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Many thanks to **John Mueller**, **Pacific NW Region member**, for his Tech Talk column.



ON THE COVER

Snow on the road on a winter drive to Sisters. Photo by Eric Lewis.





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

THIRD PLACE 2020 National Newsletter Contest, Class V PCA Region FIRST PLACE 2017 National Newsletter Contest, Class V PCA Region

ANZEIGER NATIONAL AWARDS

FIRST PLACE 1995, 1998, 2004, 2005, 2008, 2017 National Newsletter Contest THIRD PLACE Best in PCA

THIRD PLACE 2003 and 2006 National Newsletter Contest PAUL HEINMILLER TROPHY Best in PCA 1971

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PROGRAMS

HISTORIAN Gary Koppang historian@oregonpca.org

SALES AND MARKETING CHAIR Tom Floyd salesandmarketing @oregonpca.org

SOCIAL MEDIA CHAIR Tom Floyd salesandmarketina @oregonpca.org

TECHNICAL EDITOR Jeremy Williams techeditor @oregonpca.org

AUTOCROSS CHAIR

Eric Freedle

AXChair@oregonpca.org

PHOTO EDITOR

DRIVING TOUR CHAIR

Eric Lewis

tours@oregonpca.org

Matt Johnson photoeditor @oregonpca.org

ZONE 6 REPRESESNTATIVE Mark Prusynski Zone6Rep @nationalpca.org

ANZEIGER EDITORS Peg Ryan communications@oregonpca.org

> Peter Linsky Linsky911@comcast net

Nancy Scott, Designer nanscottdesign@gmail.com

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EVENTS, OREGON REGION AND BEYOND

JANUARY, 2021

- 13 Virtual Board Meeting
- 17 Tours Training Class #1
- 20 Awards Banquet

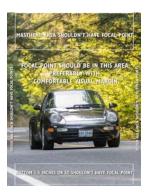
FEBRUARY, 2021

- 10 Board Meeting
- 17 Dinner Gathering
- 25-28 Portland Auto Show

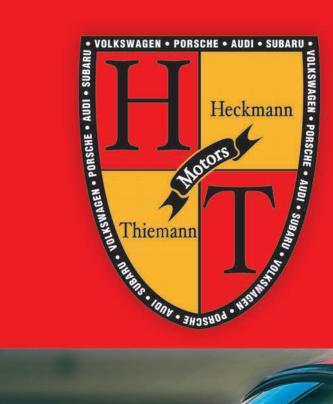
ANZEIGER COVER PHOTOS HOW TO'S

- 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.

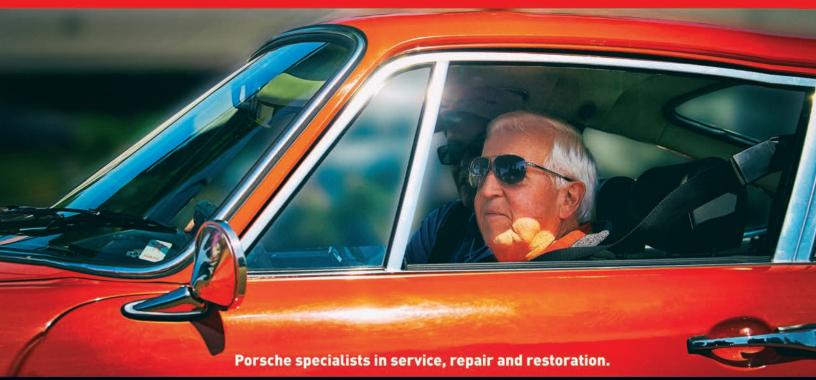
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WELCOME TO OUR NEW MEMBERS!

Lee Cordner & Amy Reece Gearhart, OR 2018 911 Carrera

Dave Farrell Lake Oswego, OR 2014 Cayman S

Gary & Nancy Nila Neskowin, OR 2006 911 Carrera Cheryl & Joseph Pulliam Portland, OR 2003 911 Carrera

> Jim Smalley & Gail Buchanan-Smalley Wauna, WA, 1959 356

Bruce & Carmen Sweetman Nehalem, OR 1964 356 ORPCA LOCAL SUMMARY Primary Members: 603 Associate Members: 413 Total Local Members: 1,016

PCA MEMBERS IN OR REGION Primary Members: 1,076 Associate Members: 675 Total Region Members: 1,751

NATIONAL PCA SUMMARY Primary Members: 88,205 Associate Members: 48,175 Total National Members: 136,380



Larry Tracewell Membership Chair membership@oregonpca.org

ANNIVERSARIES

25 YEARS

Skip & Crystal Stanaway

5 YEARS

James & Donna Schmidt Eric & Lisa Steers

10 YEARS

Richard & Jean Denny Eric & Mickie Hoff Eric & Karin Wishan

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PRESIDENT'S MESSAGE Steve Miller

Remember Toys for Tots This Season, as we Anticipate 2021

he Holidays are upon us and the end of 2020 is drawing closer! While it has been a disappointing year for a multitude of reasons, I believe that **most of us are anticipating a brighter, more promising 2021.** We continue to plan club events so visit the website periodically for new opportunities to drive your Porsche and gather, once again, with friends and fellow enthusiasts.

Registration for our premier driving event, the **Northwest Passage**, will be opening December 8. If you have never experienced this multiday tour throughout the backroads of the Northwest you must add this to your bucket list. Sign up early as slots are limited and they fill up quickly.

Be sure to take your Porsche out regularly to stretch its legs. **These cars are meant to be driven.** The weather in December and January can be sunny and dry. Choose one of those days, call up a Porsche buddy and go for a drive. It can be therapeutic!

