

# PAWDO

PORSCHE CLUB OF AMERICA • ORANGE COAST REGION



## SEPTEMBER 2023

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MEMBER

# In this Issue

PANDO SEPTEMBER 2023 [www.pcaocr.org](http://www.pcaocr.org)

*PANDO is for Pandemonium.*



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The Most Significant Porsche 911: The 930 Turbo



Harry Potter and the Porsche 935



A 911 in Disguise

Cover: Rob Alen

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★ ★ ★

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# Orange Coast Region 2023 Calendar of Events

## SEPTEMBER 2023

- 2 Breakfast Club & Board Meeting
- 14 Woody's BurgerBahn – HB
- 16 Porsches & Pastries – Enderle Center, Tustin
- 16 New Member Picnic – Laguna Niguel Regional Park
- 19 Porsches & Pescado – Simply Fish, Costa Mesa
- 21 Porsches & Pizza – MOD Pizza, Laguna Hills
- 23 Porsches & Pancakes – Woody's Lido
- 28 Rennsport Reunion – Monterey (9/28-10/1)

## OCTOBER 2023

- 7 Breakfast Club & Board Meeting
- 12 Woody's BurgerBahn – HB
- 17 Porsches & Pescado – Simply Fish, Costa Mesa
- 19 Porsches & Pizza – MOD Pizza, Laguna Hills
- 21 Porsches & Pastries – Enderle Center, Tustin
- 28 Porsches & Pancakes – Woody's Lido

## NOVEMBER 2023

- 4 Breakfast Club & Board Meeting
- 9 Woody's BurgerBahn – HB
- 16 Porsches & Pizza – MOD Pizza, Laguna Hills
- 18 Porsches & Pastries – Enderle Center, Tustin
- 21 Porsches & Pescado – Simply Fish, Costa Mesa
- 25 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 and times subject to change.

## OCR Member Notice of Board Meeting Minutes & Financial Statements

OCR Board meeting minutes and financial statements are posted to the OCR Digital Board Book, which may be viewed by all OCR members at:  
<http://bit.ly/OCRBoardBook>  
The documents are posted once they have been reviewed and approved by the Board, generally within two weeks following a given Board meeting.

Please Note: As a member of the PCA you can travel to any PCA Region in the country and participate in their events! The Regions within Zone 8 sponsor competitive series in Concours, Autocross, and Time-Trials that you are invited to join. Compete in enough events and you can qualify for a Zone 8 Series Award at the annual Zone 8 Awards Banquet. Visit the Zone 8 website at [www.zone8.org](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** – Simply Fish  
1534 Adams Ave. Ste. D, Costa Mesa, CA 92626  
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



Three-time Le Mans winner and racing legend, Jim Busby, August guest speaker and me.

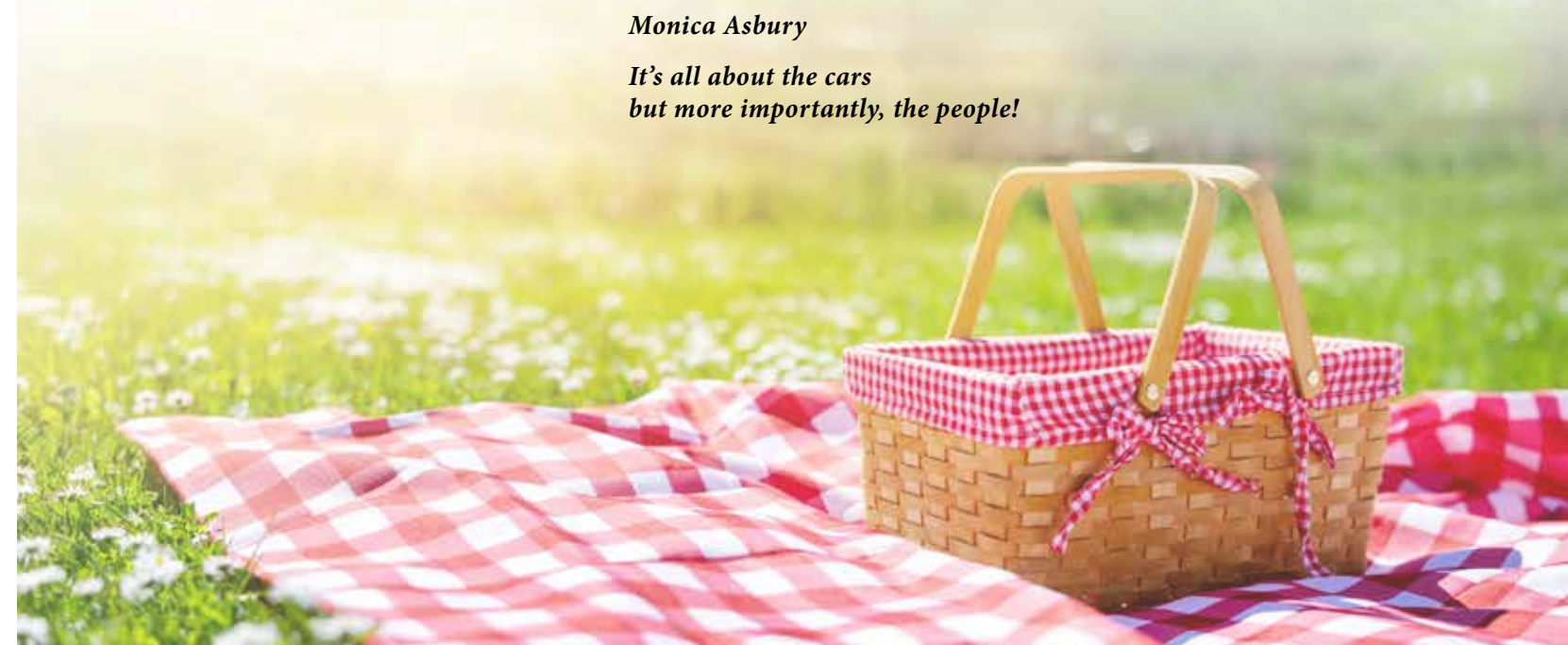
Get the chairs and blankets out and plan to attend PCA-OCR's New Member Picnic at the Laguna Niguel Regional Park on September 16th from 11:30 a.m. – 2:00 p.m. All members and their families are encouraged to attend. Members who joined after October 8, 2022, receive their lunch for FREE; however, all other members are \$10 per person if paying in advance. A 'Picnic' registration table is available on the first Saturday of the month Breakfast Meeting. PLEASE remember to RSVP whether you're a new or current member to Karen Lopez, [Khlopez23@gmail.com](mailto:Khlopez23@gmail.com), we want to make sure we have enough deliciousness for everyone. There is a park entry fee of \$5 per vehicle.

