

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | NOVEMBER 2020



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ANZEIGER | OREGON REGION PORSCHE CLUB OF AMERICA | VOL. 60, NO. 10 | NOVEMBER, 2020

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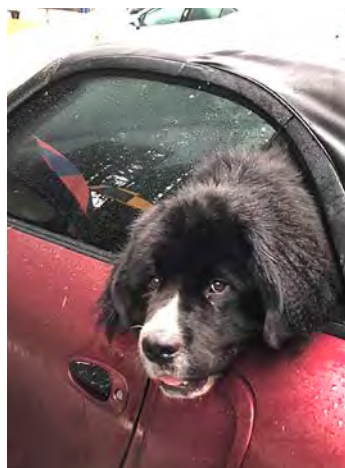


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NOVEMBER, 2020

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Scott Lazenby

Eric Lewis

Steve Miller

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Ravi Rajaram

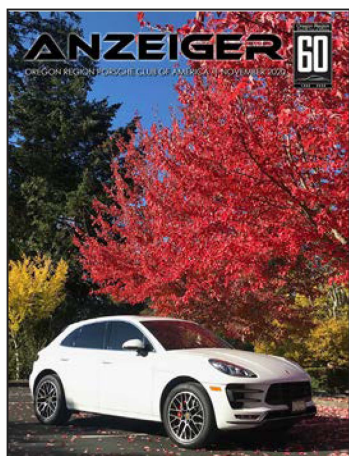
Peg Ryan

Les Schreiber

Randy Stolz

Joe Sweeney

Many thanks to **Mark Prusynski**,
Zone 6 Representative for his column.



ON THE COVER

Beautiful fall colors provide the perfect Porsche backdrop. Photo by Bob Ellis.



ANZEIGER

Noun, German: 1. One who indicates, shows 2. One who informs

The ORPCA's Award-Winning Newsletter | VOLUME 60 | NUMBER 10 | NOVEMBER 2020

ANZEIGER NATIONAL AWARDS

THIRD PLACE 2020 National Newsletter Contest, Class V PCA Region

FIRST PLACE 2017 National Newsletter Contest, Class V PCA Region

FIRST PLACE 2008 National Newsletter Contest, Class IV PCA Region,

THIRD PLACE Best in PCA

THIRD PLACE 2006 National Newsletter Contest, Class IV PCA Region

PAUL HEINMILLER TROPHY Best in PCA 1971

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[CLICK HERE for October 2020 ORPCA Board of Directors Minutes](#)

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EVENTS, OREGON REGION AND BEYOND

NOVEMBER, 2020

- 11 Virtual Board Meeting
- 18 Dinner Gathering

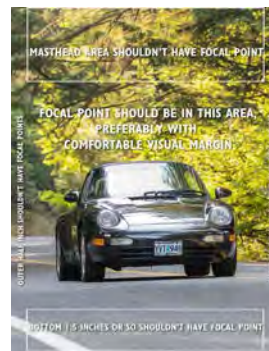
DECEMBER, 2020

- 5 Tots for Toys Drive
- 7-14 Toys for Tots Toy Drive Continues
- 9 Virtual Board Meeting

ANZEIGER COVER PHOTOS HOW TO'S

- The cover "bleeds" off the edges, so please leave a good margin on every side of the focal point (most often, a car)
- Make sure there is nothing significant in the masthead area (see *diagram at right*).
- Shoot in Portrait (vertical) mode
- Shoot and send the highest resolution possible.

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WELCOME TO OUR NEW MEMBERS!

Rob Bosworth
Sheridan, OR
2005 911 Carrera

Tyrone Rodriguez
Camas, WA
2012 911 Carrera

Alex Greening
Portland, OR
1985 911 Carrera

Max Shepanek
Portland, OR
1980 911SC Targa

David Marquis
Wilsonville, OR
2017 911 Carrera

Alan Zucco
Portland, OR
1996 911 Carrera Cab

ORPCA LOCAL SUMMARY

Primary Members: 606
Associate Members: 412
Total Local Members: 1,018

PCA MEMBERS IN OR REGION

Primary Members: 1,067
Associate Members: 412
Total Region Members: 1,747

NATIONAL PCA SUMMARY

Primary Members: 87,907
Associate Members: 48,107
Total National Members:
136,014



Larry Tracewell
Membership Chair

membership@oregonpca.org

ANNIVERSARIES

40 YEARS

Peter & Janice Linsky

10 YEARS

Anh Le & Carlos Santayana

35 YEARS

Dale & Austin Heiman

5 YEARS

G. Michael & Michael Gougler
Tom & Melinda Jackson

15 YEARS

Les Schreiber & Lisa LaRouche

ADVERTISER INDEX

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| 10 | Avant-Garde Collection | 503.505.6200 |
| 7 | Heckmann & Thiemann Motors..... | 503.233.4809 |
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| 5 | Matrix Integrated (Downtown)..... | 503.443.1141 |
| 5 | Matrix Integrated (Westside) | 503.747.5780 |
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PRESIDENT'S MESSAGE

Steve Miller

Thanking Three Great Members From the 2020 Home Stretch!

We're on the homestretch of 2020! I hope this edition of the *Anzeiger* finds you healthy and well! As the year winds down, so do our driving events such as Arrive and Drives and Autocross. We still have some events on the calendar for 2020. **A small dinner gathering is scheduled in November** and, although we were forced to cancel the Holiday Party we will continue to support the U.S. Marine Corps' Toys for Tots toy drive. First, we will have two drop off locations on Saturday, December 5, 2020 from 3:00 p.m. to 5:00 p.m. **The locations are: Aji Tram, 4477 Lakeview Blvd, Lake Oswego, OR 97035 and the Lodge at Cascade Brewing, 7424 SW Beaverton Hillsdale HWY, Portland, OR 97225.** This is your opportunity to donate two unwrapped toys, one for a boy and one for a girl. If you wish, you can also enjoy a no-host beverage and snack, in a socially distanced environment. Be sure to wear your mask when not eating or drinking. **Your thoughtful generosity will brighten a child's Holiday Season in a year of isolation, no classroom study, and very little extras for many!** Heckmann and Thiemann Motors and Matrix Integrated, two premier marketing partners of the Oregon Porsche Club, will be our hosts onsite. You may also drop toys at their business sites any time during the work week or when you have your Porsche serviced. Check the event ad on page X for more information. **Thank you so much for your participation!**

The Oregon Porsche Club says goodbye to three hard-working club members who have contributed greatly to the success of organization over the years.

The first is, **E.C. Mueller**, most recently the **Manager of Portland International Raceway** for six years. Prior to that he was employed by Intel Corporation from July 1997 until July 2014. A longtime member of the Oregon Region, he served on the Board of Directors, as Marketing Director from 2011 until 2014 when he assumed the position at PIR. He will be retiring to the beautiful Sedona, Arizona area in the very near future. Very well deserved! **Thank you, E.C. for your guidance, leadership, and friendship over the years.** You have made enduring contribution to the Oregon Region of PCA.