With Thanksgiving behind us, very soon the focus will be on the Christmas and New Year's holidays. This is the time when families gather to celebrate the season. Also, this is the time of year to remember the less fortunate. Make a donation to your favorite charity. And if you have not yet done so, there is still time to drop a boy and girl toy at our marketing partners, Heckmann and Thiemann and Matrix Integrated, both locations until December 14. As most of you are aware, the Oregon Porsche Club **supports the U.S. Marine Corps "Toys for Tots."** These are difficult times for many, especially this year.

Enjoy the holidays, have fun but, most of all, be safe. ■

Club members have always given generously to Toys for Tots, as shown by a heaping table at the 2019 Holiday Party.



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FROM THE EDITOR Peg Ryan, Vice President/ Communications Director

Giving Thanks for Great Members ... and for Zoom!

t is the time for giving thanks. First, I am **thankful for the Zoom tool** that allows us to connect.

This holiday has been a lonely one for many of us. My husband and I did not do our usual trip to Philomath to have dinner with our friends there and their family. We did Zoom with them the day after Thanksgiving. My family had a Zoom gathering on Thanksgiving afternoon. It was nice to see the faces of many family members I had not seen for quite a while. We sang and laughed.

Heinz Holzapfel, Larry Tracewell and I organized a **Zoom New Members Orientation.** We were a bit apprehensive of how we would manage a large group on Zoom. Heinz created a Power-Point presentation with an overview of the club. Check out the article on Page 23. We had a plan going in and while it was not perfect, we already have a new plan for the next one!

I am thankful for our members. Many of you have sent me fun videos or links for the Weekly Email Blast. You have sent pictures of drives you have done and of your cars. You have submitted your Porsche stories. You have sent me emails about things you saw in the email blasts. Evidence of this is in this month's *Anzeiger*. All of these efforts are so appreciated and mean so much to me. Thank you for continuing to make this a great club.

I am thankful for my husband, Eric Lewis, and that he loves to drive and that he supports my passion for these cars. In last month's column, I mentioned that we were considering another **Crater Lake tour for 2021.** Well, Eric put together an initial route and off we went to test if out. We did a long 400-mile day on the road but we now have a new Day One that we are very excited about. Check out the pictures in the Members Share Porsche Photos. Additionally, we are ready to open the drive for the initial registration. Crater Lake Lodge is the limiter on this. If you care to join the tour, the first two steps are making your reservations at Crater Lake and in Sisters. Check out the information in the Coming Events section.

We still **need some articles for the winter Anzeigers.** 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! Or if you do a drive, take some pictures and send to me!

I will be taking some time off this month. There will not be a January *Anzeiger* and I will stop the weekly email blasts after December 9 and start up again on January 6.

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

FROM MY PERSPECTIVE Mike Stack



To Sticker or Not to Sticker?

was behind a Subaru Forester at a stoplight and the back was plastered with stickers. About a week later I was behind a Volvo wagon which had a few stickers on the bumper and the stick figure family in the back window and that got me thinking about cars and stickers. Are you a sticker person? Did you collect them as a kid? If so did you stick them on your bike, the headboard of your bed (only to get into trouble with your mom)? Did you put bumper stickers on your car in

high school, College, today?

My mother was so against bumper stickers that she wouldn't even put a supportive bumper sticker for her own mother who was a politician, County Clerk of Deschutes County in the '50s, '60s, and early '70s. "Re-elect Helen Dacey—Deschutes County Clerk." On one family trip to the Sea Lion Caves in the 1970s, the people there put bumper stickers on all of the cars in the parking lot, my Mom flipped out, only to see they attached them on with a thin wire



A window sticker collection you're not likely to see on a Porsche ... and didn't stick them on the car. Still, she gave the whole family her reasons why she didn't like them for probably 50 miles. This is probably where it was embedded in me to not put stickers on cars.

We see bumper stickers on all kinds of cars; funny ones, political ones, animal ones. They are stuck on the bumper, tailgate, doors, back panels, pretty much anywhere on the vehicle. As Porsche owners, we apparently love and respect our brand so much that we don't stick stickers on our vehicles (I only have seen two examples of stickers on the body of a Porsche).

As I thought about this I decided to investigate (as you can tell I really don't have much of an exciting life if I'm looking at what kind of sticker people put on their cars). At the last two Autocross events and the last Arrive and Drive I nosed around. Just one Porsche at the Autocross had stickers on the car and all of the other stickers were on the windows.

The stuff on Porsche windows ranged from PCA, tire sponsor, car number, US military service, and of course the Autocross Tech Inspection on the windshield. (it's removable). One car with window stickers stands out above all others. It's probably the most recognized Porsche with matching stickers and it is Roy Johnson's Cayman GT4. If you don't know Roy's car it's the GT4 in "Lightning Yellow" (I don't think that's the official Porsche name for color) but when you see it, it has the giant Oregon "O" in the back window and two smaller "Os" on each back side



windows and it works (I'm a Beaver and I think it works).

There are a lot of organizations which make stickers available. I have purchased some parts from Pelican and they always come with a sticker, but I don't think I've seen one on a Porsche.

I did ask a few people at the autocross and Arrive and Drive, "Do you put stickers on your Porsche or would you?" The response was "not on the body," but a few did have window stickers.

As you're out check on who has stickers on windows and who puts them on the body? It will give you something to do. ■ ... and the bold, but tasteful, sticker on Dr. Roy Johnson's GT4.

For more thoughts about stickers and Porsches, see page 17.

AFTERTHOUGHTS ... ON STICKERS Peter Linsky

ike Stack's commentary about stickers and bumpers brings to mind the fact that very few of us would think of placing any sort of label on our Porsches where future removal could generate expensive cosmetic damage.

