

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | JAN-FEB 2021

Oregon Region  
Porsche Club of America

# 60

1960 - 2020





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### **ON THE COVER**

Mt. Shasta in the distance during a winter road trip. Photo by Eric Lewis.



# ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 61 | NUMBER 1 | JAN-FEB 2021

## ANZEIGER NATIONAL AWARDS

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

**FIRST PLACE** 1995, 1998, 2004, 2005, 2008  
National Newsletter Contest

**THIRD PLACE** 2003 and 2006 National Newsletter Contest  
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[CLICK HERE for January 2021 ORPCA Board of Directors Minutes](#)

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# EVENTS, OREGON REGION AND BEYOND

---

## FEBRUARY, 2021

- 10 Board Meeting
- 17 Dinner Gathering
- 25-28 Portland Int'l. Auto Show **Cancelled**
- 27 Autocross Annual Tech Inspection

## MARCH, 2021

- 7 Quarterly Mixer
- 10 Board Meeting
- 17 Social and Dinner
- 21 ORPCA Picnic
- 27 Autocross: Drivers Skills Clinic/Test & Tune PIR
- 28 Autocross #1: PIR South Paddock

## APRIL, 2021

- 14 Board Meeting
- 20, 21, or 22 Midweek Casual Drive
- 21 Social and Dinner
- 23-25 Walla Walla Wine Tour
- 24 SUV Drive
- 25 Autocross #2 PIR South Paddock

## MAY, 2021

- 5-9 Treffen: JW Marriott, Scottsdale, AZ
- 8 Arrive & Drive
- 12 Board Meeting
- 18, 19 or 20 Midweek Casual Drive
- 19 Social and Dinner
- 22 SUV Drive
- 23 Autocross #3: PIR South Paddock
- 23 Tours Class

## JUNE, 2021

- 9 Board Meeting
- 11-17 Porsche Parade French Lick, IN
- 12 Arrive & Drive
- 16 Social and Dinner
- 16-20 NW Passage
- 22, 23, or 24 Midweek Casual Drive
- 26 SUV Drive
- 27 Autocross #4: PIR South Paddock

## JULY, 2021

- 9-11 Corral at Rose Cup Races, PIR
- 10 Arrive & Drive
- 14 Board Meeting
- 18 Autocross #5: PIR South Paddock
- 18 Corral at Forest Grove Concours
- 21 Social and Dinner
- 20, 21, or 22 Midweek Casual Drive
- 24 SUV Drive
- 24-25 Corral at Vintage Racing Festival, PIR

## AUGUST, 2021

- 11 Board Meeting
- 14 Arrive and Drive
- 17, 18, or 19 Midweek Casual Drive
- 18 Social and Dinner
- 22 Autocross #6: PIR South Paddock
- 28 SUV Drive
- 29 A Taste of Motorsports, PIR

## SEPTEMBER, 2021

- 8 Board Meeting
- 10-12 Grand Prix of Portland—NTT IndyCar Series, PIR
- 11 Arrive & Drive
- 15 Social and Dinner
- 16-19 Crater Lake Tour
- 21, 22, or 23 Midweek Casual Drive
- 25 SUV Drive
- 26 Autocross #7: PIR South Paddock

## OCTOBER, 2021

- 3 or 17 Autocross #8: PIR South Paddock
- 9 Arrive & Drive
- 13 Board Meeting
- 13-17 PCA Treffen, The American Club, Kohler, WI
- 19, 20, or 21 Midweek Casual Drive
- 20 Social and Dinner
- 23 SUV Drive

## NOVEMBER, 2021

- 10 Board Meeting
- 17 Social and Dinner

## DECEMBER, 2021

- 4 Holiday Party
- 8 Board Meeting





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# WELCOME TO OUR NEW MEMBERS!

Andrew & Nancy Boone  
Lake Oswego, OR  
2007 911 GT3

Thorsten &  
Susan Wentzek  
Hillsboro, OR  
2021 911 Carrera S

Mitchel Fry &  
DeAnna Hartwig  
Independence, OR  
1989 911 Carrera

Jim Wilson  
Portland, OR  
2008 Cayman S

## ORPCA LOCAL SUMMARY

Primary Members: 591  
Associate Members: 408  
Total Local Members: 1,099

## PCA MEMBERS IN OR REGION

Primary Members: 1,065  
Associate Members: 674  
Total Region Members: 1,099

## NATIONAL PCA SUMMARY

Primary Members: 88,645  
Associate Members: 48,208  
Total National Members:  
136,854



**Larry Tracewell**  
**Membership Chair**

membership@oregonpca.org

## ADVERTISER INDEX

Page	Business	Contact
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55	Epic Auto Detailing .....	503.866.5707
7	Heckmann & Thiemann Motors.....	503.233.4809
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16	Porsche Beaverton .....	503.505.6200
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- 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.

SEND YOUR PHOTOS TO PEG RYAN,  
communications@oregonpca.org





# JANUARY AND FEBRUARY ANNIVERSARIES

## 48 YEARS

James Quinn  
Hope Quinn

## 46 YEARS

Richard Greulich

## 45 YEARS

Koorosh Shafa  
Sharon Shafa

## 44 YEARS

Dale Rhoney  
Kay Rhoney

## 41 YEARS

Chuck Hervey  
Judy Hervey

## 34 YEARS

Charles Foote  
Alyssa Foote

## 30 YEARS

Carl Schroeder  
Catherine Mccaffrey

## 29 YEARS

Vartan Varoujean  
Leila Varoujean  
Michael O'Neil  
Jillian Martin-O'Neil

## 28 YEARS

Ed Thiemann  
Phyllis Thiemann

## 27 YEARS

Robert Ellison  
Janice Ellison  
Ravi Rajaram

## 26 YEARS

Richard Puetz  
Claire Puetz

## 24 YEARS

Larry Cirotski  
Laura Cirotski  
Michael Clancy  
Paula Clancy  
Scott Foster  
Karrlee Foster

## 23 YEARS

Donn Snyder  
Ladorna Snyder  
Gary Koppang  
Theresa Koppang  
Neil Hutchinson  
Karen Hutchinson

## 22 YEARS

George Clarke  
Steve Zenker

## 20 YEARS

Mitchel Fry  
DeAnna Hartwig

Peter Davis  
Karen Davis

## 19 YEARS

D Keena  
Collene Keena

Jay Dykeman  
Ken Dykeman

Collene Keena

## 17 YEARS

Stephen Miller  
Winnie Miller

## 16 YEARS

Dean Willoughby  
Gretchen Willoughby

## 15 YEARS

Kurt Leipzig  
Jackie Leipzig  
Craig Wakefield  
Diane Niflis  
Greg Creitz

## 14 YEARS

Steven Streimer  
Cynthia Streimer

## 13 YEARS

Gary Groover  
Susie Groover  
Lowell Barnes  
Sheila Barnes

## 12 YEARS

Helen Cain  
Terry Petersen  
Louis Shivers  
Myndall Shivers  
Kurt Fuerstenau  
Andrea Fuerstenau

## 10 YEARS

Dennis Johnson  
Connie Johnson  
Steve Johnson  
Cristy Johnson  
David McKinney  
Lori McKinney  
Steve George  
Dorie George

## 9 YEARS

Joseph Kelly  
Nancy Orr  
Matthew Baumgarth  
Marianne Baumgarth

Robert Katz  
Micheal Pierce  
Tong Qi

Nicholas Boswell

Andre Perra  
Carole Hedstrom

Brad Hedstrom  
Paul Hydzik

Caprice Hydzik

Rick Clark

Nancy Jo Clark  
Stephen Bekefi

## 8 YEARS

Don Dexter  
Seth Dexter

Jim Boone  
Nadya Boone

Gary VanNice  
Sue VanNice

James King  
Danni King

## 7 YEARS

Gene Snook  
Carol Snook

## 6 YEARS

Gerald Roos  
Michael Roos  
Mark R English  
Julene English

Vern Arne

Bhavia Wagner  
Jim Smalley

Gail Buchanan Smalley

Andy Woodruff  
Kelly Lafollette

Matt Lafollette

## 5 YEARS

Joshua Baumgartner

David Story  
Nancy Sturges

Richard Beals  
Carol Beals

## 4 YEARS

John Johnson  
Maria Menor

Maria Menor

Kevin Cole

J'Leane Cole

Lynne Roe

William Cismar

Shawn Cismar

## 3 YEARS

Adam Anderson  
Christopher Cromwell

Clint Grassman

Ronda Grassman

Chris Meier

Lloyd Hill

Glenda Hill

Andrew FauntLeRoy

Jung Kim

## 2 YEARS

Grant Rochelle

Kyle Kloewer

Lance Liden

Catherine Liden

Richard Tuttle

Patti Tuttle

Scott Anderson

Sydney Anderson

Todd Eddie

Will Whittemore

Mimi Whittemore

David Fleischman

Gwen Fleischman

Ben Milano

Chase M. Weinhandl

Christy Grafton

Randy Grafton

Christopher Herman

Natalia Acuna

Molly McFerran

Robert Strayhan

Alta Strayhan

Stewart Schmidt

Alice Wanida

## 1 YEAR

Theresa lus

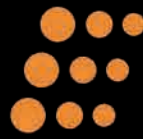
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## PRESIDENT'S MESSAGE

### Steve Miller

## Feeling Optimism about Club Events as we Enter 2021

**H**ere I am, in the second year of my Oregon Porsche Club presidency. My first year, 2020, didn't quite work out as planned. The club leadership, however, has worked very hard over the last year to conduct scaled-back events in a safe, responsible environment. The larger events that so many members enjoy, unfortunately had to be either modified, cancelled or moved out to a later date.

As an example, the club has supported the U.S. Marine Corps toy drive, Toys for Tots, over the years. In the past, toys were collected primarily at the holiday party. Because the party cancelled we decided to set up two toy drops, one at Aji Tram in Lake Oswego, and the other at the same time at Cascade Brewing in Beaverton. Toys were also collected at Heckmann and Thiemann Motors and Matrix Integrated. The effort was a resounding success. Thank you to all those involved!

I would like to take this opportunity to thank all club members for their support over the past year. It has been especially difficult for many. I would also like to extend my gratitude and appreciation for the hard



work and long hours board members and volunteers contribute to club management and activities. Thank you! By the way, we are always looking for volunteers as they are the engine that runs this club. We are all volunteers!

Well, 2021 is here and it's time to rev up club activities. Check out the website frequently to get the latest information on club events. Also, the club magazine, *Anzeiger*, is a great source of information and interesting articles. You may even find a picture of you and your Porsche.

I remain optimistic about 2021. As the vaccine rolls out over the country activities will begin to open up. We've come this far, let's hang on for the duration.