It's election time. If you're willing and able to serve on PCA-OCR's Board of Directors, please email me at [sheamonica@gmail.com](mailto:sheamonica@gmail.com) and advise which position you're interested in. President, Vice President, Secretary and Treasurer are open for the 2024-2025 term.

While it's only September, now is the time to mark your calendars and reserve your space for the 2023 PCA-OCR Holiday Party and Silent Auction. It's been a sellout the last few years, so please do not delay registering. Registration is open and you have two ways to reserve your seats. 1) Check or cash, payable PCA-OCR, at our Elks Breakfast Meeting, \$85 p/p, or 2) MotorsportReg: [msreg.com/OCRHolidayParty.com](http://msreg.com/OCRHolidayParty.com) (MSR fees will be applied). Party date is Sunday, December 10, 2023, at the American Legion Newport Harbor from 4:00 p.m. – 8:00 p.m. Proceeds from the silent auction are donated to Semper Fi! Are you able to donate something? Stay well, safe driving and enjoy the ride!

Monica Asbury

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





# EDITOR'S LETTER

Rob Alen

## The Most Significant Porsche 911.

This year is the 60th anniversary of the Porsche 911; first introduced at the IAA Frankfurt Motor Show September 12, 1963.

Since then there have been hundreds of 911 models. Out of all those, which one is the most significant?

We asked OCR members earlier this year at a Breakfast Meeting. There were a variety chosen, mostly air-cooled versions. By a slim vote, the winner is no surprise: The 1975 Porsche 930 Turbo.

In this issue we profile the 930, and its companions, the Porsche 93's: 934, 935, and 936. A stellar cast of cars.

*Be kind, be generous, be well.*

**Rob Alen, Editor**

robalen602@gmail.com

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



1. Gather your article ideas in a WORD document, no ZIP files.
2. No more than 500 words.
3. 3-5 photos of high resolution for quality and along with captions. (Pictures must be bright, simple central subject for good reproduction.)
4. We'll help prepare the article for publication.

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



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# Where's Pando?



## Dubai, Saudi Arabia

Lina and Zaher Khatib

PANDO went with Lina and Zaher Khatib dune bashing in Dubai, Saudi Arabia, during their summer get away.



### Where will PANDO go next?

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

## Bergen, Norway

Doug and Theo Russell

Theo and Doug Russell, have been Porsche members since 1987. PANDO accompanied them on their Viking Ocean Cruise from Barcelona, Spain, Portugal, England, France, Belgium and Norway. Photo opp below was snapped at the "The Ice House" in Bergen, Norway.



## Zurich, Switzerland

Josie and Mike Tandiana

Mike and Josie completed their 10 days European river cruise in Germany, France and Switzerland on April 18, 2023 exploring historic cities and diverse landscapes with dramatic cliffs and hilltop castles that line the banks of the Rhine river. Per Mike, they had a wonderful and memorable journey but added the whole trip will not be complete without a photo shot with PANDO taken just before catching their flight back to LAX.

# Stuttgart Market Letter

Report by David K. Whitlock

July's Porsche market remained steady from its cool-down in June as we saw similar results, with 71% of the 529 cars offered throughout July selling for a total dollar volume of \$29,105,785. Nineties Turbos led the month with 3 out of our top 5 sales, led by the \$800,964 achieved by a 1994 911 Turbo S 3.6 Package car, followed by a 1997 911 Turbo S that sold for \$560,000, both on Bring a Trailer.

## The Turbo Market

The 964 Turbo market saw one other example offered, a 1993 Turbo 3.6, selling for \$335,965. 993 Turbos were abundant, as we saw six examples across the auction with a sell-through rate of 67%. Aside from the Turbo S mentioned above, another notable example was a 1997 Turbo WLS 2 that sold for a strong \$237,993. The WLS 2 package included larger turbochargers, an additional oil cooler, an optimized twin-pipe sports exhaust system, and an upgraded Motronic engine control unit. The price was a new high for a 993 Turbo equipped.

Brand-new 992 Turbo S Cabriolets also had a strong month, with prices inching up again after a drop of about \$30,000 year over year. Three examples sold north of \$280,000, a price point we haven't seen since June of 2022, with only one example selling for \$227,000. The lower priced car had 764 miles on the odometer while the others were still delivery mileage examples with less than 100 miles.

## G-Body 911 Sales

But it wasn't just Turbos making moves this month, as we had several notable G Body 911 sales. The high sale of the G Body group belonged to a 1975 911S Coupe with a clean, backdated look and a highly modified 3.8L engine. The color combination had Singer written all over it with the price paid of \$277,500, a bargain compared to the reimagined 911s by Singer. We also saw a price of \$145,000 for a very nicely restored 1974 911 Coupe finished in Grand Prix White over Midnight leatherette showing 62,000 miles.

## Porsche 356s

356s had a strong July as well, at least those that sold, as we saw another decrease in the sell-through rate, this time dropping from 64% to 56%. Leading the group was a 1962 356B Super 90 Coupe, finished in Ivory over Red that sold for just shy of a twelve-month high at \$160,000. Other 356s in the \$100k club

included a 1964 356SC Cabriolet at \$139,000, a 1964 356SC Coupe at \$135,000, a 1956 356A 1600 Coupe at \$126,500, and another 1964 356SC Coupe at \$100,000.