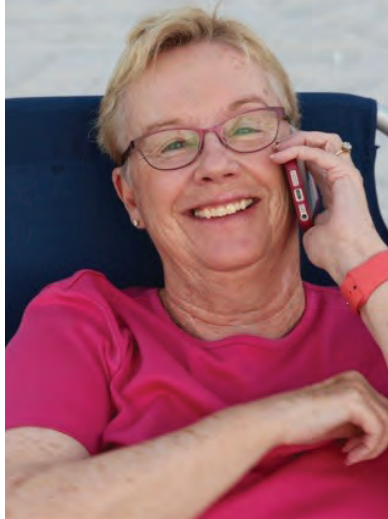
Two others who have made enormous contributions in person time and effort are **Greg and Kaylene Kirchem**. As members of Oregon Region, they became members of the **Northwest Passage planning team** over ten years ago. Greg assumed the leadership position for the last five years. The Northwest Passage Planning Committee is a team made up of about ten individuals and there is plenty of work to go around including scheduling dinners, lunches, and a variety of events. Hotels must be scheduled up to two years in advance. The route is driven several times to ensure accuracy of written directions. The list goes on and on, and someone needs to track the details and finances. **Anyone who has been on the Northwest Passage event will tell you how much fun it is.** It is evidenced by how fast the event sells out! **Greg and Kaylene, thank you so much for your service to the club**, especially, all the hours, late nights and weekends. Your contribution and commitment to the Oregon Region is very much appreciated. ■



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FROM THE EDITOR

**Peg Ryan, Vice President/
Communications Director**

Taking Reconnaissance Trips for Possible 2021 Drives

October was lots of fun with a number of driving events. We recently did a **SUV run that took us over the Wheatland Ferry**. It had been a long time since we had crossed the Willamette on that ferry. It was a blast but I was glad we all had SUVs. An article on that drive with pictures will be in the December *Anzeiger*. I want to thank Heinz Holzapfel for organizing that event, as well as the Midweek Casual Drive that same week. That **Midweek Casual Drive took us out to the Astoria Column on some very enjoyable roads**. Check out the article and pictures in this *Anzeiger*. Scott Dual did his fire-canceled drive for the October Arrive and Drive. For the first time ever, I got two articles from that drive—one was totally spontaneous. Check them out in this *Anzeiger*. Thank you, Scott and all the authors. Lastly, Winnie Miller organized a very small (14 person) **dinner at The Antojitos House** in Hillsboro. Look for that article in December. Check out the **Autocross** feature this month—two events reported with some fantastic pictures. Thank you to that team for getting our autocross program going again this year.

For November and December, there are several events being organized. Winnie Miller is working on some **dinner gatherings**. She and Steve are



working on collection of **Toys for Tots** to donate to the US Marines for their program. Look for information on these on page X.

My husband and I recently did some **reconnaissance for a multi-day trip for Fall 2021**. We went up to the **Olympic Peninsula** in search of interesting roads, scenery, and some great hotels. We were somewhat disappointed. We stayed at two historic places.

One, the Lake Quinault Hotel, was good.

The other—the Lake Crescent Lodge—did not impress us. The **Hoh Rain Forest** was very enjoyable, as was a visit to **Rialto Beach**.

But in the end, we decided this was not a great location for a club trip. We now are considering another **Crater Lake trip** (there were a couple of people on the SUV drive that said they would be very interested if we did this again). We will have to redo all of the Day 1 plans because of the fire damage on many of those roads but we have a new idea and we will do some reconnaissance in the next few weeks.

Lastly, I am looking for some articles for the winter *Anzeigers*, so if you have some Porsche projects you are working on, please consider taking pictures and writing up a summary of what you are working on and send to me!

Virtual hugs to you all. You can always reach me at communications@oregonpca.org. ■

Porsche Club of America

ZONE 6 REGIONS



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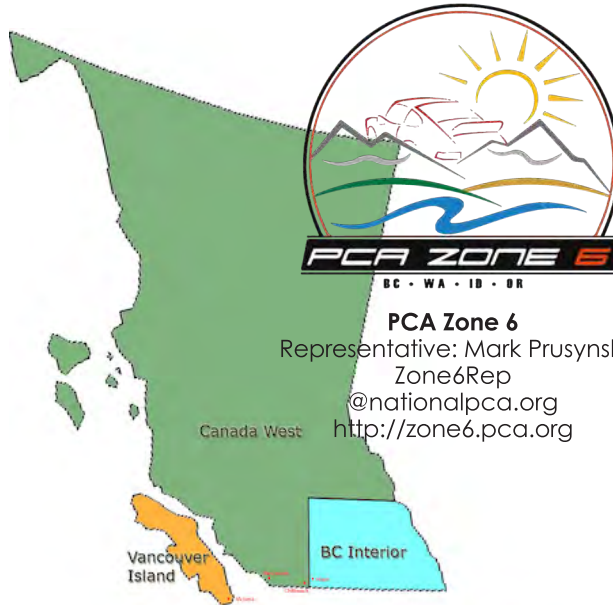
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SPINNEN
Randy Stolz

The MAD MAN and the C-Type

As a 10 year old in 1956 I was pretty ignorant of the ongoing post-war boom of the country. Yet, I can still recall the excitement when anyone in our family bought something new. I often wondered why they were excited, as, at that age, I was discovering “new” things every day.

America’s industrial might that helped win WWII was now channeled into an increasingly competitive domestic market. Every manufacturer had a new product to sell and the advertising industry was in an unprecedented growth period. The years of rationing and a depression were still a fresh memory. Those with old money didn’t need the latest gadget but the ambitious had to make an impression. Nothing succeeds like success; or at least, the appearance of it.

You couldn’t have just a radio you must have a component “Hi-Fi” system (Stereo was making an appearance on reel to reel tape). You couldn’t have a TV; it must be a Color TV. And a sports car, considered frivolous by many, definitely made an impression.



The center of the advertising universe was Madison Avenue in New York City, where all the big firms were located. My mother was also in the ad biz ... in print media ... in a Philadelphia office at one of those firms. While we lived in a New Jersey suburb of Philadelphia, New York was only a two hour drive. Business trips for my mom led to a successful career in an otherwise male-dominated world.

By coincidence, while working on the same account, my mother met a Mr. Bryce Gray, a member of the MASCDCS, which translates to the

My first ride in a race car; the Jaguar C-Type is, to my eye, still one of the best looking cars ever.



Madison Avenue Sports Car Driving and Chowder Society. The club originated as a group of car enthusiasts in the advertising business, and they met once a month at Sardi's restaurant in NYC. They would invite automotive personalities to speak and members could invite prospective new members as well. Otherwise known as the 'Chowderheads,' a few would meet from time to time at the Gray's (sans formalities), mixing business with pleasure ... sort of a Montclair NJ division. Once, a meeting was 'necessary' on a weekend and I was taken in tow.

Gray, a brilliant advertising executive (MAD MAN?), was an absolute 'nut' about sports cars. In his den, just off the garage, was all manner of automobilia. In the center of the room surrounded by furniture was a large round glass coffee table supported by a wire wheel. A table lamp nearby whose base was made from a flywheel attached to a crankshaft adorned an end table. Naturally, there were piston ashtrays and race posters everywhere. The most ambi-

tious part, done by his wife (whose hobby was painting), was a mural depicting racing cars in action ... on the walls encircling the room. She also painted a wire wheel on the toilet seat. I've never seen anything like it before or since. Gray used to joke about the fact that the wheel didn't turn when you flushed but he was working on it.

Among Mr. Gray's cars, which included an Aston Martin DB2/4 and a charming Karmann-Ghia driven by Mrs. Gray, was a Jaguar XK120C or "C-type" racer. The "C" of course stood for competition. It's days at Le Mans long gone, the car was imported for amateur events in the US, and Bryce, likely one of many owners, was entering it in hill climbs. I have a special memory of that car that will be with me till I die.

I can't remember the weekend, perhaps before Easter, when Bryce pulled the C-type out to look it over for an up-coming meet. It must have been sitting all winter as it was covered with a fine layer of dust.

Out came the hose for a quick wash. A few friends made quick work of it as they all wanted to make the Jag come alive. Then, amazingly, the entire front body of the car was lifted up and pivoted forward. After examination of the oil, fuel, brake fluid, tires, and especially the ignition (Lucas); the car was started with the help of jumper cables.

