

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | MARCH 2021

Oregon Region  
Porsche Club of America

# 60

1960 - 2020



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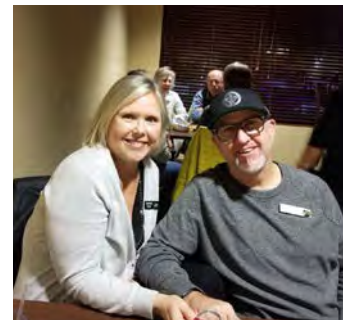
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# ANZEIGER CONTRIBUTORS

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Maynard Chambers

Anni Dykeman

Bob Ellis

Todd Etchieson

Heinz Holzapfel

Steve Miller

Bruce Myers

Mark Prusynski

Peg Ryan

Sally and John Savona

Randy Stolz

John Thomas

Jeremy Williams

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## ON THE COVER

The Club's safe driving events in 2020 included Photo Rallies. Here, Bob Ellis captured proof he'd reached the Visitors Center at Champoege State Park.



# ANZEIGER

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

The ORPCA's Award-Winning Newsletter | VOLUME 61 | NUMBER 21 | MARCH 2021

## ANZEIGER NATIONAL AWARDS

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

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

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

## Oregon Region Porsche Club of America **BOARD OF DIRECTORS 2021**

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[CLICK HERE for February 2021 ORPCA Board of Directors Minutes](#)

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# EVENTS, OREGON REGION AND BEYOND

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## MARCH, 2021

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

## APRIL, 2021

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

## MAY, 2021

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

## JUNE, 2021

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

## JULY, 2021

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

## AUGUST, 2021

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

## SEPTEMBER, 2021

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

## OCTOBER, 2021

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

## NOVEMBER, 2021

- 10 Board Meeting
- 17 Social and Dinner

## DECEMBER, 2021

- 4 Holiday Party
- 8 Board Meeting



# 50

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Ed & Phyllis -



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# WELCOME TO OUR NEW MEMBERS!

Miles Brittain  
Camas, WA  
1999 911 Carrera Cab

Mitch Langjahr  
Albany, OR  
2013 911 Carrera

Jeffery Burgin  
Beaverton, OR  
1984 944

Neal Martin  
Portland, OR  
2019 911 Carrera GTS

Craig Gardner  
Wilsonville, OR  
2001 911 Turbo

Paul Robeznieks  
Tigard, OR  
2018 911 Carrera S

Michael Gross  
Beaverton, OR  
2007 911 Carrera

**ORPCA LOCAL SUMMARY**  
Primary Members: 591  
Associate Members: 408  
Total Local Members: 999

**PCA MEMBERS IN OR REGION**  
Primary Members: 1,066  
Associate Members: 675  
Total Region Members: 1,741

**NATIONAL PCA SUMMARY**  
Primary Members: 88,899  
Associate Members: 48,328  
Total National Members: 137,244



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

## ADVERTISER INDEX

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7	Heckmann & Thiemann Motors.....	503.233.4809
14	Marque Motors.....	503.293.5386
5	Matrix Integrated (Downtown).....	503.443.1141
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16	Porsche Beaverton .....	503.505.6200
47	Stuttgart Autotech .....	503.635.3098
12	Vintage Underground.....	541.510.5296