992 GT3s continued their slide as not a single example sold for over \$300,000 this month, the closest being a 2023 911 GT3 Touring 6-Speed finished in Shark Blue with 1,588 miles selling for \$299,000. PDK-equipped models are falling the fastest, with a Shark Blue car with 1,862 miles selling for \$231,000. Interesting that a wing and a transmission choice can cause a \$60,000 price decrease, but that's the market.



While I fully expected the 992 GT market to keep sliding, the most surprising slide of the month for me had to be the 996 Turbo market. Only 33% of the 996 Turbos on offer sold for the month, with no single example selling for over \$70,000. These have been on a run for the last several months, so it will be interesting to see if July was just an off month or if the 996 Turbo market is taking a turn.

## Markets to Watch

There will be lots to watch in the Porsche market as the summer ends, with many exciting cars coming up for sale in both Monterey and online. Bring a Trailer will offer some historic race cars from the WOB Porsche 75th Anniversary Race Car Collection and the Gruppe P Collection Part II, and of course, Monterey will have their usual docket full of significant Porsches as well. I expect our highest dollar volume this year, but we'll have to wait and see.

David K. Whitlock is a writer for The Stuttgart Market Letter, a daily market update for Porscheophiles. [www.stuttgartmarketletter.com](http://www.stuttgartmarketletter.com)





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1957 Porsche 356A Speedster:  
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1957 Porsche 356A T1 Speedster:  
Factory Black/Red.



1959 Porsche 356A T2 Super Coupe:  
Silver/Red.



1961 Porsche 356B Cabriolet:  
Silver/Navy Blue.



1977 Porsche 911 Turbo Carrera:  
Bitter Chocolate/Cork.



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1989 Porsche 911 (930) Turbo courtesy of OCR member Jesse Lopez.





Ready for take-off.

# The Most Significant Porsche 911: The 930 Turbo.

Story and Photos  
by Rob Alen

**The Porsche Hard Core.** They are aliens. At the end of the day, they drink NITRO-vodka™ and put Cholula “XXX” hot sauce on their tacos.

They make the RGruppe look like Student Drivers.

You can't see them, you don't know who they are, they don't come out too often. They think Nevada's Silver State Classic or Idaho's Sun Valley Tour de Force speed runs are too organized.

The Porsche 930 Turbo is their prime choice as a Weapon of Speed. It is PANDO's Most Significant Porsche 911.

We had occasion to speak to a few 930 owners. Listening to their driving experiences of the 930 on the open road could get everyone in jail, for committing, or aiding and abating, illegal behavior.

The first 930s came to market in 1975 (274 were produced in 1974). Production continued to 1989. They looked like a normal G-body 911, but had a big wing in the back and a turbocharged 3.0 liter 6 under the engine cover.

First wings were flat, and later ones got more substantial black plastic surrounds to add side stability and please those concerned about pedestrian safety.

The Porsche Hard Core love to avoid turbo lag. Keep your foot in it and you go, hesitate and lift, you spin. There is nothing like turbo boost in the morning.

The car can be peaky, like a 2-stroke dirt bike. Twist a wrist/put your foot in it, 1-2-3...4-5-6. Whoa...a kick in your back and we have launched. Hello Houston, we are now in orbit.

The car was pretty light, so if you cut-at-speed power you coast for miles without making a sound, blowing by that Corolla on re-entry. And pleading innocence to any CHP black-and-white.

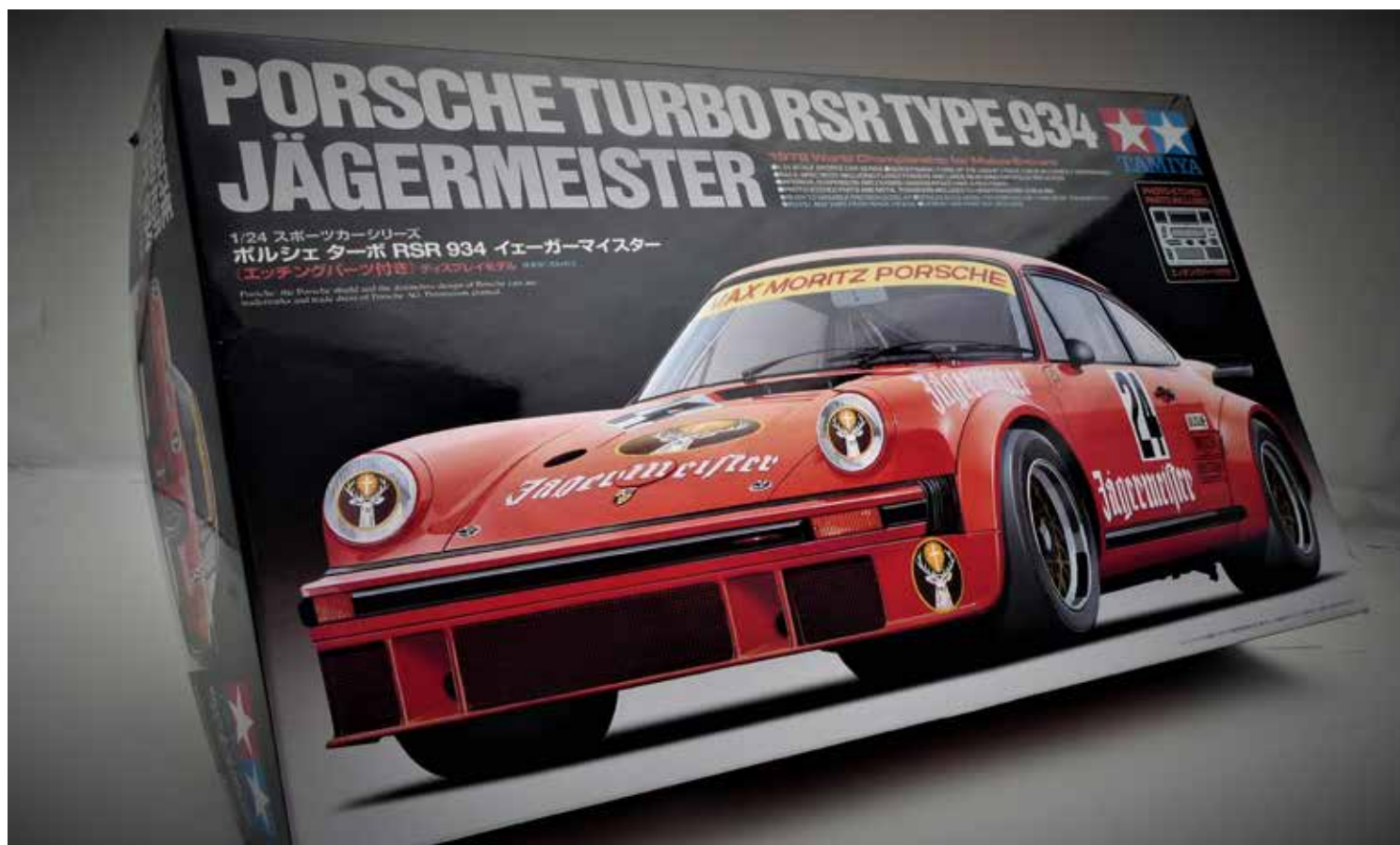
The 930 owner is like a predator shark, always looking for an open road; stretches that go from here, to way over there. After mastering tech inspection, because a lot is at stake, the 930 owner is looking around for “authorities;” like in the old days, a kid sneaking a cigarette.