The straight six coughed to life. Instantly, I covered my ears, not expecting such a loud noise. As the warm-up revs smoothed the engine note into a harmonic tone I let my guard down to listen and enjoy the rising and falling of a baritone scale. The hood was lowered back down after a check for leaks. Bryce looked around at his friends as the Jag settled into a fast idle while still warming. I just looked at that exciting thing with my mouth open and Bryce motioned me over. "Wanna ride?" I nodded "Yes" with a big grin. He looked at my mother for approval. With a smile, she said "Go ahead" as Mrs. Gray said, "Make it quick ... the neighbors." Another friend yelled, "Don't stall it. We don't want to come get you!" I wondered if this was a good thing.

Apparently, giving rides was a frequent affair because as he opened the door for me to get in; he reached behind his seat and pulled out an old large pillow to sit on. The original "passenger" seat removed, I wedged myself between the drive shaft tunnel and the steel frame. I could barely see ahead as the car rolled forward down the driveway and we turned right. Suddenly, there was a

completely different view of the road ahead that I had never experienced before in any other car. I was sitting on what would normally be the driver's side as this British racing car had right-hand drive. As an oncoming car approached I thought we'd be a goner and said, "Uh oh!" but Bryce leaned over and said, "Don't worry. I'm used to this. Hang on."

With each passing upshift I was slammed under the rear deck as there was nothing supporting my back.

I thought, "Great! I'm going to be riding in the trunk." Then, as Bryce suddenly backed off the gas and hit the brakes, I flew forward and I was able to see again. As the whine of the differential pitched ever higher, I finally found a handhold. I'd scramble back to an upright position to see ahead, but even with the skimpy racing screen my eyes were watering. With all the wind and the noise I could barely hear what Bryce was saying. Most of the time, I just looked up at him with my mouth still open.

For what seemed like an eternity I was scrambling around, repositioning, readjusting and just trying to get comfortable. Finally giving up, I just held on, floating around like a grocery bag, trying to comprehend the entire experience. Braking, I went forward ... Corner left, I fell into Bryce ... Corner right, ok ... acceleration was AWESOME! ... It was the ride of my life ending all too soon. At the time, I had no idea what I was sitting in or how much it would form my enthusiasm.

After the ride, as young boys will do, I bedeviled Bryce to death about

the car and why couldn't he drive it on the street all the time. I had no idea what the difference between a race car and a street car was except noise. He explained some of the differences and why. On the bodywork, he said, "Racing cars have smooth shapes. You can always see that in a quarter-view from the front. Look at the Aston over there ... almost a smooth arc over the top from front to rear." I looked at the Aston, then looked at the Jag, and nodded in agreement. That bit of observation was something else I never forgot. I see it every time I look at a Porsche.

There would be other rides that day. Mrs. Gray and my mom had to make a run to the store. Riding in the back of the Karmann-Ghia, though cramped, seemed incredibly quiet and smooth after the Jag. Another time, John, one of Bryce's

friends (and a distributor for REDeX upper cylinder lube) took me for a run in his nineteen thirtysomething Austin Nippy. It was a similar experience as the Jag, only more comfortable, much less noisy, but still scary, again sitting on the left. We achieved what appeared to be escape velocity at 60 mph.

The last thing I remember about Gray was him talking to John about how much he wished he could drive the Jag on the street. I was pre-occupied with the food about to be served but as Gray and John continued the conversation I remember just bits of it ... "That's expensive" ... "You can't race that" ... "I've seen them do pretty well" ... "If you keep the revs up on a Porsche it'll go real good". Gray sold the C-Type. I hope he got the Porsche.

—KEEP SPINNEN. ■



CALLING ALL MEMBERS



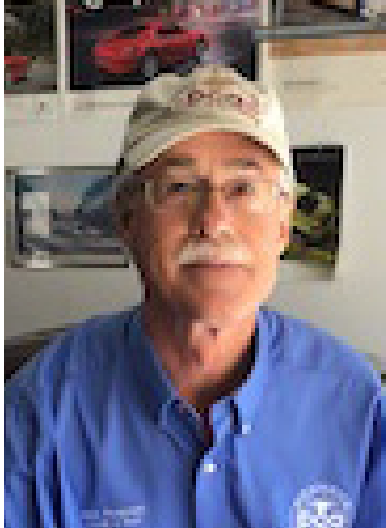
Do you have a business you'd like to promote?

Your fellow Oregon Porsche Club members would like to know about it.

It's always good to support each other and do business with people we know.

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- 1/4 Page in Anzeiger Monthly (digital) - \$30/mo



IN THE ZONE

Mark Prusynski, Zone 6 Representative

What Happened to Rallies?

Linda and I joined the Silver Sage Region of PCA in 1989 because I brought home a flyer about a **Porsche gimmick rally**. We didn't know what that was, but we took our daughters in the '84 911 and headed over. We enjoyed driving around the Idaho countryside looking for clues and took first place. I suppose there was some advantage to having extra sets of eyes, even if they were two and six years old. We began participating in **time-speed-distance ("TSD") rallies** and were reasonably good at it, although not without misadventures. TSD rallies were a staple of PCA back then, but lately our only opportunity for a TSD rally has been the **Parade Rally**. A TSD Rally has been one of the four main competitive events at Parades for many years.

As Zone Rep, I see all the **certificates of insurance for the driving events** in Zone 6. As COVID restrictions loosened up, I began receiving quite a few for **tours and some for gimmick rallies**, but finally a TSD rally caught my eye because of its rarity. I know the generation before me was into TSD rallies. Has our generation failed to pass on this tradition? Do members think they are too difficult? Have couples heard legends about rallies that led to divorces? I suspect that many members simply don't know what they are and don't have opportunities to participate.

PCA has noticed and is considering a **national rally committee or a rally chair** to get some guidelines out there and revive the "art" of Porsche rallying. I will be challenging each of our ten



Dr. Roy Johnson at one of the stops on the Club's Photo Rally in September.

regions to put on at least one TSD rally next year and to encourage our members to participate. Members spend hours preparing their cars for a Concours and hundreds or thousands of dollars preparing their cars for an autocross or DE. **A TSD rally requires no new equipment and minutes of preparation time.** A full tank of gas is a good idea, a stopwatch and a clipboard or two are useful, but a pencil is the only required equipment other than your car. If you are sure you will never make a mistake, you can substitute a pen for a pencil. I think I convinced a certain Silver Sage member that a cell phone timer will not work, but I have used my watch with a sweep-second hand successfully. You might also hunt down one of the "measured miles" on the Interstate and figure out how accurate your odometer is.

I hope that by next spring **rallies will be added to a long list of opportunities** that we will have to enjoy our Porsches—and one another's' company. Stay safe. ■



Autocrosses #3 and #4: 50+ Cars on Back-to-Back Weekends

BY ERIC FREEDLE, AUTOCROSS CO-CHAIR
PHOTOS BY RICK PITTMAN, PEG RYAN, DANIELLE PAULSON AND JAY MALLISON

Getting ready for the day—the morning was quite foggy and chilly.

The third and fourth autocrosses of the 2020 season took place in September and October—back-to-back weekends! We saw a lot of the usual AX enthusiasts come out and put their vehicles to test in well-designed courses by our SCCA 2020 Camaro 1LE driver, James Paulson. Autocross (AX) # 3 was staged in the South Pits at PIR where we had 33 Porsches compete out of 50 cars. Everyone was “mask compliant,” which made it difficult to recognize people and that made it like we were meeting “new” AX members! Anson Lytle pulled off a “hat trick” and scored his third Top Time of the Day this year with a 33.00—he sure can make that 2014 Cayman S dance, even when getting “outmuscled” by the Chevy V-8s being driven by James Paulson at 33.2, good for second and Dan

Bullis in fourth with a good 33.74. Eric Freedle in his 2016 Cayman GTS slotted in at third at 33.50 and Tong Qi in his Porsche GT3RS was fifth at 33.50. Everyone was in great spirits as the weather again was favorable for our event! We were able to get in our eight runs and finish up by 1 p.m.

