

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | MAY 2020

Oregon Region
Porsche Club of America

60

1960 - 2020



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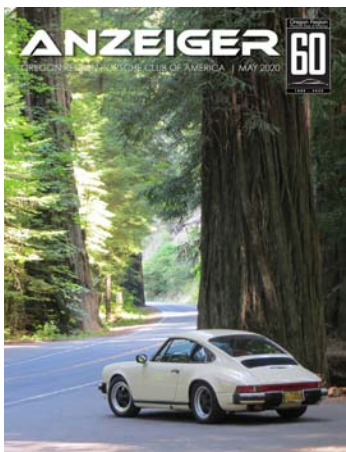
OUR PORSCHE STORIES

Lori Brown



COMING EVENTS

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Wednesday, May 13



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ON THE COVER

The California Redwoods are a beautiful backdrop for a stunning 911 SC. Photo by Bob Ellis.



ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 60 | NUMBER 4 | MAY 2020

ANZEIGER NATIONAL AWARDS

FIRST PLACE 2017 National Newsletter
Contest, Class V PCA Region

FIRST PLACE 2008 National Newsletter
Contest, Class IV PCA Region,
THIRD PLACE Best in PCA

THIRD PLACE 2006 National Newsletter
Contest, Class IV PCA Region

PAUL HEINMILLER TROPHY Best in PCA 1971

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

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EVENTS, OREGON REGION AND BEYOND

Please see below for the events that have been cancelled.

The board will decide in the May Board meeting what to do about events in June.

MAY, 2020

- 2 Adopt-a-Road **Cancelled**
- 9 Arrive & Drive **Cancelled**
- 10 SUV Unexpected Tour
Cancelled
- 13 Board Meeting
- 17 Autocross #3: PIR
South Paddock
Cancelled
- 20 Social and Dinner
Cancelled
- 19, 20, or 21 Midweek
Casual Drive **Cancelled**
- 31 Tours Training Class
Cancelled

JUNE, 2020

- 10 Board Meeting
- 13 Arrive & Drive
- 14 Autocross #4: PIR
South Paddock
- 17 Social and Dinner
- 21-27 Porsche Parade:
Palm Springs, CA **Cancelled**
- 23, 24, or 25 Midweek
Casual Drive
- 25-28 Northwest Passage
**Note: NW Passage for 2021 was
already planned, so the 2020 event
will be held in 2022.**

JULY, 2020

- 8 Board Meeting
- 10-12 Corral at Rose Cup
Races, PIR **Cancelled**
- 11 Arrive & Drive
- 15 Social and Dinner
- 18 SUV Long Beach Tour
- 19 Autocross #5: PIR
South Paddock
- 19 Porsche Corral at
Forest Grove Concours
Cancelled
- 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 #6: PIR
South Paddock
- 18, 19, or 20 Midweek
Casual Drive
- 22 Porsche Day at Cars & Coffee
- 19 Social and Dinner
- 30 A Taste of Motorsports, PIR

SEPTEMBER, 2020

- 9 Board Meeting
- 11-13 Grand Prix of Portland—
NTT IndyCar Series PIR
(Note new date)
- 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 #7: PIR
South Paddock

OCTOBER, 2020

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

NOVEMBER, 2020

- 11 Board Meeting
- 18 Social and Dinner

DECEMBER, 2020

- 5 Holiday Party
- 9 Board Meeting



50
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and running strong



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at our *NEW* facility."**

Ed & Phyllis -



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WELCOME TO OUR NEW MEMBERS!

Brent & Marilyn Hicks
Aberdeen, WA
1959 356

David & Ann Palmer
Sherwood, OR
2012 911 Carrera 4 GTS



Larry Tracewell
Membership Chair
membership@oregonpca.org

OR PCA LOCAL SUMMARY

Primary Members: 636
Associate Members: 444
Total Local Members: 1,080

PCA MEMBERS IN OR REGION

Primary Members: 1,054
Associate Members: 675
Total Region Members: 1,729

NATIONAL PCA SUMMARY

Primary Members: 86,314
Associate Members: 47,555
Total National Members: 133,886

ANNIVERSARIES

45 YEARS

R. & Margot Peralta

40 YEARS

Stephen & Vicki Harsch

30 YEARS

Hal Olson & Elsie Chan
Robert & Esther Pyle

25 YEARS

Andres Sulla & John Jacobson

20 YEARS

Anthony & Susan Aguire

15 YEARS

Gayle Kovacs & Don Crawford
Nathan & Tammy Fekete
Richard Thomas & Pamela Mason

10 YEARS

David & Karole Wilson
George & Donna Fogg
Richard & Ryan Foster

5 YEARS

Anson & Katie Lytle
Pat & Sandy Heffron

ADVERTISER INDEX

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5	Matrix Integrated (Westside)	503.747.5780
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It's Springtime in the Northwest ... Time to Hit the Road!



Photo by Harold Klein

This spring, Marque Motors can provide your Porsche with everything it needs to be ready for twisty roads after a long and cold winter. Make an appointment and we will check your battery, tire pressures, change the oil and check all other vitals. It's our shop's mission to keep your car in tip-top shape as you hit the road. And remember, we have been working on air-cooled engines since they were new.

If you've been driving all winter, now is a good time to ensure your car is up to date on maintenance, check for stored fault codes (if applicable), and keep your Porsche safe for you, your family and other drivers on the road.

Valuable offers for ORPCA Members!



Spring Season Offer

All Porsches, Free set of front windshield wiper blades with the purchase of an oil/filter change service.

NO CASH VALUE. CANNOT BE COMBINED WITH ANY OTHER OFFER.
COUPON MUST BE PRESENT AT TIME OF PURCHASE.
ONE COUPON PER PERSON PER VISIT. NOT VALID WITH TOWING, VEHICLE INSPECTIONS
&/OR SUBLET PURCHASES. NOT VALID WITH OVER THE COUNTER PARTS. Expires 6/15/19

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when you show your
ORPCA membership card.



No cash value. One discount per purchase. Cannot be combined with other offers. Will not refund discount; must be used at time of purchase.