Driving a 930 with all of its potential takes an experienced driver; who is not stupid or foolish. It is not for padding around in your slippers on the streets of Irvine.

If you want a 930, these days they run from \$114,000 (3.3 liter) to about \$232,500 (3.0 liter). You would be driving a car that morphed into a 934 racecar, the 935 that won Le Mans, and even the 936 Spyder; three Le Mans wins, two with an engine inspired by the 930. That is why the 930 Turbo is the most significant Porsche 911.







## Porsche Turbo RSR Type 934. Copy courtesy of TAMIYA.

During the 1970s, the World Championship for Makes had rivaled Formula One in popularity but its organizer, the FIA, was faced with a shrinking entry list due to the effect of the Oil Crisis, which led to regulation changes in 1976.

As a result, Group 5, which featured production based vehicles with extensive modifications became the class to compete for the World Championship of Makes, while Group 6 was transferred to entry in the 1976 World Sportscar Championship.

Moreover, the FIA's minimum production regulations for homologation of Group 4 GT class cars were relaxed from 500 in 12 consecutive months to just 400 over 24 months, to allow more manufacturers to have a chance to participate in the series. Thus, the 934.

The 934 was based upon the 930 Turbo. Fitted with a large turbocharger, a water-cooled intercooler, and K-Jetronic mechanical fuel injection system, the flat-6 engine was under the horizontally-positioned cooling fan in the same way as seen in the 917 and 908, for optimum cooling effect.

Thanks to such modifications, the engine's power was boosted from 260hp to 485hp and at the same time its torque was nearly doubled.

The sleek body featured flared fenders and a large front spoiler with air intakes for the oil cooler in the middle, intercooler

radiators on the left and right, and rounded brake cooling air intakes.

1976 would go down in history as one of the great years for Porsche racing cars. They left their rivals in the dust, winning the World Championship for Makes with the 935, the World Sportscar Championship with the 936, and both the European GT Championship and German Sports Car Championship with the 934.



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There's a 911 in there somewhere. (1979 Le Mans winner)

Story and Photos by Rob Alen



Left to right : 1973 Porsche 911 Carrera RS 27, 1976 Porsche 934 Coupe, 1979 Porsche 935 Coupe.

# Harry Potter and the Porsche 935.

The story of the Porsche 935 has more plot twists than anything at Hogwarts. The good wizard is grandfatherly-looking Norbert Singer.

He graduated from the Technical University of Munich to join Porsche in 1970. His first assignment was cooling gearboxes for the 917. He was later moved to work on the 935.

His lesson of the 935 is simple: do your homework. Read the rules and the fine print.

The 935 was a championship winning race car for Porsche between 1978 and 1984. It was based on the 930 Turbo. Stroll through the paddock at Rennsport and you will find numerous variations.

In the mid-1970s, the Paris-based Federation Internationale de l'Automobile (FIA) were changing the rules from prototypes to modified production-based cars like the 930 Turbo. Classified as Group 5, the rules were free-wheeling, designed to maintain "the silhouette." The roof, doors and engine cover couldn't change.

Underneath all that front and rear body cladding is a 1975-76 930 911, kinda. Over time Norbert Singer read the rule book,

and found for example, position and height of the headlights was "free." That led to the slant nose for better aero.

The over-fenders were "free" which led to aero panels front and rear. The 930's wing had to remain the same but there was no harm adding an additional wing on top.

Over life of the car, there were versions with sub-frames front and rear, and later united with a roll-cage to create a tube frame chassis.

The rules allowed the floor to be moved up and later lowered. In one case the transmission was mounted upside down to help straighten the angle of the half-shafts and lower the center of gravity.

The engine was a 3.0 liter, at first with one turbo and later there were two. Heads were water cooled sometimes, air cooled other times.

Singer put the car on a high-performance diet: side windows were replaced with plexiglass, regulated body parts were made of polycarbonate, same composite material used on the 908/3 prototype.

The factory campaigned cars, but offered body kits to aftermarket tuners like Joest and Kremer in Germany and Andial in the US to make their own versions. A 935 K3 from Kremer won the 1979 24-Hours of Le Mans. The car is owned today by Bruce Meyer of Beverly Hills. It has quite a story of how drug money let Don and Bill Whittington buy and drive the car along with Klaus Ludwig. At the time drug money and Ponzi schemes financed a lot of 935 race team efforts in the US. 1979 was a 1-2-3 935 Le Mans finish.