The following weekend saw us move to the North Pits due to Moto Corsa (think fast motorcycles) staking out the South Pits and running on the track. This long and somewhat narrow course required a different set of technical skills, but our 50-plus-1 attendees sure seemed to enjoy themselves. We are still continuing to see a strong draw of Porsche enthusiasts that come out for the Autocross events representing roughly two-thirds of total attendees! The same top five from the last AX also finished in the top five, with a few

exchanging places. Chevy muscle in the form of Dan Bullis' beautiful 2020 C8 Corvette took TTOD with a 36.36 followed closely by James Paulson in his new 2020 Camaro SS 1LE in a time of 36.50, and again Eric Freedle in 2016 Cayman GTS third fastest with a 37.019—and Anson Lytle nipping at his bumper with a 37.090 followed by Tong Qi in his rapid 2019 GT3RS with a 37.25.

No matter where you finish in the Autocross lineup—everyone competes in a Solo platform and really competes with themselves. Many smiles and laughs were garnered by all that attended and competed!

MORE PHOTOS ON PAGES 22-25

Many thanks to all of our AX team that consistently makes this program work—as without all of them these events would not happen! So, bring out your favorite Porsche and we will point you to the proper class in which to compete. You'll go home with a big smile.

We want to send a special thank you to our friend and fellow club member E.C. Mueller, who has been the PIR track manager for the last six years and has been so instrumental in keeping PIR engaged with all forms of motorsports and some non-motorsports. E.C. is stepping down from that position. Rumor has it that Arizona has been calling. He will be missed! ■

To enjoy more photos from this event, go to:

Autocross #3: <https://orpca-pix.smugmug.com/2020-ORPCA-Events/Autocross-7-September-27/>

Autocross #4: <https://orpca-pix.smugmug.com/2020-ORPCA-Events/Autocross-8-October-4/>

(NOTE: Download photos with the down-arrow icon.)



Clockwise from left: Still foggy as we walked the course; Chuck Jarvie giving the safety part of the Participants Meeting; Vadim Gruntkovskiy and his 1999 Porsche Boxster in the starting lineup.





Top in the classes for Autocross #3 were:

| Class | Driver | Car | Fastest Time |
|--------|------------------|-------------------------|--------------|
| OPEN | Dan Bullis | 2020 Corvette C8 | 36.36 |
| I01 | Pete Libke | 1983 Porsche 911 SC | 40.95 |
| I02 | Eric Freedle | 2016 Porsche Cayman GTS | 37.02 |
| P01 | Richard Stark | 1985 Porsche 911 | 42.36 |
| P02 | Jeff Gretz | 2001 Porsche Boxster S | 39.23 |
| P03 | Jay Mallison | 2014 Porsche Cayman S | 37.93 |
| P04L | Joshua Sechrist | 2018 Porsche 718 Cayman | 39.02 |
| S01 | Bryce Bederka | 1999 Porsche Boxster | 39.70 |
| S02 | Chris Rhia | 1999 Porsche 911 C2 | 40.21 |
| S03 | Jeff Reece | 2007 Porsche Cayman S | 39.60 |
| S04 | Tong Qi | 2019 Porsche GT3 RS | 37.25 |
| NP AWD | Jon Steeves | 2016 Ford Focus RS | 37.76 |
| NP FWD | Arron Mauldin | 1997 Honda Del Sol | 39.62 |
| NP Mod | Ben Mason | 2017 Ford Focus RS | 38.04 |
| NP RWD | Danielle Paulson | 2020 Camaro SS 1LE | 38.97 |

Top in the classes for Autocross #4 were:

| Class | Driver | Car | Fastest Time |
|--------|------------------|-------------------------|--------------|
| OPEN | Anson Lytle | 2014 Porsche Cayman S | 33.00 |
| I01 | Harry Danberg | 1983 Porsche 911 SC | 38.80 |
| I02 | Eric Freedle | 2016 Porsche Cayman GTS | 33.49 |
| P01 | Richard Stark | 1985 Porsche 911 | 37.98 |
| P02 | Michael Pinto | 2000 Porsche Boxster S | 35.49 |
| P03 | Todd Eddie | 2012 Porsche Cayman R | 34.58 |
| P04 | Max de Lavenne | 2016 Porsche Carrera S | 35.61 |
| P04L | Joshua Sechrist | 2018 Porsche 718 Cayman | 36.18 |
| S01 | Peter Burke | 2002 Porsche Boxster | 36.07 |
| S02 | Chris Rhia | 1999 Porsche 911 C2 | 35.49 |
| S03 | Jeff Reece | 2007 Porsche Cayman S | 35.36 |
| S04 | Tong Qi | 2019 Porsche GT3 RS | 33.74 |
| NP AWD | Jon Steeves | 2016 Ford Focus RS | 34.15 |
| NP FWD | Arron Mauldin | 1997 Honda Del Sol | 36.02 |
| NP Mod | Ben Mason | 2017 Ford Focus RS | 34.22 |
| NP RWD | Danielle Paulson | 2020 Camaro SS 1LE | 35.08 |

Top: Grid in North Paddock.
Above: The lineup in the grid: Right: Dan Bullis in his new 2020 Corvette C8 is very quick.





Above: Autocross Co-Chairperson Eric Freedle giving some directions; Above right: Daniel Betenbender in his 1984 Porsche Carrera 3.2 showing his artistic side with multicolored numbers! Right, clockwise from top left Drivers ready to race: Jeff Gretz, Lou Mavor, Les Schreiber and Tong Qi.

AX #3 AND #4, CONTINUED



Above: Cone Killer Pete Libke spinning! Right: Harry Danberg making a quick stop. Below: How many cones could a Cayman carry if a Cayman could carry cones? Eric Freedle cleans up.



October Arrive & Drive: Fall Beauty ... (Part One from Scott)

BY SCOTT LAZENBY | PHOTOS BY MIKE AND STACY STACK, HEINZ HOLZAPFEL, DIANE HOMES, AND BOB ELLIS

Oregon Revised Statutes 811.425 requires slow drivers to pull over if they're below the speed limit and backing up traffic. Apparently, the driver of a truck pulling a trailer was unaware of this law for several miles of sweeping curves just past Colton during our October 10 Arrive and Drive tour. No matter; it gave us an opportunity to enjoy the fall foliage and glimpses of rapids on the adjacent Milk Creek.

This was only my second Oregon PCA drive, and in spite of both occurring during rainy weather, it won't be my last. It was great to get out and drive, especially since my poor Porsche has been languishing in the garage during the pandemic. What I hadn't realized before is how much fun it is to watch Porsches of all kinds

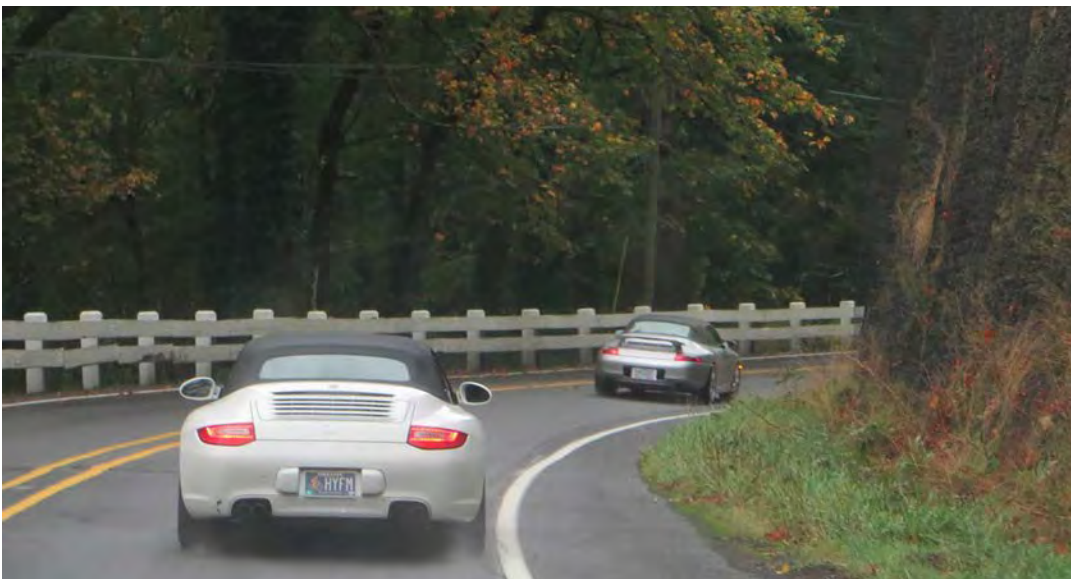
and vintages in their natural element, and to hang out with fellow Porsche owners.

