

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | OCTOBER 2020



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Joe Kelly

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Richard Oliphant

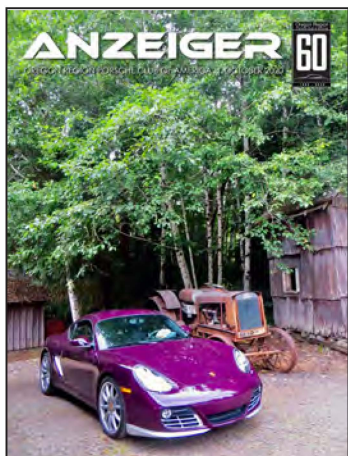
William Ransake

Peg Ryan

Mike Stack

Jeremy Williams

Many thanks to **Mark Prusynski**,
Zone 6 Representative for his article.



ON THE COVER

Bob Ellis snapped a great photo of Ron Gotcher's Aubergine Cayman S at Camp 18 near Seaside during a September "buddy drive."



ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 60 | NUMBER 9 | OCTOBER 2020

ANZEIGER NATIONAL AWARDS

THIRD PLACE 2020 National Newsletter Contest, Class V PCA Region

FIRST PLACE 2017 National Newsletter Contest, Class V PCA Region

FIRST PLACE 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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EVENTS, OREGON REGION AND BEYOND

OCTOBER, 2020

- 3 SUV Manzanita Drive
- 4 Autocross #8: PIR South Paddock
- 10 Arrive & Drive **Full**
- 14 Virtual Board Meeting
- 18 Tour Training
- 21 Midweek Casual Drive
- 21 Social and Dinner **Full**
- 24 October SUV Drive

NOVEMBER, 2020

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

DECEMBER, 2020

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

ANZEIGER COVER PHOTOS HOW TO'S

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

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communications@oregonnpca.org



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WELCOME TO OUR NEW MEMBERS!

Keith Hill
Camas, WA
2019 GT3

Serifcan Ozcan
Portland, OR
2012 911 Turbo S

Robb & Vanessa Hunt
Salem, OR
1999 911 Carrera 4

Samuel Rector
Portland, OR
2014 911 Carrera S

Peter Klein
Portland, OR
2017 Macan S

Brian Santa Maria
Portland, OR
2006 Cayman S

Chris Thiele
Portland, OR
2017 Cayenne Turbo S

ORPCA LOCAL SUMMARY

Primary Members: 607
Associate Members: 417
Total Local Members: 1,024

PCA MEMBERS IN OR REGION

Primary Members: 1,065
Associate Members: 683
Total Region Members: 1,748

NATIONAL PCA SUMMARY

Primary Members: 87,600
Associate Members: 48,028
Total National Members:
135,628



Larry Tracewell
Membership Chair

membership@oregonpca.org

ANNIVERSARIES

35 YEARS

Douglas Muzatko

10 YEARS

Mark & Jean Hanset

Claude Laviano & Tia Sommer

30 YEARS

Steven Neighorn

Ernest & Cheryl Spada

5 YEARS

Michael Gibbons

Pete & Andrea Libke

Greg Peters

Mark Davis & Leigh Anne Rettinger

Peter Burke & Diane Scott

25 YEARS

Ron & Gayle Timmerman

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7	Heckmann & Thiemann Motors.....	503.233.4809
9	Marque Motors.....	503.293.5386
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5	Matrix Integrated (Westside)	503.747.5780
6	Stuttgart Autotech	503.635.3098

There's Still Time to Enjoy the Autumn Roads in Your Porsche

We'll Help You Stay Safe!

You've enjoyed hours on the road this summer, and there's still time to enjoy more! If you've been driving all summer, now is a good time to ensure your car is up to date on maintenance, and keep your vehicle safe, especially if the weather turns rainy. And when you're ready to wrap up your driving season, call us for an appointment and we'll help prepare it for winter storage.

PHOTO BY HAROLD KLEIN



Valuable offers for ORPCA Members!



Rainy Season Offer

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

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PRESIDENT'S MESSAGE

Steve Miller

Let's Sprint to the End of 2020!

We've had a crazy 2020 with COVID closures and cancellations, fires and smoke. I sincerely hope this month's message finds you safe and well. October is here and Fall is in the air, especially in the evenings. I don't like wishing my life away; however, 2021 can't come too soon!

Although we have been forced to cancel many of our traditional events over the last several months, we have held some events including Arrive and Drives, SUV drives and Autocross. Also, while many Socials and Dinners have been cancelled, we still intend to go ahead with the October Social and Dinner. We are

limited to seven parties. Unfortunately, this event is full, but we have a wait list.

We have moved our Porsche Club of America 60th Anniversary Celebration to 2021 so that we can properly recognize the significant milestone that it is. Check the website periodically for more information.

As the year winds down we begin to make plans for the holidays. It's time to relax and spend time with friends and family. Reach out and connect with someone you have not communicated with in awhile.

Here we are, on the home stretch. Let's sprint to the end! ■

Taste of Motorsports was one of the fall events that offered track time despite adjustments due to COVID-19.



Porsche Club of America

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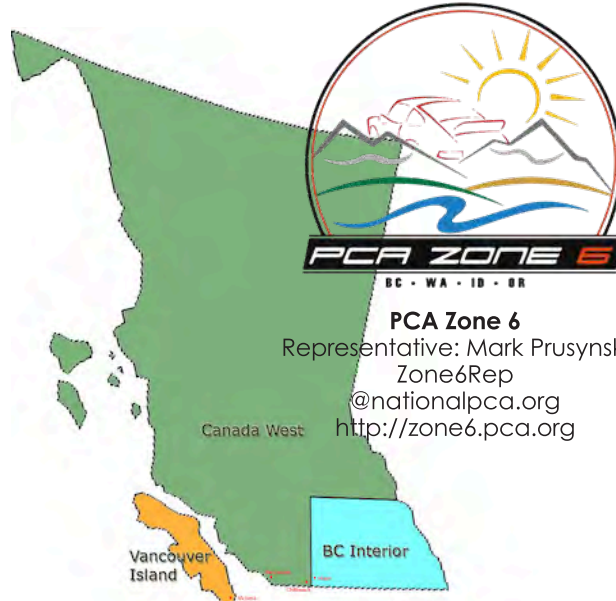
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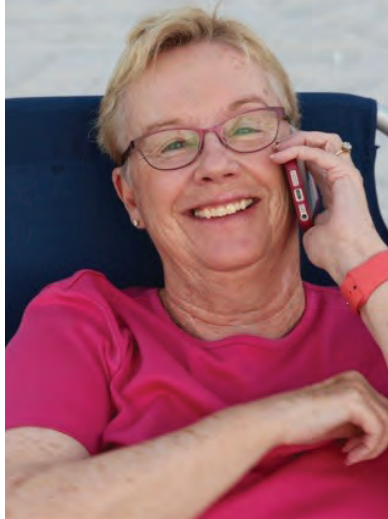
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FROM THE EDITOR **Peg Ryan, Vice President/ Communications Director**

October is Busy, After Event Cancellations Due to Fires

September was quite the challenging month. We had to cancel the September Arrive and Drive because we would have been heading to Molalla and Estacada. We will re-run that drive with some modifications in October. We also had to cancel the Crater Lake Tour that my husband and I had been planning for a year. We had 19 cars registered and 36 people who still wanted to go. Many of the roads we were going to take—Ripplebrook to Detroit through Breitenbush, Old McKenzie River Highway, Highway 20, and 22 were all closed and some remain so. Even the North Entrance to Crater Lake was closed for a few days.

