



# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | JANUARY-FEBRUARY 2020

Oregon Region  
Porsche Club of America

# 60

1960 - 2020



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ANZEIGER | OREGON REGION PORSCHE CLUB OF AMERICA | VOL. 60, NO. 1 | JAN-FEB 2020

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Blue skies reflected in a spotless wheel on the Zone 6 Grand Tour. Photo by Matt Nenninger.



# ANZEIGER

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

**VOLUME 60 | NUMBER 1 | JANUARY-FEBRUARY 2020**

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

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# EVENTS, OREGON REGION AND BEYOND

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## FEBRUARY, 2020

- 1** Garage Visit Eugene:  
Restoration Shop  
& Collection
- 8** Autocross Annual Tech  
Inspection at Matrix  
Integrated
- 9** Quarterly Mixer:  
Hopworks Urban Brewery
- 12** Board Meeting
- 19** Social and Dinner
- 20- 23** Portland Inter-  
national Auto Show

## MARCH, 2020

- 7** Garage Visit: Avant  
Garde and Ron Wade
- 8** Winterhawks Game
- 11** Board Meeting
- 18** Social and Dinner
- 28** Autocross: Drivers Skills  
Clinic/Test & Tune PIR
- 29** Autocross #1: PIR  
North Paddock

## APRIL, 2020

- 8** Board Meeting
- 15** Social and Dinner
- 18** Spring Clean at Matrix  
Integrated
- 21, 22, or 23** Midweek  
Casual Drive
- 24-25** Walla Walla Wine  
Weekend Tour
- 26** Quarterly Mixer
- 29-30** Treffen: Colorado  
Springs—Broadmoor

## MAY, 2020

- 1-2** Treffen: Colorado  
Springs—Broadmoor cont'd
- 2** Adopt-a-Road
- 9** Arrive & Drive
- 13** Board Meeting
- 17** Autocross #2: PIR  
South Paddock
- 20** Social and Dinner
- 19, 20, or 21** Midweek  
Casual Drive
- 31** Tours Training Class #2

## JUNE, 2020

- 10** Board Meeting
- 13** Arrive & Drive
- 14** Autocross #3: PIR  
South Paddock
- 17** Social and Dinner
- 21-27** Porsche Parade:  
Palm Springs, CA
- 23, 24, or 25** Midweek  
Casual Drive
- 25-28** Northwest Passage

## JULY, 2020

- 8** Board Meeting
- 10-12** Corral at Rose Cup  
Races, PIR
- 11** Arrive & Drive
- 15** Social and Dinner
- 19** Autocross #4: PIR  
South Paddock
- 19** Corral at Forest Grove  
Concours
- 21, 22, or 23** Midweek  
Casual Drive
- 25-26** Corral at Vintage  
Racing Festival, PIR

## AUGUST, 2020

- 1** Germanpalooza
- 9** Summer Picnic
- 12** Board Meeting
- 16** Autocross #5: PIR  
South Paddock
- 18, 19, or 20** Midweek  
Casual Drive
- 19** Social and Dinner
- 30** A Taste of Motorsports, PIR

## SEPTEMBER, 2020

- 4-6** Grand Prix of Portland—  
NTT IndyCar Series PIR
- 9** Board Meeting
- 12** Arrive & Drive
- 16** Social and Dinner
- 16-19** PCA Treffen West Virginia:  
Greenbrier
- 18-20** Crater Lake Tour
- 22, 23, or 24** Midweek  
Casual Drive
- 27** Autocross #6: PIR  
South Paddock

## OCTOBER, 2020

- 4** Autocross #7: PIR  
North Paddock
- 10** Arrive & Drive
- 14** Board Meeting
- 20, 21, or 22** Midweek  
Casual Drive
- 21** Social and Dinner

## NOVEMBER, 2020

- 11** Board Meeting
- 18** Social and Dinner

## DECEMBER, 2020

- 5** Holiday Party
- 9** Board Meeting



**50**  
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# WELCOME TO OUR NEW MEMBERS!

Robert Bigwood  
Hillsboro, OR  
1987 911 Turbo

Jason Dupree  
Tualatin, OR  
2016 Cayenne Turbo

Robert & Catherine Smith  
Lake Oswego, OR  
1985 944

Charlie & Jennifer Blakley  
Salem, OR  
1976 911 S

David Fleischman  
Clackamas, OR  
1983 911 SC

Steve Switaj  
Portland, OR  
2001 911 Carrera

David Burke  
West Linn, OR  
2009 911 Carrera S

Scott Lazenby  
Lake Oswego, OR  
2009 Cayman

Scott Tipper  
Portland, OR  
2017 911 Carrera



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

John Clemson  
Aurora, OR  
1961 356

Ronald Lee  
Lake Oswego, OR  
2010 Boxster

Theresa Lus  
West Linn, OR  
2003 911 Targa

Chris Curtin  
Portland, OR  
2014 Cayman S

Derek Naidoo  
Tigard, OR  
2004 911 Turbo

**OR PCA  
LOCAL CLUB SUMMARY**  
Primary Members: 627  
Affiliate Members: 429  
Total Local Members:  
1,056

**PCA NATIONAL  
CLUB SUMMARY**  
Primary Members: 87,254  
Affiliate Members: 47,739  
Total National PCA  
Members: 135,010

## ANNIVERSARIES

45 YEARS  
Richard Greulich

25 YEARS  
Richard & Claire Puetz

5 YEARS  
Gerald & Michael Roos  
Mark & Julene English

40 YEARS  
Chuck & Judy Hervey

20 YEARS  
T. & Suzanne Martin

Vern Arne & Bhavia Wagner  
Andy Woodruff  
Donovan Harris

30 YEARS  
Kurt & Jackie Leipzig

15 YEARS  
Dean & Gretchen Willoughby

Kurt Rauch & Laretta Hayes  
Michael Pinto & Elizabeth Schieber  
Robert Warren

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10 Porsche Beaverton ..... 503.641.8600

#### Porsche Service & Repair

34 AR Auto Service..... 503.697.3311

35 Canyon Auto Rebody ..... 877.489.2520

### Contact

7 Heckmann & Thiemann Motors..... 503.233.4809

9 Marque Motors..... 503.293.5386

5 Matrix Integrated (Downtown) ..... 503.443.1141

5 Matrix Integrated (Westside) ..... 503.747.5780

35 Stuttgart Autotech ..... 503.635.3098



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# Trust. Integrity. Honesty.

When you visit Porsche Beaverton, you'll be able to tell right away that there is something different about us. We've been an active member in the Portland metro area for 40 years, and it shows!

We ask that you take some time to see what we're doing in our local community to help make this beautiful place we live better, one partnership at a time.