For the first leg, I got to follow a beautiful white Carrera. On the second leg, I had the pleasure of following John and Anne Dantzig in their GT3-RS racing car: I felt like I was in a Grand Prix! I had to flog my Cayman to keep up, but my car assured me it was enjoying it.

The route chosen and led by Scott Dual took us on lightly traveled and scenic roads, heading east from Wilsonville. For any lawyers reading this (and based on the tortuous process of filling out forms for the drives, I assume our club is full of them), I will say we always stayed within the speed limit. But we do know those advisory speed signs at the curves are merely suggestions.

To enjoy more photos from this event, go to <https://www.smugmug.com/app/organize/2020-ORPCA-Events/Arrive-and-Drive-October-10>

(NOTE: Download photos with the down-arrow icon.)



Beautiful scenery once the rain eased up.

OCTOBER ARRIVE & DRIVE



Above: Masked up and protected from the rain. Below, clockwise from top left: Scott Dual and Denise Hippy doing the Safety Meeting; masked up in the rain; Luckily the back window is big enough for Max!

Our rest break was at the Harvest Market in Estacada. If anyone is looking at remote work as a long-term prospect, Estacada would make a great place to live. My Cayman and I make the drive there every few months to get a keg of Fearless Brewing's Scottish Ale. Thanks to German engineering, a keg fits perfectly in the trunk.

From there we climbed up winding roads to Sandy, which sits on the divide between the Willamette and Columbia watersheds. Then we plunged into the Sandy and Bull Run River gorges, full of nice hairpin turns and more beautiful scenery. While being tossed around by some sections of rough road, I was pleased that not a single squeak or rattle was audible in my 11-year-old Porsche.

Yes, it did rain, but it eased off as the drive progressed, and apparently our tires were up to the wet conditions. And as an aside, I was impressed at how easily the Macans seem to be able to keep up with the 911s; they truly live up to the "sport" in SUVs.

The drive concluded with a picnic at Glen Otto park; several of our group took advantage of the restaurants in nearby downtown Troutdale. I really appreciated Scott's choice of route and the work that went into it, and I wish I was able to take a picture of my final image: following his 911 out of Troutdale with his dog's head (a St. Bernard/Grizzly Bear mix, I think) hanging out the back window.

■



... and a 45 MPH Car Wash

(Part Two from Randy)

BY RANDY HOMES | PHOTOS BY MIKE AND STACY STACK, HEINZ HOLZAPFEL, DIANE HOMES, AND BOB ELLIS

Imagine driving through a car wash at 45 miles an hour but with ten times the water falling on you. That's pretty close to what the first group to leave the start of our October 10 Arrive and Drive experienced during a 15 mile stretch of the first leg.

Five optimistic drivers and three navigators met up at the southbound I-5 Wilsonville rest stop for an 8:30 cruise to Glenn Otto Park along the Sandy River in Troutdale. We were true optimists because the majority of cars were cabriolets. Also, "cruise" was the operable word as it early on seemed more like motoring down the Willamette River than taking a spirited drive through the countryside. In fact, top speed for as much as ten miles of open road seldom exceeded 45. Fortunately, by the time we reached our break at the Harvest Market in Estacada, the rain slacked off and we could enjoy the early fall countryside while also increasing our pace.

The drive through the countryside from Estacada to Troutdale was the highlight for the

group going over lots of twisty roads past Eagle Fern Park and Bull Run, and then along the Sandy River. Although the rain had stopped, the group wisely choose to enjoy our picnic lunches sitting at socially distanced picnic tables under a common roof. Perhaps weather conditions weren't ideal for a Porsche drive, but as they say: it's not the cars, it's the people.

Thanks to Heinz Holzapfel for his excellent lead and Bob Ellis for sweeping and his photos. Thanks to Scott Dual for organizing the Arrive and Drive for us. ■



Above: Rain-soaked roads. Below: Great picture!





Midweek Casual Drive Includes Incredible Pacific Views

BY JOE SWEENEY | PHOTOS BY JOE SWEENEY, MATT NENNINGER, LYNNE ROE AND JEFF GRETZ

*View from the Astoria
Column park looking out
towards the Pacific Ocean.*

**MORE PHOTOS
ON PAGES 30**

On Wednesday, October 21, we met up at the Fred Meyer parking lot in Hillsboro for a safety meeting ahead of the Group 1 9 a.m. start time. We quickly realized that all eight Porsches in the early group were Cabriolets. Three of us were brave enough and left the parking lot with our tops down!

We began our drive heading out Old Cornelius Pass and through some of the scenic Hillsboro and North Plains country roads before getting on US 26 west for eight miles. Once we turned off toward Vernonia, the Oregon skies opened up and so did my top. At our first rest stop we found cover from a down-pour until Heinz gave the “Let’s go” signal. In spite of the rain, the adrenaline of fun driving and lots

of scenic fall beauty was great. The sun shining through the rain onto the bright fall foliage made me realize I can enjoy my Porsche and Porsche friends even if we are driving below the speed limit!

As we headed onto OR 202 and through the Clatsop State Forest, the rain dissipated and the road became ideal with sweepers, tight corners, and up and down banked turns. Arriving in Astoria, we drove up to the Astoria Column to take in the incredible views of the Pacific and the Columbia River. We relaxed, swapped stories, and the picnic lunches were brought out.

A big shout-out to Heinz Holzapfel for arranging and leading this fun Midweek Casual Drive. ■



To enjoy more photos from this event, go to <https://www.smugmug.com/app/organize/2020-ORPCA-Events/October-Midweek-Casual-Drive>

(NOTE: Download photos with the down-arrow icon.)



Clockwise from above: Heinz Holzapfel and Jerome Duval at the start; Jeff Gretz ready to go! Randy Homes ready to go! Lynne Roe and Jeff Gretz at the start.



MIDWEEK CASUAL DRIVE, CONTINUED

Clockwise from right: Fall beauty along the route;
Rest stop at Vernonia Lake;
Astoria Column—end point;
Jeff Gretz, Heinz Holzapfel
and Randy Homes enjoying
lunch.



SUV Drive Mosey to Manzanita

BY MIKE O'CONNOR | PHOTOS BY HEINZ HOLZAPFEL AND BOB ELLIS

With proper social distancing and masks in place, our small group of Porsche SUVs consisting of four Cayennes, three Macans (and one brave 911) met in the Hillsboro Fred Meyer parking lot for the start of an October 3rd trek to the coast.

As per proper Covid protocol, route instructions are now sent on line to each participant prior to the event. In this case there were two routes, one for folks wanting to stay on paved roads, and one including a couple of side excursions on gravel roads...guess which one the 911 took!

Thanks to Bob Ellis for mapping out and planning this event, great roads with lots of twist and turns. At one point we all pulled over to regroup and we had a "lemmings" sighting as a number of cars behind us pulled over also!