We are devastated that the beautiful forest roads that we loved to drive will not look the same for many years. One of our members, Kurt Furstenau, lost a cabin in Breitenbush that had been in his family for four generations. I am sure there are other devastating stories. My heart goes out to all of you who were affected by the fires.

As we have related, Oregon Region's *Anzeiger* was honored with Third Place in our class in the Annual PCA Newsletter Contest. To the right is a picture of the award.

October is turning out to be very busy. We have an SUV Drive, the last Autocross of the season, an Arrive and Drive, a very small Social, and a Midweek Casual drive and another SUV drive lined up! WOW. My thanks to all the organizers of these events.

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



TECH TALK

Jeremy Williams



Oil Leaks into The Great Abyss

ORPCA was presented with a recent technical question: "I just had my Porsche in for servicing and was told my engine is leaking oil. But I'm not seeing any spots on the ground. Can you explain?"



Oil leaks on an air-cooled Porsche.

Depending on the Porsche model, the origin of an oil leak, as well as its severity, we find that oil can travel many different paths towards the ground, but never actually hit the ground. As you can imagine, the higher the oil leak origin (ie top of engine bay vs bottom of engine bay), the more components a leak can drip onto as the leaking oil travels towards the ground. As well, once the oil leak

drips onto a component, the path of the oil leak can then change, diverting the oil to a different area, away from the source of the leak. This can potentially make diagnosing some oil trails challenging, especially if the leaks are traveling down into the "great abyss." What also makes tracing oil leaks challenging is when the leaks have been occurring for so long that oil has spread all over the bottom of the engine, transmission, and rearward. At times like this, the oil mess will need to be fully cleaned off, the engine heat cycled (and/or vehicle driven), then the source of the oil leak can be further investigated and pinpointed.

Newer water-cooled Porsches, especially a Panamera, Macan, or Cayenne, have plastic bellypans underneath the front-mounted engine as an aerodynamic aid and VERY minor protection from road grime/weather/debris. These bellypans will often catch most or all of the oil leaks and drips, unless the engine is gushing engine oil and overflows off of the bellypan. Therefore, you may never see a single drop of oil touch your garage floor. The only warning sign of an oil leak might be either oil

consumption during your oil change period (i.e. having to add oil in between oil changes), and/or the smell of burning oil.

Burning oil brings up an important safety warning. What happens when hot oil contacts a hot exhaust component? Not a whole lot of good, that's for sure. Is it possible for an oil leak to cause a fire? You betcha! This is certainly one of the worst-case scenarios for oil leaks, along with internal engine damage if the engine were to run out of oil. What other repercussions can occur from oil leaks? As mentioned above, when oil leaks onto other components, especially rubber components, it can cause the rubber to swell. The rubber becomes squishy, and the rubber component degrades quicker. That means more repair costs. Speaking of increased costs, oil leaking onto the ground is simply money leaking out of your pocket, as you have to top up the engine oil level more often. In relation environmental impact, once the rains come, any oil leaking onto the ground will eventually make its way into the groundwater and/or sewer drains, leaching into streams and rivers.

What are the common oil leaks for some of the Porsche models? Working our way from newer to older models, both the Macan and Cayenne V6 are suffering from timing cover leaks. The front timing cover bolts are over-torqued at the factory, the bolts break off, then the covers leak. Below is a snapshot of the fun we're having with one of these repairs right now.



Left: Oil drips. Above: Cayenne V6 timing cover leak repair.

We have found the 997.2 and 991-series 911s to be fairly dry thus far.

The 986 Boxsters and 996-series 911s have the infamous IMS (intermediate shaft) plate and/or RMS (rear main seal) leaks; see below for pictures of both of these issues. Also, we have seen issues with oil filler tubes, spark plug tube seals, valve adjuster solenoids, and occasionally a valve cover.



993 and 964 911s are similar in many respects as they share a similar design. Valve covers, timing covers, chain case gaskets, power steering pump drive seals are all issues that tend to occur at much lower mileage, because Porsche started to use rubber seals on a lot of these parts vs. regular "old" gaskets like on the earlier cars.

Common oil leaks on the early (pre-964) 911s include timing chain covers, valve cover gaskets, rear main seals, camshaft oil hoses, chain case gaskets, oil pressure switches, oil thermostat o-rings, and oil return tubes. On higher-mileage engines we start to see seepage from cylinder base gaskets, crankcase through-bolt o-rings, and even warped case halves on pre-'78 air-cooled engines. Another couple of leak areas on early cars are the rear crank pulley seal and intermediate plate cover o-rings and gaskets.

Notice I mentioned the term "seepage" above. What is meant by oil seep versus oil leak? An "oil seep" would be considered a haze of moisture, more of a satin finish. No glossy finish, and no actual drips forming, thus a seep will never leave fluid on the ground,

or transfer down to another component. A seep would transform into an "oil leak" when the fluid appears glossy, and/or it's actively forming drips, which can make their way to the ground or onto other components. Compare these two pictures below;

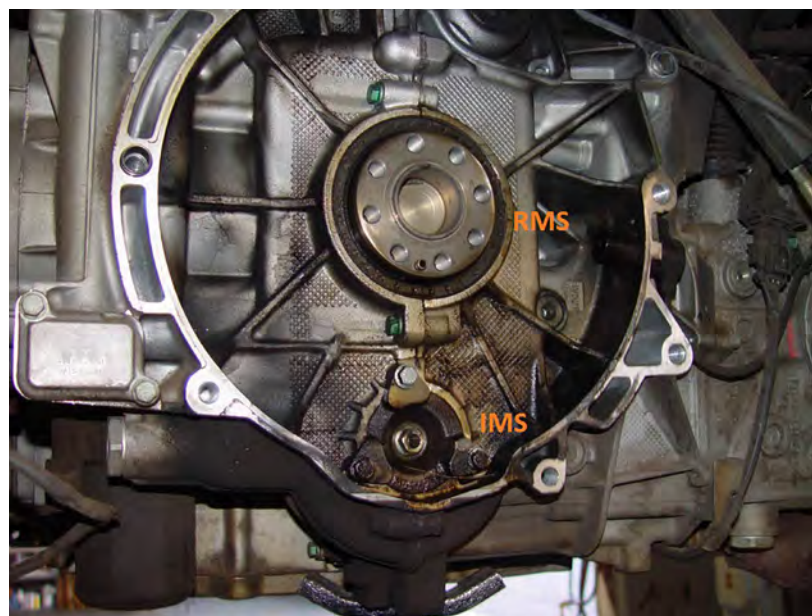
Engine oil is the lifeblood of your engine. Just as if you had a cut on your body and were bleeding, you'd stop the bleeding, right? If you're experiencing an oil leak, don't let your wonderful Porsche bleed engine oil for an extended period of time; get it remedied promptly. Your Porsche will love you for it, as will the fish in our streams.

