

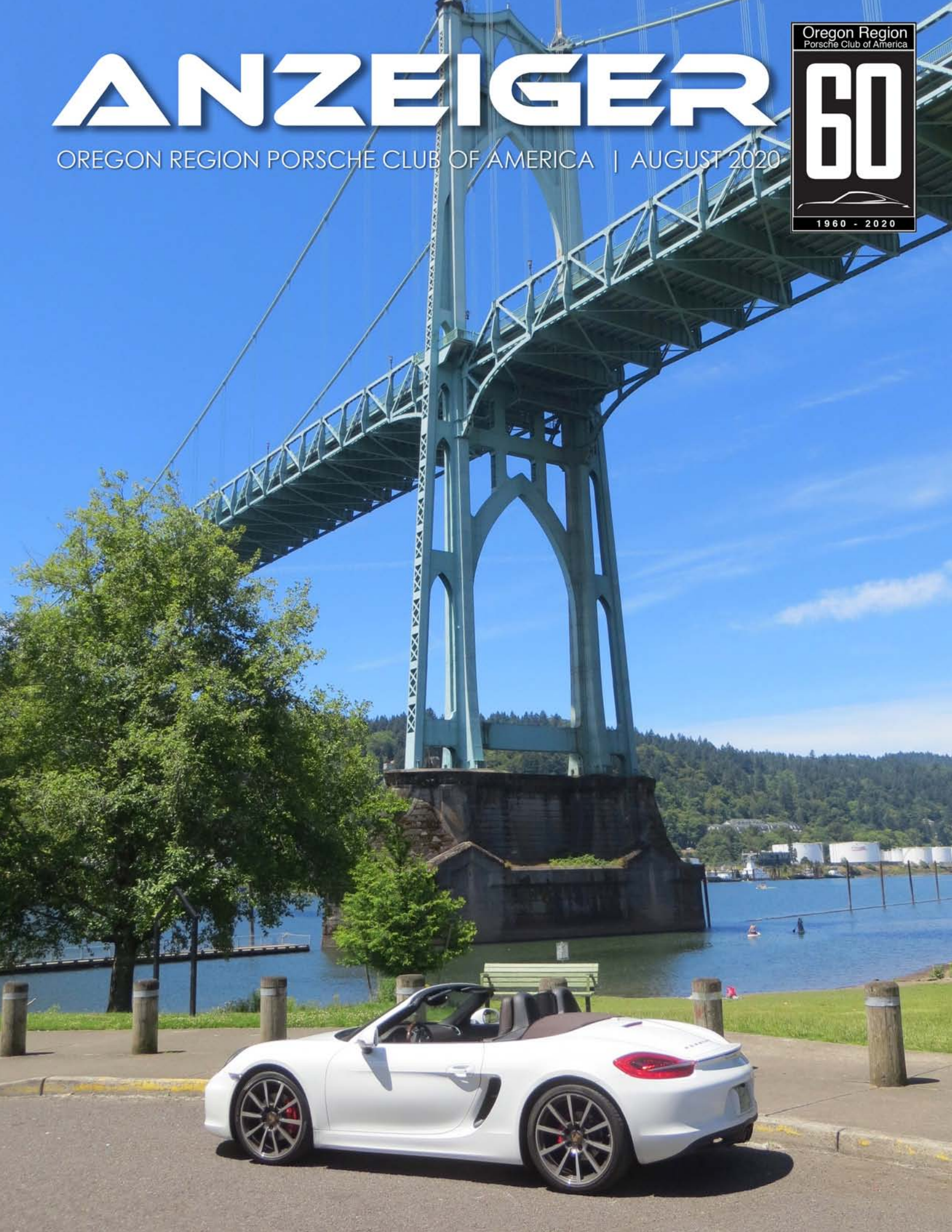
# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | AUGUST 2020

Oregon Region  
Porsche Club of America

# 60

1960 - 2020





# CONTENTS

ANZEIGER | OREGON REGION PORSCHE CLUB OF AMERICA | VOL. 60, NO. 7 | AUGUST, 2020

## COLUMNS

11

### PRESIDENT'S MESSAGE

Changes due to COVID-19, and welcome to Tom Floyd

12

### FROM THE EDITOR

At Last! The summer heats up with Club driving events

13

### UPDATE FROM ZONE 6 PCA

Easing into activities in the "new normal"

14

### TECH TALK

The auto parts crisis

## FEATURES



18

### AX SEASON STARTS LATE, BUT WITH GOOD SPIRITS!

47 Enthusiasts enjoy the first event of 2020



23

### SUCCESSFUL ARRIVE & DRIVE "TEST DRIVE"

Heinz Holzapfel paves the way for new Arrive & Drive protocols



26

### MARYHILL LOOPS TOUR 2020

A great day at the historic destination

31

### FIRST ARRIVE & DRIVE OF THE SEASON

A sunny Oregon Saturday at Marys Peak

34

### BUDDY DRIVE ON WASHINGTON ROUTE INCLUDES TWISTIES—AND A TICKET

A splendid day with Porsche friends

37

### A FUN RALLY WITH OUR ALFA ROMEO FRIENDS!

We join the AROO group for a challenging and fun event

38

### OUR PORSCHE STORIES

New members  
Jim and Jeannette Beeger

## COMING EVENTS

40

### GEAR UP FOR THE 2020 AUTOCROSS SEASON

What you need to know

41

### BOARD NOMINATIONS OPEN

Until September 15

**41**

**AUTOCROSS #6**

Sunday, August 16

**41**

**AUGUST BOARD OF  
DIRECTORS MEETING  
VIRTUAL**

Wednesday, August 12

**42**

**ADOPT A ROAD**

Saturday, August 15

**42**

**SUMMER PICNIC**

Sunday, August 23

**43**

**A TASTE  
OF MOTORSPORTS**

Sunday, August 30

## **IN EVERY ISSUE**

**4**

**ORPCA BOARD OF  
DIRECTORS 2020**

**6**

**EVENTS,  
OREGON REGION  
AND BEYOND**

**8**

**MEMBERSHIP &  
ADVERTISER INDEX**

**10**

**PORSCHE CLUB  
OF AMERICA  
ZONE 6 REGIONS**

**44**

**MARKETPLACE**

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AUGUST, 2020

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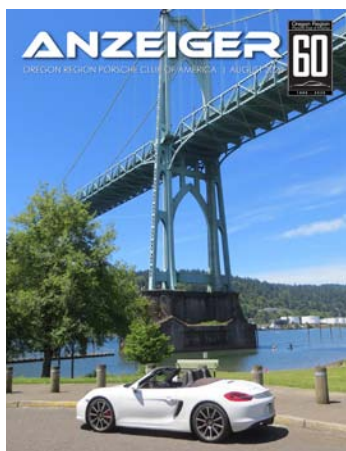
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Many thanks to **John Mueller**, Pacific NW Region member, for his Tech Talk column and to **Mark Prusynski**, Zone 6 Representative for his article. Thank you to **Paul Eklund** and **Dennis Howell** for the help with the Alpha Rally article.



## **ON THE COVER**

A picture-perfect summer day and an equally gorgeous Porsche at Portland's Cathedral Park.  
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 7 | AUGUST 2020

## ANZEIGER NATIONAL AWARDS

**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 July 2020 ORPCA Board of Directors Minutes

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# EVENTS, OREGON REGION AND BEYOND

---

## AUGUST, 2020

- 1 Germanpalooza  
**Cancelled**
- 8 Arrive & Drive **FULL**
- 9 Summer Picnic  
**Cancelled**
- 12 **Virtual** Board Meeting
- 15 Adopt-a-Road
- 16 Autocross #6: PIR  
South Paddock
- 18, 19, or 20 Midweek  
Casual Drive  
**Cancelled**
- 19 Social and Dinner  
**Cancelled**
- 22 SUV Wine Tour **Cancelled**
- 22 Porsche Day at Cars &  
Coffee **Cancelled**
- 23 **NEW** Summer Picnic
- 30 A Taste of Motorsports,  
PIR

## SEPTEMBER, 2020\*

- 5-6 All British Field Meet
- 5-6 Columbia River Classic  
SOVERN Racing
- 9 Board Meeting
- 11-13 Grand Prix of Portland—  
NTT IndyCar Series PIR  
**Cancelled**
- 12 Arrive & Drive
- 16 Social and Dinner
- 16-19 PCA Treffen West Virginia:  
Greenbrier **SOLD OUT**
- 18-20 Crater Lake Tour
- 22, 23, or 24 Midweek  
Casual Drive
- 27 °Autocross #7: PIR  
South Paddock

\* The Board of Directors will  
review September events at its  
August meeting

## OCTOBER, 2020

- 3 SUV Manzanita Drive
- 4 Autocross #8: PIR  
South Paddock
- 10 Arrive & Drive
- 14 Board Meeting
- 20, 21, or 22 Midweek  
Casual Drive
- 21 Social and Dinner
- 24 SUV Octoberfest Tour

## NOVEMBER, 2020

- 11 Board Meeting
- 18 Social and Dinner

## DECEMBER, 2020

- 5 Holiday Party
- 9 Board Meeting





**50**  
**YEARS**  
and running strong



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at our *NEW* facility."**

**Ed & Phyllis -**



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# WELCOME TO OUR NEW MEMBERS!