Get out and drive your car! I hope to see you a club event soon. ■

*Eric and Cheryl (with Lucy) were among those who donated toward our successful Toys for Tots drive.*

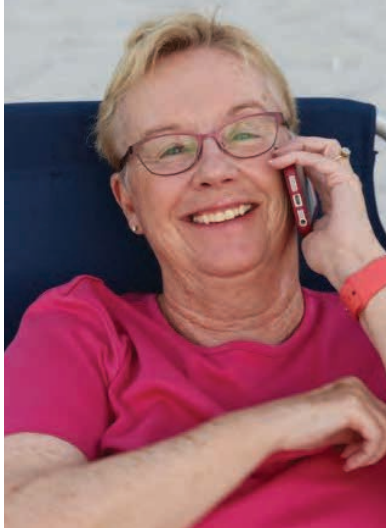


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FROM THE EDITOR  
**Peg Ryan, Vice President/  
Communications Director**

## Delegating the Club's Communication Work

**H**appy New Year to everyone. It was good to see us tick over to 2021 with high hopes of being able to do a bit more this year than we did in 2020.

As I look across the work that I do as your Communications Director, I realize that I need to delegate this work before becoming your President in 2022. The Communications Director role has evolved over the last four years with a number of changes. Communications now consist of Weekly Member Emails, the monthly *Anzeiger*, and the monthly article to the national magazine, *Panorama*. I am proud of the work we have done. We updated the *Anzeiger* with a new design in March 2017 provided by Nancy Scott, our *Anzeiger* designer. We have won National Newsletter Awards for *Anzeiger*; First Place in 2017 and Third Place in 2020. We also freshened up the look and feel of our Weekly Member Emails in 2019. We added articles to the "From the Regions" section of the *Panorama* starting in 2017.

I also keep the web events up to date on our website and report out on reservations and waivers for all those events.

The board will grapple on how to divide this work up. Then we will be asking for volunteers to help. I will provide extensive training on all of the new roles. Please let me know if there is anything you would be willing to help with. You can always reach me at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org). ■





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## FROM MY PERSPECTIVE

### Mike Stack

## Winter is Here!

**H**ave you ever heard the faint whispers of the song “Wheel in the Sky” from the 80s band Journey? I mean have you heard it in your garage whenever you’re around your Porsche car, not SUV? You know the song but your car sings it a little differently? Your car’s version is: “Winter is here again oh Lord, I haven’t been on the road in a month or more, I hope it doesn’t go on very much longer?” Something like that? Our cars want to be on the road, it’s what they are made for. One possible cause for us not being on the road as much may be due to La Niña. La Niña, for our non-weather people, simply means that it will be colder and wetter for the next couple of months, and for our cars that can mean serious garage time.

Here in the Pacific NW, we do get the clear sunny, cold, days (like the first two weeks of December) where we can take our cars out, turn on the seat warmer, crank up the heater, drop the top, put on a big fluffy hat and you’re on the road again.

We are fortunate. I can’t help but think of my brother in the Cleveland area where they get “lake effect”

snow. It’s kind of like when you go to bed and your lawn is clear, you wake up in the morning and there are nine inches of snow and there wasn’t snow in the forecast. My sister-in-law’s birthday was December 2 and when we called her, she said they had two feet of snow in the last 24 hours, dang! How do Porsche people back there cope? I guess they go to the garage and remove the cover and dust their cars?

For us, make sure we have good tires, (it’s another story for another time on why good tires are so important), at least half a tank of gas, sunglasses (just in case) and call some fellow club members. Being in your Porsche is socially distancing, so drive whenever you can.

For our SUV-ers, if you recall at the beginning of this I said the song didn’t apply to you. That’s because as a proud Porsche SUV owner you can say “I can take my Porsche out any-time, anywhere in any weather!” Please do keep the brand alive this winter for all of us car owners.

Drive safe! ■



*My wife, Stacy, in her big fluffy hat.*





Porsche  
Beaverton

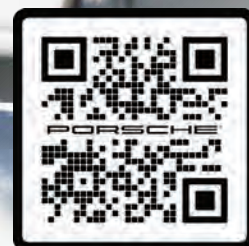


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## ZONE 6 UPDATE

**Mark Prusynski, Zone 6 Representative**

### Remembering a Brush with a Bear at Escape to Sun Peaks

Most of us were ready to say "good riddance" to 2020 and look forward to the New Year, but it didn't start well. We learned that the first President of Vancouver Island Region, Blair Cooper, passed away after a battle with cancer. I cope with sad news of someone's passing with fond memories of the good times. I'm sure I met Blair, since he and I were presidents of our respective regions at the same time, but I can't remember a funny story about him. I'll substitute a story about a President of the Canada West Region, John Macfarlane. Please don't fact-check me.

I met John at the 2010 Escape to Sun Peaks. Escapes were predecessors to Treffens and some included a golf "tournament," so I took my clubs in the Cayman. Our foursome consisted of me, John and two other Canadians. The course was very mountainous and we had seen bears several times over the weekend, usually from a safe distance. One

par-three hole required a shot across a heavily wooded ravine. The other three golfers hit and were waiting for me. In the middle of my backswing they all yelled "BEAR!" I stopped in mid-swing, thinking that they were messing with me, but looked up to see a bear on the tee box in front of

me. One of the Canadians told us to stand tall, yell and waive a club to scare the bear off. Instead, John jumped in the cart and was ready to leave without me. I asked for a longer club. Despite our efforts, the bear just stared at me.

A man came out of a nearby house, where a golden retriever was barking furiously, and said the bear had discovered a bee hive in his eave the night before and was coming back to finish off the honey. I asked if his dog would chase the bear and he replied, "Not this one, but I've got one that will." He took the golden inside and released a Bernese Mountain Dog with a "Get him." Of course, I was between the bear and the dog and the dog seemed ready to attack me. He must have caught the scent



of the bear, because he stopped his attack on me, sniffed and took off after the bear. They ran into the ravine, the same ravine that we needed to cross to complete the round. It took me a long time to compose myself, but I managed to get the ball on the green. As I got back to the cart, John admitted that he was ready to abandon me because he knew he was the slowest in the group and we all know the joke about not needing to outrun the bear if you can just outrun someone else. It was a little spooky from there driving the cart down into the ravine, but the rest of the round was not at all memorable, just like most of my golf.

Treffen Scottsdale is still scheduled for early May and we may have a solid contingent from Zone 6. Linda and I are planning to drive her new Macan to French Lick, Indiana, in July for Parade. The first French Lick Parade was one of few we missed and it received rave reviews. We expect the same this year. Every region is planning our events for the year and hope that we are able to partake, including a trip to Sun Peaks.

Enjoy socially distant Valentine's Day greetings and we'll see you in the Zone. ■

## IN MEMORIAM

### **DONALD EARL SMETHERS**

1939-2020

Former Oregon Region PCA member Don Smethers passed away in the closing days of 2020. He was 81 years old. The retired Tektronix engineer was a long-time racing enthusiast, and actively competed for many years in Northwest-area SCCA and ICSCC amateur racing with an early 911 and other machinery.

### **NORMAN PHILLIP DANIELS**

1948-2021

Although Norm Daniels was not a PCA member, we all owe him a huge debt of gratitude for his decades-long efforts to help launch and maintain Indy Car racing in Portland. Daniels was a major financial backer of the GI Joe's Grand Prix at Portland International Raceway.





## SPINNEN

Randy Stolz

# Vineland—Remembering Small Races with Big Names

**W**hen we think of things that happened during our youth, we hardly ever delve much deeper. In this instance I've done both after coming across BARCBOYS.COM, a website put together by Dave Nicolas.

Dave was three years older than I when I attended my first race. He and his friends took pictures of many races over the years, but the ones of Vineland Speedway are the ones that pulled me back in time and make me feel pretty lucky to have those experiences. Maybe lucky isn't the right word, but whatever it is I feel fortunate. As our PCA region just passed its 60th anniversary I thought it might be fun to share with you what I was doing way back when.

## 1958

At the ripe old age of 13 I became a racing fan/worker. It was October. The South Jersey Region of SCCA held a race at Vineland Speedway, an oft-unsung little track where legends-to-be toiled, making speed. In a sense, I never recovered from the sights and sounds of those first races so long ago.

Some explanation is in order as to how I got there. My mother became a member of SCCA. We were thrilled when word of a new track and races would arrive in our backyard. How could we not sign-up to be race volunteers? If we knew any better ahead of time we might have not, and I would miss what you might call my confirmation to motorsports.

By this time, my fascination was already formed by building model racing cars (Merit kits?) and an unforgettable ride in a C-Type Jag. Now, I would get to see what racing was all about—the good and the not so good.

I remember the old Vineland Speedway sign with a junked Henry J on top. The asphalt lay on the troublesome sandy loam that underpins the sticky pine forests of South Jersey. Heat, rain, and frost moves sand pretty easily. Telephone poles held crummy loudspeakers facing empty bleachers of cinder block and wood planks. The speedway was a half-mile oval with a dragstrip off the front straightaway and had been used for jalopy racing since the end of WWII.



*Racing to night?*

Now, two brothers, Jim and Ben Diaz, had convinced the owner to add additional paving to the meandering drag strip return road. Adding a couple of turns to slow the cars before the pit entry was deemed acceptable, as was taking a “drop” across the inclined back straight into an infield left turn. Then, back into the oval’s sweeping right turn leading to the front straight and the drag strip. The whole thing came together in a matter of weeks during September 1958. The first race was run in October.

Just a short distance down Delsea Drive (Route 47) from my grandparents’ house, we arrived to a rain-soaked track. Fortunately, we had been assigned some time-keeping duties for practice that Saturday (race on Sunday) so we could sit in stands under the overhang of the control tower/press box above us. It was cold and wet but somehow the sight of those Formula III Cooper-Nortons (the first group out) made the weather fade.

These were “funny little cars,” sounding almost like my “putt-putt” boat I played with as a child a little further south at Millville Lake. So small, so skinny ... wispy even, like water-bugs skating in a backwater they moved down the track.

Among those racers was a man named Alexis (Lex) DuPont (Yes, that DuPont.) a gentleman racer who kept to himself. He quietly put in one of the fastest lap times of the day ... according to Mom’s borrowed stopwatch ... without any fanfare.

*Porsches take “the drop” across the oval into the infield section at Vineland.*





*One of the F3 Coopers at Vineland.*

Not that there were many fans to fare his good fortune, as the bleachers were nearly empty. Not exactly one of those "glory days" of racing. By now, Lex was an "old hand" in F3, having his first race in '51 and first win in '54. Always in the hunt, he shared the SCCA National F3 Championship in '56 and made the podium two more times.

A brief silence fell as the Coopers returned to the pits. Then, more funny "foreign" cars took the track. MGAs, Alfas, TR3s, 356s, a Healy and Jag or two and the odd DB Panhard; all were absolutely stunning and fascinating to me as youngster. I still remember the wonderfully crisp upshift of the AC ... with the original Bristol six, naturally.