The previous 934 was a benign looking 911 with wide flares

and wings. The 935 was a threatening beast with outlandish fenders and pterodactyl wing.

Singer (no relation) Reimagined has announced their restomod version of the 934/935. Bad plastic surgery; the front is reminiscent of the 934 with exaggerated 935 rear body work tacked on. The car is for a Checkbook Enthusiast who has more money than good taste and judgment. For pictures, you will have to go somewhere else.

The Porsche 935 is testament to a brilliant engineer's imaginative interpretation of simply reading the rule book.





This 935 was at Rennsport VI. Colorful sponsorship includes Swiss cigarillo company, a glue company, and pizzeria.





Porsche 936-77, Le Mans winner, 1977.

## A 911 in Disguise.

The Porsche 936 does not look like a 911, but it won the 24-Hours of Le Mans twice with a 911 turbo-charged engine, a descendent of the 930 Turbo, our pick for Most Significant 911.

[It would win a third time in 1981, being retrieved from Porsche Museum mothballs, to be fitted with an engine developed for the Indianapolis 500. The engine would later go on to fame in the 956 and 962.]

Our interest here is 1976 and 1977. The 936 was developed for the World Championship for Sports Cars (Group 6). Engineers tapped experience with the 908/03 and 917/10 designs to create an open Spyder. An aluminum space frame was covered with a plastic body. The engine was the 2.1 six-cylinder boxer.

In 1976 Jacky Ickx and Gijs van Lennep won Le Mans finishing with a winning margin of 11 laps. It would be Porsche's first Le Mans win with a turbocharged engine.

In 1977, Porsche returned to Le Mans with the 936/77. A little smaller, lower, shorter and refined. Again, winning margin was 11 laps. Drivers were Jacky Ickx (his 4th of six Le Mans wins), Jurgen Barth (his only overall win, he has three class wins) and Hurley Haywood (his first of three Le Mans wins). As a footnote, Ickx would drive all three of the 936 Le Mans wins: 1976, 1977, 1981.

From the 936 would come the all-conquering 956 and 962 that would make Le Mans their personal playground with six Le Mans wins.





# Welcome to Rennsport VII.

**R**ennsport was first organized in 2001 by British racing driver Brian Redman and Bob Carlson, Porsche Cars North America press manager.



- 2001**  
Rennsport Reunion I, Lime Rock, Connecticut.
- 2004**  
Rennsport Reunion II, Daytona International Speedway
- 2007**  
Rennsport Reunion III, Daytona International Speedway.
- 2011**  
Rennsport Reunion IV, Laguna Seca, Monterey
- 2015**  
Rennsport Reunion V, Laguna Seca, Monterey
- 2018**  
Rennsport Reunion VI, Laguna Seca, Monterey
- 2023 September 28-October 1**  
Rennsport Reunion VII, Laguna Seca, Monterey

## Porsche Racing Drivers Worth Remembering.

There are many Porsche drivers worth remembering: Dan Gurney, Graham Hill, Richie Ginther. Here are three more:

## Porsche Racing Drivers

### Vic Elford



Rallying champion in 911s; won 1968 Daytona 24 in a 907 LH; 1968 Targa Florio in a 907/8; 1971 Sebring in a 917. The Targa win is tops: drove 7 of 10 71-kilometer laps.

### Hans Hermann

1954 Carrera Panamericana, 3rd overall in a 550, beating the big boys in big bores; notched a 1958 Le Mans Porsche class win; first Porsche Le Mans overall win, 1970. Ask about his 1954 Mille Miglia trick at the railway crossing.

### Jo Siffert



Won 1970 Targa Florio with Brian Redman in a 908/3. Archetype for Steve McQueen's "Delaney." Wore a Heuer patch and Heuer Autavia watch which McQueen copied. Heuer sent six Monacos to the production; the first automatic chronograph.

## Porsche Racing Success



### Targa Florio

Porsche found early international racing success in the hills of central Sicily racing the Targa Florio between 1956 and 1973. Narrow roads, tight corners, bell clanging flocks of goats in the road; perfect for the 550, 718 RSK, 904, 908 and others. The 917 was too big and powerful. Porsche has a record 11 overall wins.



### 24-Hours of Le Mans

Porsche started racing at Le Mans in 1951 and chalked up 108 class wins. Winning the big show in 1970 with a 917; the first of a record 19 overall wins to date. (Results were 1-2-3 in 1970: Salzburg 917K, "Psychodelia #3" 917L, 908/2LH.) In 1971, 33 of the 49 starters were Porsche. Notable Le Mans drivers were: Jacky Ickx (6 wins, 4 in Porsches), Derek Bell (5 wins, all in Porsches), Hurley Haywood (3 wins, all in Porsches).

## Famous Porsche Racing Liveries

Livery is a term from the 1300s signifying the colors of one's patron. In the 20th century, it means the sponsor's logo and colors.

### Gulf



The orange-and-blue of Gulf oil goes back to the 1930s. Made famous in motorsports on John Wyer's Le Mans-winning Ford GT40 in 1968 and 1969. (The same car, #1075, won both years and the sponsor owned the car.) John Wyer transferred to Porsche in 1970 managing the 917s. They won the 1970 championship, lost the '70 Le Mans and became more famous with "the Movie."

### Martini Racing



The vermouth brand Martini & Rossi dates to 1863 in Turin, Italy. Count Metello Rossi di Montelera of Martini & Rossi began their sponsorship program in 1958. Their blue-and-red stripes have been seen in rallying, touring car racing, Formula One, and sports car racing. Their colors were on this 1971 Sebring-winning Porsche 917K.

### Rothmans



Rothmans originated in 1890; by the mid-20th century it was one of the leading British tobacco companies. They have a royal warrant, and 3 Porsche Le Mans wins ('82, '83, '86) to their credit. In the Paris-Dakar rally, Rothmans colors were on the winner in 1984, and 1986 the first-and-second finishers.