Jordan Elliot  
Portland, OR  
1999 911 Carrera

Bruce Moody  
Wilsonville, OR  
1995 911 Carrera

Emmanuil Mytryk  
Wood Village  
2008 Boxster

## OR PCA LOCAL SUMMARY

Primary Members: 607  
Associate Members: 421  
Total Local Members: 1,028

## PCA MEMBERS IN OR REGION

Primary Members: 1,053  
Associate Members: 677  
Total Region Members: 1,30

## NATIONAL PCA SUMMARY

Primary Members: 86,753  
Associate Members: 47,729  
Total National Members:  
133,499



**Larry Tracewell**  
**Membership Chair**  
membership@oregonpca.org

## ANNIVERSARIES

### 35 YEARS

Douglas & Somludée Skinner

### 30 YEARS

Michael & Linda Criscione

### 25 YEARS

Jay & Leslie Culbertson

### 20 YEARS

Jim & Dee Hanset  
Kevin Chapple & Rhonda Swearingen

### 10 YEARS

Bruce & Kris Rose  
Daniel Hein  
Eric & Kathy Packard  
Jorge & Susan Ferro  
Niren & Jennifer Lall

## ADVERTISER INDEX

### Page Business

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9	Marque Motors.....	503.293.5386
5	Matrix Integrated (Downtown).....	503.443.1141
5	Matrix Integrated (Westside) .....	503.747.5780
43	Stuttgart Autotech .....	503.635.3098

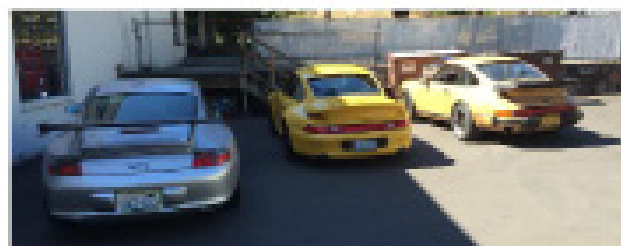


# Summer Is The Best Time For: Road Trips, Track Days, Car Shows and More...

## Is Your Porsche Ready?

Make an appointment and we will check your battery, tire pressures, change the oil and check all other vitals. If you've been driving all winter, now is a good time to ensure your car is up to date on maintenance, check for stored fault codes (if applicable), and keep the vehicles safe for you, your family, and other drivers on the road.

PHOTO BY ERIC LEWIS



### Valuable offers for ORPCA Members!



#### Summer Special Offer

Cayenne and Macan. Free tire rotation  
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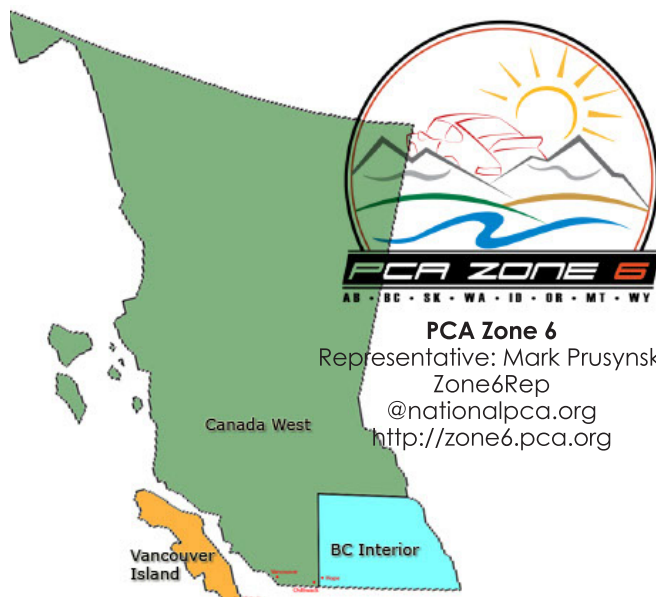
Performed at Marque Motors

# Porsche Club of America

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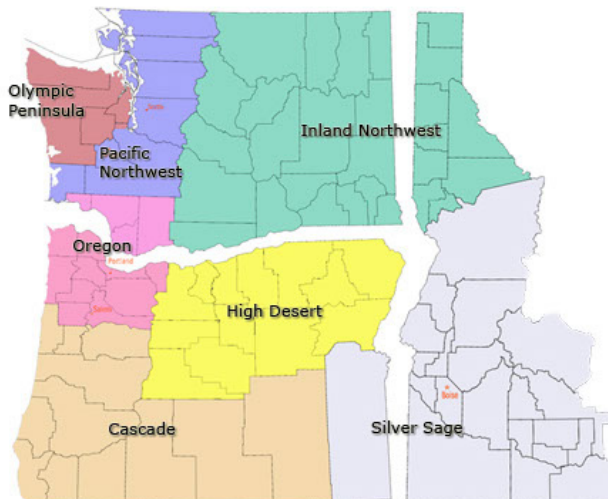
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**Silver Sage**  
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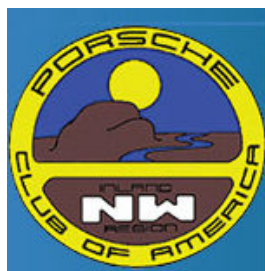
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## PRESIDENT'S MESSAGE

Steve Miller

# How COVID-19 Has Changed Events ... and Welcome to Our New Board Member, Tom Floyd

**W**ell, if it isn't already August. Currently, as I write this, it's a beautiful summer day. I hope you are all safe and can find the time to enjoy the Oregon outdoors!

As you already know, COVID-19 has hit the club in a number of ways. Here is a summary:

1. We have **cancelled** numerous events.
2. A new **Communicable Disease Release must be completed** by everyone participating in any of our events. We are required to identify and track all individuals participating in club events. Full compliance is necessary to help contain the spread of the virus.

PLEASE CHECK THE WEBSITE REGULARLY AND READ YOUR WEEKLY EMAILS AS WE CONTINUE TO PLAN EVENTS FOR LATER THIS SUMMER AND INTO THE FALL. IF YOU HAVE AN IDEA FOR AN EVENT THAT WOULD WORK IN THIS ENVIRONMENT, PLEASE SEND ME AN EMAIL AT [PRESIDENT@OREGONPCA.ORG](mailto:president@oregonpca.org).

3. Additionally, driving events require a **completed Release of Waiver and Liability** form for each person participating in the drive.

4. The above required **processes are now paperless** to limit exposure to the virus. This has created additional work for our volunteers to properly prepare for any event.

5. The effort and **costs associated with organizing drives increased dramatically due to the new safety requirements**. Finding available toilet facilities and picnic areas which are clean and regularly maintained has been a real challenge. This requires organizers to redesign routes and test drive several times to ensure the safety of our members. All test drives are reimbursable to the

event planners which adds cost.

6. In the past most driving events were very informal and required no payment by the member. With our additional planning costs and the severe drop in club revenue due to cancelled events the ORPCA Board of Directors decided to **add a \$10.00 per car charge to help cover planning costs**.

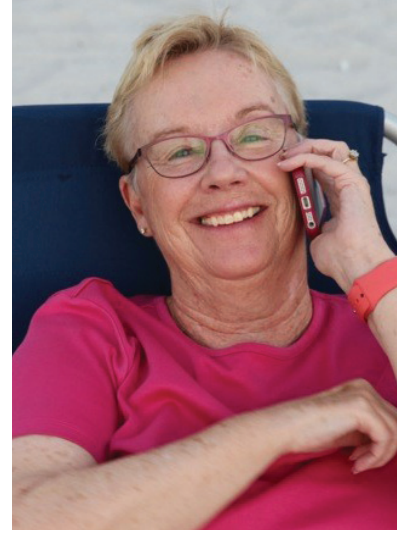
Enough of the grim topics.