My first schooling in car-spotting was not necessarily in identification but more about number recognition. There was (and still is) an infinite number of ways to put numbers on a car in those days. Not all of them were recognizable, but my task was to read them for Timing. That session came and went and it was all I could do to keep up.

Another pause and someone said, "Here comes the hot machinery." (I thought what I'd seen was pretty hot

so far.) "Same as before, only there might be more passing and the order of numbers might change more frequently." First out was a Corvette looking strange without hubcaps, and then a bunch of really swoopy cars I didn't know unless I looked at the entry sheet ... an Elva Mk III, an OSCA 750S, a Lotus XI ... a Ferrari, a D-Type Jaguar and the prettiest, a Maserati A6GCS run by those Diaz brothers. Now these were indeed "foreign cars." I was riveted ... damn the weather.

The passing rain came and went during that practice day ... sunbreaks and clouds would come and go but during this last session it grew dark and a new car appeared.

*Lex DuPont's Cooper.  
Photo: Bonhams*





I still remember it's odd but swoopy shape, painted flat black with gold trim it looked like Satan's very own car ... and sounded like it too.

Belching and bucking out of the pits like some unbridled wild mare, the Lister-Chevrolet took the first part of the oval to get running somewhat smoothly. As she passed us she was still clearing her throat until we heard that V8 start pulling cleanly halfway down the straight. Slack-jawed, I'd forgotten to call a few

dering what happened, until Mom said, "That's it for today." The races on Sunday were more of the same as I didn't get to watch much, but the Lister won the main easily.

As an aside, that Lister-Chevy was part of a racing team known as Kelso Auto Dynamics, owned by another DuPont ... a Mrs. Henry Clark Boden. Born as Marguerite du Pont de Villiers-Ortiz ... she was a third cousin once removed to Lex. The team's headquarters was on some DuPont-owned ugly land in D.C., sold to the government known as "Foggy Bottom." I guess the name Kelso was used for luck but the Lister was also referred to as the "Kelichev" or, my favorite, "The Beast from Foggy Bottom."

Interestingly, at the same time, a famous race horse by the name of "Kelso," owned by an Allaire du Pont (first cousin to Lex by marriage), started running races. I cannot find any connection between the two stables and can only imagine what led these two lady patrons to champion the same moniker. The horse went on to become very famous. Kelso Auto Dynamics ended after failing to qualify at Indy ... twice. The roadster still exists but writer Joe Scalzo said it could have easily become one of Mrs. Boden's flower pots.

I would see another Kelso car at another race in Vineland along with some other yet-to-be-famous figures. I've already mentioned Lex DuPont and Fred Windridge. The latter was famous for driving early Corvettes alongside others such as



Ben Diaz in his Maserati A6GCS.

numbers to Mom as she said, "Pay attention!" and I stuck to it until the Lister came 'round again. This time, all eight pots were on song as the car twitched and grabbed the cold tarmac with a Mr. Fred Windridge at the controls.

Madly we kept the pace. It was crazy with less than a handful of people to keep track of things. We did the best we could under the conditions. With each passing lap faster times were set until the cars disappeared into the pits. I sat there won-

Dick Thompson and Jim Jeffords at Le Mans, Sebring, Nassau and Venezuela. He also acted as driver school instructor for a rookie Porsche driver who I'll see at the next race.

## 1959

Another big weekend was a lesson of what die-hard enthusiasts will do for the love of their sport. It was another race at Vineland with the same format as the race in October. Sunday (race day) would be a real test of man, machine ... and me.

As we pulled into the track, I saw another dark and menacing black Kelso car on a trailer. I think "Aha! There's the winner." By this time the Lister-Chevy had been well used at the 1000km of Daytona weeks before, and Mrs. Boden procured a Maserati 300S. Fred was to drive on Saturday and another hired gun to drive it on Sunday. His name was Bob Holbert.

It was cold that day. Everyone was bundled up in huge coats and scarves. There was nowhere to get away from the weather. No motorhomes or buildings to speak of. Most stayed in their cars or tow-vehicles unless working or racing. Again we were huddled at the top of the grandstand next to the wall of the control tower doing lap charts and thankful it wasn't raining. The visibility was good but overcast skies looked ominous.

The first few races began with a close battle with '58 National G Production Champ Bob Grossman victorious over a pack of Alfa Romeos. Next, was an eclectic mix of small-



bore production and modified cars such as AC Bristol, Morgan, Cooper Climax, Elva, Lotus, and a Deutch-Bonnet. Strange names, these.

After the MG race, the wind picked up a bit while getting cooler ... certainly no threat of overheating the Porsches in their really tight race that saw a Mr. Harry Blanchard take the checkers in his 356 Carrera Speedster. He was followed by Frank Wagonhofer and "King Carrera," Bruce Jennings. All traded paint ... an unbearable thought today.

These three battled all season long and in January '60 Harry lost his life

*The "Beast" coming out of the infield section.*

*The 300S Maserati with Fred Windridge up.*



co-driving an RSK with Wolfgang Seidl in the 1000km of Argentina. Bruce Jennings established the national PCA Enthusiast of the Year Award which bears Harry's name.

The Formula III cars were next. If the Coopers looked like water bugs at the last race, they might have been snowflakes blowing in the wind at this one. Always a close mental game of making the fewest mistakes, like Formula Vee today, the procession at the end had Paul Richards besting Lex DuPont this time.



*Frank Wagenhofer looking for the next gear in his 356A Carrera.*

Again, there was no problem of overheating the 500cc motorcycle engines which powered the Coopers. After the race, I saw some folks stand close to them rubbing their hands, using them as radiators. I can't imagine the chill factor with such sparse bodywork on a single seat, mid-engine racer.

The big-bore and modified race saw cars like Corvettes, Austin-Healy 100S and another with a Corvette motor in it. Exotics (for the time) were a couple of Porsche 550s and a brace of two- and three-liter

Maseratis, the A6GCS and 300S respectively. All of them were on cold skinny tires and colder pavement. Let's throw in a couple of rookies just for fun.

About that hired gun in the Kelso Maserati I mentioned earlier. Bob, the famous father of Al Holbert, had one of the first Porsche dealerships in the U.S. He had already spent a year racing his Porsche 550 with great success. In 1958 he won the first of four SCCA National Championships in his class and was looking to pick up one of the new Porsche RSKs. So, over the winter, he sold his 550 to that pupil of Fred Windridge ... a new college grad named Roger Penske. Later, Bob would drive Cobras for Shelby.

It's documented that Roger took his driver's school in a fuel-injected Corvette. In 1958 he got his racing license and ran three races in it. At Marlboro he overheated chasing Windridge, who won. At Lime Rock he finished fifth overall and third in class behind Fred, who finished first overall. After winning a race at Berwick in July, he sold the car and "retired," finished school, got married and got a job. By November, he was back at Marlboro with Bob's Porsche 550 and finished second only to Fred Windridge in the Lister.

It comes as no surprise then that I witnessed two great cars driven by two great drivers during that day.

The first race for Fred and Roger included B Production Corvettes that jumped out and battled for the lead early on. Meanwhile, Roger settled in and began his march for-



ward while Bob familiarized himself with the Maserati. As the Corvettes dropped back, the pair moved forward but at the end Bob had a new view of his former race car as Roger crossed the line in front. Roger would go on to win more races later that year. Acquiring a Porsche RSK for himself, he finished the season third behind Don Sessler and the champ, Bob Holbert.

At the time, I had no idea who these guys were. All I knew was that I wanted to see more racing with those special cars which sort of sustained me through the chill. The rain started to come down during this race and the weather deteriorated from there as it got ever colder.

The rest of the races that day were run in terrible conditions, with the main event running through sleet.

Roger had had enough and split (DNS), leaving Bob with no real competition for the Maser. We left the track in darkness. I was tired and wet, but carried the memories of those cars and drivers, and races,

to this day. And the racers (?); I'd bet anyone who was there would grin when quoted that discredited motto of the USPS ... "Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds."

As for Vineland Speedway, it went on staging SCCA events until 1966, when the owner bought another track and the bills piled up. Today it is part of a community college property ... undeveloped. All that's left of the grandstand today is crumbling cinder blocks. Sandy loam and pine trees have reclaimed the track. Still, there's a clearing now and then, like my memory, where the asphalt used to be and the sounds of race cars filled the air some 60+ years ago.

—KEEP SPINNEN

*I wish to thank Dave Nicholas of BARCBOYS.COM for helping the memory of a very young novice race-worker long ago.*

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Bob Holbert in his RSK.



# The Wreck of the Peter Iredale Proves a Great Buddy Drive Destination

STORY AND PHOTOS BY MAYNARD CHAMBERS AND BOB ELLIS

*Maynard Chambers' 911 at Fort Stevens State Park, Warrenton. This was taken at the beach where the wreck of the Peter Iredale is located.*

Toward the end of November, Maynard Chambers had an urge to visit the wreck of the Peter Iredale. This was a four-masted steel-hulled sailing vessel that missed the mouth of the Columbia River and sailed directly onto Clatsop Beach in 1906. (Its GPS unit was malfunctioning that night.) Its rusty iron bones are still there for all to enjoy!

Maynard checked the weather forecast and December 2 was predicted to be a beautiful sunny day at the coast. He sent an email to several friends and said that he was going to drive to the wreck that is semi-buried in the coastal sand near Astoria. If anyone wanted to follow they could show up at 9:15 at the starting point. Maynard likes to lead buddy drives that stop and visit

significant places along the route. There would be no written directions: just follow the leader and bring a picnic lunch, a folding chair and your own PPE.

That Wednesday, eight cars joined Maynard and everyone headed out Sunset Highway to the first stop at Vernonia Lake. Bob Ellis drove the sweep car and did a great job of keeping everyone on the designated course. The eight cars included six Porsches, a stunningly beautiful Prancing Horse and a car featuring Electric Horses. Following the brief rest stop, the group headed north on Highway 47, and after passing Mist we traveled through about 20 miles of delightful "Porsche curves" before turning west on Highway 30. It was about seven miles further



when Maynard surprised everyone with a brief stop to check out the “Oscar B,” the last remaining ferry that crosses the lower Columbia River (not only were ships on his mind but also future routes to be driven).