**HARPER'S  
PLAYGROUND**

**THE MIGHTY ENDEAVOR**  
VETERANS' LEGACIES

**susan G.  
komen.**  
OREGON AND SW  
WASHINGTON

**JDRF** IMPROVING  
LIVES.  
CURING  
TYPE 1  
DIABETES.



Kiwanis Doernbecher Children's Cancer Program  
Supporting



**DOERNBECHER  
CHILDREN'S  
Hospital**



**The Dougy Center**  
The National Center for Grieving Children & Families

**RP**  
RALEIGH PARK  
**TIGERS**



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## PRESIDENT'S MESSAGE

**Steve Miller**

### 60th Anniversary Celebration Plans are Underway!

**A**s I assume the responsibilities of President of the Oregon Region of Porsche Club of America, I reflect on the rich history of our organization. This year we celebrate the 60th anniversary of the Oregon Region! Dozens of presidents over the years have worked with hundreds of volunteers to make this the club all that it is today. The term "standing on the shoulders of giants" comes to mind here. The previous presidents I have known personally are among those "giants," including Chuck Hervey, John Draneas, Jim North, Jeff Gretz, Kathleen Ellis, Eric Freedle, Joe McQueen and Larry Hannan. I am humbled to follow in their footsteps.

For those old enough, let's try to remember what was happening in the late 50s and early 60s as our club was being organized. The oldest Porsche was just 11 years old. What's more, there were not that many Porsches on the road in most parts of the country. All Porsches were 356s;

the revered 911 would not be available until 1964! German cars caught the imagination of postwar Americans and many other countries. Volkswagens were everywhere and they were cool, but a Porsche was very special.

Amateur racing, which began soon after WWII, was flourishing in places like Southern California. Porsches were entered in road and track events across the country and Porsches were winning! The cars were getting a lot of attention. In 1955 a small group of enthusiasts created Porsche Club of America in Washington, D.C. The Oregon Region was organized and affiliated with the national group in 1960.

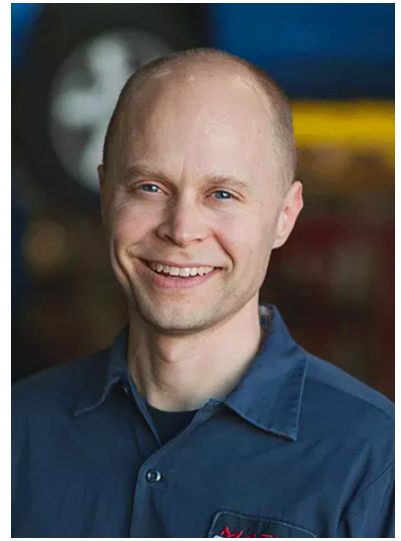
This brings us to the 60th Anniversary Celebration which is, currently, in the planning stages. We will be soliciting volunteers to help with the celebration, which will be announced in the near future. Watch Anzeiger and ORPCA email blasts for more information and plan to attend this special event. ■





## TECH TALK

### Jeremy Williams



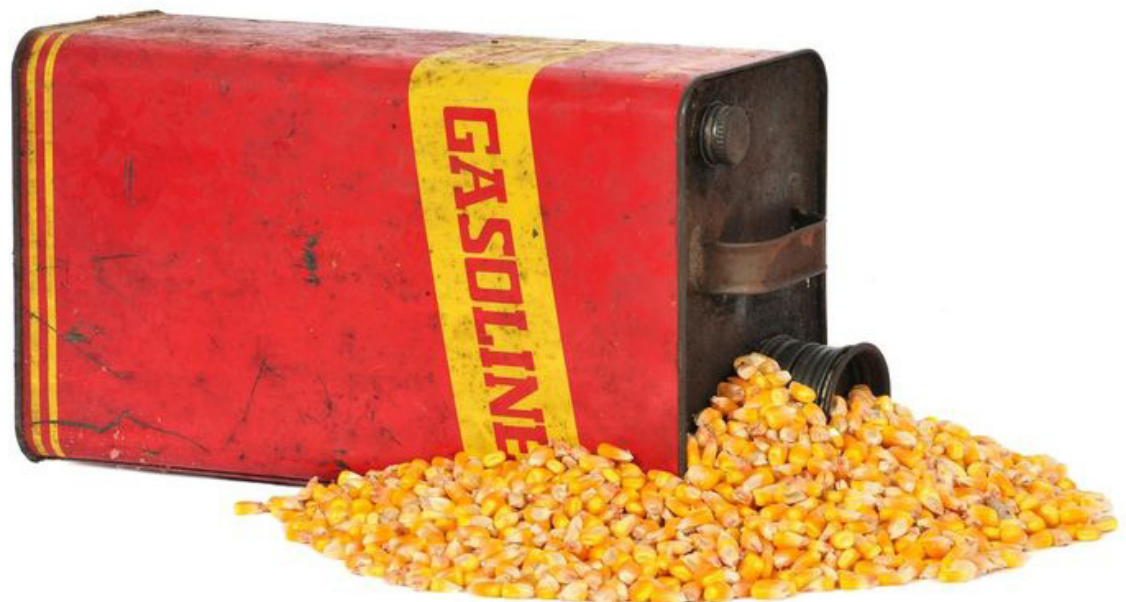
# Adding Corn Fuel to Your Porsche?

A few vintage air-cooled clients asked me what I thought about them filling their fuel tanks full of ethanol fuel (E10) before they put their cars away for winter hibernation. Another tech article is born!

As you might know, it's challenging to find anything other than ethanol-laden fuel at the gas pump anymore. Most gas stations in Oregon, and across America, are selling E10 (10% ethanol, 90% "pure gas"), some might be selling E15 (15% ethanol, 85% "pure gas"). This is due to regulations from the federal govern-

ment stating that the United States needs to ramp up to 36 billion gallons of alternative fuel use by 2022. Compare that to the U.S. having only used 11 billion gallons in 2010! So, we're only going to see a lot more ethanol fuel.

Well what's wrong with ethanol fuel, especially if the U.S. government is pushing it? Without getting into the politics of the fuel (oil/gas) and farming lobbies, ethanol fuel can wreak havoc with the components on/in classic and vintage vehicles (vehicles older than 1986). More modern vehicles were pro-



duced with components which are much more ethanol-tolerant. Here are some ethanol fuel pros and cons, thanks to Hemmings.com:

Pros of ethanol-supplemented fuel:

- Ethanol is clean-burning and is a higher-octane fuel than conventional gas.
- Ethanol is produced from renewable sources.
- Ethanol-powered vehicles produce lower carbon monoxide and carbon dioxide emissions, and lower levels of hydrocarbon and nitrogen oxide emissions.

line 116,090 BTU per gallon and LP gas 84,950 BTU per gallon. The fuel economy gets even worse with E85, a loss of seven to eight miles per gallon with its higher ethanol content. Consumer Reports, testing in 2006, verified a loss in fuel economy of up to 30 percent in a Chevy Tahoe designed to run on flex fuel when it was tested with both unleaded gas and E85. Poor fuel economy can also be attributed to improper fuel system calibration based on computer feedback from oxygen sensors because of the temperatures needed to burn ethanol.