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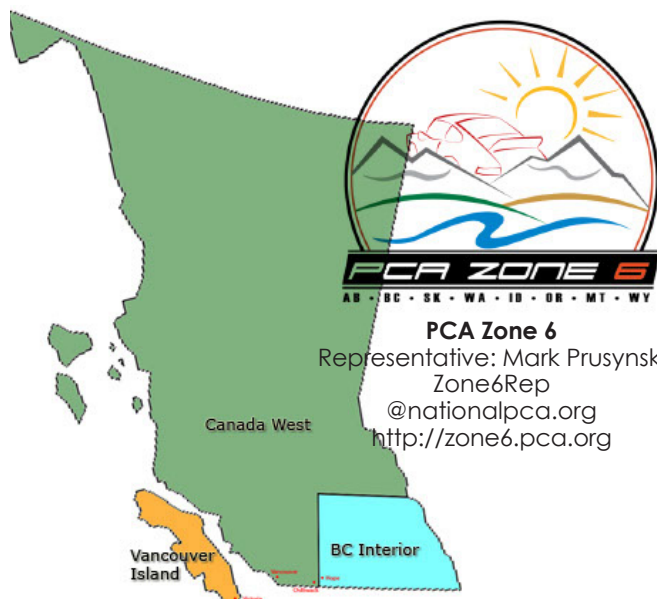
Performed at Marque Motors

Porsche Club of America

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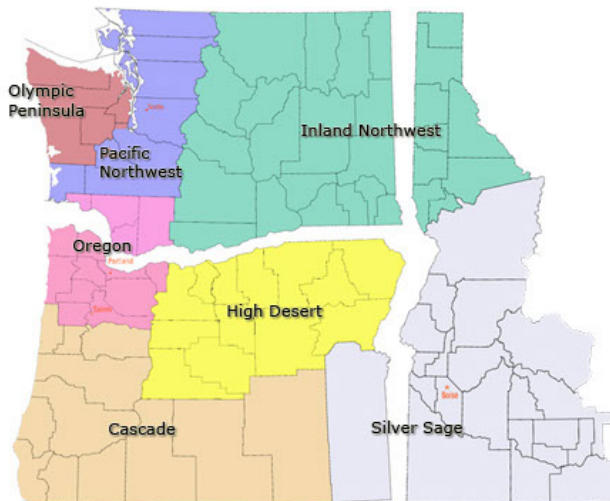
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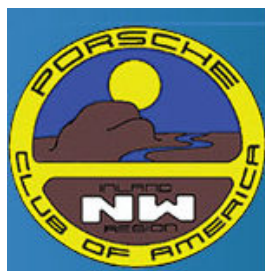
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PRESIDENT'S MESSAGE

Steve Miller

Article Sparks Comments; Why We Can't Organize Drives

Greetings once again from the compound at Millerdale. Like many of you, we continue to reorganize closets, kitchen cabinets, and garage storage. We also have managed to restock our Costco paper products including the all-important toilet paper. I hope you are doing well and moving through YOUR "to do" lists.

Last month, *Anzeiger* featured an article titled "Taycan Launch Spurs Thoughts on Sustainability." We heard from several members that strongly disagreed with the author's discussion of carbon neutrality and the proposed use of carbon credits. Their primary concern was that some of the article was based on opinion. I want you to know that this article does not represent a policy position of the Oregon Region Porsche Club of America. It is, however, the author's opinion of the effects of the internal combustion engine on our environment and a way to mitigate those effects.

As a club we represent a diverse community of enthusiasts with equally diverse opinions on just about everything. We, as board members, need to be more sensitive

to that fact. Please be assured that we will be more vigilant screening content of our printed and electronic media in the future. To be clear, we will label it as "Opinion" when necessary.

On another topic, we have had several questions about why we can't organize drives with small groups just to get us out driving our Porsches. The reason is that we must follow the directives of our governor and the rules set forth by national PCA, which provides our event insurance. It is an issue of liability. Individuals may, however, create their own drive without violating the rules. Don't forget there are a number of tours on our website: <https://www.oregonpca.org/home/tours/route-library/>. Please note that you need to be logged into the website to get to these.

If you're still looking for something to pass the time, try reading those Porsche books on the coffee table, clean your barbecue, or plant some flowers. There is lots to do! I'm currently building a new garage in between rain showers. You gotta love Oregon!

Above all, please be safe. ■

FROM THE EDITOR

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



New *Anzeiger* Features, and a Heritage of Recognition

Each year at Parade the National Porsche Club presents awards in a number of categories to regions and individuals. One of these awards is for the best overall newsletter.

I recently spent two weeks judging 26 Class IV newsletters from 13 regions across the US. (Note: Our Newsletter is in PCA Class V, which is 800

members or more. Class IV is 400–799 PCA members). Newsletters were ranked on: Information and Navigation; Overall Layout and Appearance; Editorial Commentary; Event Publicity and Follow-Up; Photography and/or artwork; Technical Articles and Automotive Tips; Features and Article Contributions from Members; and General Scope and Variety. I saw the good and the bad. But I found some things that I thought we should add to our *Anzeiger*. You will see evidence of this in this month's issue.

I also added information on our PCA Zone. The PCA is divided into 14 zones with a representative for each; we are one of 10 regions in Zone 6. Mark Prusynski is our representative and I have added his information to page 4, as well as featuring Zone information, including each president's contact information, to page 10.

The table of contents now includes *Anzeiger* contributors. I think it is important to recognize these members. I also have added our award-winning history to the impressum. I went back and researched what our newsletter had won over the years and found some fascinating heritage for our newsletter:

- First Place 2017 National Newsletter Contest, Class V PCA Region
- Third Place 2006 National Newsletter Contest, Class IV
- First Place 2008, National Newsletter Contest, Class IV and 3rd Place in Best in PCA
- 1971 Paul Heinmiller Trophy —Best in PCA. Editor was Vic Kreimeyer

FYI, I submitted two 2019 *Anzeigers* to the National contest this year. Heinz Holzapfel submitted our new website into the National website contest as well.

We will see what happens at the end of June.

I want to thank those who sent articles and other fun things to put in the May *Anzeiger*. I always try to find interesting things for both the email blasts and the newsletter.

Please be safe and take care of those around you and those you love. You can always reach me at communications@oregonpca.org. ■





FROM MY PERSPECTIVE

Mike Stack

Top-Down Driving in the Days of COVID-19

Since that depressing Friday in mid-March when Governor Kate Brown said those fateful words, (I'm paraphrasing here) "Stay the heck in your houses, don't go out unless it's to the store, work from home, wear a mask, don't touch your face, yada, yada, yada," I have only ventured out a few times. I mostly go to my office for needed work and in my commute I have seen a few Porsches and unfortunately, I wasn't one of them. It was fun getting out of the house and yes, I had my glad bag with Clorox wipes, hand sanitizer and mask.

We are ultra-vigilant in keeping that pesky COVID-19 away from us and a big reason is that my mother-in-law is 93. She still lives alone, about a mile from us, and we order her food these days and sanitize it and take it to her with only air hugs. We are doing everything we can to keep her safe.