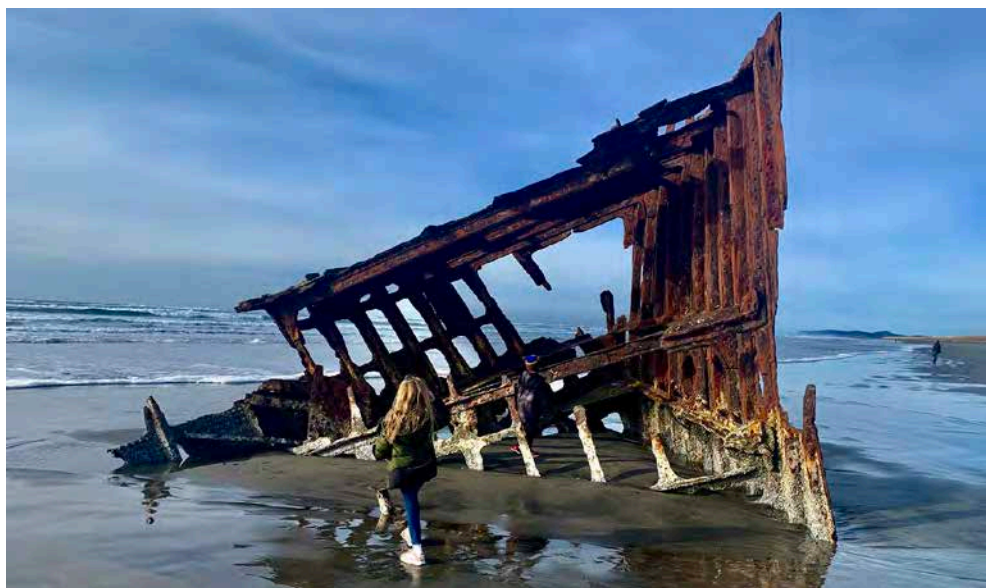
The group proceeded on toward Astoria, and just past Tongue Point we got surprise number two when we turned onto Pier 39 for a short lunch break. This was unknown territory for most in the group. We sat “socially distant” at tables located on the back of the pier and watched what little activity there was at the mouth of the Columbia. Three container ships were at anchor and a couple of small boats moved about, but the most movement was from the local seagulls hovering about, hopeful for us to drop something. The highlight of lunch was Lynne Roe’s world famous lemon squares! Ravi Rajaram said that these lemon squares should become the Official Treat of the ORPCA! Everybody agreed!

Following lunch, everyone fell into line and headed towards Warrenton, but Maynard was not to be denied his third surprise of the day, which was the obligatory stop at the Astoria Column. After picture taking, we were finally off to see the wreck of the Peter Iredale in the Fort Stevens State Park.

There isn’t much left of the wreck, and most of what is there was buried in the sand—but enough remained to imagine what it might have looked like when it ran aground in 1906. The sky was blue and there was very little breeze, so

we enjoyed a rare fall day at the coast while taking pictures (it turned out the weatherman was right). Afterward, the group went their own way with some heading to Manzanita and others taking Highway 26 back to Portland.

Yes, folks—it’s all about superb cars, challenging roads, lively driving, beautiful scenery but the most important element is the great fellowship! ■



Top: A view from the Astoria Column. Center: The remains of the 1906 shipwreck. Above: Maynard Chambers, Lynn Roe, Ed Frank, Ted Ciochon, Ravi Rajaram, Ken Krebs, Bob Ellis, Ron Gotcher at The Astoria Column.



# Tales from the Toys for Tots Drive 2020!

BY STEVE MILLER

The week prior to the Toys for Tots Toy Drive, Santa's helpers Phyllis Thiemann, Mike Roy, Judy Jennings, Winnie Miller and I were busily wrapping Oregon PCA 60th Anniversary glasses and mugs with Christmas bags and ribbons. We gathered on two separate occasions to add the festive touch. These 60th Anniversary glasses were given as appreciation gifts to all those who participated in the ORPCA Toy

Drop on December 5 or those who contributed toys either at Heckmann and Thiemann Motors or at the two Matrix Integrated locations in the Portland area. A big, Thank You goes to Phyllis Thiemann who conceived the idea and purchased the wrapping supplies. Of course, another Thank You goes out to those mad-wrapping elves who made it happen! ■

*Clockwise from below: Phyllis Thiemann; Mike Roy; Judi Jennings; Winnie Miller.*



To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2020-ORPCA-Events/Toys-for-Tots-Toy-Drive-December-5/>

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





Left: Chris Thompson and friend. Below left to right: Joe Kelly; Ron Gotcher. Bottom: Niren Lall.

## Cascade Brewing Drop Site

December 5 was crisp and sunny at the Lodge at Cascade Brewing, one of the two sites set up to gather toys from members for the Marines' Toys for Tots program. After a brief setup under the covered and heated patio area, Phyllis Thiemann, her cousin, Betty Minor, and I began greeting arriving members. Over the next two hours, we had a steady stream of individuals and couples who generously shared their Christmas spirit and enthusiasm through their donations.

Some stayed for a cold beer or a hot coffee drink while enjoying brief, socially-distanced conversations with others. Take-out food was available for those looking for a snack or late lunch on the patio. The groups were small but the conversations were lively. Some stopped, dropped toys, said "Hello" and "Merry Christmas" and, then, were off to other Saturday errands. All in all, we had a great time. Thank you, to all who participated. Your generosity will put a smile on a child's face during these lean and uncertain times for many. ■





# Generous Donations at the Aji Tram Drop Site

BY BRYAN FARLEY

It was a sunny afternoon at Aji Tram in Lake Oswego and we could not have asked for better weather. Aimee and I arrived just before 3 p.m. to be greeted by Winnie Miller as she had just finished setting up. Some early risers had already dropped off some items for the toy drive and members were starting to arrive. All in all, we had about a dozen people bring toys and stay for food and drinks, while other members dropped off toys as they were passing through. It was a great afternoon and we enjoyed being able to catch up with club members who we have not

been able to see due to the pandemic. It almost felt like a normal OR-PCA social. Everyone enjoyed being able to have some food and drinks in the outdoor seating area that was set up with propane heaters to keep us warm. Just as we were wrapping up, some rain started to roll in and we were able to make it out before getting soaked. Thank you, Winnie Miller, for organizing the toy drive and to Aji Tram for taking such great care of us. Most importantly, thank you to all of the members for the toy donations that filled the back of our SUV to the brim! ■

*Clockwise from below: Bryan and Aimee Farley and some of the toys; Bryan with Chuck and Judy Hervey; Carlos Santayana and Bryan; Cathy and Larry Hannan, Aimee Farley, Wyn and Linda Robertson enjoying some drinks.*







Jeff Baker's brother-in-law, Steve Petersen, dropping off the new bike donated by Jeff at Heckmann & Thiemann Motors.

## Making a Child's Christmas Merry—and Ours, Too!

BY JEFF BAKER

About ten years ago my wife and I began donating kids' bicycles each Christmas as a way of honoring my mom. As a result of my mom's spartan Christmases as a child, she overindulged her family each Christmas both with presents and childlike exuberance.

My family and I moved to Asia six years ago and haven't been able to donate a bicycle. My mom passed in August 2020 and we felt the need to find a way to donate one this year. My brother in-law, Steve Petersen volunteered and he picked out a girl's bicycle and dropped it off at Heckmann & Thiemann Motors. We were very pleased to hear their excitement. My mom would have loved hearing the story and knowing we made some child's Christmas special. As a side note, I renewed both ORPCA and PCA member-

ships earlier this month. I've been members of both for almost 20 yrs. Hopefully we'll be moving back to Portland in the summer 2021 and my son and I can begin attending ORPCA events again. I was a member of the Porsche Club Korea and my son and I attended Spokane Parade so we've been involved a bit. A big thank you to Heckmann & Thiemann who injected our entire family with Christmas spirit. ■

## A Surprise Partnership with Hilti

BY PHYLLIS THIEMANN

You won't believe it, a lady just called from Hilti Company and asked if we were a donation site for Toys for Tots. I told her yes and she brought over an SUV full of toys collected at their company. One of their employees' mothers operates a toy store and they got a huge discount, so she said they went a little crazy. This just makes me so happy about what the club is doing for the community. ■



Right: Toys from Hilti Company. Below: Getting ready for the Marines to pick up the seven overflowing boxes!

## Many Thanks to Our Generous Members!

Phyllis and Ed Thiemann, along with Justin Williams and Bryan Johnson from Matrix Integrated, met at Heckmann and Thiemann Motors to send off seven huge boxes of toys and

one bike collected during the Toys for Tots drive. The Marines were thankful and impressed with the efforts. We succeeded in donating more toys than the BMW Club in our friendly rivalry. ■





# New Year's Day Drive to Cedar Creek is a Good Start to 2021

STORY AND PHOTOS BY JOE KELLY

**O**n New Year's Eve, Nancy suggested that we go on a New Year's Day drive somewhere, and let's do it in a Porsche. I thought that was a brilliant idea. Start a new year with a Porsche drive on day one had to be a good omen. I decided on driving to the Cedar Creek Grist Mill in SW Washington. Club member Bob Ellis introduced me to the mill several years ago on a Buddy Drive.

The grist mill was built in 1876 on a steep slope on a narrow section of Cedar Creek. The water moved quickly through the narrow gorge and the flow was good enough for a year round operation. Farmers in northern Clark County brought wagon loads of their crops to be ground into flour, corn meal, livestock feed and even apple cider. A wagon-load from Brush Prairie to the mill was a two-day round trip.

Our drive from NW Portland was under an hour. We took the 1996 993 even though it was dirty and needed fuel. Who cares, there was intermittent rain so the car was going to get dirty anyway and I found an open gas station in Washington. Traffic was almost non-existent at nine in the morning, making for a pleasurable drive. The route was simple, I-5 North to Washington Exit 21 toward Woodland and Cougar. Then right at the end of the ramp, followed by an immediate right onto WA-503 (Lewis River Rd). Once off I-5 the route is an enjoyable Porsche type road through farm land with twists and turns.

The side road to the mill goes down a narrow, twisty road to the bottom of Cedar Creek gorge and crosses a covered bridge to the mill. The site is picturesque and attracts photographers, wedding parties, history buffs, and sports car aficionados. However at 10:00 on January 1 the mill site was all ours. We explored the area, took a few cell phone photos, marveled at the fast moving creek and headed back towards home.

What a fun start to a new year! ■





# Bringing it All Back Home: A Cross-Country Move

STORY AND PHOTOS BY BRUCE SWEETMAN

To enjoy more photos from this event, go to: [www.brucesweetman.com](http://www.brucesweetman.com), under Travel

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

We did it the old-fashioned way: packed our belongings in a truck and drove across the country, from the Mid-South to the Northwest coast. I towed the Porsche 356 on an open trailer and my wife followed in the Mini Cooper S. It was like taking a vacation except we took all of our possessions, left the keys on the kitchen counter, and walked out of the house we had called home for the past 35 years.

On the first day we loaded the U-Haul “Supermover” (with professional help) and drove north to St. Louis, Missouri—leaving Nashville at 6:00 p.m. and arriving at 2:00 a.m. After that long, challenging day the trip became more manageable.

We limited driving to 300-400 miles per day and scouted hotels with parking for our 65-foot rig. I usually did a reconnaissance of the parking lot—like an autocross walk through—to plan a route in and out. I did surprisingly well with one exception: As I struggled to extricate the rig from a Homewood Suites lot in Lincoln, Nebraska one morning, a woman—witnessing my ham-fisted efforts—offered up her husband, saying, “He’s really good with trailers and boats.” I readily accepted the offer and her husband proceeded to expertly thread the truck and trailer in between parked cars.

