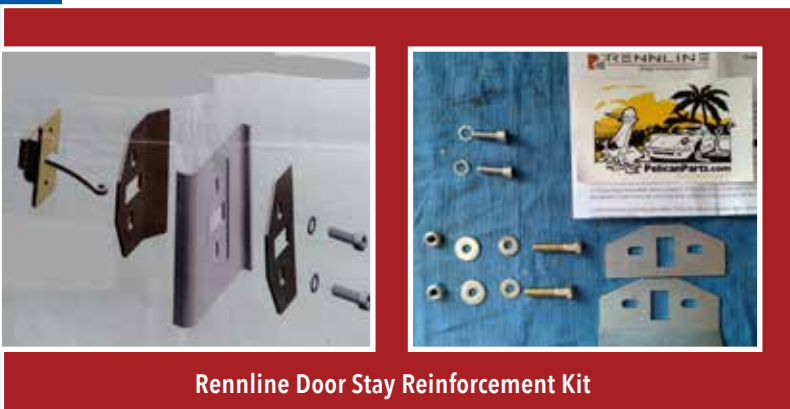


Story by  
Lee Rice

## 911 - 930 - 964 - 993 DOOR NOT STAYING OPEN and Noisy?

Ever wish you had a door man to hold your Porsche door open and not have it swing out to another car? Or the wind catches it? Or think (hope) it stays put while you toss some shopping packages in, but it wanders open anyway?

There is a very nice idea put into a kit called “**Rennline Door Stay Reinforcement Kit**” and sold by Pelican and other retailers.



Rennline Door Stay Reinforcement Kit

While this is a need for all 911s from 1965 to 1998, there is more to the above problem that must be addressed FIRST!

# 1 Porsche 911 doors have a device that holds the door half-way open or full open. It has many names; “Door Stop”, “Door Support”, “Door Arrestor,” and commonly called “hold open struts.”

Case in point is my own 911. My 1968 911 has a 1987 911 Driver Door and a stock 1968 Passenger Door, with an added chrome-moly steel DOT safety beam. Both doors now have power windows, twin speakers, but remain manual locking with pull locks.



Early Door Supports, worn out.



Later and much stronger Door Stop 964.537.057.

Over the years the original DOOR SUPPORTs (901.531.035.20) had worn and would not hold the door ½ way or full open very well.

I replaced the driver’s door “DOOR SUPPORT” with the later “Door Support” upgraded in 1973 to Nr. 911.531.037.00. (the latest number for the same part is currently: “Door Stop” Nr. 964.537.057.00) and found it quite strong but it was almost alarming at how strong the later Door Support is. It flexes the door structure when you open and close the door. I feared having a cracked-broken door problem that I’ve seen on several 911-930s, so I removed it!

**Also, over the decades, the pivot point with the factory serrated stud pin and clip wore and the clearance causes an annoying “Click-CLACK” every time the door opened and closed.**

That I resolved after a few tries with a 1/4” drill, 1/4”-28 shank bolt, plain washers, spring washers, and all-metal lock nut. The bolt and all metal M6 lock nut holds the adjustment and the spring washers giving tension to the assembly to stop or slow any tiny movement between the Door Post and the Door Arrestor arm.

After installing the **DOOR STAY REINFORCEMENT KIT** using the removal of the door arm rest, storage box and lower speaker I can reach the inside to remove and install the new Door Reinforcement kit, otherwise all the door panels and water proof covering must be removed to gain access to the inner door structure.

It might be a bit too much for the casual mechanic as one needs to have a telescoping magnet to retrieve the outer “D” shaped reinforcement piece when it falls down the inner wall during fitment. And it will if it is installed as directed, read on.

I found that removing the door speaker is OK and able to access it easier. I cleaned the inside of both door structures and photographed them for my technical article and noticed the different shaped steel reinforcement piece spot welded on the inside of the early and later 911 doors.



1987 inside door with my modified new Reinforcement Kit and type 964 Door Stop installed.



1968 Door bare.

Installation of the Reinforcement Kit’s pieces inside and outside and with the new DOOR STOP inserting the retaining cap head screws was most difficult.

I then replaced the cap screws and their inside star lock washes with M 6 x 1.0 hex bolt, large washer, and spring washer.