CORN HAPPENS TO BE ONE OF THE WORST GRAINS FOR MAKING ETHANOL BUT WE PRODUCE SO MUCH MORE OF IT THAN ANY OTHER GRAIN THAT IT WAS THE INGREDIENT OF CHOICE FOR U.S. ETHANOL PRODUCERS.

- Ethanol production keeps American farmers in business and creates new farming and ethanol-processing jobs.

- Because ethanol is produced domestically, it reduces U.S. dependence on foreign oil and increases the nation's energy independence.

- Ethanol needs fewer fossil (coal) and petroleum (gas) fuels to produce more BTU of energy than gasoline (although it does require much more water).

Cons of ethanol-supplemented fuel:

- Ethanol creates 34 percent less energy than unadulterated gasoline per gallon. This equals a loss in fuel economy of up to three miles per gallon for E10 fuels. In terms of heat, ethanol produces 76,330 BTU per gallon, whereas diesel fuel produces 128,450 BTU per gallon, gaso-

- Virtually any grain considered feedstock can be used to make ethanol, but some grains are better for producing ethanol than others. Corn happens to be one of the worst grains for making ethanol but we produce so much more of it than any other grain that it was the ingredient of choice for U.S. ethanol producers. In South America, ethanol is produced from sugar cane, which is easier to refine and gives a higher yield per acre than corn (1,200 gallons per acre vs. 300 gallons per acre of corn). The U.S. government did impose a 55 cents per gallon tariff to prevent the import of sugar cane-based ethanol into the United States, though that tariff has recently expired).

- Ethanol is hygroscopic, which means it absorbs water more easily than gasoline. That leads to wa-

ter condensation inside fuel tanks, carburetor fuel bowls and fuel lines where air spaces are present. Water content in fuel will also swell up the paper filter media inside fuel filters not specifically designed for flex fuels and can thus restrict fuel flow at the filter.

- Ethanol is highly corrosive and also erodes fiberglass tanks, rubber hoses and plastic fuel lines. It contributes to rust in fuel systems by creating condensation in the unfilled portion of gas tanks. It will also dissolve varnish and rust in steel fuel components. These dissolved ingredients sit in the bottom of gas tanks

recommendations for upgrades you can make to your classic/vintage vehicle. Many come from OEM marine manufacturers who've been dealing with ethanol-related fuel issues for awhile now:

- Replace any plastic or rubber fuel lines with ethanol-resistant hose or nylon tubing.
- Install a water separator filter in the fuel line leading to the carburetor. Water collects in the filter and can be removed periodically.
- Replace any fiberglass tanks with steel or aluminum.
- Ensure that any O-rings in the fuel system are also ethanol-compatible.

FOR THOSE OF YOU WITH MORE MODERN VEHICLES, YOUR VEHICLE IS BETTER PREPARED TO DEAL WITH THE COMPONENT EFFECTS OF ETHANOL. THAT BEING SAID, STILL BE AWARE OF THE MPG LOSSES AND HYGROSCOPICITY FROM ETHANOL FUEL, SO THAT YOU CAN MAXIMIZE YOUR INVESTMENT.

until they are removed or they will enter the fuel system if the fuel level in the tank gets too low.

So, what are some steps you can take to diminish the damage from ethanol use in your classic/vintage Porsche? The easiest one is to fill only with 100% pure gas, gas without any ethanol in it. 100% pure gas will be considerably more expensive than the 91/92 octane (Premium/Supreme) E10 found at most gas stations, but if you don't put many miles on your vintage Porsche each year, the annual cost for pure gas might be a minimal increase. Here is a listing of most of the gas stations in Oregon selling 100% pure gas; <https://www.pure-gas.org/index.jsp?stateprov=OR>

Hemmings.com also has some

- Keep your tank as full as possible to prevent air space where condensation can form.

- Use specific ethanol-compatible fuel storage additives. These are normally blue in color. Regular fuel stabilizers will not work unless they are labeled ethanol fuel-compatible.

- Shop around for a marina or service station that does not pump E10 or E85. None of these stations will be affiliated with a major gasoline producer, but there are still some out there, especially in areas around lakes and rivers where boating is popular. You can find a "pure gas" map of many of these stations online at the Historic Vehicle Association website.

- Vent your fuel system during storage for extended periods; the





Ethanol fuel plant in West Burlington, Iowa. (Wikimedia)

moisture your fuel system might absorb from the outside will be less than the moisture created in the air space inside.

- Use a fogging solution in your carburetor during storage to prevent condensation from collecting in fuel bowls.

- Use of isopropyl alcohol-based dry gas will help to absorb system moisture. Regular dry gas is ethanol-based and will only make the problem worse. Isopropyl-based additives actually combine with the water molecules and removing moisture through the combustion chamber.

- Use of a flex fuel-compatible fuel filter where possible will prevent degradation of the paper media in your filter by water in the fuel system.

For those of you with more modern vehicles (1986+), your vehicle is better prepared to deal with the component effects of ethanol. That being said, still be aware of the MPG losses and hygroscopicity from ethanol fuel, so that you can maximize your investment.

Whichever direction you decide to go regarding ethanol-laden gas or 100% pure gas, just make sure to get out and enjoy your Porsche! ■

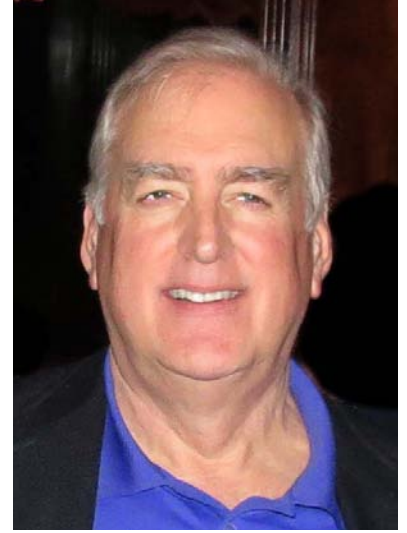
*Jeremy Williams is the Oregon PCA Technical editor. He co-owns Matrix Integrated Inc. with his brother Justin. If you want to comment on this article, you can email Jeremy at [techeditor@oregonpca.org](mailto:techeditor@oregonpca.org).*

# REARVIEW MIRROR

## Edited by Gary Koppang

### At the Limit

BY JEFFREY BUTTS  
ABRIDGED FROM THE AUGUST, 1995, ANZEIGER



**I**t was a dark and stormy night ... well, not really. On the other hand, our 7th annual tour from work to the Norm Thompson Historic Car Races would have been disastrous if it had happened on the next day (a stormy Sunday) instead of Saturday.