Note; we're in eager anticipation to see if the Taycan exhibits any oil leaks from its engine. We might be waiting awhile.

Please feel welcome to ask any questions. ■

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.

Below: Shows the IMS plate with an oil leak due to the glossy texture. Below right: Shows the RMS with an oil seep, and the IMS plate is graduating from a seep to a leak.





FROM MY PERSPECTIVE

Mike Stack

Still Feeling Blessed ... Even in 2020

I have a colleague in St. Louis and in June of this year she googled "Worst Year in World History" It came up the year 536.

There was a giant volcanic eruption in Iceland, with a resulting ash cloud that kept the northern hemisphere in the dark for 18 months, dropped temperatures to their coldest period, and led to mass crop failure—and, of course, starvation. More volcanic eruptions followed. Then, just a few years later, the bubonic plague took off across the Roman Empire from Egypt to Europe, wiping out as many as 50 million lives with its gruesome symptoms.

From then on, in my office, we would joke about something being a "536". Today, September 12, I am pretty sure it will change to 2020. All things being equal we feel blessed because Stacy and I had the opportunity to take a few drives in the past weeks.

Friday, August 12, we took the day off, our first since the lockdown. We were not able to make the Arrive and Drive the weekend before so we got the map and made the drive. What a spectacular route; we had a great time. We even had a couple in a 911



cabriolet coming from the opposite direction who exchanged "The Porsche Wave." It always makes me smile to see four hands up as the cars pass. As of today, I don't know the condition of that route so we feel blessed that we were able to make that drive as I'm sure all of you who did that Arrive and Drive.

Last Sunday Max, the Newfoundland (the unofficial mascot for the Arrive and Drive) invited us to join

The Stacks were able to follow the August Arrive and Drive's scenic route.

Chehalem Mountain, the site of many Club tours, suffered from the September fires that devastated many parts of Oregon.



him and his parents, Scott and Denise, to practice the route scheduled for today, September 12. Scott was the drive leader and wanted to do a final run-through. We feel blessed that we got to make this drive because we are certain that many miles are now burned.

I am confident all of us feel the same, saddened beyond words about the fires. I'm sure many club members were in level two and three evacuation zones and Stacy and I hope you and your property made it safely through.

We feel blessed to have had the opportunity to make the two past Arrive and Drives as well as the other drives in this area and on Chehalem mountain. There are lots of fun roads up there and we're hoping there is no severe damage.

For now, the fires are a "536" and

in January we can refer to bad things or times as 2020. Remember the term "Hindsight is 2020"? Maybe we need to come up with a new phrase. Poor Dr. Eric Freedle, what are you going to call perfect vision? 2020? I think the year and phrase is something we all want to forget about as soon as possible. So the next time you visit Dr. Freedle he may say you have "Mary Poppins Vision"—if you recall Mary Poppins is Practically Perfect in Every Way!

FYI—The September Arrive & Drive route is back on for October. Still feeling blessed ... or not. ■



ZONE 6 UPDATE

Mark Prusynski, Zone 6 Representative

I Miss My Zone 6 Friends!

One of my “duties” as Zone Rep is to visit each of the 10 regions in Zone 6 every year. When I started, I asked my predecessor, Tim Hagner, for recommendations and the first thing he said was “Black Rock.” We got registered and enjoyed the adventure getting over to the west side of Vancouver Island. We had a great time at one of the most picturesque resorts I’ve seen. We had planned to go again this year, but the border between the US and Canada closed, and the event was cancelled. FYI—put this on your list of events to do when the border opens.

We have had to cancel many of our plans to visit regions in our zone this summer. Now I am trying to find events before the snow falls so I can touch base with many of you. I just returned from a tour with the Silver Sage Region and others from surrounding regions over to Yellowstone, the Beartooth Highway and Chief Joseph down to Jackson, Wyoming. It’s tough, but possible, to keep our social distance and still be social.

Your Region boards are working hard to make sure you can partici-

pate in safe events again. Zone 6 has had more driving events since the start of the pandemic than any other Zone. We’ve had successful auto-crosses, drives, tours, driver skills and HPDEs in our Zone this summer. The driver skills and HPDEs look different because of COVID restrictions with instruction through your radio and only Solo drivers. Drives and tours are taking advantage of good weather and enjoying picnics. All events require more than the usual planning for safety including finding new rest stops and hotel and restaurants that are open. Throw in COVID restrictions that may vary with every county or municipality, road closures because of construction or forest fires and new PCA forms that need to be filled out, and planning has become a nightmare. Please appreciate the work that your Region does to prepare for these driving events and, if you are lucky enough to participate, do your best to be safe but enjoy driving your Porsche.

Stay safe so we can socialize properly soon. ■



Midweek Casual Drive ... or Car Wash?

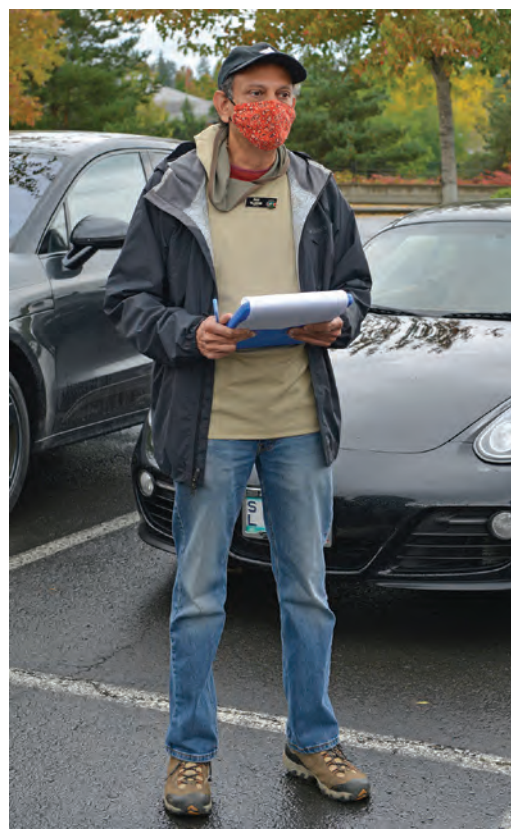
BY PEG RYAN | PHOTOS BY HEINZ HOLZAPFEL, JODY OLSON, BOB ELLIS AND PEG RYAN

Above: The group prepares to proceed from Bald Peak. Below, clockwise from top left: Cars at the start of the drive; Ravi giving the participants meeting; Chatting before hitting the road.

What an adventure we had on September 23! It was cloudy and raining; Bob Ellis described it as the first ORPCA car wash! Our other challenge was that Dennis Howell's 911 Cabriolet's top would not go back up, so he and Claudia Reinhaus drove top-down the whole time. Luckily, about 30 minutes into the drive we caught

a break and the rain stopped. The drive took us over some very enjoyable roads, and by the end everyone was smiling.