Once upon a time, cars had chromed steel bumpers that provided a surface where various paper or vinyl stickers for parking or offering political comment might be displayed. When those eventually vanished, giving way to painted plastic covers that hid impact bars and shock absorbers, motorists risked damaging the painted surface when it was time remove or replace those items. When they were used at all, stickers began to migrate to glass windows where they could be more readily removed with a heat gun and careful use of a single-edged razor blade.

Today, political or social commentary stickers on painted bumper covers are pretty rare, simply because most folks don't want to mess up the looks of their vehicles or risk having it keyed by someone with an opposing political view. Divergent points of view are less tolerated these days, it seems.

It's interesting to look back and realize that decades ago, many Porsches, and indeed many foreign automobiles, wore stickers on their painted trunk lids. Do you remember when American sports car enthusiasts proudly stuck a large white oval with a black "D" on their trunk lids to inform the ignorant that their Porsche, VW, Borgward, or Mercedes was from Germany? Those international emblems - GB, I, Fr, ES, and so on - were required when crossing borders in pre-unified Europe and the UK to inform the locals that a furriner was sharing the road with them and to maintain a safe distance. Brits spotting a "USA" sticker on a car were especially wary, always expecting the Yank to drive on the "wrong" side of the road.

In the 50s and 60s those emblems became a popular and inexpensive accessory over here, but more to impress the yahoos driving beige Ramblers. There were even expensive illuminated versions with framed glass. Try to find one of those today for a European classic!

All that being said, I feel sorry for Porsche enthusiasts in Hawaii and perhaps a few other states, where special registration stickers must be displayed on the bumpers of all vehicles, paint be damned. I've seen one or two expensive cars over there where the stickers are placed on a little tab on the license plate frame so as not to damage bumper paint, but I've also been told that those are illegal.

TECH TALK John Mueller, Tech Education Chair, Pacific NW Region **17 Steps to Park Your Porsche**

17 Steps to Park Your Porsche Over the Winter

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

• t is getting to be that time of year again. Halloween? Thanksgiving? No! It's "Park your Porsche" time. Question ... How do you properly store your Porsche from November to March? Yes, there is a correct way to put your baby to bed for an extended period of time. The key words here are "for an extended period of time." That means you will not be driving your Porsche for several months. Winter in the northwest is cold, wet, overcast and can be snowy and slippery. Many Porsche "sportscar" owners do not enjoy driving their cars in this environment. They do not have winter tires for their cars. They want to avoid being in an accident on a slippery street. They want to avoid subjecting their cars to the caustic chemicals that are often applied to streets to melt ice and snow, nor exposure to sand and crushed rock used by many cities to improve traction.

Here are some steps to follow to put your Porsche away for the winter:

#1. CLEAN OUTSIDE AND INSIDE

Wash and wax the exterior. Clean the interior, make sure no food is left in the glove box, door pockets, trunk or frunk.

#2. CHANGE OIL AND FILTER before putting your car into storage. Cut the used oil filter open and look for debris.

#3. TOP OFF LIQUIDS

• Antifreeze – starting with 1997 cars: Use only Porsche #000-043-301-03 in a 40% solution

• Battery—If non-sealed, add De-ionized or Distilled water and completely submerge battery plates. Battery overflow drain must be: connected, flowing and beyond bottom of car.

• Power Steering Fluid

• Brake Fluid - DOT 4



Top: Lead acid battery – 3 cells open to add water. Overflow hose on left end. Above: Sealed lead acid battery.

TECH TALK, CONTINUED



Battery overflow hose beyond car bottom.

#4. INFLATE TIRES

Use a good tire gauge. Over-inflate your tires by 10 to 15 pounds. After storage you may experience some "temporary flat spotting" and some thumping for the first 10 miles.



Craftsman electronic tire gauge.

#5. FILL UP FUEL TANK WITH 100% PURE GASOLINE

Fill tank as full as possible to eliminate air in the tank. Use 100% pure gasoline without Ethanol. To find 100% pure gas go to this website: http://pure-gas.org/index.jsp?stateprov=OR. These steps will minimize water building-up in the gas tank and corroding fuel system parts.

#6. PARK INDOORS IN A DRY LOCATION

A heated space is ideal! Consider placing a plastic drop cloth under the car to minimize moisture.

#7. COVER AIR INTAKE AND EXHAUST

Stuff rags into the air intake and exhaust to prevent animals from entering.

#8. CLOSE ALL WINDOWS AND CONVERTIBLE TOPS

#9. USE BOUNCE FABRIC SOFTENER DRYER SHEETS

Rodents hate the smell of Bounce. Lay Bounce sheets all over the interior and in the: glove box, door pockets, trunk and frunk. Lay Bounce sheets over the engine. Lay Bounce sheets on top the tires. In the spring gather them all up and toss them out. I bet you think I am being excessive; but rodents love to nibble on wiring, especially in later-model automobiles with soy-based electrical insulation. Rodents are a common and expensive problem with repair bills sometimes over \$1,000.



Battery maintainer.

#10. INSTALL A BATTERY MAINTAINER

• Is your battery immaculately clean? If NOT, remove it from the car, clean it with soap, water, and a clean towel! But before removing a battery from a newer Porsche with a computer, check with your Porsche dealer for the proper procedure. You do not want to confuse the computer and require the dealer to re-install the special codes.



Cigarette connection point.

• For older cars WITHOUT computers remove the battery and connect it to a maintainer.

• For newer cars WITH computers keep the battery in the car.

• Make sure the battery overflow drain is: connected, unobstructed and extends beyond the bottom of the car.



Quick disconnect cable.

• Connect maintainer via: cigarette lighter, quick disconnect or battery jumping connection points.

#11. LIFT WINDSHIELD WIPERS OFF THE GLASS

Use a soft rag to raise up the wiper arms. You may want to wrap the blades in plastic and store them in a warm place.

#12. CONSIDER USING JACK STANDS TO PUT THE CAR OFF THE GROUND

• Old classics need to be raised up if storage exceeds 30 days.