U-Haul Supermover ready to go!





Twenty minutes later, as we walked through the lobby carrying my collection of musical instruments, there they were—husband and wife—plus another couple and their boys dressed in baseball uniforms, ‘in town for a tournament’. I pulled out a guitar and offered up a lively rendition of the blues classic Highway 51—framming hard on the guitar strings and singing loud to an appreciative audience before heading down I-80 towards Cheyenne.

The big truck was smooth and, given a mile or so, accelerated to a maximum governed velocity of 75 mph. Coincidentally, that was the posted speed limit for much of the trip except on the plains of Nebraska and Wyoming where signs posted 80 mph. On gentle downhills I flirted with the higher speed limit but uphill sections quickly brought me down to 40 mph or less.

As my speed dropped rapidly during a particularly steep climb, I thought about what was packed in the truck behind me—the 35 years of stuff I had accumulated in Nashville. I couldn’t imagine what was so heavy but my life’s cargo felt like a giant crate of boulders. The needle on the speedometer dropped lower and lower as the engine struggled and I thought, If we can’t make it over this pass—we may have to turn back or abandon our load. Perhaps I was picking up on the desperation of the true pioneers who had passed this way generations ago—when their lives were on the line. I finally inched over the pass, doing about 25 mph, and breathed a sigh of relief.

The downgrades posed another challenge for the heavily-laden vehicle. Two long, steep descents—one into Salt Lake City, Utah, the other into Pendleton, Oregon, required gearing way down and judicious use of the binders to avoid the dreaded brake fade.

The final leg of our journey from The Dalles, Oregon to Nehalem, Oregon was just less than 200 miles. I was excited to be back in my home state and comfortable in the big rig but I had to keep my focus on the road while carefully navigating through Portland: across the Marquam Bridge, up through the tunnel, over the hill at Sylvan, past the Beaverton of my youth, and on to the coast.

Late that afternoon I parked the truck in a large lot behind City Hall in

*Below: Cruising speeds were not a problem! Bottom: Creeping down the 6% grade into Pendleton.*



## CROSS-COUNTRY MOVE, CONTINUED



*Above: The 65-foot truck and trailer dwarf the Mini Cooper. Below: Carmen and Bruce. Below right: Happy to be off its leash, the 356 enjoys the coastal scene.*

Nehalem—population 280. I crawled into the Porsche, fired it up, and backed onto the gravel lot. I pulled out onto Tohls Avenue and maintained first gear up the steep hill and around the corner onto 13th Street. The sound of the 356 engine pushing 4,000 rpm created a bit of a stir in the quiet neighborhood and one of my

neighbors held up his hands in mock surrender. I just smiled and waved. Get used to that sound, I thought. Bruce is back and the Porsche is here to stay.

*Story and Photos copyright Bruce Sweetman 2020*





# Growing Up in Autocross

BY ANSON LYTLE

My interest and passion for sports cars started when I was quite young. I remember daydreaming of being behind the wheel of a lightning-fast Formula 1 car, while pushing my toy John Player Special Lotus 78 around the house. I may have heard the name Mario Andretti a few times on TV, but I never really made the connection.

At a young age, I was always able to identify the make (and many times the model) of the cars driving down our street. The sight of a Porsche, a Lotus, or Ferrari always got me wound up. My parents' family sedan was a dark blue Mercedes 250 S with an uncommon silver top. It wasn't overly exciting but had plenty of room for a family of four considering the time period.

However, the more intriguing vehicle was my dad's 1964 Volkswagen Beetle. I believe the original color was "Sea Blue," but the paint had severely oxidized and it was many weird shades of something bluish. In fact, if it were parked out in front of your house, you would be negotiating with yourself whether to call it in and have it towed. It was rather hard to believe a car less than 15 years old could look so tired. But this was no ordinary, neglected Volkswagen Beetle. Those with a trained eye might have noticed the different exhaust, the wider tires with noticeable negative camber, or the aftermarket seat and steering wheel.

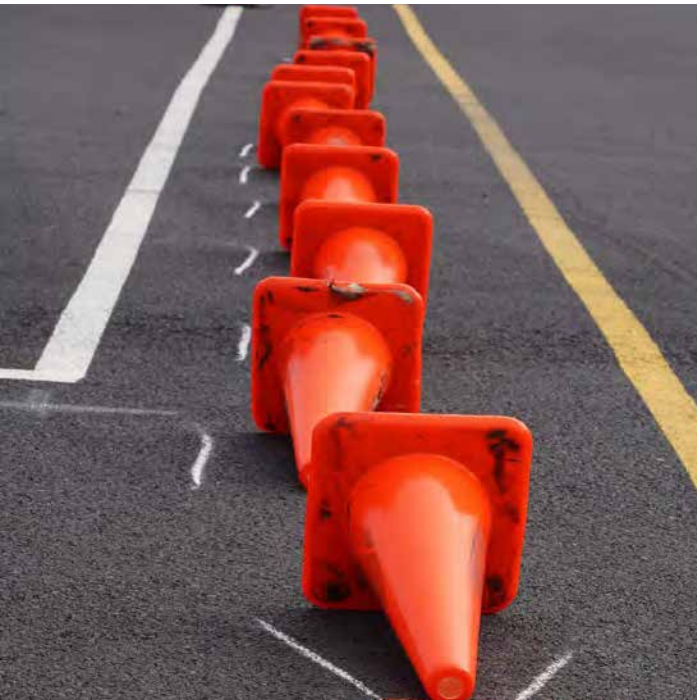
Under the hood sat a 1900cc, twin Weber-carbureted surprise waiting for unsuspecting Datsun Zs to come and play.

I'm sure my dad loved to hear my brother and I giggle while sitting at the stoplight, waiting for the light to turn green. The roar of the motor and the shocked look of the driver in the other lane, slowly disappearing behind us was always a highlight of the day.



As much as my dad's bug was a fun "Z eater," it was really designed for a completely different purpose. On random Sunday mornings, he would grab his helmet and disappear for a good chunk of the day. I wasn't sure what autocrossing was, but it sounded like some sort of car racing.

I was probably seven or so when my dad asked if I wanted to come along to watch. I was so excited



but was expecting to pull up to this giant race-track with cars flying by at break-neck speeds. When we rolled into a parking lot covered in orange pylons, I thought my dad was lost. This wasn't a race-track; it was a construction site! He assured me that it was the right spot and I

would have to be patient to figure out what was going on.

I did feel a little better about things when I started to look around and see a smattering of Porsches, Lotuses, Datsuns, and a few cars that looked like they were built for racing. My dad ended up inviting me to walk the course with him, explaining the basic concepts of autocrossing. It all made sense once I was able to associate the idea with the local go-kart track, where I had recently learned to drive something other than my bicycle.

I spent the good part of an hour or so watching various cars negotiate the course, hearing the announcements of their times at the end of each run. Honestly, they really didn't look like they were driving very fast and I wondered what was holding them back. About that time, my dad walked up to me holding two helmets and asked if I was inter-

ested in riding with him. Something about a bear and woods, a Pope's faith, you get the point ... YES! I fiddled with the strap, only to have my dad help me weave it through the correct way to ensure a snug fit. I situated myself in the front seat (yeah, there are no boosters in race cars), buckled myself in, and listened to the safety speech.

The speech really consisted of what to hold on to and don't barf in the borrowed helmet. Admittedly I wasn't able to see over the dashboard and the whole run was a giant blur with my large, helmeted head bouncing around with each turn. It must have looked like a giant egg riding in the passenger seat to the rest of the spectators. It didn't matter, I was hooked.

From that point forward, I took advantage of every opportunity to join my dad for autocross Sundays with the Lockheed Sportscar Club (where he used to work). I managed to get rides in all sorts of cars, hoping for the day when I would be able to take the wheel myself.

A year later or so, my parents ended up getting divorced and I ended up living with my mom. Even though I was spending every other weekend with my dad, opportunities to join him at autocrosses diminished significantly. Sports cars were still constantly on my mind and the walls of my room were covered in posters of Lamborghinis, Ferraris, and of course, slant-nosed 911s.

One weekend, my dad picked us up and headed back to his house to show us something. My brother and



I followed him to the garage and when he turned the light on, my jaw dropped. There sat a brand-new, light bronze metallic Porsche 944. He explained that his work gave it to him as a company car and it was his to do with as he pleases.

Looking back on it now, I'm sure there was some sort of shady tax thing going on. But who was going to argue with a new Porsche! It didn't take long for him to sell the old Beetle and start down the path of preparing the 944 for autocross.

One of his good friends, former coworker, and legendary autocross driver Terry Zaccone, was extremely excited about bringing him into the PCA family. Although they argued back-and-forth about where the motor should sit in a "real" Porsche, Terry quickly got my dad situated with the PCA GGR region.

My dad continued to compete in both PCA and Lockheed events, including some fun rivalries with Terry and another Lockheed alumni with a beastly 1968 Corvette convertible.

In my teens, I continued to attend autocrosses and collect rides from

my dad, Terry, and anyone who would be willing to take a punk kid around the course for a minute of fun. I even bummed a ride from Terry and legendary Porsche racer, Walt Maas, in their co-driven 914/6 race car. What an experience!

Upon receipt of my driver's license, my dad was in no hurry to get me behind the wheel of anything other than my forest green, underwhelmingly slow 1980 Volkswagen Rabbit Diesel. It got incredible mileage, but you would have to push to get up hills. Even then, there were no guarantees that it would keep its head gasket intact for the haul. I learned the hard way four or five times.

Once I was able to demonstrate that I could work a clutch without dumping it and had some miles under my belt, my dad started letting me co-drive the 944 at autocrosses. He dedicated a ton of time to explaining the "ins and outs" as my personal instructor, and I received my first helmet and a number of autocross books for holidays and birthdays. He eventually enrolled



me in the Zone 7 PCA Autocross school at Crow's Landing near Modesto, California. I got to learn from a number of different folks and even prove I had a little bit of talent behind the wheel. The courses were much faster than what I was used to, hitting over 80 mph in a few sections. At the end of the weekend, I collected my "Doctorate of Autocross" and even beat my main instructor both in his car and mine.

My dad and I began to co-drive the car at most autocrosses, sharing car prep and tire changing responsibilities to keep things fair. We even brought my stepmom out to drive a few times.

Not surprisingly, she also learned quickly and managed to do quite well.

In my 20s, I started to best my dad's times more and more. I expected him to be upset, but he couldn't be prouder. Eventually, I was consistently beating him and most of his direct competition. The drivers that previously gave me rides in their shiny new toys were now throwing me the keys to take them out for a spin. It was fantastic.