Thank you, Ravi Rajaram, for finding all the great roads and organizing this drive for us, and thank you to everyone who took these photos as well! ■





Clockwise from top left: Heinz waving to the camera! Ann and Randy Stolz at the start; Dan Kelly, Eric Lewis and Kurt Fuerstenau, all properly masked up; Ravi's 911 ready to lead the group from Bald Peak; A key to a successful drive: great driving directions; Second group at the lunch location, socially separated; First group ready for lunch; Great roads.

Scholls Ferry to Bald Peak & Road Br	
Page 1 - Drive from 24Hr fitness, Scholls Ferry Rd to	
Distance	① ZERO Odometer NOW / He
0.0	at 24 hr fitness Parking lot
0.1	RIGHT onto OR-210 W/SW Scholls Fer
4.8	traffic circle, take the 1st exit onto S
7.7	at STOP sign onto OR-10 W
9.7	at STOP sign onto OR-219 N
10.4	Turn LEFT onto SW Unger Rd
12.9	Continue STRAIGHT onto SW Iowa Hill Rd
15.7	SW Iowa Hill Rd turns RIGHT and becomes
15.8	Turn LEFT onto SW Golf Course Rd



To enjoy more photos from this event, go to: <https://orpcapix.smugmug.com/2020-ORPCA-Events/September-Midweek-Casual-Drive/>

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



Above: Bruce Myers

This is a photo of Bruce's 1959 356A Convertible D taken in Wilsonville, Oregon with his brother, Doug, on a drive celebrating Ferry Porsche's birthday.

Celebrating Ferry's Birthday with 356 Drives

BY PEG RYAN | PHOTOS BY AUTHORS

A number of members took their cars out on Sunday, September 20, to celebrate Ferry Porsche's birthday. The "Drive

your 356 Day" is always scheduled for the third Sunday in September as a tribute to him.

Here are their stories and photos. ■



Above: Steve and Winnie Miller and Doug Naef and Christine Pilosi

Steve and Winnie joined Doug and Christine for an afternoon drive along the Clackamas River in our 356s. Doug and Christine led the way to a Troutdale Italian restaurant in a 1952 Porsche 356 followed by Steve and Winnie in their 1964 356C! We had a nice leisurely Italian dinner on the veranda! Happy 111st Birthday, Ferry! Left: Doug & Christine's early 356; Christine, Doug, Winnie and Steve.



Above and Right: Richard Oliphant

Out for a Sunday drive in Portland Oregon, Starbucks for lunch, beautiful clear day in our 1958 Porsche 356. A. This is a one family car, my wife's father purchased it new in San Diego, California. When he got too old to drive it, it was passed on to my wife and I. It has 226,000 + miles on it and it runs perfect. He drove it to work every day and drove out into Rancho San Diego hunting. Happy Birthday Mr. Porsche!



Left and Below: Joe Kelly

Here are two photos of Joe Kelly's 356 on "Drive Your 356 Day". The first photo was taken by Bob Ellis and the second one was taken by Joe. The car is a Ruby Red 1965 356C coupe. It has a Big-Bore kit that takes the engine up to 1720+ cc. Joe bought it last November from a fellow in Florida that owned it for 40 years.



A Buddy Drive Before the Fire

BY JOE KELLY | PHOTOS BY BOB ELLIS AND MAYNARD CHAMBERS

We had a few days remaining in August and our small posse of Porsche enthusiasts decided to do a Buddy Drive. The posse included Bob Ellis, Lynne Roe, Maynard Chambers, Ron Gotcher, Ravi Rajaram, and Joe Kelly. We started on our proposed 91-mile journey from Murase Plaza Park in Wilsonville under sunny skies. Tour leader Bob Ellis led us on a spirited drive through farm land that zig-zagged

south and east of the Charbonneau District and into some forested areas. After about 24 miles we drove through the Gallon House Bridge, an 84-foot covered bridge that seemed to be popular with cyclists. The bridge was constructed in 1916, at a cost of \$1,310, as the last covered bridge in Marion County. It was called "Gallon House Bridge" because it was used by bootleggers as a liquor drop off point after Oregon became a "dry" state in 1916. We stopped to take a few photos and though we were not looking for any road-side moonshine, we kept our eyes open. After a few more miles we stopped at Rogers Wayside Park for a break. While there Lynne Roe decided that she had enough enclosed driving and lowered her cabriolet's top.

This page and opposite, counterclockwise left to right: Gallon House Bridge; Parked after crossing Gallon Bridge; Lunch Table 1 at Scotts Mills Park; Maynard Chambers, Ravi Rajaram; Lunch Table 2 at Scotts Mills Park includes: Joe Kelly, Bob Ellis and Ron Gotcher; Butte Creek; Lynne Roe with her 911 cabriolet top down!



The route took us through Silverton, past Silver Falls on forested twisty roads with the sun shining through the trees leaving patterns of sun-shade across the road. Forty-two miles beyond Rogers Wayside Park we stopped at Scotts Mills Park for a planned picnic lunch. The woodsy park is situated on Butte Creek, which tumbles over boulders and part of an old dam to form a great swimming hole for locals and visitors. As seniors we avoided the temptation to jump in off the boulders, but local youngsters were not inhibited. We took out our prepared lunches, coolers with water and pop and dined in a covered picnic area with four tables, enough to maintain our six-foot separation requirement. We spent about an hour enjoying each other's company and then departed for home. Another wonderful Oregon day spent driving our Porsches with good friends. ■





Taste of Motorsports: Sold-Out Event Features Track Time, Great Food and More!

STORY AND PHOTOS BY CHARLES FREEBORN

To enjoy more photos from this event, go to the Taste of Motorsports 2020 gallery: <https://www.tasteofmotorsports.com/2020> and the Red Carpet Gallery <https://www.tasteofmotorsports.com/2020-red-carpet>

Above: Avant Garde cars.

Below: Organizers, Tom and Stephanie Floyd.

You probably don't need me to point out how difficult this year has been, and motorsports in Portland has had more than its fair share of cancellations and postponements. One very bright spot in an otherwise bleak season was the Third annual running of Taste of Motorsports, which was held August 30, 2020. Anyone who knows me also knows I am a fan of sayings, expressions and parables, yet even I have run out of them for this year's

event. I'll roll out a few just to give you an idea of how this year's event unfolded—"The perfect antidote", "Against all odds," "Small miracle," "Just what the doctor ordered" and many, many more.

With the exceptionally hard work of Tom and Stephanie Floyd, the organizers of Taste of Motorsport, and E.C. Mueller, Portland International Raceway Track Manager, this year's gathering came off without a hitch. The weather was perfect, the cars spectacular and the food was delicious. Limited to 250 persons total (including vendors and staff) the event was anything but sparse. The sold-out event had all the fun and energy of a "normal year."

This year's menu was Asian/Hawaiian-inspired and had far too many delectable items to list here. I personally sampled the pulled pork, spring rolls and traditional Hawaiian macaroni salad, all of which were superb. Participants were able to



dine at socially-distanced tables while enjoying live music on the grass and in the shade. The temperatures were perfect for an outdoor event.