I used a 10 mm universal socket, 4” 1/4” drive and 1/4” drive ratchet to slowly snug up each bolt, together as I brought up each bolt to tension. Then, I replaced the 10 mm universal socket with a plain 10 mm socket as it could then fit in under the sill edge and I could get a solid socket placement on the bolt head, then crank-in torque to squeeze the two reinforcement pieces against the door itself into one strong structure.

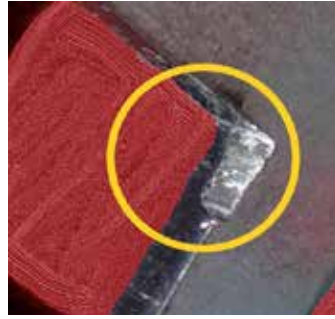
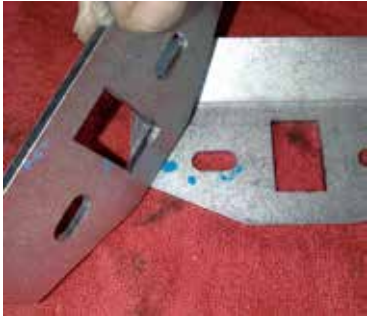


As the Door Reinforcement pieces have slots to adjust both pieces and the Door Stop, I had to use a small screwdriver to hold the reinforcement pieces up and away from the Door Stop Arm as I tightened up both bolts. This is to not be too high or low and NOT touch the Door Stay Arm.

Then I loosened the two bolts equally and that only took about a 1/2 to one full turn to be loose: so, the assembly is now compressed and more solid. Then 2 turns tight and it is a secure and a tightly combined structure.

The Door Stay was lubricated with the supplied tube and the door opened and closed 1/2 way wonderfully. BUT slowly closing it, it got tight! It was most unusually tight. I opened it and that was OK.

I had to crawl on my 911s floor well to see what was going on. With a tiny flashlight and mirror, I saw the Door Stop Arm was rubbing against the outside Door Reinforcement plate and I found there was no way to adjust this.



I took cell photos and then removed the whole kit!

I saw a definite hard rub on the side arm slot area of the Reinforcement and on the vertical side. The Door Reinforcement plates opening was too small of an opening for the Door Stop.

**FIX:** I used a high-speed die grinder and rotary bit (a file and a half hour can do the job as well) to remove 1/8" all the way around the inside opening of both Doors.

Reinstalling these as stated above and it all fit, door opened and FULLY CLOSED with no rubbing.

I don't like "one size fits all" as these kinds of things are a compromise of sorts.

The 911 more than warrants a better after-market item to be at least as good as O.E.M. quality.



**FIX:** I used a high-speed die grinder and rotary bit .



I nearly made my own reinforcements but I am not up to this kind of work with my current health issues (2021), so I wrote to Rennline and appealed to them to rethink an idea: Why not make a kit with a larger slot opening and use two drilled holes instead of the up-down slot arrangement.

I can tell you it is a royal pain in the tail to try to fit all those pieces, snug up all the parts while fiddling with a screwdriver to push up the Reinforcement pieces so as to not have a rub on the Door Stay arm, etc., etc. How about a separate kit for the early 911s as the early 911 needs smaller Reinforcement pieces as the early 911 Door Stay opening is smaller, and to design their kit to use (2 each) Drilled holes for the 6.0 mm bolts.



Reinforcement attach hardware and door post upgrade hardware.



And lastly, I suggest you instruct the user to use, or you can supply as I did, two M-6 mm x 1.0 mm, 2" long studs to screw into the threaded holes in the Door Stop, then slide the inner Door Reinforcement onto the studs, then install that into the inside of the door and fit the studs through the two holes in the door and then fit the outer reinforcement piece. Ha, I'm outta breath! Next, simply remove the bottom stud and install one 6.0 x 1.0 mm bolt, washers, and spring washer. Then repeat for the top stud, then snug equally and tighten up to final torque. Door stay arm to door post.