On a positive note please join the club leadership in **welcoming Tom Floyd, ORPCA Sales and Marketing Director, to the Oregon Porsche Club Board**. Tom has been a club member for some

time and he is well known in the Portland car community. Tom organizes the Taste of Motorsports event which is planned for later this summer. We published Tom's Porsche story in the April Anzeiger when he joined as the chairperson for Sales and Marketing: <https://www.oregonpca.org/wp-content/uploads/April-2020-Anzeiger.pdf>.

Please check the website regularly and read your weekly emails as we continue to plan events for later this summer and into the Fall. If you have an idea for an event that would work in this environment send me an email at [president@oregonpca.org](mailto:president@oregonpca.org). ■

FROM THE EDITOR  
**Peg Ryan, Vice President/  
Communications Director**



## At Last! The Summer Heats Up with Club Driving Events

**W**e finally had four events in July that we can add to the *Anzeiger* with pictures! I am so excited about this. Autocross, two Arrive and Drives and Maryhill Loops tour. I did three of the four and it was a great feeling to see members and do some driving together. I hope you enjoy the articles and pictures. I also added another Tech article from the Pacific NW Region. They are kind to share these articles with us.

We have some events planned for August including an Arrive and Drive (that is already full), an Adopt-a-Road

event, an autocross and a summer picnic. As these are finalized, we will provide updates in the email blast.

For the past year, Bob Ellis has helped with proofreading articles and looking over the various versions of the *Anzeiger* before it is finalized. Bob has been a terrific help to me with this work. He is ready to get on with more of his buddy driving and rallies. Peter Linsky has volunteered to help with the proof reading now. Peter wrote the article last month on the closing of World of Speed and often writes for Panorama. I am so appreciative to find someone like Peter to help! Thank you, Peter!

We are still looking for volunteers to help with the tours work and to add some more help to getting the *Anzeiger* out the door each month. You have probably seen the ad in the weekly email blast. If we don't find people to volunteer for the tours work, tours may not happen in 2021.

I hope you all are doing okay during this difficult time. Virtual hugs to you all.

You can always reach me at [communications@oregonpca.org](mailto:communications@oregonpca.org). ■

Stephanie Floyd on the  
Maryhill Loop Tour.





# ZONE 6 UPDATE

## Mark Prusynski, Zone 6 Representative

I thought my third year as Zone 6 Rep would be the year when I finally got it right. The first year was a learning process. The second year was mostly devoted to the Zone 6 Grand Tour and this year started with our visit to PNWR's 60th Anniversary Gala. At the annual Region Presidents' Meeting in Victoria on March 7, Linda and I planned out all our visits to the regions for the whole year. We also got signed up for Treffen in Colorado Springs and Parade in Palm Springs (our 20th Parade). Two of our Zone 6 regions, Oregon and High Desert, have milestone anniversary celebrations this year that we planned to attend. I certainly hope that is still possible.

Well, you know what happens to best laid plans. While in Victoria, Doug Andreassen, the President of PNWR, sat next to me and told me that the situation with the coronavirus was getting worse and Everett seemed to be the epicenter. He monitored the developments throughout the meeting and gave us a report at the end of the meeting. Cancellations of events started immediately and followed in all of our regions. Linda and I spent the first couple of months of the pandemic taking care of family matters. Most of my family lives in the Portland area and my father celebrated his 93rd birthday with a Zoom call from his senior living center. I suppose at that age we shouldn't be surprised that he's bored staying in his room all day.

I hope that all of you are safe and well. We at PCA have had many hours of discussions about how to safely ease into the new normal with activities that are as safe as possible. Every government entity seems to have a different timetable for reopening although most of the phases are

similar. By the end of May we had some cause for optimism. PNWR held a successful autocross on the same day that Canada West held a tour and High Desert had a gimmick rally. The floodgates haven't opened yet by any means, but we have been increasing the number of driving events with new safety restrictions so that our pent up desire to drive our Porsches has some outlets. Greg Halverson, PCA Tour Chairman, reported at the annual meeting that Zone 6 is conducting more tours than any other Zone, based on appli-

cations for certificates of insurance. Unfortunately, social events pose the greatest difficulty. That's hard on a club in which the members regularly report that they enjoy the social benefits of PCA above all others. With time and care we should get those back on track. We just got home from a Silver Sage Social Distancing Social, where we met in a park and

did a "speed dating" thing. We stopped behind cones spaced 6 feet apart and talked to whoever was behind the cone across from us for five minutes, then rotated to the next cone. It was just nice to get out and talk to people.

Idaho reopened a little early and people got lax. Unfortunately, we are now in an upward surge with increased restrictions as a result. I hope people get back to diligently following their guidelines, so that we can beat this thing as soon as possible. I don't suppose Porsche owners are known for their patience, but we need it now as much as ever. I hope we return to a time when we are as active as we were before, although we must expect the new normal to be different. I probably won't be able to shake your hand or give you a hug when I see you next, but I'll be happy to see you just the same. Stay safe. ■





## TECH TALK

**John Mueller, Pacific NW Region TechEd Chair**

# The Auto Parts Crisis

*Editor's Note: First published in the July, 2020 Spiel, Pacific NW Region PCA newsletter, in the Tech Ed Column. This article is used here with permission from John Mueller.*

I'll bet you are asking "What auto parts crisis? I did not know there was an auto parts crisis. Did I miss something on the nightly news or in the newspaper? What is the crisis? Are auto parts no longer available? Is the supply chain broken? Is Wolfgang Porsche being held for ransom by pirates off the North Korean coast?"

The answer is no to all the above. The crisis is all about parts quality and the public's lack of understanding the problem. What do I mean when I say there is a problem with the quality of today's auto parts? What do consumers need to know about the auto parts quality crisis and what do they need to know and

do to avoid being victimized?

Over the past 30 years auto manufacturers have lost their exclusive control of the parts business and the high-quality standard that their OEM parts maintained. Over the past 20 years fewer and fewer auto parts have been manufactured in the USA, and the quality level of these non-OEM parts has decreased significantly. Over the past 15 years the number of auto parts retail supply choices has exploded due to the internet.

In the '60s we could buy OEM auto parts (Mopar, Delco, Motorcraft, Mercedes Benz, VW, Porsche) from the auto manufacturers, dealers or one of the local auto parts suppliers

in our town. In the '70s we began buying auto parts from Stoddard or NAPA or AutoZone or O'Reilly or CarQuest. In the 2000s we began buying auto parts on the internet from Amazon or RockAuto or Autogeek. As auto parts retail options increased, pricing options also increased and the number of levels of auto parts quality similarly grew. If one is not an automobile aficionado, it might be easy to assume that the quality level of all auto parts are equal and that price is the only differentiator. The truth of the matter is that auto parts quality has been sacrificed at the altar of price.

Today many (not all) of the non-OEM auto parts sold are at best equal in quality to the defective part that you are replacing. That means that many of these items are junk. They may work fine initially but after a short period of time their performance can degrade rapidly. In some situations, some non-OEM parts never work, or never fit. This is especially true when you are buying auto parts for a more standard car, rather than an auto aficionado's car or high-end vehicle.

Now that we are aware that we must be vigilant when purchasing auto parts, how do we avoid being victimized? Let's look at four different scenarios.

## SCENARIO #1

Your auto care provider is doing the part replacement on your Porsche. Make sure your auto care provider is honest, knowledgeable and reputable. Speak with PCA

members to who are the best auto care providers in your town. Look who advertises in your local PCA region newsletter. Don't be bashful. Discuss your parts options with your auto care provider. In some instances, like a Porsche rear main seal or a Porsche water pump on a 997 M97/01 engine, you need the real Porsche OEM part. There is NO substitute. In other instances, like a 'Beru' ignition coil or a 'Bosch' spark plug for that 997 engine, you can buy the OEM part from the original manufacturer who also supplies Porsche with that OEM part. This is where your relationship with an honest, knowledgeable and reputable auto care provider becomes priceless. They can discuss your parts options.

If you do NOT have a relationship with an honest, knowledgeable and reputable auto care provider start one, now. As a side note: Imagine doing the above without the PCA community! Without this vital resource, where do you start? You are lost!



997 Ignition coil.





997 Ignition Coil and Spark Plug.

### SCENARIO #2

You are replacing the part at home on your own. You have mechanical aptitude and mechanical skills. You have been working on cars since you were a kid. You are confident and you have 20/20 hindsight. You have researched the problem, you have spoken with knowledgeable technicians, you know what part needs to be replaced, you have the correct part number, you have the correct tools, you know how to replace the part, and you have done your homework. You know if you need an OEM part from your Porsche dealer or a part from one of Porsche's OEM part suppliers (Bosch, Beru, Borg Warner, LUK, Sachs, Texta, Mahle, Mann) or a 'remanufac-

tured' Porsche part from a reputable Porsche part remanufacturer.