• High profile tires flatten quicker than low profile tires.

• Bias Ply tires flatten quicker than Radial tires.

• Modern cars do NOT need to be raised up over the winter.

#13. RELEASE PARKING BRAKE, PLACE CHOCKS UNDER TIRES

• This will prevent the brake pads from sticking to and damaging the rotors.

• This will prevent the car from rolling.

#14. PLACE THIS LIST ON THE DRIVER'S SEAT TO REMIND YOURSELF WHAT YOU DID

In the spring go down this check list in reverse order to undo what you did in the fall.

#15. LOCK THE CAR

Some newer cars with computers are capable of going into a 'Deeper Sleep' when the doors are locked. This 'deeper sleep' can extend the life of 'TPMS' batteries and other systems.

#16. COVER THE CAR

• If your storage area is clean, covering is optional.

• If your storage area is dusty and dirty, cover your car.

• Without a cover, humidity can easily escape.

• Without a cover, rodents are LESS likely to eat the wiring in your car.

#17. SAVE MONEY! INFORM AUTO INSURANCE COMPANY

• Reduce your auto insurance coverage 'for a car in storage'. In the spring call them to reactivate your collision coverage!

I hope you agree that these 17 steps have real value, that they are prudent, not excessive and will help you enjoy your Porsche. ■



Rerouted SUV Schnitzel Run: Twisties, a Ferry and a Bavarian Lunch

BY PEG RYAN | PHOTOS BY HEINZ HOLZAPFEL, PEG RYAN, BOB ELLIS, TOSH KANNO AND ERIC LEWIS

Waiting to get on the Wheatland Ferry.

he route for the 2019 Schnitzel Run was going to be used again this year but after Labor Day fires raged across many of the roads from Ripplebrook to Detroit, Heinz Holzapfel had to reroute us. With proper social distancing and masks in place, our small group of Porsche SUVs consisting of three Cayennes and two Macans met in the Hillsboro Fred Meyer parking lot for the start of this adventure.

I want to thank Heinz for mapping out this fun route with many enjoyable roads with twists and turns. We stopped in a park in Carlton and met the major who was excited to see our Porsches. We also went over the Wheatland Ferry—the cost was a mere \$2.00 each. Our SUVs were perfect for this with our high ground clearance on the steep downhill and uphill to get on and off.

We ended up at the Bargarten Bavarian Social Haus in Keizer. We had a large table for seven of us in the back tented area where we enjoyed food and drinks and great conversations with fun people.





Above: A beautiful day for a drive. We are getting ready to go.

Left: Lovely scenery.

Below: Heinz Holzapfel, Bob Ellis, Eric Lewis, Peg Ryan, Winnie and Steve Miller at our rest stop in Carlton.



To enjoy more photos from this event, go to: https://orpca-pix. smugmug.com/2020-ORPCA-Events/October-SUV-Drive-/

(NOTE: Download photos with the downarrow icon.)

MORE PHOTOS ON PAGE 22

SUV SCHNITZEL RUN, CONTINUED



Right: Everyone made it on. the Ferry.

Center: Wheatland Ferry identification; Getting off the ferry.

Bottom: Tosh took a selfie of all of us on the drive.







New Member Orientation ... on Zoom!

BY PEG RYAN, COMMUNICATIONS DIRECTOR

virtual new-member orientation was held on November 22. This was the club's first foray into a larger Zoom meeting. 14 new members participated. Most of the Board plus Eric Freedle, Autocross Chair; Joe Kelly, Air-Cooled and Buddy Drive Organizer; Eric Lewis, Outgoing Tour Director, and Kurt Fuerstenau, Incoming Tour Director were also on the phone to review their programs. We were very pleased with how this worked and will be looking for other ways to connect with members over Zoom in the future.

After the event we heard from one new member, Robb Hunt, who told us: "A big thanks for the OPCA leadership for setting up the call and welcoming us new members! Really enjoyed hearing a little more about all that the OPCA has to offer, and looking forward to being part of some of these activities in the future." We also heard from new member, Bruce Sweetman: "Great zoom meeting. I was a little hesitant to come to a two-hour meeting but I'm very glad I did. Everyone did a nice job with their presentations with a lot of good info."



New member presentation—available online at:

https://www.oregonpca. org/wp-content/uploads/ New-Member-Meeting-2021-v3.2.pdf

Zoom meeting!



October Dinner Proves "It's All About the People!"

Sally and John Savona, new members.

fter recently relocating to Brush Prairie, Washington and joining the Oregon PCA, we are taking any opportunity to participate in events to meet other Porsche enthusiasts! The October dinner gathering was one that we were lucky enough to attend and get to know some great people.

The dinner was held at The Antojitos House in Hillsboro on Wednesday. October 21. We occupied the entire restaurant keeping social distancing practices in mind with seven parties of two people each. We had our own table and enjoyed the chips and salsa before dinner was served. The menu was unique with authentic dishes originating from

STORY AND PHOTOS BY JOHN AND SALLY SAVONA

Honduras, El Salvador and Mexico. Dinner was amazing! Based on the service, food and prices, the consensus from the group is to return and try the other menu items.

A big thank you to those who came a long distance: Anh Le came from Washington D.C and Mike and Mary O'Conner came from Bend. Others, like us, drove a bit of a distance as well. We all agreed that it was well worth the trip. Like the Antojitos House, restaurants follow safety guidelines very carefully and ORPCA hopes to have more opportunities to get together. We keep saying it's not just about the cars. It's about the people!





Clockwise from above: Anh Le and Carlos Santayana admiring all the food specially prepared for them by the owner, Zulmi de la Cruz; Board inside the restaurant with the menu! Larry and Cathy Hannan; Mike Harvey and Kathleen Brown waiting for their dinners to be served; Steve and Winnie Miller enjoying the meal along with with Anh Le and Carlos Santayana, and Mike and Mary O'Connor.