Before and after the dining times, visitors were able to stroll through displays from a select group of vendors. There was no shortage of very impressive iron (and alloy and carbon fiber) on hand for the visitors to peruse, ride in and in some cases test drive. Some big names braved the elements and a fantastic showing was enjoyed by all. Avant Garde, Ron Tonkin Gran Turismo, Grand Prix Motors, Lamborghini Seattle, Gunther Werks & AR Motorsports, to name but a few had outstanding cars on display and in many cases available for test rides with factory drivers. It's not often one can even see a McLaren Senna, much less get a ride in one—and not just a speed-limited test drive on public roads, but on a racetrack at race speeds. There were some very big smiles all day long.

Mixed in with the rides available were a few giants in the automotive high-performance industry. For Gunther Werks, our very own Northwest Porsche expert, Jeff Gamroth, was giving rides in an absolutely stunning 911. Jeff is no stranger to the racing world or PIR and gave some very spirited rides to those lucky enough to get one.

Eddie Nakato from AR was giving rides in a fully prepared race car

Below: Gunther Werks bespoke 993s being unloaded.

Bottom: Winnie and Steve Miller with their 356.



and was seen mixing it up with Jeff a bit on course.

Another humble giant in our midst was Vince LaViolette from Shelby American. Vince is the VP of Design and Production for Shelby in Las Vegas, and personally worked with Carroll Shelby on many of his designs and cars. He is also an accomplished road racer and was on track

Below: Jeff Gamroth's
Factory 993 RSR



giving demo rides all day long. One passenger could be easily heard shouting “WAHOO!” as he launched the supercharged Shelby from the starting line. In addition to the automotive attractions there were products on display to please everyone.

For our track day-starved brothers and sisters there was a “Super Cruise” event that let participants get their own cars out on track to stretch their legs. Divided into three groups based on experience level, it was a fun and safe way to enjoy

a taste of our gem of a racetrack. Utilizing a pared down flag system and overall toned-down approach, there were only a few “offs” with no harm or damage done. Bravo and brava to our driving participants for behaving like adults out there! The factory drivers giving test rides were mixed in with the intermediate and advanced groups, which lent a bit of expert examples to all the drivers. The factory drivers also had their own run group with relaxed passing rules, so those lucky enough to get one of those spots were able to experience our track at true race speeds. There was some serious driving going on, and—did I mention already—there was a Senna on track!

The concours event turned out an exceptional field of cars both new and old. The judging was done by Neil d’Autremont, who is well versed in concours presentations. We Porsche fans will take pride in the Vintage German category win going to a simply lovely Yellow 1995 GT2 owned by Tim Ralston. There were multiple categories for nearly any vintage or type of car, and absolutely stunning examples of all sorts of marques on display.

Cars, food, beverages, music, track time—what could an enthusiast ask for, especially in our event starved season? If you missed this year’s event, worry not—it will be back next year at its usual full capacity. So watch for it and put it on your calendar. It is truly a motorsports gem right here in our home town. ■



Clockwise from left: Tim Ralston's award winning 1995 993 GT2; 911 on the red carpet; Enjoying the gourmet food experience; Local Porsche Guru, Jeff Gamroth, on the track!



The Taycan Turbo S is Delivered! A Warm Welcome Home to “Tina”

STORY BY WILLIAM & ANNE RASNAKE | PHOTOS BY HEINZ HOLZAPFEL

Our Taycan story starts in early 2018 when we asked to be on the list at Porsche Beaverton. We finally were able to order one (receive a commission number) in December 2019. Nine months later, August 2020, “Tina” (There Is No Alternative) arrived in Beaverton—we name our cars and treat them all like princesses. Because of production delays, the pandemic and an emergency room visit, her route was set three times: first to Beaverton, then to Porsche Experience Center Atlanta, and finally back to Beaverton. PEC Atlanta received and prepared the Taycan but shipped it by truck to Beaverton when we could not make the trip—both Atlanta and

Beaverton were delightful.

Of course, the Taycan was beautiful—it had to be, we chose every color and feature on her! It was our first time to see Carmine Red on a Taycan and the two-tone black and beige Olea leather interior. We love it. And the carbon fiber blades on the wheels are better-looking than expected (the blades force a bubble of air around the wheel openings to make the car more aerodynamic at high speeds). Inside, the five displays (cockpit, center, passenger, console, rear seats) create a definite “spaceship” feel and can be overwhelming, but the 918-inspired Mode knob on the steering wheel reminds you about driving—it

Below: Tina Taycan at home.



selects Range, Normal, Sport, Sport+, or Individual without having to touch the displays.

I had several goals for our delivery experience. Most important was to make sure that My Porsche, Porsche Connect, and the car all recognized each other—my greatest fear, based on stories about software issues. Next was making sure we both knew how to connect, charge, and disconnect the charging system. Persuading Anne to take a test drive first was high on my list.

Knowing my nerd questions, Gregg Rennord, our Porsche Ambassador, scheduled four hours for the delivery—we took two and then enjoyed snacks, wine, and cookies we brought with Gregg and Heinz Holzapfel. We were fortunate to have Heinz take pictures of the delivery experience and have another set of eyes to examine the car.

It is easy to get overwhelmed with the excitement of a new car and hard to focus on carefully examining the paint, glass, and wheels for damage or scratches. Porsche repairs workmanship issues readily after delivery, but any damage, especially to the wheels, needs to be discovered before you leave the delivery. We found scratches on five of the 20 carbon fiber blades, most likely caused by the tie-down straps used in shipment.

Driving our Taycan Turbo S is a dream—Porsche Dynamic Chassis Control (PDCC), Rear Wheel Steering (RWS), and Porsche Torque Vectoring Plus (PTV+) turn a 5,100 lb. sport sedan into a zippy small car when



Above: Tina Taycan at Porsche Atlanta.

Below: Tina Taycan at Porsche Beaverton.

making sharp turns, U-turns, or sudden highway maneuvers. A sudden lane change at speed dodging an errant car reminded me of driving a go-cart, but one with incredible stability. Many people are amazed at the 0-60 mph acceleration, but all our Porsche cars are 0-60 mph in just above four seconds, so the Taycan acceleration does not impress me nearly as much as the instant acceleration at any speed. And like a dream, the sound-insulating glass, Burmester sound system, and quiet



TAYCAN TURBO DELIVERY, CONTINUED

ride make you feel as if you were gliding down the highway, not rolling.

A final note about the “Porsche connected car world.” Today, all connections to your car go through servers in Germany—software speed is not a top Porsche priority, and the multiple software programs have trouble ensuring you are a legitimate user. We are having very few problems. Here are some hints to ease your connections on a new Taycan or other connected Porsche:

- Configure My Porsche, Porsche Connect and the car with identical personal information
 - Lower case email address (some systems are legacy)
 - Fewer than 14 digits in password
 - Exclamation (!) is the only special character in password
 - PIN (four digits, also use the same PIN on charger)
 - Porsche release code (from Porsche or your salesperson)
 - Same region, country, and language
 - Same credit card on My Porsche & Porsche Connect ■

Clockwise from below: Anne and Gregg on Test Drive; Carbon-Fiber Wheel Blades; Tina Taycan Interior.





A Porscheophile Visits the Rambler Ranch

STORY AND PHOTOS BY LARRY HANNAN

In late August my wife Cathy and I drove to Colorado to visit Cathy's sister and her husband. While there we drove down to the town of Elizabeth (about 50 miles south of Denver) to see the Rambler Ranch.