### SCENARIO #3

You want to replace the brake rotors on your Porsche. Rotors are one of the most commonly replaced parts and they are one of the most consequential parts on any modern car, since bad rotors can kill you! Rotors are also one of the most counterfeited parts. Rotors look so simple—a part that any factory can cast and machine. That is exactly the problem. Actually, buying metallurgically correct rotors is among the most challenging parts sourcing problems you will face. Why? A huge percentage of all the rotors sold are junk, made of inferior materials. They warp, crack, and break apart. Most retailers have no idea who made the rotors that they are selling and what specification they meet. They do know that the profit margin can be high and that is also the problem.

How do you source metallurgically-correct brake rotors? Buy only name-brand rotors: Porsche, Brembo, Cryo-disc, GiroDisc, etc. These companies are obsessed with getting the metallurgy of these criti-

Brake Rotors.



cal parts correct. Demand to see the new rotors before they go on your car, look at the packaging that they came in, and make sure you are getting what you are paying for. "Trust but verify" should be your motto.

## SCENARIO #4

You are replacing a 'Idle air control valve', part #53030657AD on your daily driver, say a 1997 Jeep Grand Cherokee Limited with a 5.2-liter V8 engine. You call the local Jeep dealer and learn that the Mopar OEM part is not in stock and it costs \$145. Next, Google this part number. What do you see? Thirty-plus choices from \$20.90 to \$115.90. What should you buy? Look at who is selling the part. Are any of them Jeep dealers? Look for a Mopar OEM part. Do any of them say their part is a Mopar OEM part? After you select the retailers who are selling the Mopar OEM part, call them to make sure they are a real Mopar dealer and they are selling a real Mopar OEM part. Make sure they have the part in stock, or if it is not in stock, make sure they can have it to you with in the week. You should be paying about \$60.00 to \$70.00 for the OEM part. Remind them that you do not want any parts that are manufactured in China or India.

These four scenarios illustrate how to buy high-quality auto parts that fit and work properly and meet OEM specifications. They show you how to avoid being a victim. Depending on your knowledge and skill set, choose the scenario that works for you. If you Googled part #53030657AD you saw how a per-

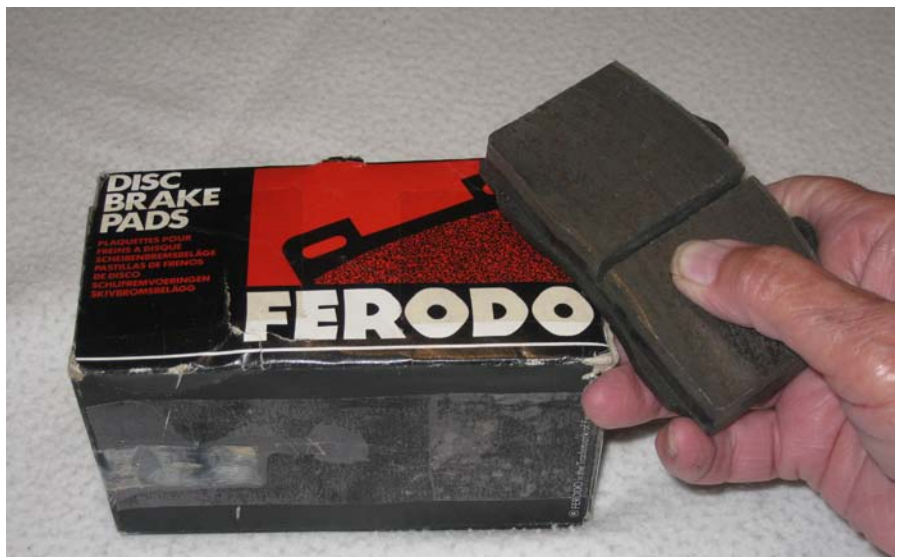


997 Oil Filter.

son who is unaware of the auto parts quality crisis can be easily misled into purchasing the \$20.90 part. I hope the above information is enlightening, helpful and prevents you from being a victim.

***Author's Note:** The Internet can also be your friend. Visit marque club-specific websites, Blogs, and magazines frequently; they often contain in-depth how-to discussions about replacement parts and reliable sources. ■*

997 Turbo Brake Pad.





# 2020 Autocross Season Starts “Just a Little” Late, but With Good Spirits!

BY ERIC FREEDLE | PHOTOS BY RICK AND COLE PITTMAN

The year 2020 has good energy about it with regards to vision in that it is 100% acuity ... but with our Porsche club it has become associated with a colossal misfire due to the current COVID-19 conditions!

We actually were able to launch our first autocross event of the 2020 season—albeit in late July. There were 65 registrants—but only 47 enthusiasts showed up to get their AX mojo thing going on! And could you blame them? The problem was that nobody was recognizable with the ever-so-ubiquitous mask(s)! So after everyone had checked in with our

ever-so-sharp registrar Anson Lytle—in spite of being caffeine deprived due to our limitations on serving coffee on site—we were ready to embark on our first AX of the season. A special shout-out to Eric Hoff—our new trailer hauler for 2020. Without his help the AX efforts would be in jeopardy.

Everyone seemed to be in good spirits as the weather was kind to us that Sunday and we were able to get in eight runs and finish up by one-ish.

The top four finishers were all driving the Porsche marque and three of those were the ever-so-balanced

*Here is the 1965 Plymouth Barracuda!*





Caymans! A tip of the cap to Anson for bringing in the Top Time of Day in his super-quick and slightly-modified 2014 Cayman S. A total of 33 Porsches and 14 non-Porsches came out and ventured out for the fairly straight forward AX course designed by your reporter. We even had a very cool and modified 1965 Plymouth Barracuda come out and play with us. I know that you are on the computer trying to find a photo of

the 1965 'Cuda! What did that year look like?

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 find you the proper class in which to compete and those 40 seconds of autocross will leave you with a smile for days!

Cheers and be safe. ■

*Morning—getting ready to run.*



Class	Driver	Car	Fastest Time
OPEN	Anson Lytle	2014 Porsche Cayman S	36.7
I01	Pete Libke	1983 Porsche 911 SC	39.2
I02	Eric Freedle	2016 Porsche Cayman GTS	37.6
P01	Richard Stark	1985 Porsche 911	42.1
P02	Eric Hoff	2014 Porsche Targa 4S	39.0
P03	Jay Mallison	2014 Porsche Cayman S	38.9
P04L	Joshua Sechrist	2018 Porsche Cayman 718	40.5
S01	Peter Burke	2002 Porsche Boxster	39.5
S02	Chris Riha	1999 Porsche 911 C2	39.3
S03	Barry Cogut	2015 Porsche Cayman GTS	37.7
S04	Tong Qi	2019 Porsche GT3 RS	37.2
V01	Todd Etchieson	1980 Porsche 911 SC Targa	43.6
NP AWD	Bob Schatz	2018 Tesla 3	38.0
NP FWD	Adam Nimmo	2006 Mini Cooper S	40.5
NP Mod	Don Amedo	2006 Subaru	38.1
NP RWD	Nate Kermit	2020 BMW M2 C	40.2

**MORE PHOTOS  
ON PAGES 20-23**

**To enjoy more photos  
from this event, go  
to: <https://orpcapix-smugmug.com/2020-ORPCA-Events/Autocross-5-July-19/>**

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

## AUTOCROSS #5, CONTINUED

Top to bottom: Jeff Gretz speeding around the course; Tong Qi in his fast 2019 Porsche GT3 RS; Anson on his way to Top Time of Day.







Top to bottom: Rick Stark in his 1985 911; Barry Cogut in his beautiful blue #1; Jonathan Vinson headed for the cones; Jay Mallison at the start.





## AUTOCROSS #5, CONTINUED



Top to bottom: Harry Danberg starting Roy Johnson in his yellow #0; Rick Wilson in his striped Panamera; Eric Freedle in his Cayman GTS looking fast! Todd Etchieson in his 1980 Targa; Phil Melahn was beaten by .03 seconds by his son, Hunter!