We enjoyed a terrific early fall day with a mix of clouds, sun, patch of fog and falling leaves. Along the drive we came upon a number of bicycle riders, a Great Pyrenees dog keeping a watchful eye on his buddies, an eagle's nest high atop its perch, old pioneer cemeteries, and somewhere near North Plains a lot full of old British cars, presumably rusting, parts falling off and leaking massive amounts of oil!

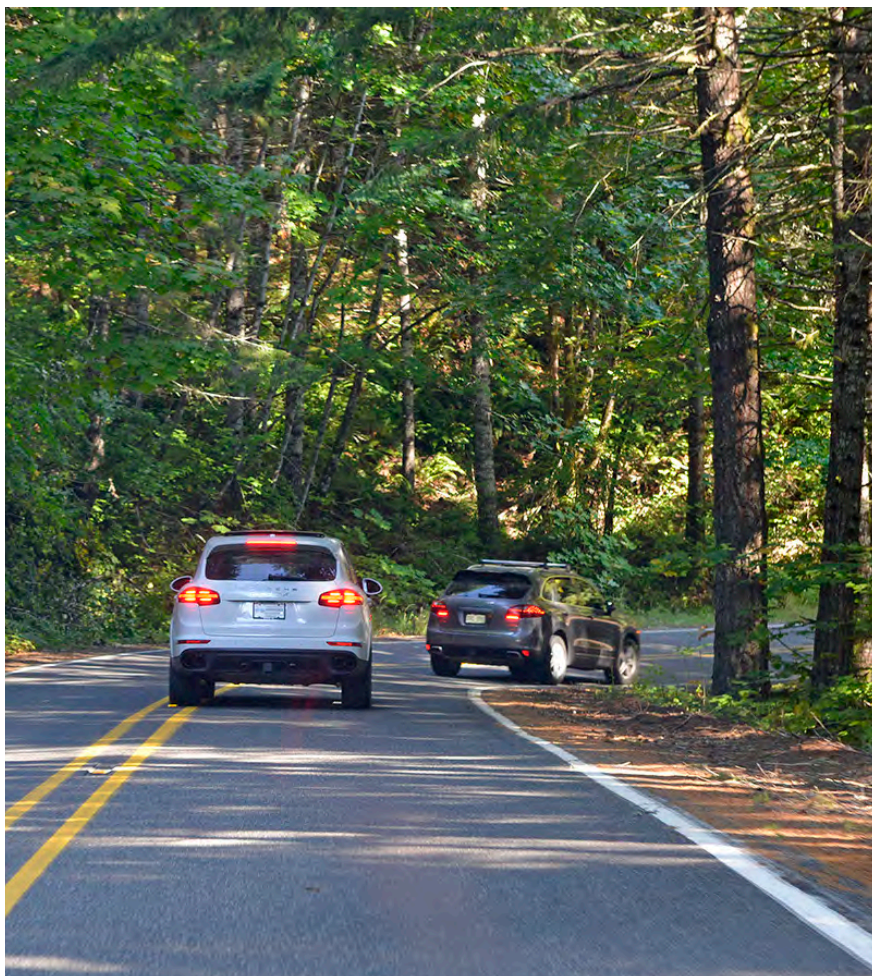
Our leisurely drive ended at the Nehalem Bay picnic area where we all enjoyed our socially distanced

picnic lunches. From there we were all on our own to explore more of the coast or head back. There was a fun surprise at lunch when Bruce and Carmen Sweetman joined us with their 356. They have just relocated to the Oregon coast and to our club after several years in Tennessee. Bruce has many photographs and articles in automotive publications including Panorama, Road & Track, AutoWeek, Excellence, and Total 911. Check out the picture of them with their beautiful car. ■

To enjoy more photos from this event, go to <https://orpcapix.smugmug.com/2020-ORPCA-Events/Mosey-to-Manzanita-SUV-Drive-October-3-/>

(NOTE: Download photos with the down-arrow icon.)

**MORE PHOTOS
ON PAGES 32-33**



Lovely drive in forest and near the river.

SUV DRIVE, CONTINUED

Clockwise from left: Mike and Mary O'Connor; Bob Ellis, our tour organizer; Starting out in the fog; Gravel road results; Dust from one of the gravel roads—not fog!





Clockwise from top left: Go Pro after the gravel road! Bruce and Carmen Sweetman, recently returned from Nashville to the Oregon Coast; Bob Ellis with Maria Menor and John Johnson, new Cayenne owners; Great smile from Bob Ellis; Chris Thiele, new member, joined us for the drive and lunch.

Country Roads and a Barbeque Highlight “My Other Favorite Car” Drive

BY RAVI RAJARAM | PHOTOS BY MAYNARD CHAMBERS AND LYNNE ROE

All of us Porsche club members are quite passionate about cars, especially the Porsches that occupy pole position on our favorite car lists. Many of us also do own other marques for different reasons, either as daily drivers or just treasured parts of our small private collections.

The genesis of doing a mid-week fun drive involving just our other favorite cars emerged from a causal conversation of a small group of us, a self-named “posse” who would gather on a semi-regular, though somewhat adhoc fashion to do drives in our Porsches during these Covid times. Our drives would often conclude with picnic lunches al fresco in some little discovered spot.

Quickly this idea grew into something that excited us—filled with

the anticipation of driving our other favorite cars. Some real collectibles like Jaguar E-Types, “boy racer” Triumph TR6s along with other cars, long in years, but high in that “special” factor like a Mercedes Benz CL 500, BMW 318s and earlier generation Porsches as well as all-weather sleds like my Saab 9-3 waiting to be exercised.

In order to accommodate the needs of this “senior” gathering of automobiles, we (Bob and I) planned the September 2 route to include minimal freeway miles and roads that were fun, yet not too demanding on the braking or handling capabilities of these special machines. The route had us start at West Waluga Park in Lake Oswego and make our way down SW Stafford Rd. and SW Mountain Rd. onto

Bob's 2014 Porsche Boxster S and Ron's 2000 Mercedes CL 500 coupe in unique dark forest green.





Wilsonville Rd. for a short freeway section on I-5 South, getting off at the Charbonneau exit and winding our way to our first pit stop at Champoeig State Park.

As with all things vintage, there was a certain unknown factor we were dealing with, especially where British automobiles are concerned. A little bit to my surprise on my drive to the start at West Waluga Park, I got a call from Lynne saying that her Jaguar E-type (also known as the XKE in the US) had quit on her altogether after travelling a short distance and was not firing up. She needed to call a tow truck to have it hauled away to Ed of Consolidated Motors, the local Jaguar specialist. Lucky for her it was a couple of blocks from her home and she had her picnic chair loaded in the “boot” (better known as the “trunk” this side of the Atlantic), which she put to good use while waiting for the tow truck to show up.

That was not the only car glitch that our posse encountered—it turns out that Bob’s 1979 Porsche 911 SC (also referred to as “the little guy”) decided it was time to throw a fit or more precisely literally throw off its

“pop-off” valve, to the accompaniment of the sound of a loud backfire and quit without moving a millimeter from its garaged spot! Bob did a quick recovery, switched horses, and brought his newer Boxster S to the start.

We waited a few extra minutes at the start in the hope that the tow truck crew would show up promptly and rescue the Jag, but decided to go ahead—the plan communicated via text messages was for Lynne to catch up with us at the lunch stop, having switched horses to her reliable Porsche Macan S and taking the more direct freeway route.

Above: Lynne’s 1964 Jaguar E-type Series 1 OTS (Open Two Seater) being loaded onto the tow truck. Below: Maynard’s 1976 Triumph TR6 in hornet yellow and Ron’s 1996 BMW 318ti 2 door hatch back (with only 6500 miles on it!).



The “posse” at lunch: Ron Gotcher, Bob Ellis, Ted Ciochon, Lynne Roe, Ravi Rajaram, Maynard Chambers.