**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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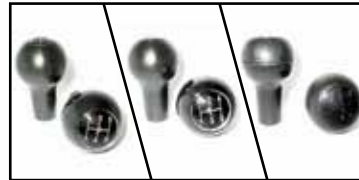
• Reconditioned pedal assembly 1965-1983



• Rebuilt engines 356-996



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



• New 911 912 shift knobs 901 and 915 and 930 shift knob



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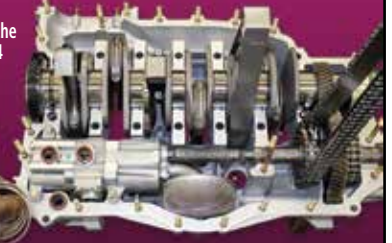
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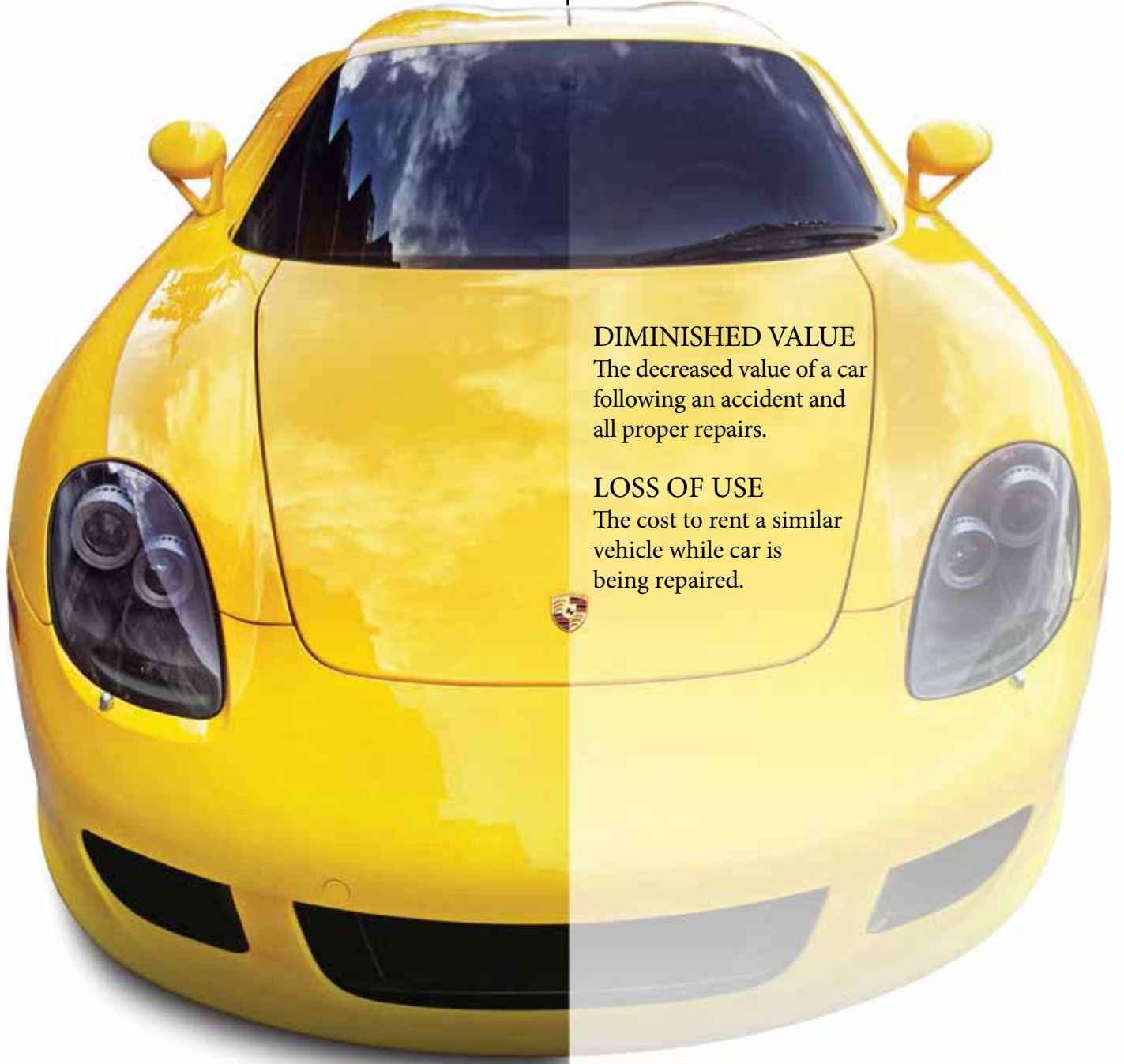
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# OCR's New Member's Picnic

October 8, 2022 : 11:30 a.m. – 2:00 p.m.