We left from Big Red's in Sylvan, and once at PIR, we split for our respective parking areas with a promise to meet after lunch at the Festival Curves.

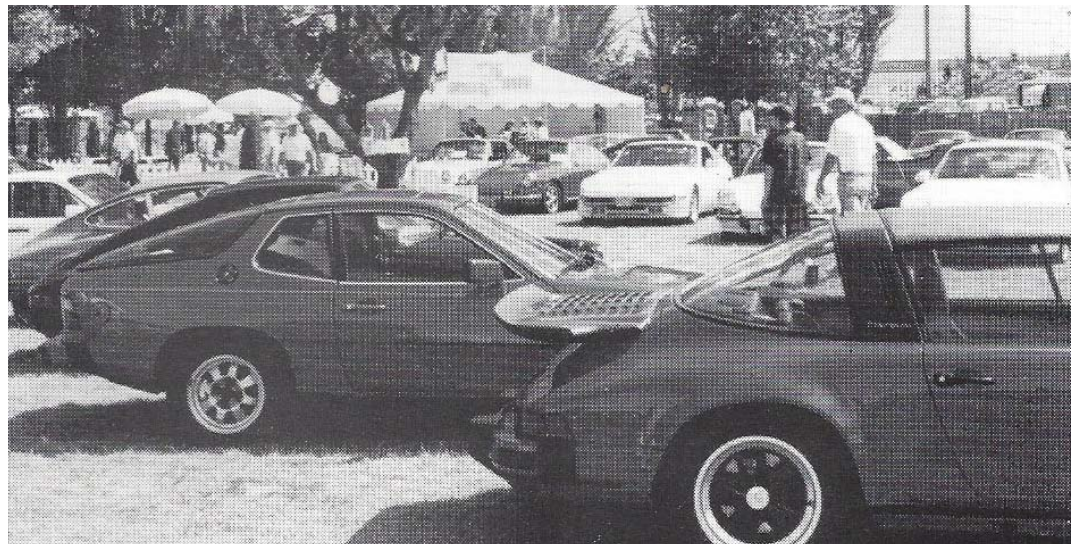
I was delighted to find that Russ and Sandy had secured a premier spot for the Club corral. Plenty of room, a cool tent compliments of Sunset Imports, which was complete with refreshments and the Goody

Store, and oh so many Porsches.

Saturday's qualifying races began with the under-two-liter sports cars, liberally laced with some big exceptions. Carmel Valley Porsche collector Don Orosco drove the ex-Lance Revetlow MKI Scarab. His son Patrick drove in the novice group in his '59 Porsche Spyder. The Porsche is the former team Camoradi car that Sterling Moss drove to victory at Nürburgring.

Group 2 featured the small bore open-wheel cars. An excellent dice between five cars was won by Chris Ronson in his 1970 Winkleman. Lap times ran in the 1:26 to 1:27 range.

Group 3 showcased Can Am and exhibition cars. A banzai pass going





into the Festival Curves temporarily put Monte Shelton's 935 ahead of the always fast Chevron B19 owned by Dave Vehas. How fast, you ask? Vehas was turning 1:19s with his four-cylinder Chevron. Saturday wasn't his day however, as he retired early on during the qualifier. Back to Monte, he didn't make that pass stick, but he did win after the restart. What restart, you ask? Well, his pass left him hard pressed to make it through the Festival Curves quickly. Following close to the leaders, Bob Gregory's Chevron B 16 Coupe found the corner a little too jammed for his speed and spun around backwards to the outside of the right hander. Next up was Vancouver BC's Dave Cohen in his 1965 Ford GT 40. Contact was inevitable and the Ford climbed the right front fender of the Chevron. End result was some cracked fiberglass on both cars and the end of their race. Fortunately, there were no injuries.

Group 4 was the Formula One class. Conspicuous by his absence was perennial pole sitter Jamey Mazzotta and his '81 Williams. With two cars dropping out during the qualifier the race was less than dramatic.

Group 5 featured big inch sports cars. Ernie Spada (Lotus 26R) and the GT-350 of Jack Schroll were going hammer and tongs for the opening laps, turning lap times in the low 1:30 range. When Spada dropped out, Schroll proved victorious over the 'Vettes of Chuck Ransom and Vic Edelbrock (yes, that Edelbrock). A couple of interesting 814-6s par-



ticipated, including Seattle's Jack Hadley and the '73 911S of Wade Carter III, the son of the driver of the beautiful 906. Both were turning lap times around 1:36 to 1:37.

Race Group 6 was for small bore racers. Skipping back from the front of the pack (led by Neveill McKay's 1967 Mallock Special), a very spirited drive was put on by Tom Kreger in a TR6. Prior to losing his right rear wheel, Kreger was holding a solid 7th place, the highest running "production" car. His lap times at 1:34 were rock solid.

Group 7 was small bore sports cars (pre-1970). Perhaps the best race of the day was between the Cortina of Myles Kitchen and the Volvo P1800 of David Rauch. The Cortina finished in third place. The boxy sedan routinely entered the Festival Curves on two wheels ... interesting line, eh?

A great day for racing. Although the entry list was smaller than last year, the crowd on Saturday was huge. This is a good sign and practically guarantees that the series will continue, unlike IMSA. Thanks again to Russ and Sandy for a great job. ■



# FROM MY PERSPECTIVE

## Mike Stack



## To Wrench ... Or Not to Wrench!

**H**amlet's soliloquy in Act III Scene I is probably one of Shakespeare's most famous quotes. I think I have it correct. "To wrench, or not to wrench (on my Porsche) that is the question: Whether 'tis nobler in the mind to pay a professional to do the work or suffer slings and arrows of outrageous fortune and humiliation when I cannot actually do the work and have to tell my friends that I'm so over my head, I need help!" I'm pretty sure I have this exactly, or I'm close.