# Successful Arrive & Drive “Test Drive”

BY CAROLE HEDSTROM AND CHERIE REINS | PHOTOS BY HEINZ HOLZAPFEL

What did we test drive,” you ask? We were not testing new cars, driving routes, or even high-tech tires. We were testing new procedures and processes necessary to safely hold events during the Coronavirus Pandemic. The ORPCA Board wanted to bring back events for the membership as quickly and safely as possible, but there were so many hoops and requirements to fulfill. Could we make it happen? Could we put together an event, create paperless registration, drive through several counties, and meet up with our friends all while staying within the restrictions set forth by local, county and state governments as well as guidelines from national PCA? A few people volunteered to organize and create a new approach to events and then test the process. The drive took place on June 30.

You may not realize it, but events are much like Porsches; beautiful on the outside, and fine-tuned on the inside.

The beauty of the recent “Test Drive” was that it looked and felt so normal. Here is a testimonial from one of the attendees who had no knowledge or backstory on what was necessary to actually bring a few members together for a typical Arrive and Drive in our pandemic world.

*“A small group of people volunteered to test the procedures necessary to plan and carry out an “Arrive and Drive” After uploading our waivers and forms to the registration area on the ORPCA website, we met at Fred Meyer’s in Hillsboro wearing our cute face masks, standing six feet apart, reading our route that we printed from home the night before and listened to our Tour Lead give the safety briefing.*

*“The weather was pretty nice with only a few rain drops on our way to lunch. We stopped halfway at Henry Hagg Lake. Of course, we wore our face covers, used our sanitizer and stood far apart while talking.*

*At the start.*

**To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2020-ORPCA-Events/Arrive-and-Drive-Test-Drive/>**

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

## ARRIVE AND DRIVE "TEST DRIVE," CONTINUED

*"The second stop, after losing the route briefly, was Bald Peak, where we sat more than six feet apart in the chairs we brought from home, eating the lunches we brought from home. During lunch we discussed the process and we all concluded that a proper "Arrive and Drive" for all members should be allowed to proceed."*

The fine-tuning and power of the "Test Drive" came from the organizing and planning committee; the true engine of any ORPCA event. Like the 911, which has seen a multitude of changes and evolutions over time, event planning in the Covid-19 era is evolving as well. Even though this "Test Drive" looked and felt very much like a pre-Coronavirus Arrive and Drive, this one, and events for a while to come, will have a much more powerful, nuanced, and meticulous engine behind it. What the general membership and participants don't see is the effort put forth by our web and communications volunteers. Webmaster Heinz Holzapfel spent several days building out the website infrastructure to support paperless events, creating the forms and online registration process, keeping track of those who registered, monitoring their progress with the forms, and helping anyone who had difficulty upload-

ing or otherwise dealing with the new system. Our Communications Lead, Peg Ryan, also spent numerous hours explaining the process, posting instructions, and following-up with participants to make sure all guidelines would be adhered to during the course of the event. Other people test drove the route beforehand, which is part of the normal procedure for any Arrive and Drive, but the new paperless system and registration process was the true "test" and purpose of the mini event. This process has been tested and has proven worthy.

We have now proved that waivers and other communications can be done prior to the actual start of the drive. No-one needs to touch another person in order to sign waivers, receive instructions or a route map. We proved that yes, everyone can and will wear face-coverings outside of their cars. We have proven that our members care about each other and we can cooperate to meet guidelines that are designed to keep us all safe. Now that these new procedures are in place, we can safely hold more events and feel secure knowing we are making our best efforts for the good of our membership. Your Club passed the test and together we drive! ■

Carlton Geer's 911 Turbo S and Carole Hedstrom's Targa at Hagg Lake.







Clockwise from top left: On the road again! Parked at Bald Peak—Cherie Reins is ready; Ravi Rajaram's 1995 911 Carrera; Social distancing picnic at Bald Peak; Jeff Gretz and his 2016 C4S Cab.





# Maryhill Loops Tour 2020

BY TOM FLOYD, SALES AND MARKETING DIRECTOR | PHOTOS BY TOM FLOYD AND BRAD HEDSTROM

To enjoy more photos from this event, go to: **Smugmug** <https://orpca-pix.smugmug.com/2020-ORPCA-Events/Maryhill-Loop-Tour/>

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

*The Maryhill Loops Road.*

What a year so far! So many events cancelled and very few organized drives to participate in. When I learned back in May that the Club was organizing a day at Maryhill Loops Road, I was very interested. With the COVID-19 pandemic changing the way we all live and with many, many events being cancelled, I was eager to see if this event would make it to fruition.

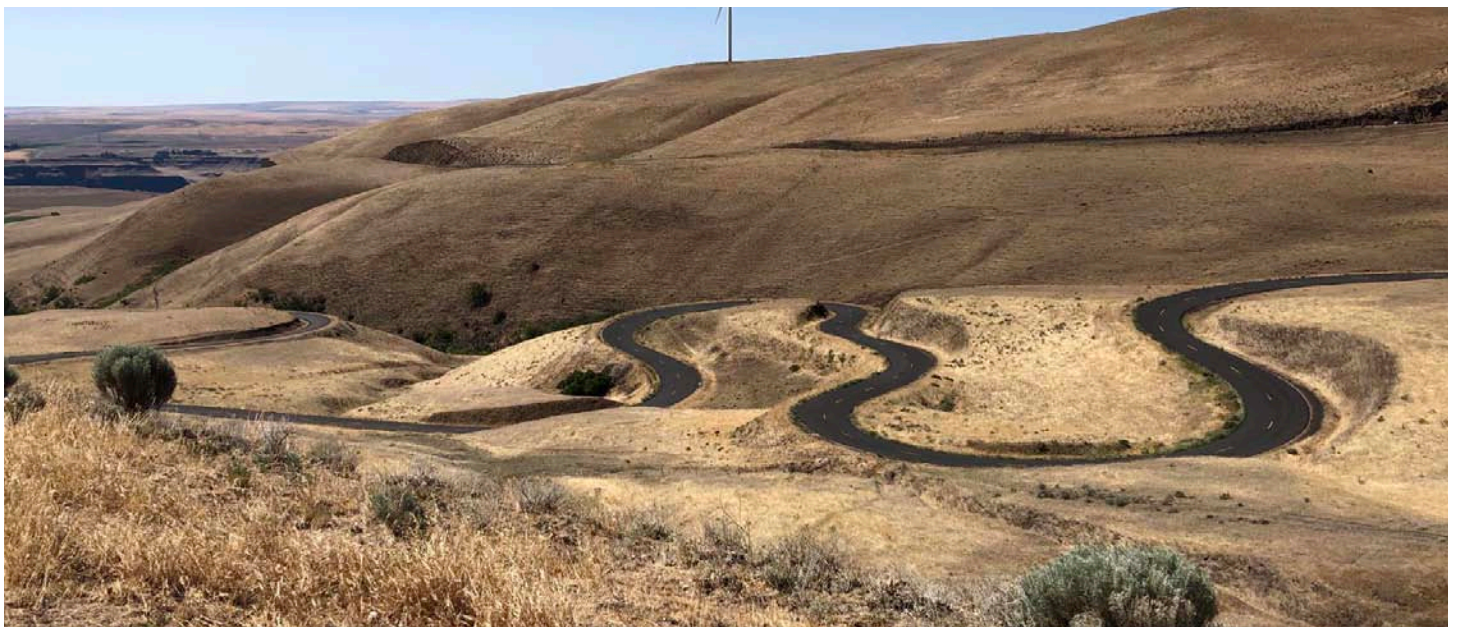
When I told my wife Stephanie that the Club was doing a Maryhill event, she immediately stated she wanted to go. I've been four times and she had heard all the stories and really wanted to see it for herself. When the tickets went on sale in July, I signed up as a driver and got Stephanie signed up to volunteer.

In previous years, I had gone out the night before and stayed in The

Dalles to make it a little easier on the day of the event. We decided to stay at the Fairfield Inn and headed out Hwy. 84 on a sunny Friday afternoon in our black 1991 964 Turbo. After an easy drive, we checked in and went in search of a place for dinner. Pulling out of the parking lot of the hotel, who do we see but Peg Ryan and Eric Lewis in their 2019 Carrera 4S heading to the same hotel.

After dinner and a few texts with Peg, we learned that Carole and Brad Hedstrom (the organizers) were also at the Fairfield and we all gathered in the lobby to enjoy some social (distanced) time to chat and have a cold beer. I'm always amazed at how nice all the people we've met in the Porsche Club are.