Eventually my dad decided it was time to move out of the area and head to Arizona to retire. He was still interested in autocross, but the long periods of 100-plus degree weather made standing out in a parking lot a less-than-exciting way

to spend a Sunday. It's also near impossible to keep autocross rubber at the target operating temperatures in that kind of heat. He ended up selling the 944 and his days of participating in autocross came to an end. Over the years, we had long chats about me getting another autocross car and what would be a good option. We both agreed the Porsche Cayman was the perfect platform and

I was delighted to let him know when I finally pulled the trigger on one. Getting back into autocross was both exciting for me and my dad. We no longer got to share co-driving responsibilities, but he

would always call the night after an autocross

to get an update. He was always so proud and supportive, regardless of whether I drove well or not. He was just happy to see I found as much love for autocross as he did.

Unfortunately, the October 4, 2020, ORPCA autocross was my last opportunity to share autocross results with my dad. He unexpectedly passed away earlier this week. He's always been so proud of me with all I've accomplished. I just hope he knew how I was proud of him. Off to the next apex, Dad.

John Lytle was born in 1943 and was a 30+ year PCA member and Autocross Instructor in the Golden Gate and Loma Prieta Regions of PCA in Zone 7. ■



John, Anson and Katie Lytle.



# Porsche Club of America

## ZONE 6 REGIONS



**British Columbia Interior**  
 President: Manuel Zerwes  
[president@bci.pca.org](mailto:president@bci.pca.org)  
<http://bci.pca.org/>



**Canada West**  
 President: Jeff Rebiffe  
[president@pca-cwr.org](mailto:president@pca-cwr.org)  
<https://www.pca-cwr.org>



**Cascade**  
 President: Arne Berglund  
[president@cascade-pca.org](mailto:president@cascade-pca.org)  
<http://cascade-pca.org>



**High Desert**  
 President: Scott Lauray  
[president@highdesertpca.org](mailto:president@highdesertpca.org)  
<https://highdesertpca.org>



**Inland Northwest**  
 President: Dave Bingham  
[presidentinwrpca@gmail.com](mailto:presidentinwrpca@gmail.com)  
<https://inwr.pca.org>



**Olympic Peninsula**  
 President: Bill Elwell  
[president@opr-pca.org](mailto:president@opr-pca.org)  
<https://opr-pca.org>



**Vancouver Island**  
 President: Tim Evans  
[president@virpca.org](mailto:president@virpca.org)  
<https://virpca.org>



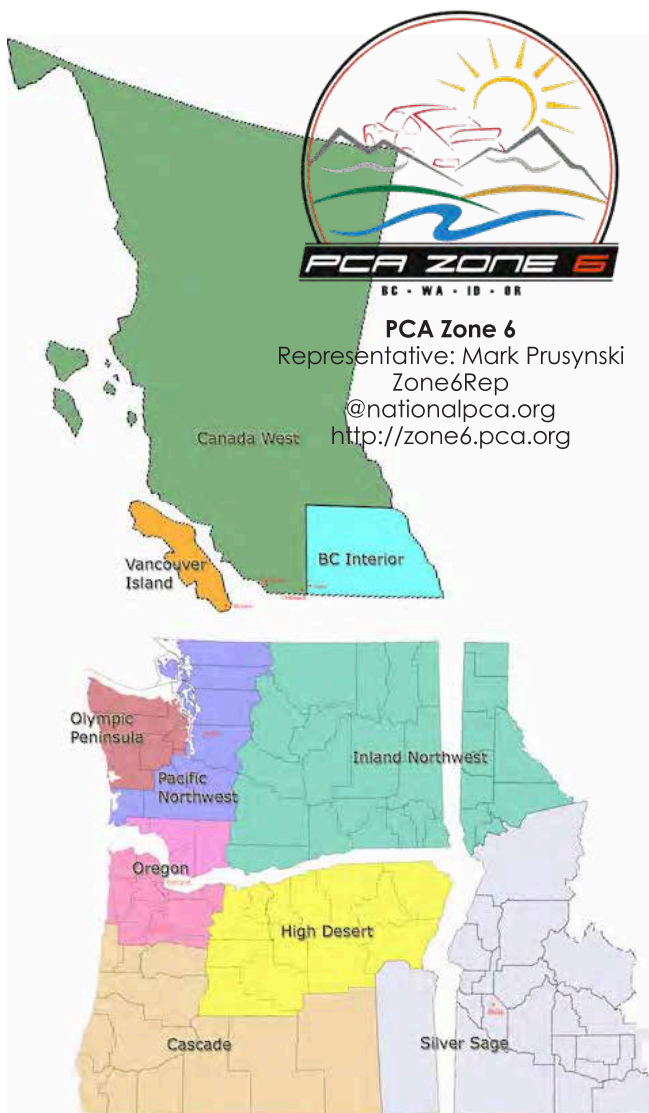
**Silver Sage**  
 President: Lindsey Robinson  
[president@silversageporsche.com](mailto:president@silversageporsche.com)  
<https://silversageporsche.com>



**Pacific Northwest**  
 President: Doug Andreassen  
[president@pnwr.org](mailto:president@pnwr.org)  
<https://pnwr.org/>



**Oregon**  
 President: Stephen Miller  
[president@oregonpca.org](mailto:president@oregonpca.org)  
<https://www.oregonpca.org>



# Member Photo Gallery



## **John Lacko**

*This is John Lacko's 1988 Carrera which he has been driving since 2005. Before he recently retired, it was his daily driver. He does like to try and catch the sunrise when he can. These were taken near Lacamas Lake in Camas, WA. He lives about a mile from there. The car is mostly stock. It has after-market C2 wheels and the engine was rebuilt to 3.4L in 2011. It now has about 181k mi on it.*

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## **Peg Ryan**

*We recently did a drive to Tucson and home and found locations in Shasta City and Weed, California with views of a snowy white Mount Shasta.*

***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.*







### **Todd Etchieson**

I was able to take the entire week of Thanksgiving off, which was really nice. However, I noticed that I was grumpy. There's no other way to put it. For weeks, since I am working from home, I had not left the house other than the occasional run to the grocery store, home-improvement store, or to pick up take-out. I was unfairly aggravated at my family. I hadn't had an opportunity to drive the Targa for a while and I decided I could use some time away from the house that wasn't an errand. So, one evening I browsed through the "Tours" section of the ORPCA website. My car is no garage queen, but once it starts getting colder I am careful about ice, or potential ice. I saw the covered bridges tours and thought about how I had always wanted to drive to those and since they were in the valley I wouldn't have to worry as much about colder temperatures. I downloaded the tour and adjusted it a bit using my InRoute app (great if you want to plan a drive and be specific about the route - and since it has integrations with weather apps, you can set your future departure time and it will show you expected temps, precipitation, etc., along your route).

The next morning, I headed out for about three and a half hours of driving, views, music, and podcasts. I noticed a real difference in my attitude when I returned home. It was so nice to be out of the house for no reason other than to be out of the house and drive an incredible machine - not to mention seeing some pretty landscapes and interesting bridges. The really great outcome? When I got home, I was in a better mood, ready to tackle the next few weeks of COVID restrictions. I hope you are all finding your ways to both enjoy your car and survive the pandemic!

# Meet Your 2021 Board of Directors

## STEPHEN MILLER, PRESIDENT



**T**his is my 17th year as an Oregon Porsche Club member. I joined the club after purchasing my first Porsche. Because of my responsibilities to my work and the Naval Reserve I was not very active in club events. I would attend the car corral at the Historic Races every year, but that was about it. I think a lot of members can relate to this. I was so busy in my work and personal life I didn't have time to enjoy what the club had to offer. After I retired that all changed so my wife, Winnie, and I began attending the monthly socials. We met dozens of individuals that we would never have met absent of club functions. Many of these members have become very good friends over the years.

I have served as Membership Chair, Secretary, Vice President, and now I am in the second year of the Presidency. Thank you all for your support and, especially, thank you to the ORPCA Board of Directors and others who work very hard. They spend long hours behind the scenes to bring you safe events, manage the club website and produce the club magazine, the Anzeiger.

I hope to see you at a club event soon.

## PEG RYAN, VICE PRESIDENT



**T**his year I continue my second year as your Vice President. As I was preparing this bio, I tried to look back and figure out where my passion for sports cars started. I finally realized that it began when I spent a high school summer as a nanny for a family who had a 1967 Mercury Cougar. It was dark maroon with black leather seats. I was allowed to drive it home when I finished work. I was on Cloud Nine driving that car!

My first Porsche was a bronze colored 1986 944. After that car I did not get another Porsche until 2014 when I got my first Boxster. My debate when we bought it was: stick-shift or PDK. There were two cars at the Bend dealership that were exactly the same except for that. E.C. Mueller, the retired GM of Portland International Raceway, had told me about the PDK and how wonderful it was, so I went with the PDK and never regretted it. It was a S model that was black with a tan interior. That car was so much fun.

My goal for 2021 is divide up the Communications Director position into smaller pieces. I am also looking forward to some drives this year, doing Autocross and the Crater Lake Tour that my husband and I are organizing. Hopefully we can get a social or two in this year as well. You can always reach me at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org).

## RANDY HOMES, TREASURER



**E**ven though I test drove my first Porsche in 1986, the financial priorities of life kept creeping in and I did not finally buy my first one until 2015, a white 2011 911S Cabriolet. Then it took me a year to work up the courage to attend an Arrive and Drive, but I've been hooked on the club ever since. My wife Diane and I have done two beach getaways and are eagerly looking forward to our third Northwest Passage this June. We were the Tourmeisters for the 2019 Cabin Fever Tour to eastern Washington and hope to be leading it again this year. Although I'm a fourth generation Oregonian, I spent most of my career in southern California where I



was a CPA and then the financial owner/partner of a couple of water purification related businesses. After that Diane and I came back to Portland where I enjoy working for one of the best engineering firms in the country. Although Diane has other plans for me, I could work forever. Long ago I ran trail ultramarathons but am limited now to just riding my bicycles. I am honored to be serving as ORPCA's Treasurer. While there are many ways to serve the Club, the role of Treasurer matches well with my experience and accountant-ish proclivity to introversion.

#### **CAROLE HEDSTROM, SECRETARY**



**M**y life has been a slow path to fast cars. Way back in junior high, I encountered the first Porsche I had ever seen. It was parked next to a friend's house. I was immediately wowed by the lines and its sleek stance. My friend said, "It's some German thing and the guy that owns it acts like it the most amazing thing in the world." I secretly thought it was the most beautiful thing I'd ever seen.

Many years later, I finally got a chance at owning the most beautiful thing in the world when it was my turn to choose a new car and the only requirement was that it fit in the garage. I chose a 911. Brad was surprised, but not at all opposed.

Now, some eight years later, that first Porsche, a gorgeous white, 997.2, has brought us many adventures, fantastic scenic drives, and many friends who share the love of Porsches. As many of us know, one beautiful, fast car often leads to another. That first 997.2 was swapped out for a 991 2015 Targa 4S in handsome Metallic Blue. Now we travel almost exclusively "top down!"