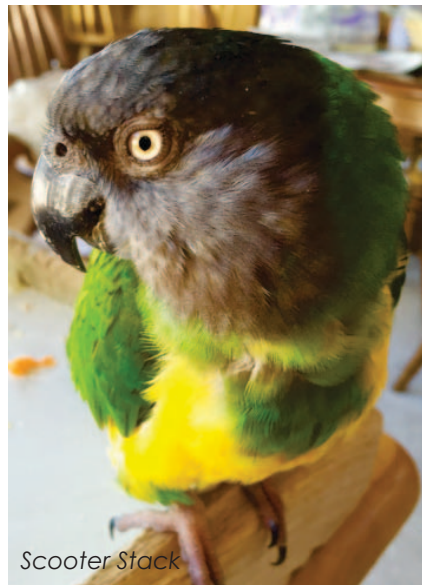
Good Friday, April 10, was one of those nice sunny days and I had to pick up a prescription for our Senegal Parrot, Scooter (I was the sacrificial family member to go out for the sake of keeping Scooter healthy). While out, wishing I was in Pepper (our Boxster), I did happen to see several other Porsches: a silver Boxster S, top-down and a blue 911, top-down. They must both be club members because they gave each other "the Porsche wave" (see my article May 2019). Seeing this warmed my heart.

Two people I know who both own convertibles asked about convertibles and COVID-19 (remember we're ultra-vigilant on this COVID thing). Here is the question: "Aren't you worried when driving with your top-down, that someone in a passing car with COVID-19 may sneeze out their window and then you drive through their

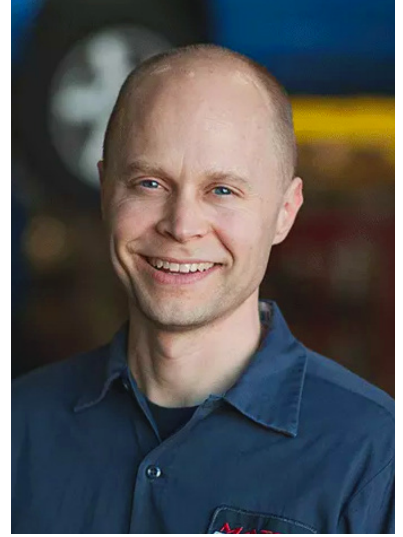
sneeze cloud and possibly catch the virus?" Okay, the mathematical statistics would be astronomical that you would catch the virus that way. Now, once a thought like that has been placed in your head it lingers, the logical side of your brain says it's a statistical impossibility. The emotional side says, just one tiny speck and you could be a statistic. It is a horrible thought that takes the fun out of driving a Porsche with the convertible down during a pandemic.

What does a faithful Porsche owner do? Here's what I think. If it's nice on Saturday, I'm taking Pepper out since my soul aches from not driving her on nice days. I'll probably wear a face mask and drive fast enough so that should someone sneeze out their window, the virus will get sucked into the vortex, pulled over my head and land safely on the ground and die.

The moral of the story, be vigilant and safe. Drive your car; it's good for your spirits. ■



TECH TALK Jeremy Williams



Porsche Activities in the Time of Social Distancing

Jeremy Williams provided a lighthearted look at things you can do and things you can do to your Porsche while social distancing:

- **Detail it!** Currently we're all reminded how much we need to be keeping our hands, homes, work-spaces, etc clean. Your Porsche should be included! Even if you're not driving it during this time, it can still use some attention to detail. Concours level optional.

- **Take care of any deferred maintenance.** Whether this is done on your own, or having your trusted shop perform it, having downtime with your vehicle allows you to get any maintenance or repair related work taken care of now, so that your Porsche continues to be reliable (and fun!) for you and your family.

- **Drive it!** The roads are clearer than ever. It might be a good time to go for a scenic drive, as long as you

stay in your vehicle.

- **Take pictures of it;** to hang on your garage wall, share with other Porsche friends, get a new coffee mug or t-shirt made!

- **Photoshop a picture** of another Porsche onto the side of yours, like this; https://macnugget.org/albums/cars/747319063_f0626c0a72_b.sized.jpg. How many different Porsche models can you possibly fit onto the "footprint" of yours?

- Sit in a comfy chair and **ogle at the beauty** of your crafted German machine. Best to be paired with a beverage of your choice.

- Perfect your **Dukes of Hazzard hood slide**. (This is only recommended if you have a Porsche with existing patina, or you want to add new patina to your Porsche).

Whatever you might choose to do with your Porsche during this time, remember to love on it and enjoy it! It will be able to join its other Porsche buddies again in the near future. ■

Jeremy Williams is the Oregon PCA Technical editor. He co-owns Matrix Integrated Inc. (<http://www.matrixintegrated.cc/>) with his brother Justin. Jeremy can be reached at techeditor@oregonpca.org.



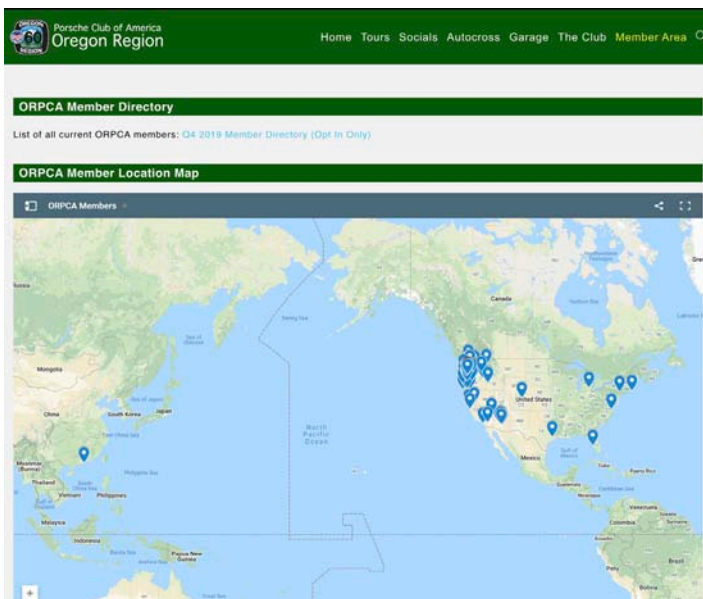
Website Features Directory with Member Map

BY HEINZ HOLZAPFEL

Have you ever wondered how many fellow ORPCA members live in your neighborhood? There is a helpful feature on our web page to help you answer this question!