## 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



# MARCH ANNIVERSARIES

## 47 YEARS

S Branam  
Grant Branam

## 39 YEARS

Lon Jackson  
Dianne Jackson

## 36 YEARS

Steve Knepper  
Grant Knepper

## 33 YEARS

John Hillend  
Emma Hillend

## 23 YEARS

Frank Stricker  
Cortne Stricker  
George Happ

## 22 YEARS

Andrew Flavell  
Figen Ulgen  
Mike O'Connor  
Mary O'Connor

## 20 YEARS

Jeffrey Baker  
Ruili Baker  
Lynne Roe

## 16 YEARS

Dan Koffel  
Patti Koffel  
Rick Stark  
Abby Landon

## 14 YEARS

Alan Meyer  
Muriel Meyer

## 13 YEARS

Richard Hincks  
Valerie Hincks

## 12 YEARS

Dan Walkowski  
Ruth Walkowski  
Michael Harvey  
Kathleen Brown

## 11 YEARS

Rodger Johnson  
Mary Johnson

## 10 YEARS

Ben Thomas  
Matthew Crandall  
Aimee Crandall  
Raymond Soh  
Lisa Lu

## 9 YEARS

Bryan Farley  
Aimee Farley  
Coryn Walker  
Bernadette Walker  
David Somdalen  
Patricia Somdalen  
Jerry Goldstein

## 8 YEARS

Eric Peterson  
Mark Zornow  
Stephen Bledsoe  
Kris Bledsoe  
Stephen Fraser

## 7 YEARS

Robert Bigwood  
Mark Qandil  
Moses Qandil  
Patrick Gateley  
Richard Gateley  
Pat Heffernan  
Ryan Heffernan

## 6 YEARS

Blane Peterson  
Curt Gustafson  
Deanna Gustafson  
Dave Schechter  
Lori Brown

## 5 YEARS

Steve Rollin  
Debbie Smith-Wagar

## 4 YEARS

Lane Attrash  
Verna Al-Attrash  
Louis Mavor  
Marty Wiemann  
Faith Wiemann  
Russell Dent  
Joseph Dent

## 3 YEARS

Heinz Holzapfel  
Sylvia Nesson  
Jim Reinhart  
Kirk Rowe  
Sheri Sundstrom  
Mark McGirr  
Oliver Bohlman  
Michelle Bohlman  
Patrick Ridenour  
Jenny Grumbling  
Pete Sander  
Erin Sander  
Steve Folkestad

## 2 YEARS

Alex Nemirovsky  
Jan Nemirovsky  
Brad Stevens  
David Riss  
Nancy Myers  
Mel Jackson  
Dorothy Jackson  
Walt Koch  
Maria Koch  
David Palmer  
Ann Palmer

## 1 YEAR

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Tom Tesmer  
Jonathan Vinson  
Jim M. Beeger  
Jeannette Beeger  
Bruce Moody



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## PRESIDENT'S MESSAGE

### Steve Miller

# Spring is Around the Corner ... And Motorsports Season!

Spring is around the corner and the motorsports season is almost upon us. Winter just punched us in the nose last month and I'm sure many of you are still reeling from that. Snow, ice storms, power and utilities outages ravaged much of Portland and the Northwest. Winnie and I have several trees down and many that need to be pruned. It's quite a mess.

On the bright side the days are getting warmer and longer. It's time to take the car cover off your Porsche, check the tires, and take it for a drive. Last week we had a well-attended social in Vancouver at Los Potrillo's. Sixteen members enjoyed tasty Mexican cuisine and the fellowship of one another. "Thank you" to John and Sally Savona for hosting.

The club leadership has been very busy over the last several months planning for a more promising 2021. While vaccine rollout has been disappointing, we continue planning for the new season. Autocross #1 is coming up at the end of March. Arrive and Drives, Midweek Casual Drives, SUV drives and the Northwest Passage are in planning stages. Dinner Gatherings and Mixers are



announced via the weekly blast and on the website as the information becomes available.

*Steve gearing up for the 2021 driving season!*

I would like to take this opportunity to thank all Oregon Region members for their patience and support of your club during these difficult times. Board members and other volunteers work tirelessly to bring you safe, socially-distanced and responsible events. Special recognition needs to be extended to Heinz Holzapfel, our Webmaster and Zoom call master as well as Peg Ryan, our Vice President and Communications Director. They both voluntarily spend many hours of their day to bring valuable, accurate, and entertaining information to you! ■



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

# Adding More Committees of Volunteers

I think most of us have made it through our winter snow and ice. I know some of you still have trees down and a mess to clean up, but I hope you are warm and in your own home.