The role of Secretary allows my background in marketing, interior design, and insurance (all detail-heavy industries) to aid in maintaining accurate records for the Club. The bonus is that I often get to surround myself with beautiful cars at our many events. On that note, I hope to see you out there soon, enjoying the lines, the sounds, and the beauty of all things Porsche.

#### **LARRY HANNAN, PAST PRESIDENT**



**F**or my wife Cathy and I, the Porsche experience started with a trip to a car dealership in 2005 to look at a special edition of an Audi TT. Sitting on the showroom floor along with the Audi was a Guards Red 1995 Porsche Carrera cabriolet. After taking both cars out for a test drive, it was obvious which was the better car. I asked my wife which of the cars she preferred, and she pointed to the red Porsche. We took the Carrera home that day and joined PCA and ORPCA that same year. Like a lot of new members, the first ORPCA event we attended was a Saturday Arrive and Drive. That was followed by a few Wednesday dinners and some more Arrive and Drives. In 2006 the Porsche Parade was in Portland, and I volunteered to help. That really began our journey with the Porsche Club.

Over the years we hosted Wednesday dinners, helped with events like the club's 50th anniversary in 2009, the 911 50th anniversary at Skamania Lodge, car corrals at Concours d'Elegance in Forest Grove, and club tours. My involvement with ORPCA increased in 2015 when I was nominated to serve on the ORPCA Board of Directors and stepped up a bit more when I became President in 2017. While involvement in the club is time consuming, the benefit is meeting and working with some amazing people, who own and drive some amazing cars. In 2018, the benefit of meeting members worked out for us in a different way. With the commitment to attend events as President came a lot of driving. We decided that we didn't want to add that many miles to the 95 Carrera. Maybe that was just an excuse to go looking for another car, but looking I went. The stars aligned because a car I had admired for a couple of years came up for sale. The car was ORPCA member Joe Kelly's 2008

## BOARD OF DIRECTORS 2021, CONTINUED

Porsche Design Edition Cayman S. Knowing Joe and how he maintained his cars made the purchase easy. The year 2020 will mark our 15th anniversary with the Oregon Region of the Porsche Club of America. The purchase of a Porsche and joining ORPCA was a great decision. We are looking forward to many more years of playing with cars.

### HEINZ HOLZAPFEL, DIRECTOR AT LARGE/WEBMASTER



In 2017 I finally was able to fulfill a long childhood dream: my wife Sylvia and I bought our first Porsche, a 2011 911 C4S triple black Cabriolet. A year later we joined PCA and ORPCA. Then in fall 2019, we replaced Sylvia's aging BMW 5-Series Sports Wagon with a 2018 Macan S, and we still maintain our 1999 Miata, our first little sports car.

We both have a history in High Tech, Sylvia as a Marketing Executive, myself as a Software Development Executive. We moved from Silicon Valley to Portland in 2009. After joining the club in March 2018, our first encounter with the club was the 2018 Cabin Fever Tour and we got hooked. We joined a number of drive events throughout the year. I also went to several Autocross events to get a better feeling of the 911's capabilities.

In late 2018, Peg Ryan and I started brainstorming about improvements to the club's aged website, and after board approval we started the work on the new website in January 2019, leading to the launch in June 2019. The site since then has grown in capabilities like processing the waivers for events and handling bigger events like the NW Passage, and managing memberships and fee collection for events and memberships.

Another project I am working on is to offer turn-by-turn navigation capability for our drives through a smart phone app. After testing several apps, we settled on Scenic, an iPhone app originally developed for motorcycles. The app has found a nice follow-ship, but it is not meant to replace the classic written driving directions. However, if you drive alone or with a navigator who's prone to get car sick, it's a big help. Go to the Tour Library to learn more about the app!

For 2020 I took on the coordination and planning of the SUV group events, as our long-term leader and founder Jeremy Williams moved to Bend and has limited bandwidth. We are planning to offer monthly SUV driving events in 2021.

I am honored to be serving as ORPCA's webmaster (that gives me a chance for a little hands-on coding again) and to support the club in other projects and assignments as Director at Large.

### PHYLLIS THIEMANN, DIRECTOR AT LARGE/SOCIALS



I have been a part of ORPCA since the early 1980's and I have been doing event planning for more than 35 years. When I was asked to serve on the Board, it was with the idea to create a social committee to help plan events and look for venues and new volunteers. The thing that makes the events so special is the volunteers and their commitment to serve in the club. The old saying "many hands make light work" is true. When we can share responsibilities among several people, it makes it more fun and not so burdensome for any one person. I have attended both of the Porsche Parade Conventions which were held in Portland. We were part of the volunteer team for the second one. It takes a lot of volunteers to put on something of that magnitude.

While we are not looking to do something of that size, we will try to celebrate our 60th anniversary this year since the one in 2020 had to be cancelled. I am looking forward to more ideas and volunteers to implement social activities in 2021 and beyond. Thank you for helping us, the Board, to serve you, our membership.



**TOM FLOYD, DIRECTOR AT LARGE/SALES AND MARKETING**



**M**y Porsche Journey started when I was in the third grade in my hometown of San Diego, California. Our class assignment was to write a short story of what we would like to do when we grew up. Well, I've loved cars all my life and at the young age of 8, I had a very comprehensive collection of Hot Wheels cars. For the report, I chose "Race Car Driver." But not just any car, even then, I singled out Porsche as my weapon of choice. I even convinced my mother to take me to Alan Johnson Porsche to visit their Race Department and do a little "Research."

The staff at the dealership was very nice to me and the race techs talked about the cars and answered my questions. I was hooked on Porsche for life. In the late 80s I went to work as the Parts & Service Manager for a small independent shop called Dieters Porsche Service on 16th and Market in downtown San Diego.

It wasn't until 2014 that I was able to pull the trigger and purchase my first Porsche, an Arctic Silver 2002 996TT. I immediately signed up with PCA national and joined the Oregon Region. It's been really fun to get to know so many members and try out a lot of the club activities such as the drives, auto-cross and the monthly socials. I'm very excited and honored to be chosen as the club's Sales & Marketing Director and am looking forward to sharing some fresh ideas and continuing to be involved wherever I can. You can reach me at [salesandmarketing@oregonpca.org](mailto:salesandmarketing@oregonpca.org).

**LARRY TRACEWELL, DIRECTOR AT LARGE/MEMBERSHIP**



**M**y wife Linda and I are both Portland natives and we LOVE to DRIVE! I learned to drive on my uncle's farm when I was 11 years old and I have had a passion for driving ever since. I am an avid sports car and Formula 1 and motorcycle racing fan and my addiction to motorsports has only grown worse over the years. I now have three Porsches all named after German Formula 1 champions. Nico, a 2008 Carrera 4S; Hans, a 2011 Cayenne S and a Wolfgang, 2014 Panamera 4S.

I'm looking forward to the New Year and working with the other board members, volunteers and facilitators to make this club a great place for Porsche aficionados to enjoy their cars and their Porsche driving experiences. See you on the road!



# TREASURER'S MESSAGE

## Randy Homes

### **Even Curtailed by COVID-19, The Club Ends Year with Surplus**

Generally speaking, we try to construct annual budgets where our revenue is roughly equal to our expenses. To that end, we aim for our major activities to break even or generate a slight surplus to help defray other club expenses. However, for obvious reasons 2020 was an unusual year for the club. When the COVID-19 shut-down hit, our financial situation became uncertain because Autocross and the Northwest Passage typically produce large enough surpluses to subsidize the club's other activities. Additionally, we knew our advertising income would be less than prior years due to loss of some long-time sponsors.

Despite these concerns, we ended the year with a surplus of \$12,000. However, \$11,000 of that surplus resulted from investment income and appreciation. So, operationally we were closer to break-even than the income statement might first suggest. Although club income was down, we also reduced many club expenses such as social event subsidies and general expenses.

Although we are not a small club, a lot of work is accomplished by relatively few. Everything happens because someone volunteered. So, if there is any club activity that you have a passion for, I strongly encourage you to seek out that activity's leaders and volunteer however much time you have available. It does not have to be a lot, but every little bit helps.

Our club has 600 Oregon Region members with 412 co-members for a total membership of over 1,012 members. PCA membership in our region is 1,758 with 1,077 members and 681 co-members. Following is a more detailed summary of our financial results and I encourage you to review it. ■



# ORPCA Financials 2020

	Income	Expense	Profit (Loss)
<b>Club Events and Tours:</b>			
Autocross	\$8,679	\$7,181	\$1,498
Northwest Passage tour	0	1,905	(1,905)
Other tours	1,725	1,259	466
Arrive and drives	1,257	626	631
Holiday party	0	0	0
Summer picnic	1,530	2,201	(671)
Other events	1,146	2,103	(957)
	<u>14,337</u>	<u>15,275</u>	<u>(938)</u>
<b>Other Club Activities:</b>			
Anzeiger, calendar and directory	12,307	14,535	(2,228)
Membership	25,196	7,799	17,397
Subsidies from PCA	4,188	0	4,188
Investment income	4,151	1,380	2,771
Unrealized gain on investments	8,427	0	8,427
Website upgrade and maintenance	0	3,999	(3,999)
Other club income and expenses	517	7,168	(6,651)
Income taxes on advertising	0	2,313	(2,313)
	<u>54,786</u>	<u>37,194</u>	<u>17,592</u>
Operating income	69,123	52,469	16,654
Scholarships & donations	<u>0</u>	<u>4,500</u>	<u>(4,500)</u>
Net income	<u>\$69,123</u>	<u>\$56,969</u>	<u>\$12,154</u>

## Balance Sheet as of December 31, 2020

<b>Assets:</b>	
Cash	\$34,924
Investments	138,704
Accounts receivable	3,407
Deposits paid for 2021 events	6,695
	<u>\$183,730</u>
<b>Liabilities and Equity</b>	
Accounts payable	\$147
Deposits received for 2020 events	25,875
	<u>26,022</u>
Club equity	157,708
	<u>\$183,730</u>

## FEBRUARY BOARD OF DIRECTORS MEETING

Wednesday, February 10 | Meeting 6:30 to 8:30 p.m.

The February Board Meeting will be held on Wednesday, February 10 from 6:30pm – 8:30pm. 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: March Board Meeting is Wednesday, March 10*

# 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.



**Dates:**  
**Venue:**

**Website:**  
**Registration:**

May 5 – 9, 2021

JW Marriott Camelback Inn Resort & Spa  
5402 East Lincoln Drive, Scottsdale, AZ

[treffen.pca.org](http://treffen.pca.org)

Opens Wednesday, February 24, 2021



## FEBRUARY DINNER GATHERING

Wednesday, February 17 | 6:00 to 8:00 p.m.