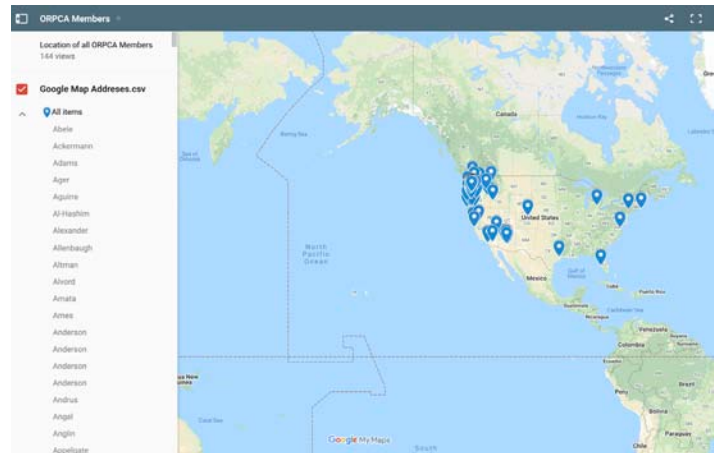
Log in to our web site to get access to the Member Area and select the Member Directory submenu item. This will show a global map of all our members.

Surprisingly, there are quite a few members outside the greater Portland area. The displayed map is a custom Google map, but supports all Google map features. You can use the zoom icons on the lower left of the map plus dragging the map with the mouse over the map and clicking the left mouse button to zoom into any area you want to see in more detail.



You also can search for members by name. Click on the icon on the top left grey bar of the map and an additional window moves in. Click on the little down pointing arrow to the left of "All items" and a list of member last names is displayed.

You can scroll through (there is no search field yet) and find a member's family name, then click on the family name and you get the key information about the member (the picture to the right shows my data), including address, phone number and email. This information is only available to logged in ORPCA members, not to visitors to the web site that are not logged in.

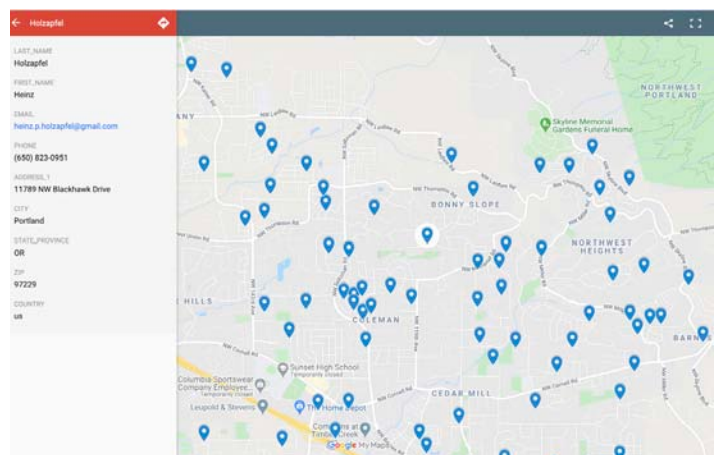


You also can get directions to the member's address by clicking on the "Directions Icon" on the right in the red bar that shows the member name. This opens a normal Google map and, after entering your start point, will provide you directions and a route.

You can click on any location icon to see who is living close to you, or in a selected location. For example, you could check what members live at or close to the route of your road trip. The club had planned (and now cancelled) a spring tour to Walla Walla and the plan included a member living in Walla Walla joining us for dinner.

I would like to thank Bob Ellis who proposed this feature for the website. If you have any ideas or features you feel are missing, please let us know! ■

Editor's Note: Thank you, Heinz for creating this excellent tool for the web.



A Look Back to (Pre-COVID-19) May, 2019

... And Our First AX Double-Header!

INTRODUCTION BY ERIC FREEDLE

We are all without a doubt, looking back into our memory banks and trying to relive some of our more “normal times.” Perhaps this was one of those moments, when for the first time our Autocross Team was to put on a “double-header”—a phrase commonly used to describe when a baseball team would play two games on a single day. Not many other sporting events actually would attempt to do this, due to fatigue of the players—not to mention the fans, who can’t sustain that level of attention!

Why might we even attempt to do a double-header in the first place? Well, for those who may not know, PIR is a very busy place in April. The annual HUGE PIR/Expo Auto Swap Meet is always held the first weekend, then there is Easter weekend (when, in recent years, PIR has closed the track down), the Porsche Pirelli Challenge Races, and SCCA races. This has made it difficult to get the “pavement” we need to hold one of our events. So, let’s do a double header in May—that will work right? So, for those who are keeping score: for a typical autocross event, the team will arrive between 6 a.m. and 7 a.m., depending on their duties, and we run from 9 a.m. to 1-ish. Then there is course take down, loading up the AX trailer and then returning the trailer to storage—and perhaps some “bench racing” after that. We had to keep our eye out for how far out we pushed this double-header event, and not be driving home with the sun setting.

Fortunately, we have some techies on our team that can deal with the details of trying to convince our computer software that we are going to have such an event. In addition, we wondered whether we would have everyone leave the facility and go get lunch? Well, NO! With Autocross there is the steadfast work/run concept! We needed to change the course design enough to make for an interesting second event, so needed to feed these folks to get them to stick around and make the necessary changes, and give them time to walk the course inspection. Our timeline was to get the second event started by 2 p.m. Remarkably, we were pretty close to our start time to run approximately 60 cars (with each getting seven runs), due to our techie team!

Yeah ... So, we did manage to pull off the double header—but, it did take “some meat off the bone.” Remember those all-nighters in college? I believe we did manage to wrap it up by around 6 p.m., and do the above listed tasks required after each event. I don’t believe there was any extended bench racing that day!

So, will there be another AX double-header in the future? Probably not, but never say never. We have found other locations to run in order to avoid that. Remember, we are not college kids anymore—WHAT?!

Now I return to current time—and perhaps I should get myself a “quarantini,” as it’s known that alcohol does kill germs! And, I may even clean out another closet...

Enjoy the article! ■

Autocross #2 and #3: A Challenging Double-Header in the Sun

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY OLIVER BOHMAN

The doubleheader Autocross on Sunday, May 4 was challenging. Anson Lytle, our registration chairperson had a heck of a time getting our registration from Motorsportsreg.com and our timing equipment gave the team fits. Our thanks to the team for working through the issues and getting us all running. It was also challenging for those of us who ran both events—It was exhausting to run up to 10 times in one day! I think we all slept well that Sunday night. One good thing: the weather was sunny and warm; a good day for autocross.

By the end of the day, Dan Bullis was the fastest in his 2015 Corvette Z06. In AX2 he and James Paulson, in his 2018 Mustang GT, were only .05 seconds apart. In AX3, the difference was 0.4 seconds! There were five Porsches behind these two with

Anson Lytle taking the lead in AX2 and Tong Qi leading the way in AX3. The competition in S01 is exciting, with Peter Burke and Diane Scott less than a second apart, with Bryce Berderka, John Johnson and Rick Wilson right behind them.