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**MEMBER**

# RICE'S Ramblings

Story by Lee Rice

### The most significant Porsche 911



My brother John had a beat up 1956 356 Speedster!  
I was lost in his dust on twisty CA 1 more than once.  
So I sold my 'Vette and bought a Porsche.

**T**here are many significant 911s, even the very early 901 is significant. I came to Porsche and the “family of Porsche Owners” in 1971.

The 911 was a brilliant design and it was not intended to be any world beater but more of an upgrade from the 356. 911s evolved into near magic cars and one in particular was a paradigm for the entire world.

In 1973, America and the whole world were cut off from oil. We had to face a new reality; there was a demand for fuel miserly cars. When Porsche announced a new 911 model we wondered, a new miserly 4-banger again?

As Porsche turbocharged race cars, overnight there was a revolution in automotive racing, Porsche showed the world a turbocharged car can run on tight twisty roads, as well as, fast straight-aways, like Indy.

When it was announced the 911 was getting a major turbo upgrade; adding the turbocharger was foreseen as a major performance increase right in the middle of a fuel shortage and high increases in fuel prices,

Think back to the October 1973 Frankfurt Auto Show which presented a concept car and those who put any amounts of deposits on the proposed turbocharged 911; it was clear, this new 911 was only a beginning. The new 3.0 liter 930 Turbo was a direct evolution of the 1974 911 RSR and in demand by those who HAD TO HAVE ONE. By 1978 the 930 became an intercooled 3.3 liter engine with 300 HP (As much as a three years earlier full race 911 3.0 RSR!)

There were new “930 Turbo Brakes,” derived from the 1970-1974 917 racing brakes. These brakes were modified for long term street use on the 3.3 liter 930.

The 930 is a multi-personality car in stock form. It was difficult to find a middle ground: a nice low rpm cruiser or get on the upper rev range and go like blazes. Both are safe, you just don't go Wide Open Throttle (WOT) without being fully aware of opening the cage of a wild animal!

With the 1978 930's addition of the evolutionary 917/911 RSR/now 930 brakes, vacuum assisted since 1977, C.I.S. Fuel Injection, the driver had confidence to use the whole 930 in smooth balance it did not have before. It made driving such a joy to lightly ease the pedal down and get smooth MASSIVE response when you needed it.

The factory built the 930 Turbo starting in 1974 actually, and in 1975 the Rest-Of-The-World-only model. The 930s were built on the former 1974 911 RSR & RS hand built assembly line which followed the 1973 RSR.


**Godspeed  
Leslie F. Rice**

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



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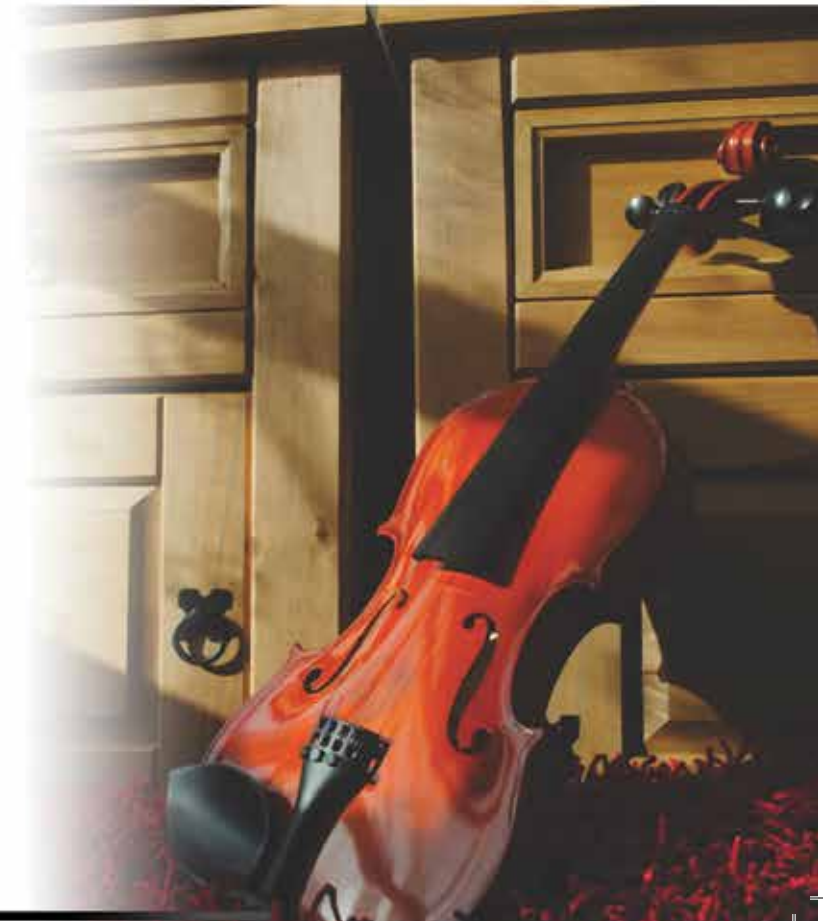
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2014 Rolls Royce Wraith	\$65,000*
2017 Porsche Macan S	\$90,000*
2014 Lamborghini Aventador	\$74,899*
2016 Porsche 911 Turbo	\$55,000
2018 Mercedes AMG GT C	\$78,145
2017 Porsche 911 Turbo S	\$87,350*

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# OCR's New Member's Picnic

September 16, 2023 : 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 October 8, 2022, your meal is complimentary.