**Los Potrillos Mexican Restaurant**

1735 SE 192nd Ave., Camas, WA 98607

**H**osted by John and Sally Savona, this small, masked, socially distanced dinner gathering will be at the Los Potrillos Mexican Restaurant in Camas. We can only hold 20 people. You will be able to order from the menu and pay the restaurant with cash or credit card. Reservations opened on Thursday, January 28 at 7:00 pm so this could already be full. RSVP here: <https://www.oregonpca.org/event/february-dinner-gathering/> If you have questions please email: [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org). You must have a PCA Communicable Disease Waiver on file. A link to the form is on the event website. ■



## AUTOCROSS ANNUAL TECHNICAL INSPECTION

Saturday, February 27 | 9 a.m. to 12 Noon-ish

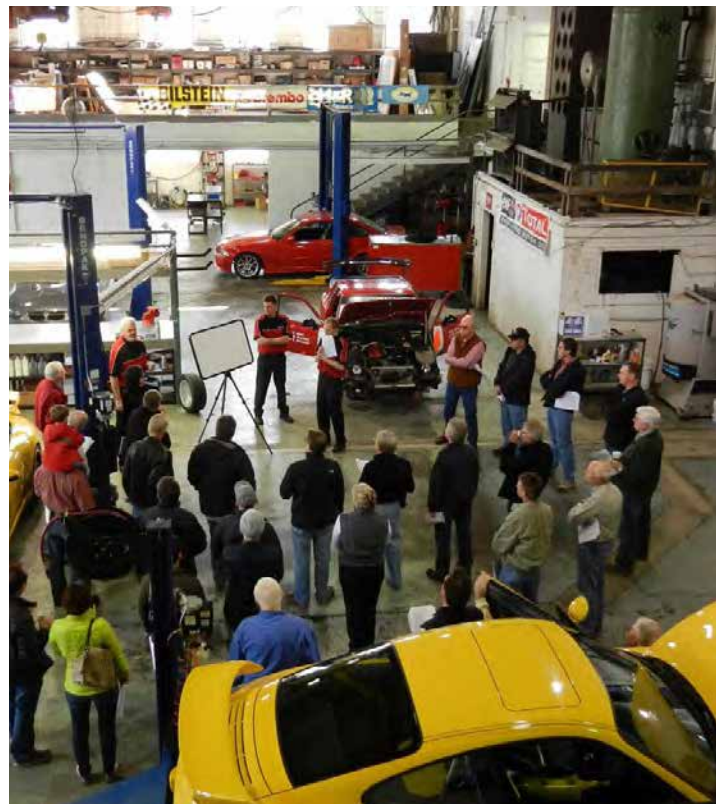
**Matrix Integrated Downtown**

4000 SW Macadam Ave, | Portland, OR 97239

**T**his year our Autocross Tech Inspection day is Saturday, February 27 from 9:00 a.m. to 12 noon. The team at the downtown Matrix Integrated, located at 4000 SW Macadam Ave in Portland, have provided the Autocross group the use of their shop. This is a no fee event and only intended for our Autocross participants.

Social distancing and masks will be required. We will manage the car flow and only allow eight to 10 cars at a time in the garage to be safe. You will need to have a PCA Communicable Disease form on file or completed on site.

For all the information go to: <https://www.oregonpca.org/event/annual-autocross-tech-inspection-save-the-date/> ■



## QUARTERLY MIXER

Sunday, March 7 | 2:00 to 5:00 p.m.

**Helvetia Tavern**

10275 NW Helvetia Rd. | Hillsboro 97124

**J**oin us for a small, socially distanced outside Quarterly Mixer. It will be downstairs in a covered, heated, outdoor area, seated by ourselves! This is a no-host event with food and drinks available to purchase. Please note that no one under 21 can attend. Because of COVID-19 you will have to sign up and you have to have a PCA Communicable Disease Form on file. A link to the form is on the event web page. Reservations will open on Thursday, February 4 at 7:00 pm. RSVP here: <https://www.oregonpca.org/event/q1-2021-quarterly-mixer/>. ■

## ORPCA PICNIC

Sunday, March 21 | 11:30 a.m. to 3 p.m.

**I**n 2020 we were not able to do our usual summer picnic in August at a winery. So, we are doing something different this year, no tour and no winery BUT we'll be having lunch and visiting the largest private automobile museum in the world. It's located about an hour south of Portland. We'll be viewing 350 cars on display from a private collection of over 600 cars.

Start your visit with Lamborghini, Mercedes, Jaguar, Maserati, Porsche, Ford GT, Bizzarini and a large section of Ferraris, including supercars and one-off's. Then step into the transitional section which includes Bugatti Veyron, Saleen S7, Maserati MC-12, Ferrari FXX, Porsche 918, Jaguar XJ220 and an incredible Ford/Cobra/Shelby section including the original Ford GT prototype and the one-and-only 1965 Shelby Cobra Daytona 427 Super Coupe.

The cost for lunch and the Museum is \$50 per person. Registration opens on March 1 and is limited to 72 people. All the information on this event is here: <https://www.oregonpca.org/event/2021-orpca-picnic/>. For questions contact Jeff Gretz at [jgretz@onlinenw.com](mailto:jgretz@onlinenw.com). ■

## TOURS CLASS

Sunday, May 23 | 12 Noon to 4:00 p.m.

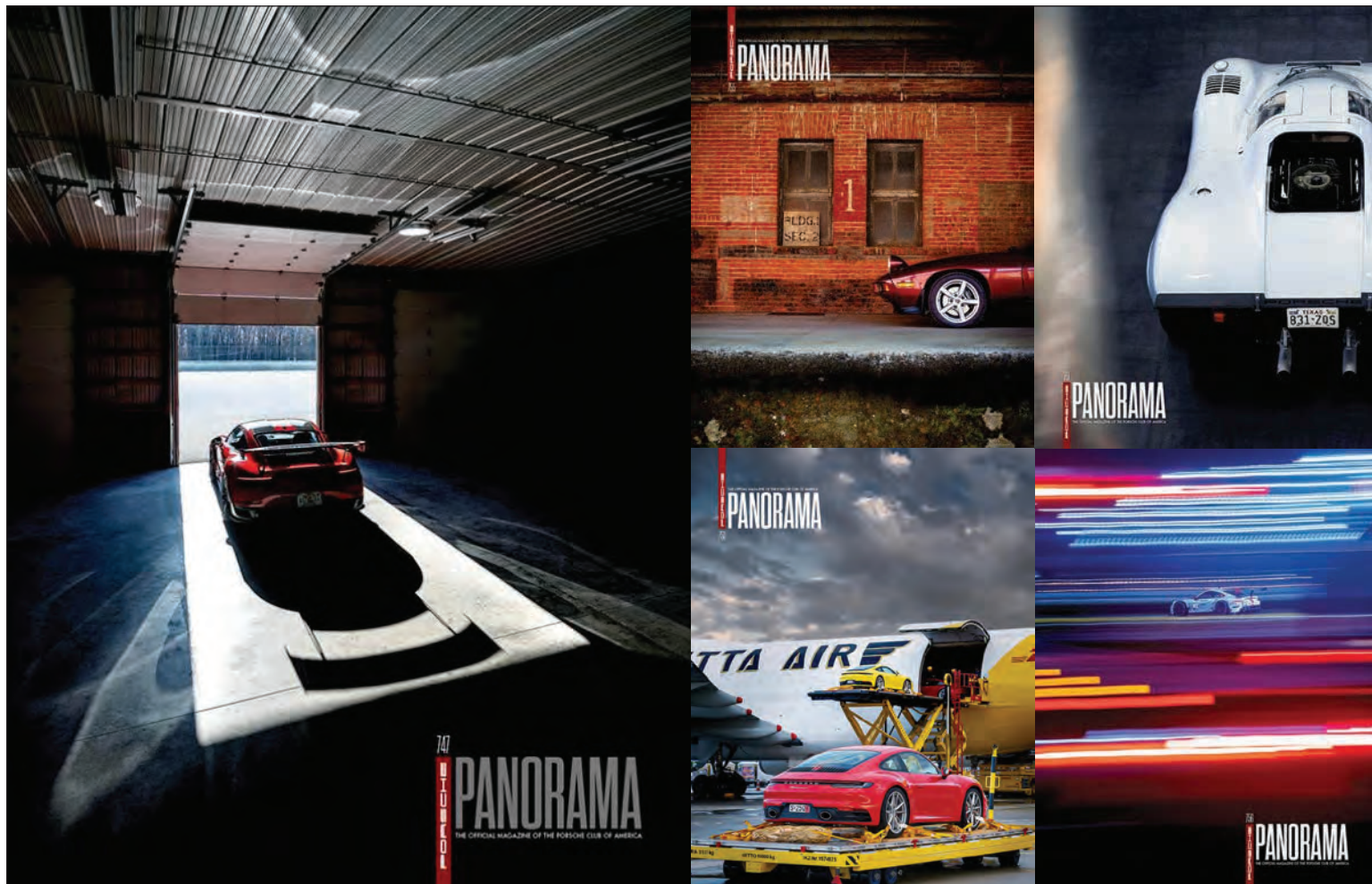
**Heckmann & Thiemann Motors**

**220 SE 19th Ave., Portland, OR 97202**

**T**his 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-tours-class-2021-may-23/>

If you have questions please email [toursclass@oregonpca.org](mailto:toursclass@oregonpca.org) ■





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## Interested in the Macan, Cayenne, Panamera or Taycan?

PCA's new Performance News monthly e-newsletter features the latest news and information about all four-door Porsches.

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# Anzeiger Marketplace

## PARTS FOR SALE



**911S Wheels- Victor Zuffen Matte Black with Vredestein Ultrac Vorti R - \$1,950** This is a set of four wheels and four tires

mounted and dynamic road balanced from a 2007 Porsche Carrera S. Wheels: VICTOR.

2 each ZUFFEN Matte Black Wheels by VICTOR®. 19" x 8.5", +45 Offset, 5x130 Bolt Pattern, 71.6mm Hub

2 each ZUFFEN Matte Black Wheels by VICTOR®. 19" x 11", +55 Offset, 5x130 Bolt Pattern, 71.6mm Hub (List \$384 each)

Lug Installation set in Black

Porsche Logo Black Center Cap



**Tires:** Vredestein Ultrac Vorti R  
2 each P235/35ZR19 91(Y) (List \$155 each)  
2 each P295/30ZR19 100 (Y) (List \$210 each) Bill Kaplan, 703.401.4198, wsk2715@verizon.net (2/21)

**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, duetto430@gmail.com, (503) 310-7258 (10/20)



## 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)

## 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)



**Porsche Detail Kit** in an aluminum framed storage case. This kit contains insect remover, window cleaner, inside glass cleaner, polish, hardwax, vinyl polish, top cleaner, 2 cleaning cloths and a chamois. Instruction booklet and keys are also included. This is in excellent, virtually unused condition other than some damage to the foam lining under the glass cleaner. \$110.00. Bob 503-539-3242 bob@kelandscape-design.com.. (11/20)

## IN SEARCH OF

Wanted: **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@com-cast.net if you can help! (9/20)

## 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. ■