How many of us can do our own work on our Porsche? My first car was a 1973 Camaro Type LT—it had

your basic Chevy 350, and I could see the engine and knew what most of the parts were called. I could even adjust the timing, change the oil and spark plugs. When it came to changing the throw out bearing and clutch, I sought professional help. I, for all intent and purposes, have no mechanical ability whatsoever. Confession is good for the soul. I have owned Pepper (1986 Boxster) for two years now and I have never seen the engine. I have gone online to "YouTube University" to see how to open up the engine cover. It looks easy enough and I'm sure I can take it apart to see my engine—and that, my friends, is where I usually



get into trouble—not taking it apart, but putting it back together. I have learned: Mike—don't do it!

Max the Newfoundland, (the unofficial mascot of the Arrive and Drive group), has a dad, Scott, who has incredible mechanical abilities. In high school he rebuilt the engine in his TR-4 and now does most of his own work on their cars, including his '04 Turbo. I am wondering how many of us in the club are like me—pay the professionals—and how many are like Scott, mechanically gifted, and how many fancy themselves a Saturday technician and sadly, are not?

Inquiring minds want to know.

new cars have an electronic parking brake. He didn't have the scanning tool needed, so they ended up breaking two calipers (\$1,000 each) – Note: this was actually an Audi but it could happen to a Porsche owner!

Someone took their car to a "quick lube" for an oil change and the place didn't know that there are two drain plugs. They only removed one plug, which left seven quarts still in the engine. Then they proceeded to add 11 quarts of oil. The car now had 18 quarts of oil. Can you say smoke city?!

Okay, one more: someone with a Boxster (it wasn't me) wanted to top off the washer fluid and poured

SEND IN YOUR "OVER MY HEAD" STORY TO MRSTACK31@GMAIL.COM ... WE CAN MAKE IT ANONYMOUS, IT WILL BE HEALTHY, GET IT OFF YOUR CHEST, LAUGH AT YOURSELF—LAUGHING IS GOOD.

About 80% of the time my daily commute takes me past Stuttgart AutoTech in Lake Oswego. One late Friday afternoon I stopped by to see if they have ever had to pick up the pieces for a Saturday technician. On this particular day Todd, the GM, David, the service advisor and Isaac, one of the techs, were in the waiting room. They had some stories.

One example Todd said happened many years ago when a 912 came in on a flatbed with no engine. The owner came in his pickup and had a wheelbarrow and a few boxes full of parts and said he couldn't put it back together, could Stuttgart?

Another example was a newer model that came in on a flatbed because the owner wanted to change the brakes and didn't know that

it into the motor oil. I have no clue how they did that; it's well marked with a picture of an oil can. It took running several gallons of oil through the engine to clean it out.

I am sure every professional Porsche service center has many stories like these, as well as many of you probably have your own "I'm in over my head" stories that only a few people know. This might make an entertaining read.

Send in your "over my head" story to mrstack31@gmail.com ... we can make it anonymous, it will be healthy, get it off your chest, laugh at yourself—laughing is good.

So, to wrench or not to wrench? If you do wrench, do your homework, buy genuine Porsche parts—and good luck. ■



# Awards Banquet: Honoring Our 2019 Volunteers

BY PEG RYAN, VICE PRESIDENT AND COMMUNICATIONS DIRECTOR | PHOTOS BY DEAN

*The crowd mingling.*

We had to push this banquet out a week due to the threat of snow, but we were lucky enough that almost everyone who had signed up could attend, plus additional people were able to attend on Wednesday, January 22. Almost 70 people attended. The Spaghetti Factory provided ORPCA with the perfect venue—a spacious and well-appointed private room, great for our event. Cheri Reins, organizer and host, along with Kim Taylor and Peg Ryan, greeted everyone at the entrance with a warm and friendly welcome.

The room was quickly buzzing with activity as our wait staff started coming around to take orders for drinks. One of the wait staff commented to me about how many hugs and conversations were happening in the room. She said it looks like we really like each other! I think it is an event that is a wonderful kick

off for the new year. We have not seen many of the people since the Holiday Party which was back in early December, so everyone had a lot to catch up on.

Just before salads were served, Steve Miller, the new ORPCA President, welcomed everyone to the event. He introduced himself and the other 2020 Board of Directors: Larry Hannan, Past President; Peg Ryan, Vice President; Randy Homes, Treasurer; Phyllis Thiemann, Director; and new board members: Heinz Holzapfel, Webmaster and Carole Hedstrom, Secretary.

Dinner was quickly served after the salads, and wonderful smells of lasagna, meatballs, Italian sausage and spaghetti filled the room.

After dinner, Steve got back up and started announcing the 2020 volunteer awards, presenting plaques to the winners along with a summary of why they were se-





Left: Jeremy Williams (center) with Larry Hannan and Steve Miller.

Below: Steve and Larry with the awards for Larry and Denise Wendell.

lected. There were a lot of smiles in the room and appreciation for what these volunteers had done in 2019.

## 2019 VOLUNTEER AWARDS

### ***Gear of the Year—Jeremy Williams***

This is awarded to the hardest working, most supportive and most active individual in Club activities throughout the year. Jeremy has been instrumental in the establishment of the SUV group for Oregon PCA, but also encouraging other region clubs to do the same. Even though he lives in Bend now, he continues to organize drives like the Octoberfest drive, hikes and

other SUV events. He has supported the Club by allowing us to use the Matrix shop for events like the Annual Spring Clean and the Autocross Annual Tech Inspection. Jeremy is also our Technical Editor and writes technical blogs for us. Thank you, Jeremy, for all your support.

### ***Enthusiasts of the Year—Larry Wendell and Denise Jawad-Wendell***

This award is given to the member or members that are most active in Club events throughout the year. Larry and Denise are huge supporters of the club. They attend many events, including those that show cars. For example, Larry orga-

**To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2020-ORPCA-Events/Volunteer-Awards-Banquet/>**

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



nized bringing a special 911 to the Porsche Forest Grove Concours and a car to our Germanpalooza show. While Larry was GM at Porsche Beaverton, he continually talked to new customers about the club and looked for opportunities to support the club. Larry and Denise have moved to the Fife, Washington area, but they continue to support the club, even attending our Holiday Party in 2019. Our thanks to Larry and Denise for their enthusiasm for the club. (Denise and Larry were not able to attend the party.)

#### **Mark Donahue Award—Anson Lytle**

This award, named for a very successful racecar driver of the 60s and 70s, is given to the member who demonstrates outstanding motorsports enthusiasm and achievement throughout the year. Anson is the silent backbone of our Autocross events. He is in charge of the registration for the event; this

encompasses the tasks that make Autocross come to life. He sets up all the registration pages, takes all the registration questions and provides answers. He checks everyone in, assigns car numbers, organizes who runs in each run group, and helps make sure that the timing system is running and recording the results for every run. He also participates in the events and often wins his group! After the events, he rolls up the information on every run that everyone did and summarizes the winners overall and in each group.