If you haven't been out to an autocross, come join us for some exciting racing! ■

MORE PHOTOS ON PAGES 17 AND 18



Class	Driver	Car	Points (out of 30)
I01	Cary Kutter	1978 Porsche 911	30
I02	Anson Lytle	2016 Porsche Cayman S	28
P02	Vadim Gruntkovskiy	1999 Porsche Boxster	27
P03	Eric Hoff	2008 Porsche Targa 4S	26
P04	David Story	2017 Porsche 718 Cayman S	30
S01	Peter Burke	2002 Porsche Boxster	28
S02	Charles Jarvie	2004 Porsche Boxster S	25
S03	Gary Feldmann	2013 Porsche 911 Carrera	22
S04	Tong Qi	2019 Porsche GT3 RS	30
V01	Todd Etchieson	1980 Porsche 911 SC Targa	30
NPA	Ben Mason	2017 Ford Focus RS	30
NPF	Marco Cua	2014 Ford Focus ST	20
NPM	James Paulson	2018 Ford Mustang GT	30
NPR	Dan Bullis	2015 Chevrolet Corvette Z06	30

Top: Anson trying to get all the registrations working. Above: Roy Johnson's "duck yellow" car on the course.

Enjoy more photos from this event at our Smugmug site: <https://orpca-pix.smugmug.com/2019-Events/Auto-cross-2-May-5/>

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

AUTOCROSS #2 AND #3 (MAY, 2019), CONTINUED

Clockwise from right: Eric Hoff setting up the numbers; Cone still standing after being battered by the cars; Gloves ready to help grip the wheel; Eric Freedle setting expectations; James and Danielle Paulson walking the course.





Top: On the grid, waiting for the start. Left: Thumbs up from Eric Hoff. Below left: Phil Melahn is always fun to watch. Below right: Jon Zweiger kicking up some dust.



A sim racing setup.



Leidenschaft fur das Fahren! (Passion for Driving with Sim Racing)

STORY AND PHOTOS BY SCOTT FARIS

The title of this article is German for Passion for Driving! So why this article right now? Because it is about something we love but can't really do right now. Unless you call a grocery run at 7:00 a.m. a drive. And if you have a race car in your garage? Forget it. Who knows when it will make it to the track this year? If, like me, you're looking for a way to scratch that itch while sheltering in place, I have an idea for you. It's called *sim racing*, which is short for simulated racing.

So, what is simulated racing? It is real competition against real competitors using simulated cars and tracks online on a PC. The most well-known version of it is from a company called iRacing, and lots of

their races are running on YouTube and other media right now, including the first-ever simulated Indy Car race broadcasted on NBC Sports Network. Yeah, the same network that broadcasts the real thing.

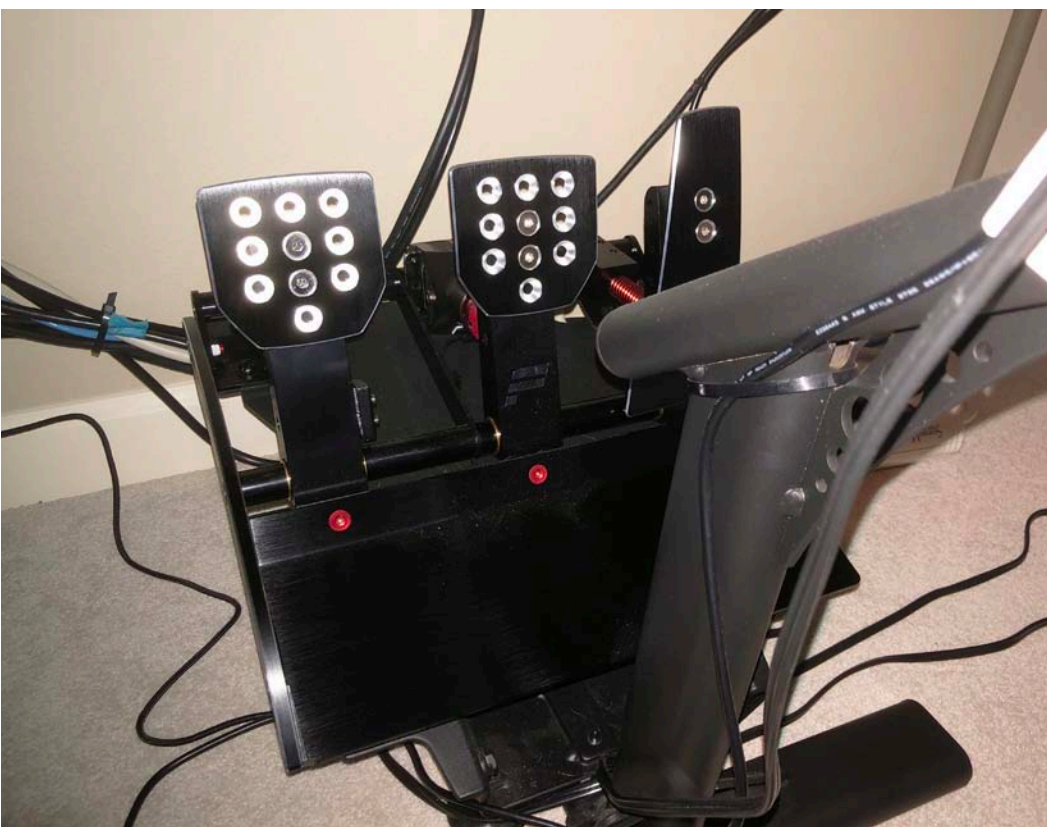
Why would a real-world car person like you consider doing something that only exists in cyberspace? Two words: reset button! Well actually, the reset button is really handy, but there are a lot more reasons than that. Mostly, it is a hoot, but it is also way cheaper compared to the real thing. No tires or brakes to buy and no expensive agricultural excursions. It's also safe—it can be done in the comfort of your shelter-in-place living room; it incorporates skills you can transfer to your real driv-

ing environment; and, at least with iRacing, you are not racing against computer-generated competitors. Your competitors are real people using their real names, who live all over the world.

Though the cars and tracks are digital, it is not a video game like an arcade or Gran Turismo. There are rules to keep it fun and fair, and cars incur virtual damage, so you have an incentive to stay on the black stuff and not hit other drivers or stationary objects. In iRacing, you can drive sports cars such as Porsches, Mustangs, Ferraris, BMWs and Miatas. There are also sports racers like the SCCA's Spec Racer Ford and prototypes like the Porsche 919. But you can also drive open-wheelers ranging from the under-powered and chronically under-steering Skip Barber cars to Formula Renault, Formula 3 and F1 cars. And for you NASCAR fans there are plenty of cars that only turn left. All the cars

run on sublimely digitized versions of real tracks all over the world.