- BBQ Hamburgers / Hot Dogs and all the fixins'
- The cost for members who joined prior to October 8, 2022 will be \$10 p/p. Two ways to pre-register: 1) Bring cash or your check, payable to PCA-OCR, to the August 5th Breakfast Club Meeting and enroll, or 2) Avoid the lines and send in your payment to PCA-OCR, P.O. Box 6726, Huntington Beach, CA 92615-6726. Day of event registration fee will be \$15 p/p.
- All members will be responsible for \$5 parking fee
- Goodie Store, fun, camaraderie
- Laguna Niguel Regional Park - #3 Picnic Shelter

Register in person at the monthly Breakfast Meeting. See Karen Lopez at the Membership table to add your name and the number in your party. Please be prepared to pay \$10 per person at the time of registration. (No refunds after September 6, 2023.)



# PCA-OCR Contact Information

## OCR Executive Board



President  
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

Advertising Chair  
Robbie Crawford | ads4pcaocr@gmail.com

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

Concours Chair  
Henry McArdle | henry@henrymcardle.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

Tech Advisor  
Paul Shaffer | Paulcshaffer@yahoo.com

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

Performance Driving Chair  
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  
Vacant | treasurer@zone8.org

Zone 8 Autocross Chair  
Zone 8 Series Autocross suspended for 2023  
Zone 8 CA Rules Coordinator & Webmaster

Tom Brown | ruleproposals@zone8.org

Zone 8 Chief Driving Instructor  
Scott Mann | cdi@zone8.org

Zone 8 Concours Chair  
Zone 8 Series Concours suspended for 2023

Zone 8 Drivers Ed / Time Trial Chair  
Russell Shon | russell@lightningmotorsports.us

## 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.

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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.

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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>.



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Have a question?  
Just want to vent?

This email goes straight to the board of directors:  
[opinionspcaocr@gmail.com](mailto: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](http://www.pcaocr.org)



# OCR Membership Updates

## Anniversaries :

### Congratulations!

#### September

Anniversaries are recognized every five years of membership.

#### 30 Years

Mel Cecil  
Suzanne Cecil

#### 15 Years

David C. Jones

#### 10 Years

Pamela R. Brown  
Doug S. Davert  
Douglas Fedele  
Maureen Fedele  
Gregory K. Mitchell  
Lisa Mitchell  
Diana Sargenti  
Gregory Sargenti

#### 5 Years

Maynard Carkhuff  
Sherri Carkhuff  
Barb DePrete-Goda  
Michael Fink  
Eugene Goda  
David Kelly  
Acey Kohrogi  
Roy Kohrogi  
Eric Prouty  
Laura Prouty

## New Members :

### Welcome!

#### July

Vic Acevedo  
1978 911 SC Targa  
2015 911 Carrera S  
Jeffrey Allen  
1989 911 Carrera  
Richard R. Ames  
Carol Ames  
2009 911 Carrera S  
David W. Beamish  
2002 911 Carrera Cabriolet  
Jenn Benedikt  
Erik Benedikt  
2001 911 Turbo  
Viet T. Do  
Lien Do  
1988 911 Carrera Targa  
Mike Goosby  
2023 911 Carrera GTS  
Todd A. Hustrulid  
Allison Arokae  
2009 911 Carrera  
Steve Leszuk  
2002 911 Carrera Cabriolet  
Mario A. Martinez  
1970 911 T  
Robert E. Miller  
2015 Cayman S  
Scott Norton  
Michelle Norton  
2019 718 Cayman GTS  
Jesus Sandra  
2018 Macan S  
Todd Wallace  
1983 911 SCS  
Todd Whitaker  
2023 911 Carrera GTS  
Brandon Zinkil  
2018 911 Turbo

## New Member Transfers :

Steven Brittan  
Transfer From: Connecticut Valley (CTV)  
2014 911 Carrera 4S  
2015 911 GT3  
Michael S. Turner  
Devin Turner  
Transfer From: Riverside (RIV)  
2023 911 Carrera S

## Membership Benefits :

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**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)**



**PORSCHE**

## New Members



Ernie Proctor / 911 Carrera S Grey



Dick Ames / 09 911 Carrera S Meteor Grey



Viet Do / 88 Carrera Targa Red



# Breakfast Club, August 4, 2023

Photos by Denny Asbury and Monica Asbury



August guest speaker Jim Busby and motorsports author John Nikas.



## Classifieds

### FOR SALE: 930-911 TURBO

'86 911 Turbo Coupe, Garnet Red Metallic/ Champagne lthr, 70K mi. 4 spd manual \$149,500.00. Michael 714/322-4112; msampson930t@gmail.com. NWR (2)

'91 911 Turbo Coupe, Black/Black lthr, 91K mi. 5 spd manual, \$169,000.00 Dennis 443/808-4565;fourrings@gmail.com.MD (1)

2016 911 Turbo S Coupe, Rodium Silver/ Black lthr, 19K mi. PDK, \$139,991.00 Kevin 720/987-6864; rkevinbrown@gmail.com . TR (2) .

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

2015 911 GT3 Coupe, White /Black lthr, 3.9K miles PDK \$169,000.00 Eric 321/506-3898; LTaylor216@cfl.rr.com. FCR (2)

2016 911 GT3 RS Coupe, Orange /Black lthr, 686 miles!!!!. PDK. \$249,050.00 Dale 615/761-4603; dale.williams1120@gmail.com. TNR (2)

2018 911 GT3 Coupe, Miami Blue /Black lthr, 2K miles 6spd manual \$205,000.00 John 950/294-3156; jsipay@gmail.com. GCR (2)

### WHEELS & TIRES

FOR SALE: Spyder Center Locking Wheels. Semi gloss black Front 19" x 8.5" and Rear 19"x 11". No curb rash and few minor road marks. Would describe as factory new appearance from 24" away. Fits GT3, GT2, RS, GTS and Turbo. Removed from my '12 GTS with 38,000 miles. Boxed and ready for UPS ground shipping. Additional pictures, part numbers upon request. Asking \$3,400.00 Please call if any questions. Tom 949/633-5013. OCR (2)