To enjoy more photos from this event, go to: https://orpca-pix.smugmug.com/2020-ORPCA-Events/October-Dinner-Gathering/





The Arizona Twist

BY CAROLE HEDSTROM | PHOTOS BY BRAD AND CAROLE HEDSTROM

't's a year of flexibility. Change, plot twists, and expecting the L unexpected are trademarks of 2020. My biggest lesson has been flexibility and adaptability. Brad and I stopped fighting the current and have adapted too. The pandemic has become an opportunity for those of us working remotely. Since we both now work-from-home, there is no boundary on where the work actually takes place. Our jobs are, and will be, remote for the foreseeable future whether we are physically in Portland or anywhere else. We have seized the opportunity to work-from-home in Arizona for the next few months, and have temporarily made a home here. While we will be working, we will also be playing and exploring and enjoy-

ing this part of the country. First on the list of play time is checking out another Porsche Club.

We found the Arizona Region Porsche Club (AZPCA) and signed up for their season-opening Arrive and Drive on Oct. 17. The drive was appropriately called "Taking the Twisties to Prescott." For those of you not familiar with Arizona and regional pronunciation quirks, Prescott rhymes with "biscuit," similar to the way Willamette rhymes with "damn it." You can thank me later when you all come to Treffen in May 2021 and sound like a local instead of some foreigner.

Speaking of Treffen, this route will be one of drives offered during the upcoming three-day Porsche festival in May. AZPCA is working Porsches ready to go on a drive.

ARIZONA TWIST, CONTINUED

and planning the event for spring in beautiful Scottsdale. If this drive is any indication of what to expect, it's going to be a fun few days of driving. This drive must certainly be an Arizona classic.

We arrived at the meeting spot in Scottsdale to find about 20 fine cars already there. They were lined up and as newcomers arrived the line of pretty Porsches grew, and folks got out of their cars to admire the others. Even with face-coverings muffling voices, greetings among old friends and new rippled through the crowd. All waivers and forms had been dealt with via Speedwaiver, making for a no-contact morning as we all assembled. Soon enough, Rook Younger took to the megaphone and called us all to order for the pre-drive instructions.

You all know the drill: bring a navigator if you can, don't pass other Porsches, stay together, the lead car will arrange re-groups if we get too spread out, be safe, have fun. With that, we were off!

The first leg of the trip, Scottsdale to Wickenburg, took us through open the open desert of The Phoenix Sonoran Preserve. It was a lovely Saturday morning, so there was quite a bit of traffic along with bicycles, motorcycles and political rallies, but we soon left the city behind and found ourselves again in the wideopen desert landscape. We stopped in Wickenburg for the traditional mid-drive break. We congregated at a gas station and took time to chat and admire one another's cars. Then it was back to the cars to prepare for the best part of the day.

Below: A Taycan 4S—beautiful! Jim Hunt, Teri Hunt, Brad Hedstrom at Prescott Town Square.







The drive from Wickenburg to Prescott, although only 59 miles, is a fun road by any standard. It's a climb of about 3,300 ft, which means it's uphill and twisty, just what every Porsche driver could ask for in a drive. The group did tend to spread out, but gave each car its own stretch of road to navigate and enjoy rather than being boxed in between others. The final twists of the road bring you to downtown Prescott which has the air of old mountain, gold-rush whistle-stop complete with a central park square right in the middle of town. As the Covid-era dictates, there was no planned group lunch at local restaurant. Instead each party was on its own for lunch and small clusters of folks wandered off together for a well-deserved bite to eat.

Many of the Porsches found spaces in the same parking garage and unfortunately, Bob Bandera, owner of a vintage 914, accidentally locked his keys and phone inside his car. However, as Porsche owners are notoriously good people, fellow members Jim and Teri Hunt called AAA for Bob and got the process started. It was not long before the issue was resolved and Bob, the Hunts, Brad and I were enjoying tacos and a cold one in the courtyard of a restaurant on the square. Again, I was shown the true spirit of Porsche people. We look out for one another and always welcome a wave as our paths cross while driving.

The return trip back to the Phoenix area could go one of two ways. One option would be to travel a bit further northeast with a slight turn to the south to catch 117 or to retrace one's steps back through the twisties on the downhill. I'm sure my faithful readers will know the way I chose for the home-going drive.

"Takin' the Twisties to Prescott" was an excellent introduction to the AZPCA for me and Brad. We immediately felt welcome and fell into a small group who introduced us to others as well. As we all know, it's not the cars, it's the people! We are looking forward to the sunny winter ahead with more drives, more friends, and more exploring in this beautiful state. On the road to Prescott.

MORE PHOTOS ON PAGES 28 AND 29

ARIZONA TWIST, CONTINUED

Below: An historic car! Right: Carole and Brad's Targa! Bottom: Prescott street art.

















Top: Beautiful Arizona scenery; Above: Another historic car, and more scenery along the drive; Left: A great meal!

Our view of student cars and the various course elements from the PECLA Balcony. Plenty of Taycans at the ready for experiences later in the day.



A Young Driver's Day at LA's Porsche Experience Center

aving a new, young driver in the house can be a stressful experience. Add to this the seasonal challenge of living at elevation with frequent snow and ice, and the desire for some advanced car control instruction becomes mandatory in our household. For our son, Hunter, an experienced kart racer and motorsport enthusiast, our choice two years ago was the half-day Dirt Fish program. We both had a blast and he picked up the skills, knowledge, and insight I was hoping he would with regards to poor traction and loose surface driving. This July when my daughter, Summer, made it through the DMV delays and fiasco to finally get her license, I had doubts about returning with her to the Dirt Fish pro-

STORY AND PHOTOS BY PHIL MELAHN

gram. While she enjoys running the rental karts from time to time, racing and driving aren't really her thing.