The series that I am currently greatly enjoying is one sponsored by our very own PCA, called PCA Sim Racing. It uses a fixed setup 911 RSR which is fun to slide around corners. This series is considered a league within the iRacing organization. In addition to the leagues, iRacing also runs many of their own series that anyone with an iRacing membership can run. There are several things I like about the PCA league, including their well-organized structure (would you expect anything less from a German car club?), their very courteous and friendly drivers, and the fact they have multiple classes from rookies to pros based on sim racing skills. They broadcast their races each week on YouTube and they are supported by the national PCA organization. As a guy who isn't very computer or mechanical engineering savvy, I also like the fact



Sim racing pedals.

it is a fixed setup series. But for those who do have such savvy, there is a huge variety of setup changes you can do on your own.

So far, we've covered the what and the why of sim racing, but we haven't talked about the how. Well here's how you do it. For starters, you have to join iRacing on a monthly, quarterly or annual subscription. iRacing also requires you to buy the cars and tracks you want to run, although a few free ones come with your membership. All details are on www.iRacing.com. You also need a high-speed internet connection and I recommend a wired versus wireless

at Best Buy or Fry's.

As shown on the photos, my PC is a dedicated gaming PC that serves as the brain for all the cables. I also have a Playseat to sit on and to which the wheel and pedals are mounted. I have triple monitors to project a larger image and my wheel is a Thrustmaster, while the pedals are from Fanatec. The pedals use something called a load cell which offers much more brake feel than starter sets. Notice you will need to learn to left foot brake for the best lap times. (I wonder why it is so easy to left foot brake in the sim but so not easy in the real world?)

WHY WOULD A REAL-WORLD CAR PERSON LIKE YOU CONSIDER DOING SOMETHING THAT ONLY EXISTS IN CYBERSPACE? TWO WORDS: RESET BUTTON! WELL, ACTUALLY, THE RESET BUTTON IS REALLY HANDY, BUT THERE ARE A LOT MORE REASONS THAN THAT.

connection since the sim uses a lot of bandwidth. You also need some equipment. At a minimum you will need a PC with enough graphics and processing power to run the sim. I put my own together based on a component shopping list from iRacing, but I had a lot of help from a computer engineer friend and a guy I know at Fry's Electronics. But you can also buy a PC that is designed for gaming. You also need a monitor, a wheel and pedal set, headphones with speakers and a microphone and something to mount the monitor and wheel and pedal set on which could be just a table and a chair.

I've been doing sim racing for a while and have added a few extras over what you can get started with

One thing I don't have is a fancy motion sim rig to put everything on. But you don't need one to have a lot of fun and be competitive. I just have a card table for the monitors and keyboard.

With PCA support already in place, all you need to go sim racing is the iRacing membership and some sim racing equipment. If you want to get started but have questions, contact me at safarismotor@gmail.com.

Until then, exercise your *Leiden-schaft fur das Fahren!* (I know "fur" needs an umlaut but where do you find one on an Englisher keyboard?)

Aufwiedersehen. ■

A Drive-By Birthday, Porsche-Style!

PEG RYAN, VICE PRESIDENT/COMMUNICATIONS DIRECTOR

I got an email from Larry Tracewell on April 6 with this message: "This is Deb Owen, wife of Bob Owen. Tomorrow is Bob's 55th birthday. I just had this crazy idea ... what if we could arrange for a couple friends, especially our Porsche buddies, to cruise by our house tomorrow all at the same time and just give Bob a beep-beep for his birthday? ... If it's something you might be interested in helping me with, please let me know. And if you can gather any other Porsche friends that might wanna just get out for a quick spin...please add them to the fun."

Well, I was looking for a reason to get out and do something, so at 4:30 p.m. the next day, Eric and I headed out in the 911 (we call her Laurel). This was the first time she had been out since last October, I think.

We got there around 5 p.m. Low and behold there were Bob and Deb, outside waving to anyone driving by. We had a sign that I held out the window on the way by the first time except it was upside down! So, we had to go turn around and drive by again. This time Eric held it out right side up. Deb texted me later that Bob was thrilled and had lots of fun! ■



Above and left: Neighbors and friends stopping by to say happy birthday. What is that on the lawn? Nowadays this is a great gift! Right, top to bottom: Peg and Eric first-time by—"Happy Birthday Bob" was upside down! Eric got it right the second time; Red 944 going by! What is out the window of the car going by? Oh my, it's Bob with a mask! Happy Birthday, Bob!



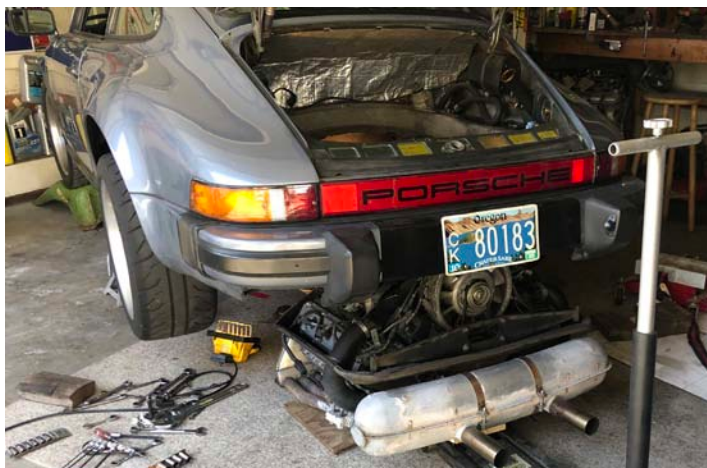
Members Share Photos of Activities While Distancing

BY PEG RYAN, VICE PRESIDENT/COMMUNICATIONS DIRECTOR

Editor's Note: In a recent email blast, I asked for photos and stories about what members have been doing with their Porsches, and I have received several responses! I also submitted some to National PCA for the new "From the Regions" section that will be in the June issue with the theme "This is what regions and/or individual region members did with their Porsches while social distancing." Keep sending them to Communications@oregonpca.org.

PETE LIBKE: GARAGE WORK

Pete Libke sent in this picture of his work in the garage on his 1983 911SC. The original Southern California owner drove it over 300,000 miles and in 1988 did a 3.2 conversion. Pete bought it in October, 2008. The odometer stopped in the summer of 2015 at 409,000. Pete loves to autocross this car and do HPDE events.



DAVE VISSE: FATHER/SON PORSCHE DRIVE

This is from new member Dave Visse, who recently did a father/son day of enjoying the Porsche brand. Dave's 83-year-old dad, Hy, owns a 1957 Speedster, which he purchased in 1970 for \$1,100 and the motor lasted an entire week before it blew! He then argued with the guy he bought it from and the seller gave him \$150 to fix the motor. With the \$150 he purchased the parts and rebuilt the motor in his garage. The Speedster had a restoration done locally back in 1987-1988, and it still looks great. The 997 is Dave's first Porsche, purchased this year with 33,000 miles. It's a 2007 4S and is now his daily driver.