In 2019, we did a special autocross for the Porsche Pirelli weekend at PIR. This was an incredible success and more work for Anson. We also tried to have two autocross events in one day; Anson did his best to make the set up for this smooth. It was difficult and very time consuming, as the software we use is not set up for two events in one day. Whew, that is a lot of work! Thank you, Anson for your passion.

Anson Lytle (center) receiving the Mark Donahue Award.



#### **Family of the Year—Carole and Brad Hedstrom**

This award is given to the family who is most active in Club activities throughout the year. Carole and Brad are very active members in drives, tours, social events and dinners. They often lead groups on Arrive and Drives. They led the Maryhill Loops Event to great success; our Club had never done a Maryhill Loops event, but Carole and Brad had done one with BMW and were excited to bring this fun event to our club. We had more than 30 mem-





Left: Carole and Brad Hedstrom with Larry and Steve.

Below: Mike Stack receiving the New Member of the Year Award.

bers enjoy a fun day driving on a fun private road.

Carole is our new Secretary on the Board of Directors for 2020. Thank you, Brad and Carole, for your support of the club.

### **New Member of the Year—Mike Stack**

This award is awarded to the new member, who upon joining ORPCA demonstrates a “can do” attitude toward events, both in participation and assuming a level of responsibility. Mike and his wife Stacy joined ORPCA in late 2018. Since then they have become active members in our community. They do drives, tours and attend socials and dinners. They also both participate in auto-cross in their 2000 Boxster (Pepper). They came in 6th and 7th in their

class (with Stacy in 6th) in their first year participating. Mike also created a new column in *Anzeiger* titled “From My Perspective,” about his views as a new Porsche owner and a club member. Thank you, Mike for your passion for your Boxster, Pepper, and the club.







### ***Tourmeister of the Year—Eric Lewis***

This award is given to the individual who is most active in organizing and leading the various tours that the Club schedules each year. Eric took on the role of tour director at the beginning of 2019. He had participated in tours, but not led or organized them. To kick off his role, he held a feedback session on how the current tour program was working and used that information to make some changes. He held a tour training class for people to learn how to create and lead tours. He has tested standardizing directions, implementing better route creation, and breaking into smaller groups. He created two of the Arrive and Drive routes and a SUV drive to Windy Ridge. He has really made a difference in our tours. Thank you, Eric, for your energy in this role.



### ***President's Award—Heinz Holzapfel***

After these six awards, Steve handed the mic over to Larry Hanan to give the President's Award. This award is given at the discretion of the President to the member or members deserving special recognition for service to the Club.

For 2019, the award was given to Heinz Holzapfel. Heinz and his wife, Sylvia, joined the ORPCA in March, 2018. Since then, Heinz has become a very active member of the club. He participates in tours, social events, dinners and other activities. Sylvia recently bought a Macan and they have joined the SUV group. Heinz helped plan a SUV Drive in October. He takes amazing

Top: Eric Lewis with Larry and Steve.

Above: Heinz Holzapfel (right) with Larry and Steve.

Below: Steve Miller, Sylvia Nesson, Heinz Holzapfel, Peg Ryan and Eric Lewis.





photographs at all the events he attends.

In September of 2018, Heinz volunteered to help with the update of our website. He had the vision of what it should look like and how it should be organized. He helped pick a new company to web host, and implemented the new framework for the site—including doing 95% of the work to create it. Thank

you, Heinz, for your support and hard work.

At the end of the award to Heinz, Larry asked Heinz's wife, Sylvia Nesson, to come join him at the podium. Larry then asked Peg Ryan and Eric Lewis to join them as well. Larry provided a special recognition to Sylvia and Eric for their patience and support while Peg and Heinz were working on the new website. ■

*Below, clockwise from top left: Greeters Peg Ryan, Cherie Reins and Kim Taylor; Judy Hervey and Linda Tracewell; Gary Feldmann announcing the May 2 Adopt a Road cleanup; Some of the perpetual awards; Mike Madrid and Brad Hedstrom listening to a story from Eric Lewis.*



# Meet Your 2020 Board of Directors

## STEVE MILLER, PRESIDENT



I can hardly believe that this is my 16th year as an Oregon Region Porsche Club member. As of this writing I am completing my second year as your vice president. In a few weeks I'll assume the presidency of the Oregon Porsche Region! Wow, 2019 came and went just like that. It was a very busy year with the club participating in dozens of events. The events included the Portland Auto Show, Historic Races at PIR, Forest Grove Concours, several Autocross weekends, Tech Sessions, Germanpalooza, Rose Cup, Porsche Beaverton launch of the new Porsche 992, Maryhill Loops Hill Tour, Northwest Passage, Christmas celebration, socials, and quarterly mixers. I'm sure I've missed something.

2020 looks to be even busier. We're planning to continue all of the above events and will be adding more driving opportunities and tours. We are, currently, offering a European River cruise which should be incredible. Winnie and I have done the Viking River Cruise from Amsterdam to Budapest. It's a trip that you will never forget! Oregon Porsche Club of America celebrates its 60th anniversary. We will begin planning something very special to commemorate this milestone. Watch the communications disseminated by the club as we will be calling for volunteers to help with the planning and execution of this very important celebration.

## LARRY HANNAN, PAST PRESIDENT

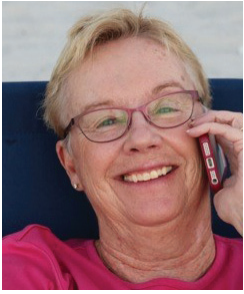


For my wife Cathy and me, the Porsche experience started with a trip to a car dealership in 2005 to look at a special edition of an Audi TT. Sitting on the showroom floor along with the Audi was a Guards Red 1995 Porsche Carrera cabriolet. After taking both cars out for a test drive, it was obvious which 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 in 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 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.



## PEG RYAN, VICE PRESIDENT



**T**his will be my 6th year in the club and I am excited to become your Vice President. I am active in almost all the events we do from Autocross, tours, SUV events, socials and many others. One of the other events I enjoy is our Spring Clean event, where you can get those bothersome nicks and scrapes fixed for very reasonable rates. I have three Porsches—a 2016 Midnight Blue Cayenne GTS, a 2016 Sapphire Blue Boxster S and a 2019 Metallic Black 911 4S. It is also my honor to be able to continue my work as Communication Director and manage the many formats for communication available to us. From the weekly email blasts, *Anzeiger* and the website, I hope you feel like you know what is going on in the club. As usual we have some great events planned for 2020. We will continue many of the same events as usual but look to tweak them to continue to fine tune the operations. We will test some new things as well including paying for your dinners ahead of time with your credit card. If you are willing to help with any of the events or communications vehicles, please let me know. Also, don't hesitate to reach out to me—you can always reach me on email at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org) or [communications@oregonpca.org](mailto:communications@oregonpca.org).