Fortunately, the Porsche Experience Center in LA (PECLA) recently began hosting a young driver's experience, geared towards drivers aged 15 to 21. Check out the Young Driver opportunities here: porschedriving.com. With more focus on car control and less focus on sideways rally driving, this seemed like the right option for us and a great opportunity for a visit to PECLA.

The day started at 9 a.m. with a brief classroom session to introduce students to instructors and cover the planned activities. Students were then paired up, two students per instructor, five groups in all, each with their own dedicated car, which



happened to be 992 Carrera S models, all in a variety of colors. For Summer, it was Speed Yellow over black with PCCBs. I have to wonder if they looked at my Instagram feed when they chose to assign her the yellow car. The cars were all sanitized prior to the students getting in and communications were handled between the instructors and student through two way radios, so social distancing was never an issue.

Over the course of the next three hours, the groups were split, each spending time at one of five sections. Three of these were the kickplate, the low friction circle, and Ice hill, all focused on low traction skills. It was great to watch each group of students gain proficiency and improve their skills in each of these challenges. The final two exercises consisted of a high-speed lane change under full braking and a distracted driving challenge on the low friction handling circuit. The distracted driving challenge was quite amusing to watch! A very tight autocross like circuit was laid out and students needed to avoid the cones while being chased and

honked at in a golf cart, having tennis balls thrown at them, instructors running towards the cars, and a random walkie talkie was placed in the car with an old lady ranting on incomprehensibly. Above: Learning to go sideways up Ice Hill.

Below: Summer working on the kickplate.



The morning went by quickly and the class was soon done. Parents were invited into the final wrap up to hear instructor comments and student feedback. Every driver walked away with new skills and insights on low traction driving and car control. While my daughter won't be getting a 911 anytime soon, I'm confident she will know what to do when the snow and ice comes to Bald Peak later this year. ■

Our Porsche Stories: Ravi Rajaram

FROM DETROIT IRON TO PORSCHE PRECISION—MY BRIEF JOURNEY

An oft-asked question among Porsche owners and other car enthusiasts is "When did you buy your first Porsche?" or "What made you decide to buy a Porsche?" or something along those lines.

With that as background let me attempt to briefly sketch my path to Porsche ownership.

My first car purchase in the US was a '72 Buick Le Sabre and that choice was driven strictly by economics. As a graduate student at Vanderbilt University in the early '80s, I could somewhat afford the \$600 the Buick cost (same as my monthly stipend if I remember right). It was a boat and floated around and was as wide as a Greyhound bus as many American cars were in the '70s. It did however give me mobility off campus and was in decent shape and didn't cost me too much to maintain except for a transmission job that set me back \$400.

The next car I traded up to was a '76 VW Scirocco which I picked up on campus as soon as I got my first job offer. It was a fun car to drive and handled surprisingly well compared to the Buick.



It was a tough call to make between that and a Fiat X19, a two-seater, but I went with the VW. I had the VW Scirocco moved from Nashville to Phoenix, the location of my first job. All was fine for a few days until the temperatures started to climb well into the 100s in August and then every rubber hose started to give out almost every other day and leaving a trail of steam and coolant in its wake.

I figured that I couldn't risk my reputation being late for work or a no show on account of car problems as a new hire—so ended up buying a brand new '85 VW Scirocco which I kept for a few years. It was a great car at that time with impressive handling but lacked real power. So I was looking to trade up and had my eye out for Porsches, especially the more affordable 944s which I thought were pretty striking cars back in the day.

I ended up buying a '84 Porsche 944 in '87, a very balanced car in every way with a 50-50 weight distribution, but it was not a 911 and didn't sound like one at all (being water-cooled), but was a great first Porsche.

That said, I was constantly looking out for a 911 (a real Porsche) and when the 993 first came out and I actually saw one (I think it was Rupert Kobelgarde's silver 993), I was awestruck and felt it was an astonishingly beautiful car, a remarkable work of art in its proportions and benchmark performance specs.

So, I kept my Porsche 944 until 2000, when I picked up my current '95 911—it was a relatively lightly used car and just crossed 10K miles on the drive home. Today I have about 35k mostly dryweather miles on it.

I intend to keep my 993 for a long time (though I confess that I have been tempted over the years by Italian exotics, but better sense has prevailed) and maybe get a 911 GT3 Touring (another very elegant Porsche) or a Tesla 2.0 Roadster as its stablemate down the road.

Our Porsche Stories: Maynard Chambers

ORPCA : WHAT'S IT ALL ABOUT?

Yes, it's about the Porsche brand, the spirited drives, the great roads, the Oregon scenery, etc., but what is it REALLY about?

Well, it's about people named Monte, Ron, Joe, Matt, Jeremy, Brian, Peg, John, Bob and Ravi. This is a story about how I entered the world of Porsche. Ten years ago, I bought a Triumph TR6 from Monte Shelton and then did the subsequent Northwest Classics Rallies every year. During one of these drives, I met Ron Gotcher and although I didn't own a Porsche, he invited me to go on the ORPCA Midweek drives. Joe Kelly, who was



(Thanks, Peg!) At my first monthly meeting, everybody knew me as the "guy with the yellow TR6." I sat with John Thomas and he bent my ear about the beauty of air-cooled Porsches. Joe Kelly gave

the founder of these drives, gave me a warm welcome. I went on these drives for one year and then bought a Porsche Carrera S from Matt Crandall at Avant Garde Collection in Portland. Jeremy Williams and Brian Farley at Matrix Integrated inspected the



me a warm welcome saying that my TR6 had trouble keeping up with the Porsches, which was pure poppycock!