The next morning, we left the hotel and headed to Biggs Junction for a







*Enjoying some masked time the night before.*

quick fuel stop. If you haven't been to Maryhill before, this is the hot tip—get fuel at Biggs, as it's only a few miles from the Maryhill Loops Road. Also, after you cross the bridge at Biggs Junction over to Washington, make sure you check out the life size replica of Stonehenge. You can park right there and take some great photos of your car. It's really quite spectacular and was commissioned in the early 20th century by local entrepreneur Sam Hill. It was dedicated on July 4, 1918, as a memorial to local soldiers who died in WW1. We got a few fun photos there before heading to the venue.

Maryhill Loops Road is owned by the Maryhill Museum and rented to car clubs, auto manufacturers, luge (long skateboards) clubs and ad agencies. The road was also built by none other than Sam Hill in 1911 and was the first asphalt road in the state of Washington.

When you sign up for a day at

Maryhill Loops Road, you get a rare opportunity to drive a one-way road that offers 2.8 miles of glorious hairpin turns rivaling the best alpine roads in the world. There is a gate at the bottom where you start and a gravel turnaround at the top.

*Porsches parked for the event.*





## MARYHILL LOOPS TOUR 2020, CONTINUED

Carole and Brad Hedstrom were highly organized and did a wonderful job of creating a great pre-drive safety talk complete with a map of the hill. Very creative and clear. There was also a well put together signup sheet for volunteer positions and everyone took at least one turn volunteering throughout the day. Volunteers are what make these events successful and our club members are the best. About 20 cars made it to the event and we divided up into two even groups. Drivers got to take their turn at about two minute intervals (a volunteer stationed about midway signals

the bottom to let the next car go), and then we wait at the top for the last car to finish and then all caravan down at a controlled pace.

I got to see many ORPCA members whom I know and enjoy (Pete Libke and Harry Danberg) as well as meeting new faces with cool Porsches to "Tour" on the Hill.

Stephanie and I had a wonderful time with our Turbo which ran flawlessly. We were tired and hot by the late afternoon. We headed home at about 3:30 pm having had plenty of runs up the hill and my itch to carve the corners satisfied. ■



Tom, Stephanie and 911 at the Stonehenge replica; Stephanie signing up to volunteer.







Top to bottom: Masked up and getting instructions; Roy Johnson's GT4 at the start line; Ready to pre-drive the road.

**MORE PHOTOS  
ON PAGES 30**





MARYHILL LOOPS TOUR  
2020, CONTINUED

Top to bottom: Gorgeous  
GT3 RS on the start; Carole  
Hedstrom ready to drive;  
Pete Libke coming up to  
midpoint; View of the cars  
heading back to bottom.







# First Arrive & Drive of the Season to Marys Peak

BY PEG RYAN | PHOTOS BY BRUCE JONES, RANDY STOLZ, PEG RYAN AND LARRY HANNAN

A sunny Oregon summer Saturday morning was the start of our 2020 Arrive and Drives. Finally, after being shut in and not allowed to go anywhere, it was good to get out and drive with friends. To be safe, we only allowed two groups of 12 cars each. Doug Foster volunteered to lead the first group and an hour later, Eric Lewis led the 2nd group. Thank you, Doug for volunteering to do this.

This was a casual drive through the beautiful Willamette Valley, past vineyards, orchards, farms, cattle ranches and horse stables. We left from the Fred Meyer in Wilsonville and headed out the beautiful Wilsonville Road following the Willamette River. We went thru Dundee and then into Dayton for our first rest stop at the Dayton Courthouse Square Park. We continued south through Dalles and Pedee with a stop at the Ritner Creek Bridge. From here we ended up on Route 34 and then up to Marys Peak. If you have not driven on Route 34, you need to. There

are some great curves and the road is very good.

At the Marys Peak parking lot, people got out their picnic lunches, beverages and chairs and enjoyed a socially-distanced picnic. It was a beautiful day, but the views of the mountains were obscured by a layer of clouds in front of the mountains. Still, many people hiked up beyond the parking lot to the top.

It was fun to see everyone and a fun day. ■

*View from the top of Marys Peak.*

**MORE PHOTOS  
ON PAGES 32-33**

**To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2020-ORPCA-Events/Arrive-and-Drive-July-11-to-Marys-Peak/>**

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



*Masked Tour Director Eric Lewis leading one of the participant meetings.*



## ARRIVE & DRIVE TO MARYS PEAK, CONTINUED



Top to bottom, from above:  
Randy and Diane Homes  
listening to the participant  
meeting; Masked up and  
ready to drive! Fun Porsches  
ready to go! Second drive  
group at the Courthouse  
Square Park.







Top to bottom: View from the social distanced picnic up to the top of Marys Peak; Second drive group at the Ritner Creek Bridge; Lance and Catherine Liden enjoying the picnic.



First stop: Yale Lake.



# Buddy Drive on Washington Route Includes Twisties—and a Ticket

BY JOE KELLY | PHOTOS BY BOB ELLIS AND MAYNARD CHAMBERS

The days were sunny and warm. A quick poll of the posse disclosed the “need” to exercise our Porsches was on everybody’s mind. A loop drive in SW Washington was selected by Maynard Chambers (Carrera S) and he volunteered to lead our small group of four cars that included Ravi Rajaram (993), Bob Ellis (Boxster S) and Joe Kelly (993 Cab). The basis of our drive was taken from the ORPCA library’s 2017 Tour to Skamania Lodge. We packed lunches, face masks, sun block, sunglasses and met at the Shari’s restaurant parking lot in Delta Park. What a glorious day for a drive! Smiles, observed under masks, were on everyone’s face.

We departed from Shari’s at 10:00 and proceeded up I-5 to Highway 502; then drove east to Battle Ground. After a couple of loops

around Battle Ground, we picked up Highway 503 heading northeast. The route was through hilly forest, farmland and river crossings. The small towns of Lewisville, Fargher Lake, and Amboy posted very conservative speed limits as well as a Sheriff to check on our compliance. We did comply and observed life in rural Washington that seemed relaxed.

As we continued on Highway 503 the route took us through some heavy forest with spots of brilliant sunlight that quickly turned to densely wooded shade. We had to be extremely careful to look for bicycles and game. I was behind Maynard as large buck darted across the road from right to left directly in front of him. It was one of those shaded dense forest areas that can be deadly if you’re not paying attention. Maynard’s brakes lights came



on quickly, as we both moved to the right. This is the second time within a couple of weeks that he had to dodge deer. I've decided that I like driving behind Maynard as it can be quite entertaining!

We stopped at Yale Park for a rest and to take some photos of the lake. With masks in place our posse acknowledged Maynard for stepping up to be a tour leader. The award was an enlarged copy of a speeding ticket given to James Dean by the California Highway Patrol. It was still too soon for lunch so we drove another 25 miles to the McClellan Overlook in the Gifford Pinchot National Forest. There we enjoyed our picnic

lunches, took photos of Mt. Saint Helens, talked about all things Porsche, and decided on our next "buddy drive." Leaving our lunch spot we ended up behind a fully loaded log truck. His speed was so slow on the twisty road that it was a real temptation to pass him, but the smell of his hot, over-worked brakes quickly erased that idea. Once on Highway 14 at Carson, we drove west, crossed the "Bridge of the Gods" and took I-84 to Portland. With flashing headlights, and hand waves we left the camaraderie of the days gathering and headed to our homes. Another splendid day with friends driving Porsches! ■

**MORE PHOTOS ON PAGE 36**



*Cars at Yale Lake; Ravi, Joe and Bob at Yale Lake.*





## WASHINGTON ROUTE DRIVE, CONTINUED

CALIFORNIA HIGHWAY PATROL

### NOTICE TO APPEAR

1 ☐ A.M. ☐ DAYLIGHT ☐ DARK-NO STREET LTS. ☐ DARK-STREET LIGHTS ☐ 30 M.

DAY OF WEEK FRI DATE 30 SEP 19 20

DRIVER'S FULL NAME JAMES DEAN DEAN

RESIDENCE ADDRESS 1000 S. DEAN ST. SEACONDA WA

BUSINESS ADDRESS WYOMING BUS. COUNCIL

YOU ARE HEREBY NOTIFIED TO APPEAR IN THE

☐ MUNICIPAL COURT LAUREL

☐ JUDICIAL COURT IN SEATTLE WA (SEE SS TO XI)

AT 10:00 AM (SEE SS TO XI)

ON THE 17 DAY OF SEP 19 20 TO ANSWER CHARGE OF VIOLATION OF SECTION NO. 510.10

A.S. ☐ YES ☒ NO

VIOLATION EXCESS SPEED

APPROX. SPEED 65 M. P. H. LEGAL SPEED 55 M. P. H.