FOR SALE: Porsche Cayenne full size spare Design II F09 alloy wheel (19"x8.5") with OEM Huf TPMS valve stem, and Porsche 265/50 R 19 NO rated Michelin Latitude tire. Fits Cayenne 2015-2018 (958.2) and staggered sizes on 2019-2023 (9YO); comes with color center crest cap and is balanced. For cross country trips, a full size spare is essential, used this one twice on 2014 and 2019 Cayennes. \$295.00. Contact Ernest. emaure@drernestmaurer.com. OCR (2)



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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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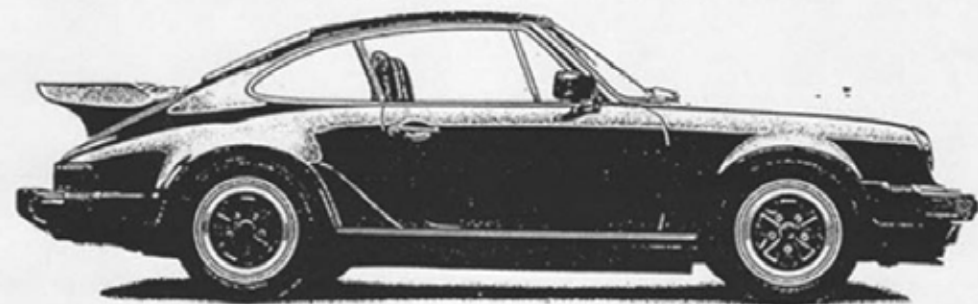
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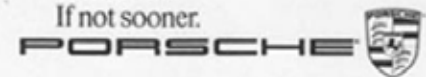
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Ever since Porsche's first official win on July 11, 1948 at Innsbruck, Austria, Porsches have taken more checkered flags in sprint, endurance and rally racing than any other car. Which is why a day at the races can be such an inspiring event for the spectator.

So inspiring in fact, that, for some of you, the thought of having to drive home in whatever it was you arrived in could be enough to make you plan a trip to your local Porsche dealer.

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If not sooner.



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PORSCHE



LIMITED EDITION

**PORSCHE RENNSPORT REUNION 7  
MIRAGE SPORT TECH SNEAKERS**

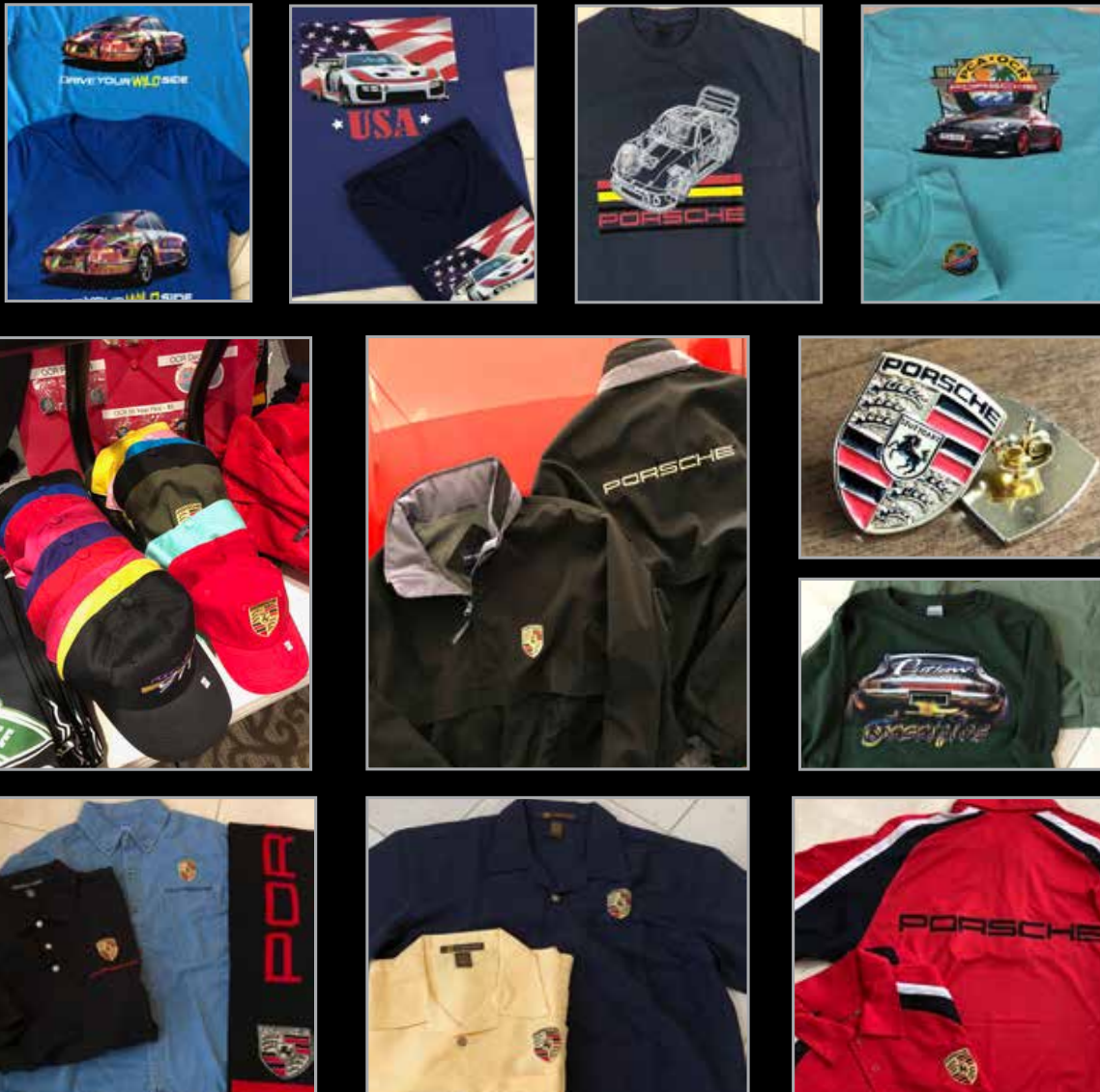


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The Goodie Store is at the monthly Breakfast Meeting  
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