The rest of the posse made it to the pit stop without any further car surprises—the roads were fun and offered a mix of mild sweeping turns and elevation changes. The stretch from Champoeg State Park to our lunch stop at Spongs Landing Park in Marion County was mostly through wide open scenic prairie country that is aptly named the French Prairie region, with miles of hop farms, off River Rd. and a short stretch of Hwy. 219.

Our lunch stop was also a bit different, not just in its serene location on the banks of the Willamette River, but also being a barbeque event vs. the usual picnic lunch. The seed for this was planted by Bob, echoing what many of us felt—“It’s been a while since we have had a real barbeque” during these pandemic times. The idea sparked interest and we quickly divvied up tasks among troops—patties, buns, cheese, veggies, chips, condiments and briquettes (an unfamiliar object in a gas grill world). Lynne volunteered to bring along some homemade brownies as well—which were eagerly anticipated!

Lynne made it to our lunch spot right on time while we were setting up shop and everything fell in place like clockwork—the fire started up quicker than a vintage car thanks to well-selected “instant” briquettes supplied by Bob, Ted’s mastery at the grill, and good choice of meats by Ron we were quickly feasting on a delicious meal in a peaceful setting by the river. It was one of the best-tasting barbeques and desserts I have had in a long time and it was a unique and fun-filled experience all around.

The drive back was fun, taking slightly different roads and included a quick stop to contemplate a crossing on the Wheatland ferry, but we decided against it as the water level was low and some of our cars would have clearance issues. All in all a fun outing—food, folks and (car) fun!

A week after we did that drive, all hell broke loose with wildfires in Marion County and we felt especially fortunate in the timing of our special drive and our thoughts and feelings go out to all those who have had to deal with the devastation. ■



Top: Master BBQ chef Ted manning his station; Ravi, Ted, Lynne and Ron enjoying a very satisfying meal on the banks of the Willamette. Note the social separation. Above: The Willamette river in the background. Left: Lynne's amazing 2016 Sapphire Blue Macan S to the rescue!

Tours Training Class Instructs Potential Tourmeisters

REPORTED BY PEG RYAN | PHOTOS BY TOSH KANNO AND ERIC LEWIS

Below: Eric Lewis shares his expertise with Alan Meyer and the rest of the class. Bottom: ORPCA members Mark Brundage, Tosh Kanno, and Alan Meyer and Scott Dual are all potential Tour organizers.

On Sunday, October 18, Phyllis Thiemann of Heckmann and Thiemann Motors graciously offered the use of their classroom to hold a Tours Training Class. Four members attended. The class was informative and all the attendees were excited to begin planning tours for 2021. The class will be offered again in January and May 2021. Check your email blasts for more information. ■



Meet a Member: Les Schreiber

My Porsche Story begins in 1972 when I purchased a 914-2.0. In 1976 I bought a 912E. My third Porsche was a 2002 Carrera with the X51 Kit and a six-speed manual. My current Porsche is a 2012 Carrera S with a seven-speed box.

I moved to Vancouver after many years in the Loma Prieta Region out of San Jose. I was the Membership Chair for two years, President for two years and co-president for two years. I spent five years as the Zone 7 Concours Chairperson. I have been a member of the Oregon Region since 2017.

I love attending Porsche events. Some of the Parades I have attended are: Portland 2006 (Took First Place Touring Class at Parade Concours), San Diego, CA, Salt Lake City, UT, and Monterey Bay, CA. Also, I have attended WERKS Reunion Monterey in 2014 and 2015 and in 2016 I was a PCA judge.

I did an Autobahn Adventures Tour in Germany and Austria in 2006.

I am 86 years old and I still love driving my Porsche. I am a US Navy Veteran. I was active for 22 years including the Korea and Vietnam wars. I also spent 25 years at Lockheed Missile & Space Co.

Every year since 2005 I have participated in Autocross events. I have my daughter participate when she can (She loves to drive my Porsche and drove at PIR at the Portland Parade). I love Autocross because

they are a lot of fun, regardless of how I end up. I'm not into it to win anything, but to just enjoy driving my 2012 Carrera S. Sometimes there are just too many cones, and I lose track of the course. As most participants will acknowledge, there are times when you just get lost, but it's still a lot of fun, and nobody gets hurt.

I do like to go on the club tours, since I am new to the area, to see what Oregon and Washington have to offer. I was disappointed that the Crater Lake tour this year was cancelled; I was looking forward to that.



Oregon Region Porsche Club of America

NORTHWEST PASSAGE 2021

June 16th – June 20th

Update on the 2021 Northwest Passage!

The ORPCA Northwest Passage is “On The Road Again” with the 2021 tour! We will be featuring new and exciting roads with rolling hills, mountains, and switchbacks, as well as familiar destinations from past tours that we all have come to enjoy. This year’s tour explores the roads of the high plains of central and eastern Oregon, passing through towns named Wasco, Condon, Heppner, Sumpter, Baker City and John Day. From beautiful rivers and mountains, to undulating hills, this year’s Northwest Passage Tour will be a great drive as well as a feast for the eyes. To add more fun to this year’s tour, we will be offering an optional Sunday night stay at Riverhouse on the Deschutes.

Porsche of Beaverton will host a pre-tour social event on Wednesday night in their fabulous showroom. An event not to miss, we will be treated to a tasty selection of hors d’oeuvres, wine and beer, amidst beautiful Porsches as we say hello to old friends and greet new tour participants.



The 2021 Northwest Passage begins on Thursday afternoon when participants meet where the Cascade Mountains intersect with the Columbia River. The Northwest Passage Team will host a welcome reception on Thursday

evening with hors d’oeuvres, wine and beer to welcome participants and to provide a time for us to meet and socialize with one another.

Friday morning, our route follows the Columbia River and then up on the central Oregon high plateau as we wind our way east through Condon, Heppner and Sumpter, enjoying some spectacular scenery and fun Porsche roads. Friday afternoon we continue east to Baker City where a full street will be blocked off so tour participants can park and display their cars.

Friday evening, the Northwest Passage Team will host a reception with wine and beer at the historic and majestic Geiser Grand Hotel.



Saturday morning, we zig zag our way towards John Day. After lunch, we head west, following great driving roads with big sweeping curves and long straight stretches filled with beautiful scenery, before arriving at our destination, Riverhouse on the Deschutes in Bend.

The Northwest Passage Team will once again host its locally famous, always popular, keg and car wash following our Saturday drive. This event gives everybody a chance to wash the

road grime off their cars, socialize and just have fun. A hosted beer keg and snacks will be provided. Saturday evening, we will enjoy a delicious hosted dinner together at the Riverhouse on the Deschutes.



Sunday morning, we enjoy a lovely hosted brunch. For those who don’t have to rush back home, we have planned an optional Sunday night stay at the Riverhouse on the Deschutes where you can sit back and enjoy the amenities of the resort, watch the Deschutes river flow by or explore the local roads.

Registration for the NW Passage tour will open on December 8th. It will be online, and payment will be by credit card. This year’s NW Passage will be limited to 35 cars to ensure the safety of all participants. Look for information on how register in an email before this opening date.





Have you signed up for PCA Juniors?

It's not just the cars. And it's not just the grown-ups. PCA is about the kids too!

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

The PCA Juniors program has worked with coloring book illustrator Fireball Tim to create custom coloring sheets for you to download and enjoy.

DOWNLOAD HERE: <https://www.pca.org/pca-juniors-activities>



PORSCHE CLUB OF AMERICA

NOVEMBER BOARD OF DIRECTORS MEETING

Wednesday, November 11 | 6:30 to 8:30 p.m.

This will be a virtual board meeting. If you are interested in attending, please send an email to Peg at vicepresident@oregonpca.org with your name and email address.

All members are welcome to join us!