**Laguna Niguel Regional Park**  
**28241 La Paz Rd., Laguna Niguel, 92677**

If you joined on or after September 18, 2021, your meal is complimentary.



- BBQ Hamburgers / Hot Dogs and all the fixins'
- Members who joined prior to September 18, 2021, will be charged \$5 p/p
- All members will be responsible for \$5 parking fee
- Goodie Store, fun, camaraderie
- Laguna Niguel Regional Park - #10 Picnic

**To RSVP: Monica Asbury @ [sheamonica@gmail.com](mailto:sheamonica@gmail.com)**

(Please RSVP with the number in your party to ensure ample food)



## 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>.



# 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

## OCR Board Appointments

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Charity Chair  
Pete and Judy Lech | peterlech@att.net

Concours Chair  
Paul Lawrence | pclln@yahoo.com

Goodie Store Manager  
Monica Asbury | sheamonica@gmail.com

Pando Editor  
Rob Alen | robalen602@gmail.com

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

Pando Production Manager  
Jan Knight | janknight@sbcglobal.net

Rally Director  
Larry Moore | g60wiz@gmail.com

Dealer / Sponsorship Liaison  
Monica Asbury | sheamonica@gmail.com

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Paul Shaffer | Paulcshaffer@yahoo.com

Social Media Chair  
Gary Ambrose | ambrose.gary@gmail.com

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Robbie Crawford | ads4pcaocr@gmail.com

## Zone 8 Chairs

- Zone 8 Representative  
• Lori DeCristo | zone8rep@national.pca.org
- Zone 8 Secretary  
• Monica Asbury | secretary@zone8.org
- Zone 8 Treasurer  
• Linda Cobarrubias | treasurer@zone8.org
- Zone 8 Autocross Chair  
• Bill Thorp | ax@zone8.org
- Zone 8 CA Rules Coordinator & Webmaster  
• Tom Brown | ruleproposals@zone8.org
- Zone 8 Chief Driving Instructor  
• Scott Mann | cdi@zone8.org
- Zone 8 Club Race Advisor  
• Skip Carter | SkipCarter@pobox.com
- Zone 8 Concours Chair  
• Janice Witteried | concours@zone8.org
- Zone 8 Junior's Chair  
• Dick Douglass | juniors@zone8.org
- Zone 8 Drivers Ed / Time Trial Chair  
• Russell Shon | russell@lightningmotorsports.us



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

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

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

[www.pcaocr.org](http://www.pcaocr.org)

# OCR Membership Updates

## Anniversaries :

### *Congratulations!*

#### September

##### 40 Years

Michael Hagen  
Renee Hagen

##### 35 Years

Lucy Rawlins  
Rick Rawlins

##### 30 Years

Elizabeth H. Miller

##### 25 Years

Eric S. Blum  
Michelle Blum  
Gary Falloon  
Linda Falloon

##### 20 Years

Alan R. Burns  
Cindy Burns  
Rich Goold

##### 15 Years

Gary A. Culp  
Georgia Culp  
Jack Farwick  
Kathryn I. Reinholdt-Farwick  
Lana S. McDonell  
Robert J. McDonell  
Catherine Schwartz  
Sandy E. Schwartz

##### 10 Years

Keith S. Clark  
Lourinda Clark

##### 5 Years

Mark Buehler  
Stephanie Buehler  
Christie Hamilton  
Seth D. Hamilton  
Martin P. Kuffel  
Bob McDonald  
Sallie McDonald  
Tracy Muller  
Troy R. Muller  
Jack Shea  
Geoff Spencer  
John Torii  
Peter Veenhuizen  
Michael White