LOCATION 45-42-48 (GRADE OR NUMBER OF HIGHWAY - GIVE STATE ST. AND SEC. NO.) (ARCA) (SEAT)

WEATHER DRY TRAFFIC MODERATE ROAD COND. GOOD

☒ I PROMISE TO APPEAR AT TIME AND PLACE ABOVE INDICATED

DRIVER'S SIGNATURE [Signature]

DATE SEP 30 DATE OF BIRTH SEP 31

SEX M HT 5 FT 10 IN. WT 175 LBS. HAIR BROWN

REGISTERED OWNER SAME

ADDRESS [Address]

LIC. NO. 2377167 STATE WA

MAKE Porsche

TYPE ☐ REG. ☐ COMM. (UNDER 10 TON CAP.) ☐ COMM. (10 TON CAP. OR OVER)

OVERLOAD 18 ADJUSTED UNLOADS

COMMODITY 44

OFFICER [Signature] BADGE 4494

CHP FORM 518 HOME LOCATION CODE 2091 (OVER)



Clockwise from top left:  
James Dean's speeding ticket;  
James Dean award for Maynard!  
A river crossing;  
View of Mt. St. Helens from McLellan Overlook;  
Another view of Mt. St. Helens from McLellan Overlook with Porsches.





# A Fun Rally with Our Alfa Romeo Friends!

BY JOHN JOHNSON AND MARIA MENOR, ORPCA MEMBERS AND PAUL EKLUND, AROO RALLYMASTER  
PHOTOS BY DENNIS HOWELL, AROO MEMBER

A clear and bright Sunday morning with dry roads and still-cool temps: perfect conditions to start a road rally with the Alfa Romeo Owners of Oregon (AROO)! On July 26, Maria and I set out in our trusty Panamera for the parking lot of the French Prairie Rest Area on I-5 south-bound, just a couple miles past fan favorite Ron Tonkin Gran Turismo. Before the socially-distanced driver's meeting, we dropped our signed waiver in one box and the \$15 entry fee into another. Our rallymaster, the esteemed Paul Eklund, had already sent the route instructions and a copy of the rally rules the night before. We had them all printed and highlighted, and we were ready for any updates the meeting would provide.

No big changes announced: just a reminder to watch for bicyclists on the rural roads, to bring water for the hot day, and that the rest break would be at Beach Family Farm, a blueberry U-Pick site, with samples provided. Yum! We set out on the odometer calibration section which was conveniently exactly 10 miles long. We ended at little Graham Oaks Nature Park on the west of Wilsonville, made adjustments for a wee error, and we were ready to rally!

The point of "time-speed-distance" (TSD) rallies is to follow cryptic instructions to arrive at a specified destination at exactly the right time, having



*The socially-distanced drivers' meeting, where we dropped our waiver and fees in boxes.*

driven the prescribed speed. Precision, patience, and some math skills are the only prerequisites for solving this puzzle-on-wheels. The goal of TSD rallies is to stay on time and stay on course, but more than that, to have fun driving on back roads with elevation changes, swervy turns and great views. A team of Driver and Navigator is scored based on their accumulated seconds off from an ideal time, and a rally will typically have 5 to 10 puzzles, or "regularities", to solve. As in golf, high scores are to be avoided.

The first part of the rally seemed pretty straightforward: just an "ONTO" to follow BELL RD, although it seemed to help us through a potentially tricky intersection: who knows, maybe it was all part of a clever trap. We needed to keep our eyes peeled (who came up with that saying?) and make sure of each turn and speed change. Cruising a particularly rural looking road, we spotted the checkpoint as we crested the hill. Our checkpoint volunteers, one with a clock, the other with a clipboard, stared intently at us as we approached, at exactly the prescribed 28MPH in that section. They seemed pleased as we passed, and we honked and waved. We would  
*(Continued on next page)*



*Some Rally attendees: Steven Poland, Rick Martin and Bob Stevens.*

## RALLY WITH ALFA ROMEO FRIENDS, CONTINUED

later find that we were actually 26 seconds early past that checkpoint, but hey, we were only three seconds early at the next checkpoint. And later in the rally, we scored a 2!

Hmmmm. Looking at our scores, every one of them was an early arrival. Did John like that right pedal just a bit too much? Was Maria's mathematical mojo off that day? Or was the car just straining to run free? Who's to know? We had a great time, ending on the outdoor patio of the

McMenamins Old Church just a mile from where we started, but with miles of smiles getting there. Our score? Not bad, we finished fifth of the 14 cars in the Vintage Class (no calculators, GPS, or computers allowed, just good ol' seat-of-the-pants driving). We encourage all of you to come give it a try! The next event is Sunday August 23rd, and we will be there. For details read a bit more at [www.alfaclub.org](http://www.alfaclub.org) under ACTIVITIES. See you there! ■

## Our Porsche Stories

***Jim and Jeannette are new members. They are actually dual members, belonging both to the Oregon Region and the High Desert Region. They joined PCA in March of this year and Oregon Region in June! We would love for you to send us your Porsche story with pictures for this new section. Send your stories and photos to Peg Ryan, [communications@oregonpca.org](mailto:communications@oregonpca.org)***

### JIM BEEGER AND JEANNETTE BEEGER

We are the happy owners of a pair of 1964 356 C's (a coupe and a cabriolet) in addition to a rare 1993 964 Carrera 4 Targa. We have a strong preference for the 356 model as earlier days saw a '57 Speedster, a '59 A coupe, another '64 cabriolet and a '65 coupe in our garage. The beauty of the 4-cylinder cars is that you can drive them "flat-out" and not go to jail or seriously endanger yourself.

The cabriolet was imported by the prior owner from Germany in 1984, making us only the second domestic caretakers since we purchased it in 1997.

The coupe is a four-owner car with less than 60,000 miles on the odometer. It spent its first 50 years in California before going to Bend then Tualatin. It was purchased in 2000 under the guise of a 20th wedding anniversary gift.

The 964 was one of fewer than 60 Carrera 4 Targas sold in 1993. No more than 20 were made in its final model year of 1994. It was originally sold by Carlsen Porsche in Palo Alto, California, then eventually lived in Seattle for a few years, then spent a decade in West Linn before we brought it back to the Palo Alto area in 2003. It resides in Tualatin only minutes from the prior owner. ■



1964 356 C's (a coupe and a cabriolet)



1993 964 Carrera 4 Targa.





## PCA Sim Racing provides fun and competitive online racing against members from all 14 Zones!

Join PCA members from all 14 Zones.

Ready to join us in PCA Sim Racing? The group is founded on the principles of gentlemen driver racing found in PCA Club Racing. If you are a beginner racing online this is a great place to start as we openly coach and mentor new drivers through our highly successful eDE Driver Education program. Races are broadcasted live on YouTube with professional announcers.

JOIN US! <https://register-simracing.pca.org>

FOR MORE INFORMATION: <https://pcasimracing.com>



# PORSCHE CLUB OF AMERICA



## Gear Up for the 2020 ORPCA Autocross Season!

**A**utocross Season! Autocross (also called "Solo") is a driving event where a driver negotiates a closed course of cones one car at a time to achieve the fastest possible time. It is a form of motorsports that emphasizes competition and learning car control at safe speeds. Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! We strive to cultivate an air of camaraderie and fun among our participants. No previous experience is necessary and novices are welcome. All you need is a driver's license, an automotive helmet (SA2010 or M 2010 or newer) and a car that can pass a basic mechanical safety inspection. Cars are run in classes against cars with similar performance.

Bring any older or newer Porsche, including 911s, Boxsters, Caymans, Macans, Panameras, Cayennes or Taycans. For more information please visit our website [www.oregonpca.org/activities/autocross/](http://www.oregonpca.org/activities/autocross/).

### CHANGES/UPDATES FOR THIS YEAR INCLUDE:

Please note: Loaner helmets and in-car instructors will not be available. Also, no spectators will be allowed.

We are working on a paperless waiver process. There is a 2nd waiver that Porsche Club of America is requiring of all participants in an event. This is the Communicable Disease Waiver.

Car classifications have been updated in order to provide a more fair, competitive experience for our participants. Highlights include a S04L and P04L classes for the latest-generation, high-horse-power Porsches (All 718 Cayman/Boxster models (2017-current) and 992 911 base models (2019-current)). Please check to make sure you're registering your car in the correct class. We will not allow participants to change classes mid-season. If a car from a different class is driven, no points will be awarded for that event.

Similar to last year, we will be limiting the number of cars for each event. This allows for a better participant experience and ensures we're able to efficiently manage the run groups. Please register early if you are interested in participating. Walk-ins will not be accepted and people on the wait-list will be added in order (priority to members) if there are cancellations.