JEREMY WILLIAMS: TAKING THE CAYENNE TO THE SNOWY WOODS

He says, "Thanks to my Cayenne for helping us social distance in the woods!"



STEVEN FOLKESTAD: SCENIC DRIVE TO A CLOSED ROAD



These are from Steven Folkestad. He has been using his personal quarantine quarters to enjoy the outside. It is a 2018 Porsche 718 Cayman, Sapphire Blue with 9600 miles, saddle leather interior, PDK, and heated seats! The picture on the top left is from a recent drive on the Clackamas River Rd (NF-46) from Estacada to Detroit. The top right is from the Top of Hells Canyon Dam looking south. The one on the bottom was taken on the Cascade Highway, south of Silverton.

MOLLY MCFERRAN: SOCIALIZING FROM A DISTANCE IN SANDY

Molly says, "I did get out a couple weekends ago with just two friends (and we stayed far apart when out of our cars!). One of them had just gotten his first Porsche, a Hybrid Cayenne, and wanted to learn what it felt like to drive it on some curvy road—needless to say, he is now in love. We drove some Clackamas County roads out to Sandy to patronize a small local business that is trying to stay open during all of this."



Time at Home? Here's a Car Make Quiz ...

Free free to print this page and jot down your responses. Answers are on page 29.

- | | | | |
|-----------------|-------------------|----------------|-------------------|
| 1. ETECRHLVO = | 13. SLXEU = | 25. SIROMR = | 38. YTOTAO= |
| 2. AKSDO = | 14. BASA = | 26. NLACMER= | 39. NATPEAR = |
| 3. LPOE = | 15. UPETOGE = | 27. TIINIIFN = | 40. ELGYE= |
| 4. IDAU = | 16. UTLARNE = | 28. TSOLU = | 41. HSIBUSIMIT = |
| 5. UZIUS = | 17. ONTRPO = | 29. LNETEBY = | 42. OEMRFAAL = |
| 6. UCRAA = | 18. EDWOAO = | 30. IRATASME = | 43. HAIATDUS = |
| 7. RBSUAU = | 19. TIOCNER = | 31. RFEIARR = | 44. CEHSRPO = |
| 8. RAGAJU= | 20. HUMPRTI= | 32. DHNOA = | 45. NIADYHU = |
| 9. PEJE = | 21. ALICALDC = | 33. SNNSIA = | 46. ITABGTU = |
| 10. AZMAD = | 22. IATF = | 34. DELNOH = | 47. MBALNIHGROI = |
| 11. IMNI = | 23. RASONTATNIM = | 35. RFDO = | 48. CRLOSEORYL= |
| 12. DOVLNARRE = | 24. ESERMCDE = | 36. OLOVV = | 49. IKZSUU = |
| | | 37. ETSA = | 50. SAELT = |

Our Porsche Stories

We are still isolated and it has been more than 5 weeks. We are continuing this feature with 3 more members to keep us virtually connected. We would love for you to send us your Porsche story with pictures for this new section. You can also reminisce about some of your favorite Club activities! Send your stories and photos to Peg Ryan, communications@oregonpca.org

RANDY STOLZ

***An excerpt from “A Lasting Impression”
Anzeiger, December 2014, Updated in
April 2020***

Like most of you, it began when I bought my Porsche, though it feels like way before ...

I was just a kid really, maybe 7 or 8 when I saw racing Porsches first. It was at Vineland Speedway, one of those local bull rings with a drag strip and a snaky, widened, return road back to the pits. The South Jersey Region of SCCA was having a race and Mom and I were doing a lap chart for Scoring. I'd call out the car numbers and Mom would write them down. The start of the race and the resultant first lap was a catastrophe. So many cars are close together on the first lap you can barely get the numbers out of your mouth without missing some. The one I never missed was the silver 550 RS Spyder driven by Bob Holbert. The following year it was Roger Penske in an RSK. A lasting impression for a kid.

The following year, we moved to Los Angeles and soon we're at strange dusty tracks like Willow Springs and Riverside which made the coastal course at Goleta Airport (Santa Barbara) seem cramped but far more pleasant.

Ken Miles, Jack McAfee, Jay Hills, Scooter Patrick, Don Wester and John “Bat” Masterson all in Type 718s, race after race, created the icon and my dream of driving one. A few years later in high school I'd let that dream out with my '62 Beetle terrorizing the freshly paved streets of virgin housing developments and Mulholland Drive.

The years and other cars sped by and it's 2004. Interest rates are low and after 34 years in hi-tech



Ann and Randy Stolz

I decide to go for it. The decision to buy a Boxster instead of a 911 was pretty easy. While the 911 had become the definition of a Porsche it wasn't the one I wanted nor could I afford it. Nope, I wanted a mid-engine car. The Boxster wasn't an RSK or RS60 but it had the look and it was much better ... for my purposes at least.

Those “purposes” included being my daily driver to work for two years, a grand turismo on ‘sun runs’ to Phoenix, L. A. and Monterey via the coast and alternatively US 395 or CA 49. Then, there was Rainbonnet, the Cabin Fever Tours, Tech Sessions, The Mille, The Covered Bridge Tours, Parade, probably 5000+ miles of Arrive and Drives led and followed, a Track Day or two, Wine Tours, The Burrito Run, The Northwest Passage, three seasons of Autocross, Volunteer and Summer Picnics, Holiday Parties and more Dinner Socials than my waistline needed.

Beyond club activities there were many times I felt the need to share with you other memories, adventure, discovery, opinion, humor and other trivia because to truly enjoy the sport we love it

Our Porsche Stories

RANDY STOLZ, CONTINUED

must have a context. Just writing those stories was fun for me and, I hope, for you.

Recently, we learned of the passing of Sir Stirling Moss. It's hard for me to remember a time when I wasn't following his races as a boy, or some other activity through all these years. One of my heroes, my lasting vision of him was pulling away from the field in dramatic fashion in a lime green Lotus 19 ... Riverside 1960.

He loved the Porsche 718 too as he says here: https://www.youtube.com/watch?v=82w_fRzictY Godspeed Stirling.

Throughout this journey there have been my "fast friends"; they're the ones that show up at events and have provided encouragement over the years. I'd be remiss if I didn't give thanks to all of you who supplied ideas, copy and pictures to help me tell my stories (Bob Ellis took the one on the previous page).