While I was aware that we were going to see a private collection of Nash automobiles, I had no idea of the scope of that collection. The

privately-owned collection is housed on a beautiful pine-forested property just on the outskirts of the town. One the first things that you see as you drive in is a replica of a 1920's vintage Sinclair gas station. It is here where we met our tour guide for the next three hours.

The Rambler Ranch is described as the single most comprehensive assemblage of Nash, Rambler, AMC,



RAMBLER RANCH, CONTINUED

Jeep, and Eagle vehicles, Kelvinator appliances and various associated products, advertising, promotional materials, toys, collectibles anywhere in the world. The collection is owned by Terry Gale, who has spent the last quarter century putting the collection together and is still out looking for additions.

The first building we went into was highlighted by a large neon “Nash” sign over the door. This display featured cars made between 1917 and 1957, including a one-of-one Pinin Farina designed 1955 Ambassador prototype and a 1951 Nash-



Healy sports car. Many of the cars displayed in this building were accompanied by full sized highway billboard sheets of the same era. One display included the billboard advertising that Miss America drove a Rambler. While the Rambler on display was not Miss America’s actual car, the mannequin with the display was wearing the gown that Miss America wore that particular year.

The second building was the American Motors building. This building houses 108 cars from 1958 through 1988 when Chrysler purchased AMC



primarily to acquire the Jeep brand. As you walk down the two aisles, you’ll admire the diversity of the models—from the homely “Wayne’s World” Gremlin to the AMX muscle car and even an Eagle Sundancer 4 x 4 with a targa top. I found myself spending almost as much time looking at all the memorabilia on the walls, hanging from the ceiling and in display cases.

Our next stop on the tour was to see Mr. Gales’ collection of Kelvinator appliances. Nash merged with Kelvinator in 1937 primarily to land the services of the then-Kelvinator President and continued making appliances until 1968 when they sold the division. It was amazing to see the creativity of some of the appliances. One refrigerator had the capability of opening either direction depending on which side of the handle was pushed.

On the other end of the same building was a 1960's era model home. This two-bedroom display is fully functional and is available to rent.

Next it was back to the American Motors building to look at an addition to the building completed about 10 years ago. This addition houses a working 1955 Kelvinator kitchen complete with white metal cabinets and drawers, turquoise countertops, a pink double sink, a mauve refrigerator, and a mauve



stove. In the same area is a diner including booths and tables and chairs all, of course, matching the same era as the kitchen.

The last building we investigated is called the "X Building" because it houses Terry's collection of other cars he found interesting. I did not count the number of cars in the building, but I read that there were at least 39 different marques.

Unfortunately, we were not able to go out and roam in the woods, because it is filled with cars, some waiting to be cleaned up or restored, some just parts inventory. In all there are over 700 cars on the property only about 300 of which are on display in the buildings.



The Rambler Ranch is not open to the public, but tours are available by appointment. I encourage you to go to their website, ramblerranch.com to get a better idea of the scope of this collection.

Anyone up for a multi-day, 2,600-mile tour? ■

Website Feedback Gained from PCA Contest; More Member Input Sought

BY HEINZ HOLZAPFEL, WEBMASTER

PCA on a yearly base invites all regions and zones to submit their websites for a judged contest. There are six groups—five regional groups depending on the size of the group, and one group for zones. Based on our membership of around 1050, we are in the highest, Group V. PCA assigns three judges to each web site evaluation. These judges are webmasters or members of the PCA National Web Committee. The judging is conducted based on 20 criteria covering general layout, design, responsiveness, PCA affiliation, features, security and more.

After rolling out our new website in mid-2019 I submitted our site to the 2020 contest. The bad news is we achieved place #4. The good news is we achieved place 4 in a group of 11 competitors, and we were only two and one-half points away from place one. Not too bad for a newly designed website and first-time contestant.

The Maverick Region took first place in our group, with 70.33 points (out of 100), followed by the Hur-

ricane Region with 70 points. Third place was Peachstate Region with 69 points, followed by Oregon Region with 68. Closely behind us were Lone Star Region and Upper Canada Region (see Table 1).

The average rating for the 11 contestants in Group V was 66.39 points, indicating that this was a very competitive and close group.

The judges provide feedback to help understand the rating, and also to support continuous improvement. Table 2 shows our feedback, sorted by Average Score for each evaluation item and color coded for where we lost most points (red), some points (yellow) and minor points (light green).

The main point losses are for having officer and member emails on the website, the Home page content and classifieds.

The officer emails are on the leadership page, the member emails are only visible to logged-in members in the member directory (and are also in the printed member directory).

TABLE 1

Region	Class	Zone	Webmaster Name	Judge A	Judge B	Judge C	Total	Result	Spread	URL
Maverick	V	5	Bill Orr	68	70	73	70.33	1st	5	http://mav.pca.org/
Hurricane	V	3	shawn gillen	69	71	70	70.00	2nd	2	https://www.hurpca.com/
Peachstate	V	3	Terry Pearson, Andrew Ellsom	65	70	72	69.00	3rd	7	https://www.peachstatepca.org/
Oregon Region	V	6	Heinz Holzappel	67	70	67	68.00		3	https://www.oregonpca.org/
Lone Star	V	5	Trace England	59	72	72	67.67		13	https://lsrpca.com/
Upper Canada Region	V	1	Dixon Chan (UCR Site) + Chris Hebert (Digital Provinz Magazine)	52	69	78	66.33		26	https://pcaucr.org/
Rocky Mountain Region (RMR)	V	9	Scott Rogers	58	69	70	65.67		12	https://rmr.pca.org/
SVR	V	7	Bill Fargo	56	67	72	65.00		16	https://svr-pcaor.org/wp/
Gold Coast Region	V	12	Ian Gerada	69	60	65	64.67		9	https://www.goldcoastregion.org/
Arizona	V	8	Kevin Gilchrist	59	65	69	64.33		10	https://az.pca.org/
MI	V	4	Erik Ohmberger, Gretus Hoogestraat 94	56	64	58	59.33		8	
Group V				61.64	67.91	69.64	66.39			

Remarks	Great site, lots of good content. Love the magazine section, that's great. Lots of great pics throughout the site. Officer Contact - you have emails displayed. May want to move to a contact us app.	Good looking website! Lost a bit of points on showing members email addresses. Best of luck!	The Site Navigation is confusing to me - less is more. I like the Past event layout, but I would limit the past event shown on the home page.		
Remarks for each criteria	Judge 1	Judge 2	Judge 3	Average Score	Score Spread
8. Officer Contacts	2	2	3	2.3	1
4. Home page	3	3	2	2.7	1
19. Classified Advertisements	3	3	2	2.7	1
2. Site Navigation	3	4	2	3.0	2
6. Region Calendar	3	3	3	3.0	0
12. Social Media	3	3	3	3.0	0
16. Sponsors/Supporters	3	3	3	3.0	0
18. Member Content Submission	3	3	3	3.0	0
20. Region or Zone Reference Info	3	3	3	3.0	0
1. Overall Design	3	4	3	3.3	1
3. Responsive Layout	3	4	3	3.3	1
9. Digital Media	3	3	4	3.3	1
11. Region Newsletter	4	3	3	3.3	1
17. Join PCA" Information"	3	4	3	3.3	1
7. National and Zone Calendars	5	3	3	3.7	2
13. Region Information (About Us)"	4	4	4	4.0	0
5. News and Activities	4	4	5	4.3	1
14. Online Event Registration	5	3	5	4.3	2
15. Goodie Store	5	3	5	4.3	2
10. Searchability and Security	5	5	5	5.0	0
Total	70	67	67	68	3