## 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." Many years later, 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. Recently, the path of fast cars got a little faster when we swapped out that 997 for a 991 2015 Targa 4S. How much faster, how many adventures, how many friends will this one bring? I can't wait to find out! I'm pleased to be joining the Board as Secretary. My background in marketing, interior design, and insurance (all detail heavy industries) will aid me in maintaining accurate records for the Club. I hope to see you out at our many events enjoying the lines, the sounds and the beauty of all things Porsche.

## 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 of last year's Cabin Fever Tour and will 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. While there are many ways to serve the Club, the role of treasurer matches well with my experience and "accountant-ish" proclivity to introversion.

## 2019 BOARD OF DIRECTORS, CONTINUED

### PHYLLIS THIEMANN, DIRECTOR



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 make a social committee to help plan events and look for venues and new volunteers. The thing that makes the events so special are 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 are coming up on our 60th anniversary commemoration this next year and would like to have some special recognition events as part of the festivities. I am looking forward to more ideas and volunteers to implement in 2020 and beyond. Thank you for helping us, the Board, to serve you, our membership.

### LARRY TRACEWELL, MEMBERSHIP DIRECTOR



I have had a passion for cars, driving and motor sports since I was young and have owned many and various high performance sport cars and motorcycles in my lifetime. My wife Linda (a PCA member in her own right) and I were seemingly born "car people," so it was only natural I/we would one day own a Porsche. After joining the Porsche Club and attending several Social events and Drives we were hooked on the activities and the people. We still look at each other all the time and say "We shoulda done this a long time ago!" As ORPCA Membership Director I hope Linda and I, along with the other Board Members and volunteers, can make your Porsche experience as great and rewarding as ours has been. Please look us up at our events if we haven't met yet and don't hesitate to contact me if you have any membership questions, and remember, "A Porsche odometer measures in smiles, not just miles!"

### HEINZ HOLZAPFEL, DIRECTOR AT LARGE AND WEBMASTER



In March 2017, I got lucky when I 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. A few months ago we replaced Sylvia's aging BMW 5-Series Sports Wagon with a 2018 Macan S. 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 we fell in love with the city in 2006 during a road trip in our beloved 1999 Miata (2500 miles up and down the West Coast and 95% top-down). 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 car'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. I focused on a low-overhead/low-maintenance architecture, the backend with new membership management and database management software, credit card processing capability, as well as front end, user interface and general design with focus on using the treasure trove of pictures generated by Harold Klein, our former club photographer. We now have the capability to collect membership dues via credit card as well as selling tickets for social

events and drives. The NW Passage 2020 was the successful trial run for tickets sold through the website. Another project I am working on, together with Eric Lewis, our Tourmeister, is to offer turn-by-turn navigation capability for our drives. After a benchmark between several apps, we settled on Scenic, an iPhone app originally developed for motorcycles. The trial run went through all of 2019 and the hard core test was done by nine cars attending the 2019 NW Passage; none got lost! Go to the Tour Library to learn more about the app! 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.

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## TREASURER'S MESSAGE

**Randy Homes**

### **Budget is in the Black, Thanks to Website Help, Popular Tours and Membership Growth**

**F**inancially, we began last year with some trepidation. We needed to upgrade the club's website, but the estimated cost to do so left the club with a significant projected loss in our budget. 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.

I am happy to report that because of the popularity and success of Autocross and the Northwest Passage tour, along with an expansion in membership, we finished the year in the black even after making \$6,500 in scholarship grants and contributions to local high school and community college automotive programs.

On Wednesday, January 23, Heinz Holzapfel was awarded the President's Award for the work he did on our website. His work saved several thousands of dollars through his personal effort in completing website upgrades that we originally thought we would have to pay a programmer to do.

Our club has a total membership of over 1,600 members and co-members. We had over \$140,000 in total revenue and operating expenses of a bit less. Following is a more detailed summary of our financial results and I encourage you to review it.

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. ■



# ORPCA Financials 2019

## ORPCA Financial Information for 2019

Submitted by Randy Homes, ORPCA Treasurer

	Income	Expense	Profit (Loss)
<b>Club Events and Tours:</b>			
Autocross	\$24,319	\$18,899	\$5,420
Northwest Passage tour	46,225	40,949	5,276
Other tours	3,184	1,819	1,365
Holiday party	7,800	12,515	-4,715
Summer picnic	4,042	5,541	-1,499
Other events	0	2,944	-2,944
	<u>85,570</u>	<u>82,667</u>	<u>2,903</u>
<b>Other Club Activities:</b>			
Anzeiger, calendar and directory	20,280	16,075	4,205
Membership	29,734	10,370	19,364
Subsidies from PCA	3,442	0	3,442
Miscellaneous income	1,500	0	1,500
Investment income	3,772	1,298	2,474
Unrealized gain on investments	9,602	0	9,602
Website upgrade and maintenance	0	7,226	-7,226
Other club expenses	0	9,842	-9,842
Income taxes on advertising	0	3,934	-3,934
	<u>68,330</u>	<u>48,745</u>	<u>19,585</u>
Operating income	153,900	131,412	22,488
Scholarships & donations	0	6,500	-6,500
Net loss	<u>\$153,900</u>	<u>\$137,912</u>	<u>\$15,988</u>

### Balance Sheet as of December 31, 2019

<b>Assets:</b>	
Cash	\$61,129
Investments	127,506
Accounts receivable	803
Deposits paid for 2020 events	<u>2,067</u>
	<u>\$191,505</u>
<b>Liabilities and Equity</b>	
Accounts payable	\$10,102
Deposits received for 2019 events	34,519
Other current liabilities	<u>1,330</u>
	45,951
Club equity	<u>145,554</u>
	<u>\$191,505</u>

## FEBRUARY BOARD OF DIRECTORS MEETING

Wednesday, February 12 | Dinner (for purchase) 6:00 | Meeting 6:30 to 8:30 p.m.

**Dang's Thai Kitchen**  
670 N. State Street  
Lake Oswego, OR 97034

All members are welcome to join us!