Thanks for all those good times. Randy & Ann. ■

GARY KOPPANG, ORPCA HISTORIAN/SCHOLARSHIP AND GRANTS COMMITTEE CHAIR

After returning from three years in Southeast Asia courtesy of Uncle Sam, my first car was a 1971 Datsun 510. I later sold that boxy sedan when offered a 1973 BMW 2002. For those of you not old enough to remember racing back then, these were two of the three hot cars in the Under 2.5 class of the Trans-Am series in the late sixties and early seventies, the other being an Alfa Romeo GTV. In 1978 I traded the Beemer straight across for a 1964 Porsche 356 SC. Those first two cars had around 110 bhp so going to the Porsche's 95 hp wasn't that noticeable. More than that they were sedans not sports cars. And, by God, it was a Porsche. A Porsche sports car. Not bad for a poor college student.

As you can see it was black with a red interior. Back then I didn't join the PCA. Instead, I became a member of the 356 Registry because I thought they would have more model specific information.

It wasn't until 1998 that Theresa and I joined the PCA after purchasing a ten-year-old 911, the one with the G50 tranny. This time it was Guards Red with a black interior; just the opposite of my first Porsche. Living in the Seattle metro area I also



joined the Pacific NW Region. Since then I've had an Ocean Blue 1999 996. Currently, Theresa and I have a 2009 997.2 Carrera S in Carrara White with a dark blue leather inside.

Upon relocating to Portland, we joined the Oregon Region in 2009. I first became involved in 2015 when Past President, Joe McQueen called for volunteers for the newly formed effort to assist automotive service students. Later that year I became Chair of the Scholarship & Grants Committee. ■

Our Porsche Stories

LORI BROWN

Porsches have been a part of my life since my early 20's. I grew up going to the races at PIR and while watching all the excitement on the track I decided I needed to have a sports car of my own. At 23, I used the proceeds from my Toyota Celica as a down payment for my first Porsche, a Guards Red 1978 911 SC Targa. In 1985 I sold it and bought a new guards red Carrera Targa and then in 1987 I sold it and bought a white 1979 911 SC. Just driving on the streets of Portland didn't cure my need for speed though so I took racing school at PIR as well as the Jim Russell racing school at Laguna Seca and raced SCCA ASR (A Spec Racer class, Lola) and won second overall my rookie year – back in those days I was the only 'girl' in the field. I enjoyed racing until work took me to Silicon Valley in 1987. I still have my 911 and with 190k miles on the original engine, it's in beautiful shape and it will go to my grave with me!

I joined PCA and ORPCA in March 2015. I was part of the ORPCA Board, as the Marketing Director from 2016 until the end of 2019. I plan on continuing to host the Porsche Corrals at the Rose Cup and Vintage PIR races and manage our presence at the International car show at the Convention Center. I am always looking for volunteers to help with the Corrals and car show so please let me know if you want to join in the fun!

I am a Lake Oswego resident and aside from cars, I've been an international sales/marketing executive and business owner in the high tech industry for many years. I am currently the Executive Director for the NW with AUVSI, the largest Commercial Unmanned Systems organization and own a Drone consulting and services business. ■



Answers to Car Make Quiz, Page 26

- | | | | |
|----------------------------|--------------------------------|-------------------------|--------------------------------|
| 1. ETECRHLVO = Chevrolet | 14. BASA = SAAB | 27. TIINIIFN = INFINITI | 41. HSI BUSIMIT = MITSUBISHI |
| 2. AKSDO = SKODA | 15. UPETOGE = PEUGOT | 28. TSOLU = LOTUS | 42. OOEMRFAAL = ALFA ROMEO |
| 3. LPOE = OPEL | 16. UTLARNE = RENAULT | 29. LNETEBY = BENTLEY | 43. HAIATDUS = DAIHATSU |
| 4. IDAU = AUDI | 17. ONTRPO = PROTON | 30. IRATASME = MASERATI | 44. CEHSRPO = PORSCHE |
| 5. UZIUS =SUZU | 18. EDWOAO = DAEWOO | 31. RFEIARR = FERRARI | 45. NIADYHU = HYUNDAI |
| 6. UCRAA = ACURA | 19. TIOCNER = CITROEN | 32. DHNOA = HONDA | 46. ITABGTU = BUGATTI |
| 7. RBSUAU = SUBARU | 20. HUMPRTI=TRIUMPH | 33. SNNSIA = NISSAN | 47. MBALNIHGROI = LAMBO-RGHINI |
| 8. RAGAJU=JAGUAR | 21. ALICALDC = CADILLAC | 34. DELNOH = HOLDEN | 48. CRLOSEORYL= ROLLS ROYCE |
| 9. PEJE = JEEP | 22. IATF = FIAT | 35. RFDO = FORD | 49. IKZSUU = SUZUKI |
| 10. AZMAD = MAZDA | 23. RASONTATNIM = ASTON MARTIN | 36. OLOVV = VOLVO | 50. SAELT = TESLA |
| 11. IMNI = MINI | 24. ESERMCDE = MERCEDES | 37. ETSA = SEAT | |
| 12. DOVLNARRE = LAND ROVER | 25. SIROMR = MORRIS | 38. YTOTAO= TOYOTA | |
| 13. SLXEU = LEXUS | 26. NLACMER= MCLAREN | 39. NATPEAR = PANTERA | |
| | | 40. ELGYE= GEELY | |

MAY BOARD OF DIRECTORS MEETING

Wednesday, May 13 | 6:30 to 8:30 p.m.

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

All members are welcome to join us!

Note: June Board Meeting is Wednesday, June 10



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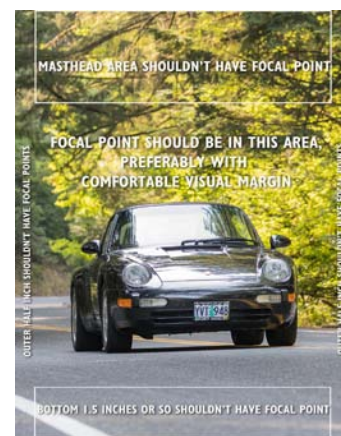


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ANZEIGER COVER PHOTOS HOW TO'S

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

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



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

MISCELLANEOUS



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

PARTS FOR SALE



1) O.Z. Alleggerita HLT wheels in black with black Porsche crest. 10x18" rears and 8.5x18" fronts with setbacks for any Boxster/Cayman. Excellent condition. \$1,900 new for sale \$1,200



2) Volk Racing TE-37 FORGED wheels in silver. 10x18" rears and 8.5x18" fronts with setbacks for Boxster/Cayman. Very good condition. \$3,400 new for sale \$1,750

3) Porsche/Audi/Volkswagen diesel fuel adapter - free

Call Barry at 360-210-7900 (5/20)

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

To submit, update or renew an ad, email classifieds@oregonpca.org. 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. ■