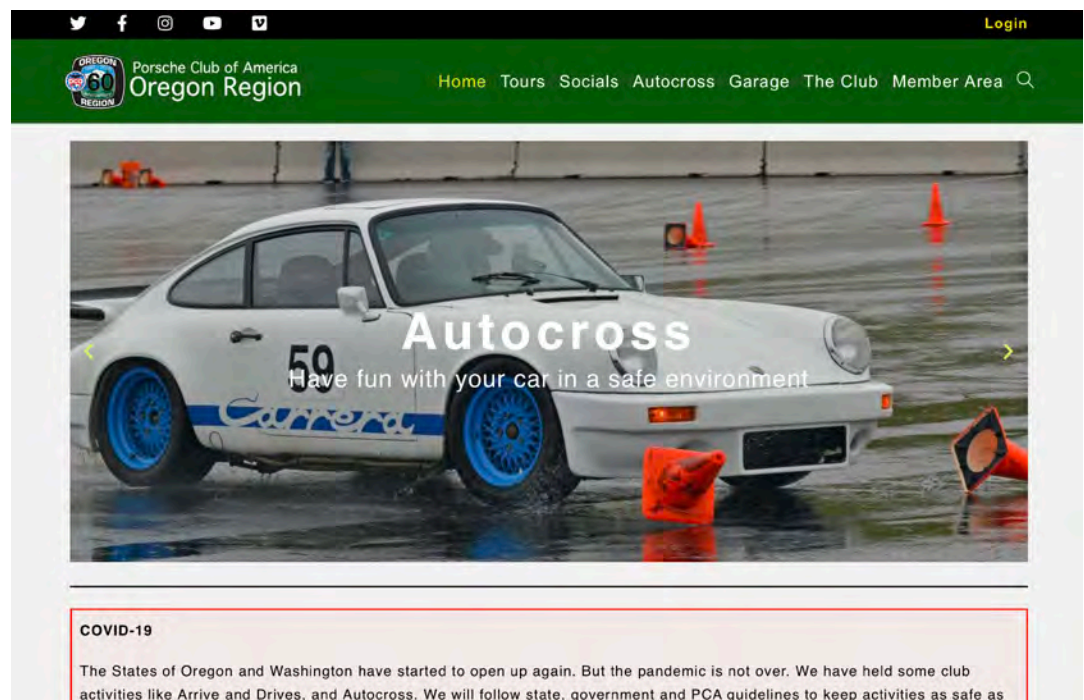
PCA recommends for security reasons to use web forms (like we have in the "contact us" link) instead of email for officer contacts. We will make that change, combined with removing the member emails from the log-in protected sites.

The design of the home page got mixed reviews. While the general feedback was "good looking site," the grades also indicate that some of the judges took issue with the site navigation and the content of the home page. Our home page holds a lot of information (the club activity portfolio, the weekly news, the calendar for upcoming events, the portfolio of past events, PCA and ORPCA sign up information, featured members, sponsors, tech blog, featured videos, Porsche Fun). Our site navigation is built around club activities (Drives, Socials, Autocross, Garage, Club, Members). Both are by design, as we wanted a

design that allowed members with a minimum number of clicks to get to an activity and sign up or see pictures from an event or get news. Our web site statistics show that we achieved this objective, as the average visitor goes to less than three pages. On the flipside, many of the 80+ pages of our website rarely get visited. When we designed the site, we pushed from a text-centric page design to a media-supportive design with lots of pictures and link behind them, while still maintaining a more conservative design style. As always, beauty is in the eyes of the beholder!

The classifieds rating is a little surprising, as we have a nicely designed classifieds page that gives quick overview what is offered and then with a single click gives details and contact information. But when comparing to other sites, it's clear PCA is looking for better integration

TABLE 2



with PCA classifieds as well as more prominent position in the navigation menu.

Analyzing the middle field of point losses (marked in yellow in Table 2), some of these losses are triggered by the lack of better PCA integration. For example, PCA is looking for links to PCA Classifieds, Calendar and Social Media. While we have these links on our site, they are not as obvious as PCA would like to see, an easy improvement opportunity. We also downplayed Social Media, as our Social Media activity was relatively stale. In the last months we ramped up both our Facebook and Instagram presence.

Our site is now about two years in operation and needs a refresh with our learning as well as the feedback from the PCA website contest. Areas for improvement are:

- Security: officer and member emails / phone numbers off the site
- Officer contact forms

- Revised home page design ("less is more")
- Revised Menu ("subject matter")
- Better PCA and Zone integration
- More dominant Social Media integration
- Improved Calendar Integration (Zone, PCA)
- Improved Newsletter Integration (Anzeiger, Panorama)
- Improved Classified Integration (ORPCA, PCA)
- Wordsmithing of site contents
- "Under the hood changes"
 - Revised theme
 - Reduction of plug-ins

I am forming a small team to contribute in discussions and reviews for improvements to the site. If you have experience with web design and a few hours of time per week for the next four or five months, please let me know! Programming know-how not required! Please contact me at webmaster@oregonpca.org. ■



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

Join PCA members from all 14 Zones.

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

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

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



PORSCHE CLUB OF AMERICA

OCTOBER BOARD OF DIRECTORS MEETING

Wednesday, October 14 | 6:30 to 8:30 p.m.

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

All members are welcome to join us!

Note: November Board Meeting is Wednesday, November 11

OCTOBER ARRIVE AND DRIVE—FULL

Saturday, October 10

Start Location TBA

The October Arrive is full. For all the information and to register please go here: <https://www.oregonpca.org/event/arrive-and-drive-october-10/> ■

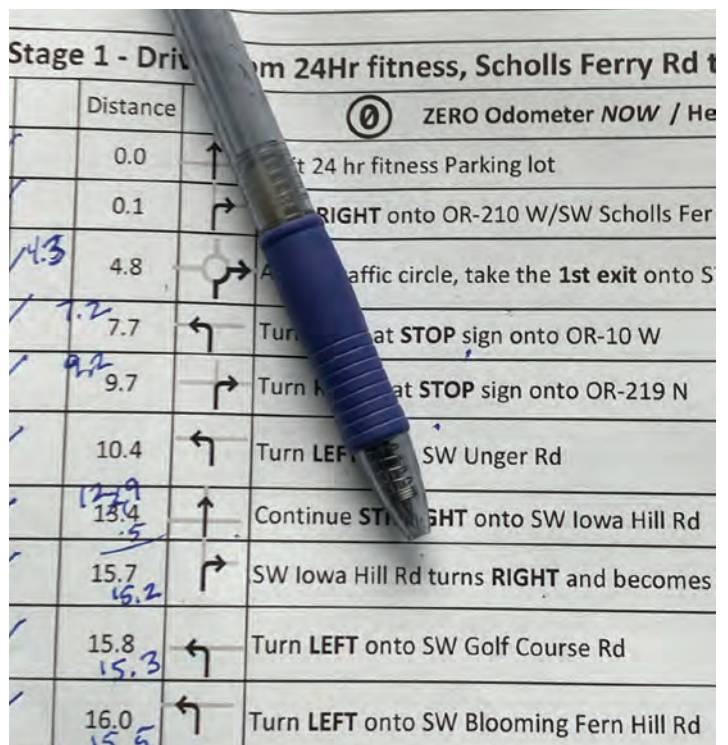
TOURS TRAINING CLASS

Sunday, October 18 | 12 Noon to 4:00 p.m.