Since then, I have been on Arrive and Drives, Autocrosses, the Northwest Passage, Driver Education at the Bremerton

car and agreed that it was a solid choice.

ORPCA can be a bit complex with such a variety of activities. Fortunately, Peg Ryan came to my rescue and has guided me ever since.



Raceway and Driver Education at the Porsche Experience Center in Atlanta, Georgia.

Along the way, I have met Bob Ellis and Ravi Rajaram, both established ORPCA Tourmeisters. They have taught me the art of designing tours. Ravi still refers to me as "Boy Racer TR6" from my days with the Triumph. His day will come!

In summary, my road from a TR6 to a Porsche has been exciting and enjoyable. Yes, the Porsche drives are loads of fun but it's the people that make these drives meaningful! We all know this but sometimes we forget.

Now, don't get the wrong idea. I still love my yellow TR6 and I frequently bring it to Porsche events just to "stir the pot!"

Thanks everyone for a great ride! ■

Member Photo Gall



Ravi's Tour on November 4

Here are some fun pictures to enjoy from a buddy drive on November 4, organized by Ravi Rajaram. He was joined by Bob Ellis, Joe Kelly, Maynard Chambers, Lynne Roe and Ron Gotcher. The weather was great and the fall colors made this a special drive. Clockwise from top left: Ravi, Lynne, Joe, Maynard, Ron and Bob; Stop on Bald Peak. Lynne in front of her 911; Great fall colors!



Very Early Morning Drive to Time Change, with Todd Etchison

"I was awake early that day due to the daylight savings time switch so I took off for a drive through wine country. The view of Mt. Hood was from just north of the Bald Peak viewpoint area."

ery from Fall Drives



Fresh Snow—Eric Lewis

Here are some fun pictures that Eric Lewis took on a drive he did while laying out the Day One drive for the Crater Lake Tour. Left: Santiam Pass – Pacific Crest Trail. Below: The Three Sisters after a fresh snowfall from Sisters.



High Clouds and a Gorgeous Porsche from Ron Gotcher Ron Gotcher shared this picture of his photogenic 2010 997.



Have you taken some fun photos on your recent drives? Share them with your fellow members!

Just email them to Peg Ryan, Communications@oregonpca.org and we may include them in a future Member Gallery. The ORPCA Nomination Committee is Pleased to Announce the

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Distinguished ORPCA Volunteers 2020

This club would cease to function without the contributions from our long list of volunteers. They create, staff, and operate all our events. We are an organization of volunteers who labor to bring the membership a steady offering of events that keep us linked to the fun aspect of Porsche ownership. You got to drive them to appreciate them, but most of all it's about the people you meet and the friends you make. Find time to seek these folks out and offer them your thanks they will appreciate it.

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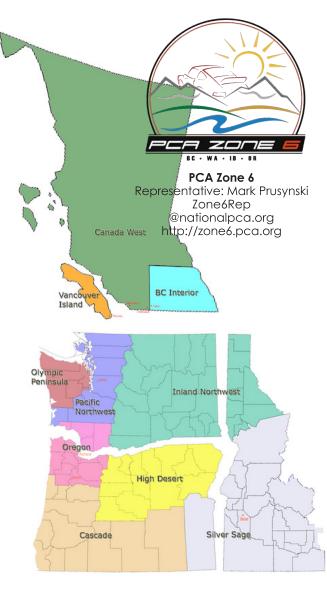
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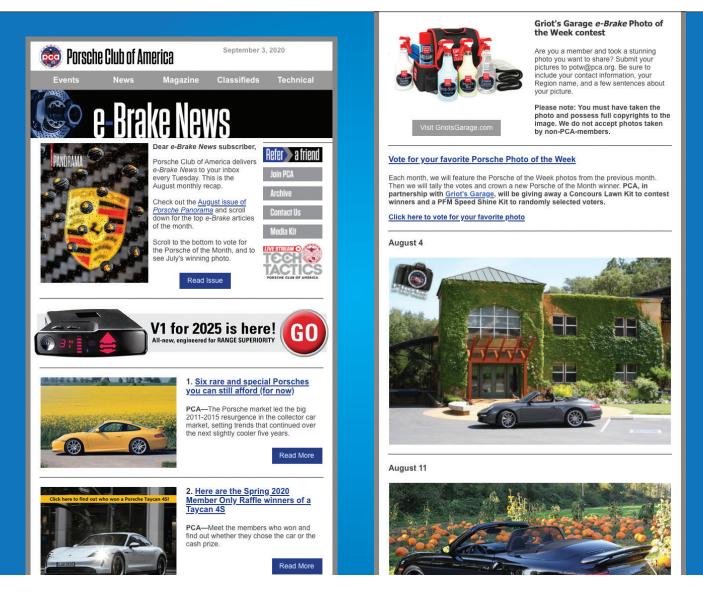
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Want to stay up-to-date on all the latest PCA and Porsche news?

Subscribe to the club's weekly email newsletter, e-Brake News, which includes news articles, exclusive stories, and video from all over the internet.

e-Brake News has a bit of everything, from tech to road tests to motorsports — and you don't have to be a PCA member to subscribe! Every Tuesday evening, *e-Brake* will have the latest on PCA National events and club programs and entertaining, informative content.

SIGN UP TODAY AND VIEW PAST EDITIONS: pca.org/e-brake-news



PORSCHE CLUB OF AMERICA

Treffen Scottsdale Touring the Sonoran Desert



Get ready to experience the stirring beauty of the lush Sonoran Desert in Scottsdale, AZ. Explore the rolling mountain foothills, unleash your inner cowboy, savor amazing cuisines, and enjoy unique galleries and shops. Treffen Scottsdale is sure to have something for everyone. Join us in Spring 2021 as we journey to this desert oasis offering nearly endless opportunities for outdoor adventure, tranquil spots for relaxation, and of course some of the most scenic and exhilarating driving roads in the West. The poet John Muir said it best, "Of all the paths you take in life, make sure a few of them are dirt." See you in the desert.