Work assignments are mandatory and will be enforced. It takes volunteers to keep this thing going. If you drive, you work ... no exceptions. We realize some folks have special circumstances that may prevent them from working in specific roles. We'll do our best to accommodate you, but we ask that you consider whether the physical aspects of autocrossing are appropriate given your individual health. ■

## Autocross Events 2020

***All events are on Sundays at PIR and begin at 7:30 a.m.***

#6 August 16 South Paddock

<https://www.oregonpca.org/event/autocross-6/>

#7 September 27 South Paddock

<https://www.oregonpca.org/event/autocross-7/>

#8 October 4 South Paddock

<https://www.oregonpca.org/event/autocross-8/>



# Nominations Open for Board of Directors Positions

**P**ursuant to the Club Bylaws, the ORPCA nominating committee is pleased to announce that nominations for the 2021 ORPCA Board of Directors are now being accepted. You can nominate someone, or yourself, for a position on the Board of Directors by sending us the candidate's name and the position for which you are nominating them.

Positions open for nominations are:

**President**

**Vice President**

**Secretary**

**Treasurer**

**2 Board Members at Large**

You may contact any member of the nominating committee via email:

Joe McQueen: [joeboxster385@gmail.com](mailto:joeboxster385@gmail.com)

Eric Freedle: [mmooter@aol.com](mailto:mmooter@aol.com)

Jeff Gretz: [jgretz@onlinenw.com](mailto:jgretz@onlinenw.com)

Chuck Hervey: [cjchervey@sbcglobal.net](mailto:cjchervey@sbcglobal.net)

Larry Hannan: [lhannan@comcast.net](mailto:lhannan@comcast.net)

**Nominations will close September 15, 2020.** For detailed information on the elections process, see the ORPCA bylaws posted on the ORPCA website. ■



## AUTOCROSS #6

Autocross #6 | Sunday, August 16 | 7:30 a.m.

**Portland International Raceway**

1940 N Victory Blvd. | Portland, OR 97217

**A**utocross #6 will be held on Sunday, August 16 at PIR's South Paddock. Cost is \$40.00 for ORPCA/ PCA members. Note: Participation is limited to 60 drivers. No spectators are allowed. No in-car instructors will be provided. Please bring your own helmet (Snell-approved). For information on Autocross #6 go to: <https://www.oregonpca.org/event/autocross-6/> ■

## AUGUST BOARD OF DIRECTORS MEETING

Wednesday, August 12 | 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](mailto:vicepresident@oregonpca.org) with your name and email address.**

All members are welcome to join us!

*Note: September Board Meeting is Wednesday, September 9*

## ADOPT A ROAD

Saturday, August 15 | 9:00 a.m. to 12:00 noon

**Meet at Sherwood Safeway**

20685 SE Roy Rogers Rd, Sherwood Oregon 97140

Our second Adopt-A-Road trash pickup, in memory of Marlene Ellis MacEwan, has been re-scheduled for Saturday, August 15. Marlene was an active member of the Oregon Region Porsche Club for many years. She was the social chairperson for many of those years and knew everyone! Marlene was tragically killed in one of her 911s in March 2017. We have adopted a road near where her accident occurred.



Gary Feldmann is organizing this event. He needs 12 volunteers. No minors are allowed (less than 18 years old). You will have to register online and fill out the appropriate paperwork online. <https://www.oregonpca.org/event/adopt-a-road-in-memory-of-marlene-ellis-macewan/>

## SUMMER PICNIC

Sunday, August 23 | 11:00 a.m. to 3:00 p.m.

**Location TBA Upon Registration**



We are planning a picnic where there is lots of space to park and to spread out. To be safe we are asking you to bring your own food, face covering and other PPEs. We will have BBQs available to cook your own meat. We will provide wine, bottled beer, and chilled water. Everyone attending must register. The cost is \$30.00.

There will be port-o-potties outside along with a hand washing station or table with hand sanitizer.

The location of this event will be sent to registered attendees with the PCA Communicable Disease uploaded and verified.

Registration and all the information and form is here: <https://www.oregonpca.org/event/summer-picnic-open-house/>



# A TASTE OF MOTORSPORTS

Sunday, August 30 | 7:00 a.m. to 4:30 p.m.

**Portland International Raceway**

1940 N Victory Blvd. | Portland, OR 97217

**S**o what is Taste of Motorsports? It is a Track Day, Car show, and Gourmet Foodie automotive extravaganza. There will be vendors representing the best of the best in car related services. Local car dealers are bringing out high performance offerings to show off and demo around the track. The culinary offerings theme is the Cuisine of the Pacific Rim!



In addition, you'll be able to show your car at the Concours on the grassy area at PIR. It will be a lot of fun and the trophies will be memorable!

There are 75 spots for the track day and only 75 spots for the Concours in order to meet the 250 person maximum for this event. Complete info is at <https://www.oregonpca.org/event/taste-of-motorsports-august-31/>



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# Anzeiger Marketplace

## CARS FOR SALE



1987 911 3.2 Carrera. Car has 119,000 miles and has always been a west coast car. Ed Thiemann of Heckman and Thiemann Motors went through the whole car and it is good to go! Asking \$50,000. John Thomas, (503) 644-9627, john.thomas07@comcast.net (8/20)



1996 Carrera 2 Sunroof Coupe. White Exterior, Grey Leather Interior, 65k Miles, Air Conditioning, Anti-Lock Brakes, Airbags, Power Seats, CD Player, Cruise Control, Power Locks Power Window, Sunroof. \$42,995, Doug Foster, 503-701-6120 (8/20)

## PARTS FOR SALE



4 OEM 911 (991) Turbo S Wheels (245/35 R20 front, 305/30 R20 rear), center lock, fitted with Michelin winter Pilot Alpin tires (with around 4,000 miles on them) sized 245/35 front, 295/30 (the widest available in winter tires) rear tires. These wheels are from a 2016 991 Turbo S but were used on my 2017 991.2 911 Turbo S so the offsets are the same. These wheels are in excellent condition and the tires show light wear. Great for regular, winter or track tires. Located in the Portland area, wheels plus tires cost \$8,000+. \$2,400 for the package. Carlton Geer: carlton.geer@gmail.com, 702.321.7331 (8/20)



Used Porsche Carrera S II wheels set of 4 from my 2007 997.2 911 Carrera S. 5x130 bolt pattern, 19x8 (57mm) front, and 19x11 (51mm) rear. Wheels are in very good condition. Left rear wheel refinished by Wheelkraft NW (7.12.2020). Boxed and ready to go. Bill Kaplan, 703.401.4198, Wsk2715@verizon.net (8/20)

1981 Cayman Muffler, \$400; photos available. Excellent condition, 15k miles when removed. Chris Curtin; 360-472-0285, ccurtin@rockisland.com (8/20)



Set of 4 Fuchs. 2 7X15, 2 8X15. Off white centers, painted crests, polished rims. Very good condition. Date stamped '84. Mounted Yokohama 008s - no added value - I'll remove them if not wanted. \$3,000 set/4 only. Peter Davis, 503-810-7533, peterdavis168@yahoo.com (7/20)

For Sale: Pirelli PZero tires, 5000 mi, 245/35-20 fronts and 305/30-20 rears, full set for 500\$. Common tire size for 991 911s, GT3, turbo. Contact Gordon Ledbetter early911s@aol.com or 503-799-7496 (7/20)

## IN SEARCH OF

Wheels Needed: 2017 Macan GTS with Standard Brakes  
2 front 20 x 9  
2 rear 20 x 10  
Prefer Black and if possible similar to OEM Spyder wheels.  
Bill Kaplan, wsk2715@verizon.net (7/20)

## MISCELLANEOUS FOR SALE



Poster: 1995 40th Porsche Parade, Portland. This poster has been in storage since new and is in excellent condition. Measures 18"x24". \$100. Peter Davis, 503-810-7533, peterdavis168@yahoo.com (7/20)

## FREE



FREE Old issues of the *Anzeiger* from June 2000 through June 2011 plus 8 annual editions for years 2011 through 2018. Contact bob@kelandscape.com or text or call 503-539-3242. (7/20)

The *Anzeiger* Marketplace has a track record of sales and is a free service provided to members.

To submit, update or renew an ad, email [classifieds@oregonpca.org](mailto:classifieds@oregonpca.org). Ads will run for three issues and may be renewed upon request, space permitting.

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 25104, Portland, OR 97298. ■