My message this month is about the continued work that the Board is doing to reorganize our club leadership and add committees to relieve some of the work load for some of the leadership team. We have a subgroup of board members looking into how best to do this. We will present to the board on March 10, so you should see something from us after that—most likely in our email blasts asking for volunteers.

Please think about how you can help. One of the main things we are doing is trying to break up the Communications role into smaller pieces and add more committees of volunteers, so the burden is reduced on individuals.

We are also looking to add a Technical Sessions Chair with a committee. We would like this person to organize monthly or bi-monthly Technical Sessions either virtually or in person.

An example of a committee success story is our social committee. Winnie Miller and Phyllis Thiemann have a group of four plus the two of them who are scoping out places we can enjoy our dinner gatherings and quarterly mixers in safe environments.

Another success story is our Autocross team. Eric Freedle and Anson Lytle have a team of ten plus themselves who are organizing eight autocross events this year. They have figured out how to do this safely in the four events we did last year.

Thanks for listening! Please let me know if there is anything you would be willing to help with. You can always reach me at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org). ■

*The Club is looking for a Technical Sessions Chair to help plan these popular events.*



# 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.

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## TECH TALK Jeremy Williams

# Have You Seen My Keys?

As we all get older, we're probably often asking this question of our spouses, our partners, our kids, our pets, maybe even ourselves (it's still ok to talk to yourself!). But in this tech article I'm not talking about car keys. Instead, I'm discussing your wheel lock key.

Wheel locks and a coordinating wheel lock key? I have those? Most likely you do, all depending on how your vehicle came equipped from the Porsche factory. Instead of having all of the lug bolts (which attach your wheels to your brake rotor/hub) fit into a 19mm socket, you may have one toothed-looking convex "wheel lug" per wheel, called a locking wheel lug, or wheel lock for short. Think of the wheel lock key as a sort of adapter, inversely concave in style, that fits onto this unique locking wheel lug, preventing someone from more easily stealing your wheels by using only a 19mm socket/wrench.

More important than knowing that you might have wheel locks on your wheels, is knowing if your vehicle actually has a wheel lock key, that it actually fits your wheels, and where your wheel lock key is located/hidden.



Far too many times we've seen vehicles come into our shops for repairs or maintenance which require the wheels/tires to be removed from the vehicle, only to find the wheel lock key missing from the vehicle. Where should it be located? It should be in the factory tool kit (either in frunk or trunk), along with your tire iron (i.e. lug wrench), jack, tow hook, etc. For those who don't have a full size spare wheel/tire, and instead only have a can of fix-a-flat tire goo, might you still have a wheel lock key? Indeed, for after your vehicle is flat-bedded to a tire shop and/or repair/service facility, the shop will need to remove your wheel/tire in order to patch your tire or replace your tire(s) with new.



Porsche  
Beaverton



**Dee Sanchez**  
Porsche Service Consultant

**Alex Reath**  
Porsche Sales Manager

**Callum Hamilton**  
Porsche Service Consultant

**Nick Roseta**  
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Membership Benefits



What happens if you don't have the needed wheel lock key, or might have lost it? You might be up a certain creek without a paddle if you know what I mean. The tire shop would have to carefully drill out the existing wheel lock key, then install a regular lug bolt (if they happen to have one!) to get you back on your way, until you can order another set of 4 wheel locks and coordinating wheel lock key from Porsche. If you do have a wheel lock key, ensure that it's placed back into its proper storage location after use.