*Note: March Board Meeting is Wednesday, March 11*

# AUTOCROSS ANNUAL TECHNICAL INSPECTION

Saturday, February 8 | 9 a.m. to 12 Noon

**Matrix Integrated Downtown**

4000 SW Macadam Ave, | Portland, OR 97239

Our 2020 ORPCA Autocross season is coming. On February 8, the Annual Autocross Tech Inspection is scheduled from 9 a.m. to 12 noon. Jeremy Williams and his team at Matrix Integrated's downtown location have provided the Autocross group the use of his shop. If you want to do Autocross this year, this is a great place to start. Registration is now open. For more information and a link to register go to: <https://www.oregonpca.org/event/annual-autocross-tech-inspection>

Please have your car prepared and be ready to help out. Coffee and snacks will be provided!

This is a no fee event and only intended for our Autocross participants. ■



## QUARTER 1 MIXER—PLEASE JOIN US!

Sunday, February 9 | 2:00 to 5:00 p.m.

**Hopworks Urban Brewery (HUB)**

2944 SE Powell Blvd. | Portland, OR 97202



Join us for some food and drink at 2020's first Quarterly Mixer on Sunday, February 9. You do not have to register! Just show up.

These are no-host events with food and drinks available to purchase. Please note that no one under 21 can attend this mixer. ■



## FEBRUARY SOCIAL AND DINNER

Wednesday, February 19 | Social Hour: 6:00 to 7:00 p.m., Dinner: 7:00 p.m.

### **Gustav's Pub and Grill**

10350 SW Greenburg Rd. | Tigard, OR 97223

**J**oin us for the February Social and Dinner at Gustav's Pub and Grill in Tigard. Hosted by Cherie Reins and Peg Ryan, there will be a limited menu from which to choose. You will be able to pay on site with a credit card. We have room for 60 people.

You will need to order your meal ahead of time (except Appetizer). For all the information please go to:

<https://www.oregonpca.org/event/monthly-social-and-dinner-may-2/>

If you have questions please email Cherie at: [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org).

*NOTE: The March Social and Dinner is Wednesday, March 18. Look for more information in the weekly email blast and on the website. ■*



## PORSCHE AT THE PORTLAND INTERNATIONAL AUTO SHOW

February 20 to 23

### **Oregon Convention Center**

777 NE Martin Luther King Jr. Blvd. | Portland, OR 97232



**T**he Portland International Auto Show is the largest auto show in the Pacific Northwest. With more than 480,000 square feet of exhibit space, you will find over 600 vehicles from 35 manufacturers, the latest in car design and technology plus exotics from around the world. Get behind the wheel in one of our many Ride & Drives, watch live custom car builds, explore the latest advancements in electric vehicles and autonomous technology that will be here before we know it. There is truly something for all ages including a kids zone, virtual reality simulators, motorcycles and so much more.

We will have five of our member's cars showcased at this show. Our members are volunteering at the booth next to the cars. Stop by to say hi!

For more information on the Auto Show go to their website at: <https://portlandautoshow.com/> ■



## GARAGE TOUR: AVANT GARDE AND RON WADE COLLECTION

Saturday, March 7 | Starts at 10 a.m.

**Starts at Avant Garde Collection**

678 N Thompson St. | Portland, OR 97227



This garage visit includes a visit to Matt Crandall's Avant Garde Collection in the morning and the Ron Wade Collection (WAAM West) in the afternoon. We will meet at Avant Garde at 10 a.m. You will need to RSVP for this. For complete information and to RSVP please go to <https://www.oregonpca.org/event/garage-visit-avant-garde-collection-and/> ■

## ANNUAL PORTLAND WINTERHAWKS HOCKEY NIGHT

Saturday, March 8 | 5:00 to 8:00 p.m.

**Moda Center**

1 North Center Ct. St, | Portland, OR 97227

Come see exciting Winterhawks action as they take on the Royals from Victoria, Canada. The puck drops at 5:00 p.m. on Sunday, March 8 at the Moda Center. Right now, the Winterhawks are number 1 in their division. Victoria is number 1 in their division. After this game there will only be two games remaining in the regular season. It should be a great game! Come see ORPCA recognized in lights on the Jumbotron. For all the information and how to sign up go here: <https://www.oregonpca.org/event/6th-annual-orpca-portland-winterhawks-hockey-night/> ■



# SAIL THE BEAUTIFUL DANUBE RIVER

October 21 to October 28



ORPCA member Julie Madrid has arranged an eight-day river cruise from Nuremberg to Budapest in October of 2020 for Oregon Region members. She is also offering a pre-tour option of touring the Porsche Museum or Factory in Stuttgart. If you are interested in these, please contact Julie by February 21 at 971-319-4151 or [julie@vacationsinspired.com](mailto:julie@vacationsinspired.com). For more info go to: <https://www.oregonpca.org/delightful-danube-2020/> ■

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BY THE ENTHUSIAST.*

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“Celette” Dedicated Fixture straightening system. We have factory exact fixtures for most Porsche, Ferrari, BMW & Mercedes models new & old. Few Oregon shops have a Celette or Carbench. Ours have been in use since 1997, most of the others are new. Experience? You do the math.

**Factory Certified Paint**

“Glasurit” Refinishing System. The exclusive only paint specified by Porsche, it’s the paint that is on new Porsches and has been for years. Why accept anything else?

**Factory Certified Wheel Alignment**

“Beissbarth” Germany’s finest alignment equipment. To get that Factory Exact alignment, or to align highly modified suspension we trust Beissbarth’s accuracy.



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# Anzeiger Marketplace

## CARS FOR SALE



1997 Carrera-S for sale. This car was purchased by me from the showroom floor at Circle Porsche, Long Beach CA. twenty years ago. Upgrades include custom Fikse Wheels, Bilstein Coil Over Shocks, & Sway Bars. This last of the air cooled era has won several concours awards and has been highly maintained. Stored in heated garage in the winter. COA, records, and photos available.

Price: \$97,000. Black on Black. Mileage 79,000. Contact: Mike Sampson, 714-322-4112 [mike@alpinehardwoods.com](mailto:mike@alpinehardwoods.com) (1/20)

## MISCELLANEOUS

3 volume set "Porsche: excellence was expected" by Karl Ludvigsen. This is the 2003 edition that has 1574 pages and covers Porsche history through 2002. This set is in "as new" condition with dust jackets and hard case included. Volume 1 was signed by the author on Sept 16, 2003. Asking \$400.00. Bob Ellis [bob@kelandscapedesign.com](mailto:bob@kelandscapedesign.com) (12/19)



Custom Oregon plates, perfect for your 550, 917, 914, or Boxster. Immaculate condition - always garaged, never raced. \$250/pair. Don, [BarkerInstitute@gmail.com](mailto:BarkerInstitute@gmail.com). (11/19)

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

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

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

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue and are subject to space availability. Make checks payable to Oregon Region PCA and mail to PO Box 25104, Portland, OR 97298. ■