Heckmann & Thiemann Motors

220 SE 19th Ave., Portland, OR 97202

This class is strongly recommended for any member who wants to lead a 2021 drive or tour. There are a number of new requirements for 2021 ORPCA tours. The class is also open to other members who want to learn about leading and/or designing an Arrive & Drive, a Midweek Casual Drive or a Multi-Day Tour. Classroom limit is 10 people. This is a hands-on class. **Please bring a laptop with access to Google Maps for the Tour Designers section.** The class will be held at Heckmann & Thiemann Motors, 3220 SE 19th Ave., Portland, OR 97202. For complete information please go to: <https://www.oregonpca.org/event/orpca-tours-training-class-2020-october-18/> ■



Stage 1 - Drive from 24hr fitness, Scholls Ferry Rd to	
Distance	
0.0	↑ 24 hr fitness Parking lot
0.1	→ RIGHT onto OR-210 W/SW Scholls Fer
4.8	→ traffic circle, take the 1st exit onto S
7.7	← Turn at STOP sign onto OR-10 W
9.7	→ Turn at STOP sign onto OR-219 N
10.4	← Turn LEFT onto SW Unger Rd
13.4	↑ Continue STRAIGHT onto SW Iowa Hill Rd
15.7	→ SW Iowa Hill Rd turns RIGHT and becomes
15.8	← Turn LEFT onto SW Golf Course Rd
16.0	← Turn LEFT onto SW Blooming Fern Hill Rd

OCTOBER SOCIAL AND DINNER—FULL

Wednesday, October 21 | 6:00 to 8:00 p.m.

The Antojitos House

2900 SE Cornelius Pass Rd, Hillsboro, OR 97123

This event is hosted by Steve and Winnie Miller. The owner of restaurant will close the restaurant for us from 6:00 p.m. to 8:00 p.m. There are seven tables all six feet apart, so we can have seven parties of two people. There is a limited menu of freshly made dishes from which to choose. There is a waitlist started. Please contact Winnie Miller to get on it. For complete information and to get on the waitlist, go to: <https://www.oregonpca.org/event/monthly-social-and-dinner-april/> ■



OCTOBER MIDWEEK CASUAL DRIVE

Wednesday, October 21

Save the Date—Watch for Details

We are working another Midweek Casual Drive on October 21. Please save the date. Look for more information next week. ■

OCTOBER SUV DRIVE

Saturday, October 24

Save the Date—Watch for Details

We are working another SUV Drive. Please save the date. Look for more information next week. ■



Anzeiger Marketplace

CARS FOR SALE



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

PARTS FOR SALE



Mounted Blizzak snow tires on factory rims. 265/50/R19 with TPMS. \$800 for local Portland pickup. Rims are not in good shape. Jim Flynn 503-789-8472 (10/20)



WeatherTech Front & Rear Floor liners in Black for 2019 Porsche Cayenne. Perfect condition \$150. WeatherTech trunk liner for Audi Q5, fits Cayenne perfectly but is about 1" short at the front edge. \$50. If you get both I'll throw in a set of unmounted mud flaps, front & rear that retail for \$85. Stuart Moss, duett0430@gmail.com, (503) 310-7258 (10/20)



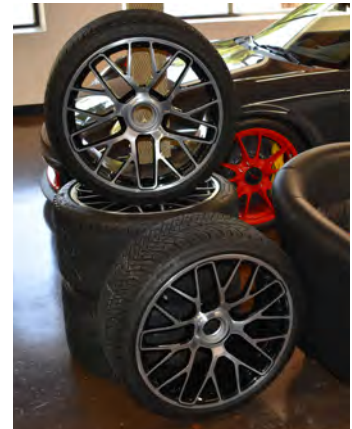
Set of 2019 Cayenne 19" wheels with color crests, lug nuts and TPMS mounted with Pirelli Scorpions. Less than 1000 miles. 255/55 R19 fronts and 275/50 R 19 rears. \$1500 Stuart Moss, duett0430@gmail.com, (503) 310-7258 (10/20)

Pirelli Sotto Zero Winter Tires

245/35 R20
295/30 R20
Excellent condition! Less than 2K miles. Tires are located in West Linn, OR. Asking \$750 o.b.o
Please email with any questions. mr.toddodom@gmail.com (10/20)



Brand New Unopened **Rennline SS Brake lines** Part #CS18 for 991-981-718 models DOT approved set of 4 will fit front or rear. Retail for \$150, selling for \$100 Gary Feldmann, feldgary@comcast.net (9/20)



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



Used Porsche **Carrera S II** wheels set of 4 from my 2007 997.2 911 Carrera S. 5x130 bolt pattern, 19x8 (57mm) front, and 19x11 (51mm) rear. Wheels are in very good condition. Left rear wheel re-finished by Wheelkraft NW (7.12.2020). Boxed and ready to go. Price: \$1000. Bill Kaplan, 703.401.4198, Wsk2715@verizon.net (8/20)

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



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

MISCELLANEOUS FOR SALE



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

IN SEARCH OF

Wanted: **Original intake air cleaner housing and cover** for 1988 911 Carrera 3.2. Contact John Lacko at jclacko@comcast.net (10/20)

Wanted: **Information on a 1968 911/912 Targa.** Peter Linsky is looking for a 1968 911 or 912 Targa with a heated glass rear window—not for purchase, but for some photographs. Please contact him at linsky911@comcast.net if you can help! (9/20)

Wheels Needed: **2017 Macan GTS with Standard Brakes**

2 front 20 x 9

2 rear 20 x 10

Prefer Black and if possible similar to OEM Spyder wheels.

Bill Kaplan, wsk2715@verizon.net (7/20)

Marketplace: Connecting with Club Members in Anzeiger and OregonPCA.org

The Anzeiger Marketplace has a track record of sales and is a free service provided to members. We are now including your listings in the Classified section of the Club website as well.

To submit, update or renew an ad, email classifieds@oregonpca.org. Ads will run for at least three issues and may be renewed upon request, space permitting. If your item sells prior to renewal, please notify us at classifieds@oregonpca.org.

Up to three photos may be submitted, and will be featured if space permits.

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

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue and are subject to space availability. Make checks payable to Oregon Region PCA and mail to PO Box 281, Lake Oswego, OR 97034. ■