May 5 – 9, 2021

Venue:JW Marriott Camelback Inn Resort & Spa
5402 East Lincoln Drive, Scottsdale, AZWebsite:treffen.pca.orgRegistration:Opens Wednesday, February 24, 2021



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Looking for a Unique Gift?

Our First Edition private wine label is a great gift for those hard-to-buy-for friends now available online!

The first edition private wine label for Oregon PCA was announced at our 2018 Summer Picnic. We all got to taste this Stoller Pinot and it is great. The first production Porsche was the 356, so it's appropriately featured on the first edition private wine label for ORPCA.

For your bottle(s) of Stoller 2016 Porsche Club Pinot Noir, go to

https://www.stollerfamilyestate.com/product/2016-Porsche-Club-Pinot-Noir-750-ML



DECEMBER BOARD OF DIRECTORS MEETING

Wednesday, December 9 | 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, January 13

TOYS FOR TOTS TOY DRIVE

December 7 to 14 (Not Weekends)

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

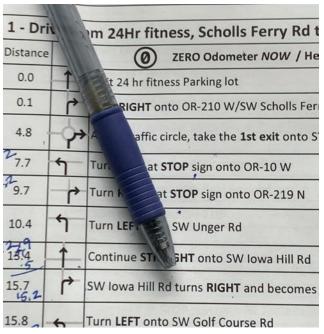
Be sure to mention that you are an ORPCA member and you will receive a 60th Anniversary glass (not dishwasher safe).

TOURS TRAINING CLASS

Sunday, January 17 | 12 Noon to 4:00 p.m. Heckmann & Thiemann Motors 220 SE 19th Ave., Portland, OR 97202

This class is strongly recommended for any member who wants to lead a 2021 drive or tour. There are a number of new requirements for 2021 ORPCA tours. The class is also open to other members who want to learn about leading and/or designing an Arrive & Drive, a Midweek Casual Drive or a Multi-Day Tour. Classroom limit is 10 people. This is a hands-on class. **Please bring a laptop with access to Google Maps for the Tour Designers section.** For complete information please go to: https://www.oregonpca.org/event/orpca-tourstraining-class-2020-january-17/

If you have questions please email toursclass@ oregonpca.org ■



ANNUAL VOLUNTEER AWARDS BANQUET: SAVE THE DATE

Wednesday, January 20

Location: TBA

Meet the recipients of our 2020 Volunteer Awards and meet the new 2021 Board of Directors. Please save the date. We will have more information in early January. Make sure you watch your Wednesday email blast for details on this.

If you have questions please email socialevents@oregonpca.org.

NORTHWEST PASSAGE

Wednesday, June 16 to Sunday, June 20

The NW Passage registration opened on Tuesday, December 8. There is only room for 35 cars but a wait list will be started if this fills quickly. Check out all the information here: https://www.oregon-pca.org/event/2021-nw-passage/

CRATER LAKE TOUR

Thursday, September 16 to Sunday, September 19

Eric Lewis and Peg Ryan are very excited to announce the 2021 OR-PCA Crater Lake Tour! The tour dates are Thursday, September 16 through Sunday September 19, 2021. For all the information including how to pre-register please go to: 2021 Crater Lake Multi-Day Tour.

Starting in Hood River, we will head to Sisters via Dufur, Grass Valley, Condon, Fossil & Antelope. This is a beautiful 290+ mile drive through the northern part of Central Oregon.

On Saturday, we head from Sisters to Crater Lake via McKenzie Bridge, Oakridge, Crescent and Chemult. This drive is a beautiful 210+ mile drive through the forests of the Willamette National Forest.

The Crater Lake Lodge is the limiting factor for participating in this tour, so make your reservations soon and complete the pre-registration steps for this tour.



HELP NEEDED FOR 2021 TOURS

Kurt Fuerstenau, the new Tours Director, is looking for assistance with Tours in 2021. He is in need of people to organize Arrive and Drives, Midweek Casual Drives and additional Multi-day Tours. He is also looking for people to help with our Scenic, the electronic route guidance application. In addition, he needs administrative help with insurance and PCA Release Waivers. If you can offer help, please contact Kurt at tours@oregonpca.org.

Anzeiger Marketplace

CARS FOR SALE



2001 911 Twin Turbo! Well sorted, fun, fast, comfortable and fast 996TT. If you are looking for one and you don't want to worry or deal with all the potential pitfalls of a 996TT or 997TT, this could be your car. Major faults fixed! Cooling pipes - Pinned! 2nd gear Popping out (look out for this one) - fixed (for real). And the list goes on.

Interior in excellent shape. This was a "Launch Edition" version (Styled by Porsche designers to impress). Everything works.

Key upgrades: Sports springs (note US version is raised over ROW), High-flow catalyst (\$\$), Speedtech "quiet" exhaust (sounds amazing), EPL tune, or I can put it back to stock. Up to you. Priced more than 996TT because of \$19K of maintenance at Matrix and California Motorsports (overhauled the transmission). \$54,500. Great car. Super fast! Very fun to drive, but not for teenagers! Own an early 2000's supercar! Contact Peter 503 318 7204. (12/20)





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)

MISCELLANEOUS FOR SALE



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)

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



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@kelandscapedesign.com.. (11/20)



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. ■

CALLING ALL MEMBERS!

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

ORPCA has a few inexpensive ways to advertise: Business Card in Anzeiger magazine (digital): \$20/Month 1/4 Page in Anzeiger magazine (digital): \$30/Month

To secure an ad or for more information, contact Tom Floyd at salesandmarketing@oregonpca.org