Note: November Board Meeting is Wednesday, December 9

NOVEMBER DINNER GATHERING—VERY LIMITED SEATING

Wednesday, November 18 | 6:30 p.m.

Bugatti's Ristorante

18740 Willamette Drive, West Linn, OR 97068

This Dinner Gathering is being held at Bugatti's Ristorante in West Linn and will be hosted by Larry and Cathy Hannan. You will be able to order from their menu and pay on site with cash or a credit card. There is room for 16 people. You will have to RSVP for this event and have a Communicable Disease waiver on file. RSVPs open on November 5 at 5:00 p.m. Here is the link to all the information and to RSVP: <https://www.oregonpca.org/event/dinner-gathering-bugattis/> ■

TOYS FOR TOTS TOY DRIVE

Saturday, December 5 | 3:00 to 5:00 p.m. and December 7 to 14 (Not Weekends)

The cancellation of the 2020 Holiday Party means more that 100 of us won't be able to gather for food, wine, music, dancing and gifts at our dinner table. A staple of the Holiday party has been collecting toys for donation; for the last couple of years, we have donated to the Toys for Tots program sponsored by the U.S. Marines. Since more children than ever before are in even greater need, we decided to go ahead with the effort. At the designated times, you may drop off unwrapped toys at the the following locations:

Aji Tram, 4477 Lakeview Blvd, Lake Oswego, OR 97035

The Lodge at Cascade Brewing, 7424 SW Beaverton Hillsdale Hwy, Portland, OR 97225

You can join friends in a safe environment for a the happy hour menu. At Aji Tram, you may order and pay on site. We will have the entire restaurant to ourselves. The Lodge at Cascade Brewing (formerly The Racoon Lodge) is requesting preorders of food. If you plan to join for happy hour, please contact Winnie Miller at millerw1@comcast.net for information. Phyllis and Ed Thiemann will be our hosts at The Lodge at the Cascade Brewing. Bryan and Aimee Farley from Matrix Integrated will be our hosts at Aji Tram. This is truly a community effort.

We will continue to collect toys for the Toys for Tots Drive from December 7 to 14. Please consider dropping toys off one of these three locations before December 14:

Heckmann and Thiemann Motors, 3220 SE 19th Ave, Portland, OR 97202

Matrix Integrated: (Westside) 12930 NW Cornell Rd, Portland, OR 97229 and (Eastside) 4000 SW Macadam Ave, Portland, OR 97239

Be sure to mention that you are an ORPCA member and you will receive a 60th Anniversary glass (not dishwasher safe).

Anzeiger Marketplace

CARS FOR SALE



2016 Cayenne GTS. Beautiful Moonlight Blue Metallic Cayenne GTS with all services completed under Porsche Service Maintenance program. Expel Protect Coating, New Michelin Tires 11/2020 with alignment, Professionally detailed every year.

Options include: Premium Package Plus, Sport Chrono Package, Trailer Hitch, Heated Steering Wheel, Heated Windshield, Porsche Crests on headrests, Illuminated Door-Sill Guards, Instrument and Compass Dials in White, 4-zone Climate Control, Bose Surround Sound System, 21" Cayenne Sport Edition Wheels, Heated seats front & rear. Sale includes: Both Key Fobs, All Original Manuals, Clear Title.

Must see and drive to appreciate. Ordered a 2021 Cayenne GTS. Out of garage space. More pictures are available on PCA: PCA Mart. NOTE: You must be logged into the site to see the ad. To see this SUV contact: Tours@oregonpca.org \$57,500/OBO (11/20)



1999 Porsche 911 Carrera, Arctic Silver Metallic with Metropol Blue Leather Interior, This 996 has 69,700 miles with a Manual Transmission. No Accidents, Clean and Clear Title in Hand. Aero Exterior Kit with Power Sunroof and Tinted Windows. New Continental Rear Tires with newer Kendra front tires. Recent Oil and Filter change, Transmissions Service, New Battery. Factory tool kit, original owner's manual, etc are included..Always Stored in my Garage, but not a garage queen as she loves to be driven! I have had it 4 years and I absolutely love this car and hate to let it go, but circumstances force me to let someone else enjoy it so my loss is your fun!..Has the IMS been replaced? Not to my knowledge, but I have never had any issues with the car as we are religious on oil changes and have them analyzed for metal with no issues. Over \$75,000 new and offered at just \$21,996 OBO! Contact Kirk at 541-490-6630 or Kirk@HMKUSA.com for additional pictures and details (11/20)

PARTS FOR SALE

Pirelli Sotto Zero Winter Tires 245/35 R20, 295/30 R20, Excellent condition! Less than 2K miles. Tires are located in West Linn, OR. Asking \$750 o.b.o Please email with any questions. mr.toddodom@gmail.com (10/20)



Brand New Unopened **Rennline SS Brake lines** Part #CS18 for 991-981-718 models DOT approved set of 4 will fit front or rear. Retails for \$150, selling for \$100 Gary Feldmann, feldgary@comcast.net (9/20)



WeatherTech Front & Rear Floor liners in Black for 2019 Porsche Cayenne. Perfect condition \$150. WeatherTech trunk liner for Audi Q5, fits Cayenne perfectly but is about 1" short at the front edge. \$50. Stuart Moss, duett0430@gmail.com, (503) 310-7258 (10/20)

981 Cayman Muffler, \$200; photos available. Excellent condition, 15k miles when removed. Chris Curtin; 360-472-0285, ccurtin@rockisland.com (8/20)

**Marketplace
Continued on Page 44**

Anzeiger Marketplace, Cont'd.

MISCELLANEOUS FOR SALE



"Porsche: Excellence was Expected" 3 volume set by Karl Ludvigsen. This is the 2003 edition that has 1574 pages and covers Porsche history through 2002. This set is in "as new" condition with dust jackets and hard case included. Volume 1 was signed by the author on Sept 16, 2003. Asking \$400.00. open to offers. Bob 503-539-3242 bob@kelandscape.com. (11/20)



Porsche Belt from Porsche Design Drivers Selection. Two tone leather, reversible black or dark brown, adjustable length up to 47 inches. Never used. Asking \$60.00 Bob 503-539-3242. (11/20)



Porsche Detail Kit in an aluminum framed storage case. This kit contains insect remover, window cleaner, inside glass cleaner, polish, hardwax, vinyl polish, top cleaner, 2 cleaning cloths

and a chamois. Instruction booklet and keys are also included. This is in excellent, virtually unused condition other than some damage to the foam lining under the glass cleaner. \$110.00.

Bob 503-539-3242 bob@kelandscape-design.com.. (11/20)

IN SEARCH OF

Wanted: **Original intake air cleaner housing and cover** for 1988 911 Carrera 3.2. Contact John Lacko at jclacko@comcast.net (10/20)

Wanted: **Information on a 1968 911/912 Targa.** Peter Linsky is looking for a 1968 911 or 912 Targa with a heated glass rear window—not for purchase, but for some photographs. Please contact him at linsky911@comcast.net if you can help! (9/20)

FREE



Roof Cross Bars – Free to a good home! Should fit up to 2009 Cayenne. Please contact Jim Flynn by texting him at 503-789-8472. (11/20)

Marketplace: Connecting with Club Members in Anzeiger and OregonPCA.org

The Anzeiger Marketplace has a track record of sales and is a free service provided to members. We are now including your listings in the Classified section of the Club website as well.

To submit, update or renew an ad, email classifieds@oregonpca.org. Ads will run for at least three issues and may be renewed upon request, space permitting. If your item sells prior to renewal, please notify us at classifieds@oregonpca.org.

Up to three photos may be submitted, and will be featured if space permits.

Items offered for sale must be the personal property of the member; services are not eligible for advertising in Marketplace.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue and are subject to space availability. Make checks payable to Oregon Region PCA and mail to PO Box 281, Lake Oswego, OR 97034. ■