## New Members :

### *Welcome!*

#### July

Daniel Berman  
Laurel Berman  
2021 Taycan

Mark L. Brandenburger  
1976 912 E

Scott T. Brewer  
2012 911 Carrera Cabriolet

Philip R. Calvert  
2008 Boxster S

William E. Gleason  
Sheila Mccarthy  
2012 911 Carrera S

James M. Hayes  
Toni Hayes  
2001 911 Carrera

John F. Hight  
2022 911 Turbo S Cabriolet

Mardig Krikorian  
2022 911 GT3

Paul Kuliev  
Erica Kuliev  
1974 911 Carrera

Lester Lam  
1988 911 Carrera

Charles Line  
2022 718 Cayman GT4

Michael D. Mchenry  
2008 Cayman S

Julia A. Meucci  
2004 Boxster

Rik Snyder  
1999 911 Carrera Cabriolet

Peter J. Wagner  
2015 911 Turbo S Cabriolet

Keith A. Wismer  
Joan Marie Wismer  
1983 911 SC Cabriolet

Jasmine Zhang  
Ezra Ngo  
2022 718 Cayman T

## New Member Transfers :

Richard E. Bailey  
Julie Jones  
Transfer From: San Gabriel Valley (SGB)  
1970 914

Scott Boswell  
Tracy Boswell  
Transfer From: Riesentöter (RTR)  
2013 Boxster

Albert Gonzalez  
Ruth Gonzalez  
Transfer From: San Gabriel Valley (SGB)  
2015 Cayman

Jon C. Tinsley  
Transfer From: Sacramento Valley (SVR)  
2001 Boxster

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**MAINTAIN GOOD STANDING FOR :** "members-only raffle", Pelican Parts' discount, The Mart; and more.

**SUBSCRIPTION TO TWO MONTHLY MAGAZINES :** PANDO and that other one (PCA's Panorama). 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](http://WWW.PCA.ORG/RENEW)**



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## New Members



Dan and Laurie Berman / 2021 Taycan 4S Cherry Metallic



Grant and Bennett Michaelson / 1974 914 1.8 Blue



William and Sheila Gleason / 2012 911 Carrera S GT Silver



Kevin and Stephanie Nguyen / 2008 911 Cabriolet S Brown

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# Breakfast Club, August 6, 2022

Photos by Denny Asbury and Monica Asbury



Matt Rutledge of R20 spoke about dry ice cleaning.



# Classifieds

## FOR SALE: 930-911 TURBO

'79 930 Turbo Coupe, Petrol Blue Metallic/Tan/Brown lthr, 45K mi. 4 spd manual, PCA Member **PRICE REDUCTION \$155,000.00** John 307/772-0446; johnlush@lonetree.com WYR (2)

'86 911 Turbo Coupe, Black /Black lthr, 32K mi. 4 spd manual, PCA Member \$165,000.00 Andrew 732/995-5255; oceanconva@aol.com. NJR (2)

2017 911 Turbo S Coupe, Black/Black lthr, 6K mi. PDK. PCA member. \$183,500.00 Edmond 801/209-3159; edblais@rocketmail.com. UR (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)

2017 911 Turbo S Coupe, Blue/Black lthr, 24K mi. PDK. PCA member. \$169,900.00 Todd 813/240-2622; tfwickner@gmail.com. FCR (2)

## SALE: 911-GT2 and GT3; Carrera GT

2016 911 GT3 RS Coupe, Orange / Black lthr, 636 miles!!!!. PDK. **PRICE REDUCTION \$269,500.00** 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@garrettreatyinc.com FVR (2)

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

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; ijwdds@mac.com. OCR (2)



## FOR SALE: 911--1970s

'73 911T Coupe, Yellow/Black, 98K mi. 5 spd manual. PCA member. **PRICE REDUCTION \$91,173.00** Bob 408/502-6920; bhammerin@yahoo.com GGR (2)

'74 911S Targa, Blue/Black/Tan, 96K mi. 4 spd manual . PCA member. \$100,000.00 Henry 541/404-1495; hjschlyper@gmail.com NWR (2)

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

**FOR SALE: USED PORSCHE 997 FRONT ACCESSORY PARTS :** Main headlight LH, RH; Radiator cooler center; AS condensers(2); Side flashers LH, RH (2); Flasher lamp LH, RH; Slat S grill—bumper vanes (2); Daytime run housing lamps RH (2); Door glass RH; Retaining frame (3); Wiper arms & blades (2) . Will sell as one lot only. \$1000.00 Don 530/640-3335; don36baker@gmail.com. OCR (1)

## 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 (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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