Note there are a myriad of different types of wheel lock keys, all with unique splines. This is to help limit the possibility of a wheel thief having the specific wheel lock key for your vehicle. Most Porsche dealerships and repair facilities will have at least some master wheel lock key sets in case your vehicle doesn't have the wheel lock key, but this is not always a safeguard, so don't count on this! At least one of our ORPCA members recently found this out the hard way. They went to a regional Porsche dealership for a second set of winter wheels/tires, only to find out they didn't have their wheel lock key in their newer Cayenne, that the wheel locks had been superseded and were no longer in use, such that even the dealership didn't have the correct wheel lock key for removing the wheels/tires from the vehicle! So the dealership had to drill out the wheel lock keys, and install a newly updated set of 4; not an inexpensive endeavor. For this reason, it's advisable to check that you have your wheel

lock key and not count on your service center to have it for you.

If you don't have your wheel lock key, and the dealership can match up which key you need using their master sets (i.e. key #45), a new wheel lock key can be ordered for you. For security reasons, it is not possible to know which wheel lock key number your vehicle takes by using the VIN #, data card, build sheet, CoA, etc. You'd need to physically match up a possible wheel lock key to your vehicle's wheel locks, using a master set.

Drive safe, have fun, and happy Porsche-ing!

Please feel welcome to ask any questions, and/or make any suggestions for future tech articles. ■

*Jeremy Williams is the Oregon PCA Technical Editor. He co-owns Matrix Integrated (<https://www.matrixintegrated.cc/>) with his brother Justin. Jeremy can be reached at [techeditor@oregonpca.org](mailto:techeditor@oregonpca.org).*



# ZONE 6 UPDATE

## Mark Prusynski, Zone 6 Representative



## We've Held COVID-Safe Events, Thanks to Hard Work

Just when I thought we weren't going to have a real winter in the Northwest, Boise received almost ten inches of snow in two days. That two-day snowfall ranks in the top ten for Boise. A few days later and it's warmer than normal and I got the Boxster out a couple times.

Winter is planning time for PCA. Every February we have a National Staff Meeting and a National Board of Directors Meeting, followed by a meeting of the region presidents for each zone. A couple years ago we had the National Staff Meeting in Seattle and had a crippling snowstorm on the first day. This year it was supposed to be in Florida, but we had a Zoom meeting instead. I need more padding in that desk chair. Our Region Presidents' Meeting will also be virtual this year. It's more convenient in a lot of ways, but the best part of being involved in the leadership of PCA is getting out to meet our wonderful members. Last year our meeting was in beautiful Victoria BC just as COVID was

taking off in the Seattle area. I never thought we'd see so much change over the course of a year.

One thing I'd like to talk about at our Region Presidents' Meeting this year is how each of our ten regions have managed to hold events that comply with the COVID guidelines

and ensure the members' safety as much as possible. Although PCA events were significantly reduced in 2020, your Region leaders worked hard to hold safe events and none of those events resulted in a spread of

the virus. PCA membership actually grew slightly in 2020, after a decrease during the first few months of the pandemic. We are planning a return to "normal" over the course of this year. There are several milestone Region anniversaries in Zone 6 that need to be celebrated. I hope to attend those celebrations as well as some Region events that we couldn't attend last year. Nationally, plans are set for two Treffens and the Porsche Parade in French Lick, Indiana. I'm really looking forward to seeing you all out there. ■





**SPINNEN**  
**Randy Stolz**

## The Finest Example of Doppler Effect

**I**t's gone now, like so many other things of my youth. Riverside International Raceway exists only online and in the collective memory of those participants and fans who attended the races there from 1957 to 1989.

Having recently arrived in California in 1959, we were heading east towards the desert to something called the U.S. Grand Prix for Sports Cars. Southern California was different then. The towns east of Los Angeles had visible limits. East of Azusa there was farmland and orchards. As I looked out the Jag's window I have no idea that this will be the first

of many trips to this track or that it will leave me with so many memories. But as the saying goes, you always remember your first time.

Just now, the sun is coming up. An October morning casts a low fog above ground. We pass Archibald Ave along old US 60 as we near the

track. Turning onto Day St. we come upon the first of what will be many lines of cars and people that day.

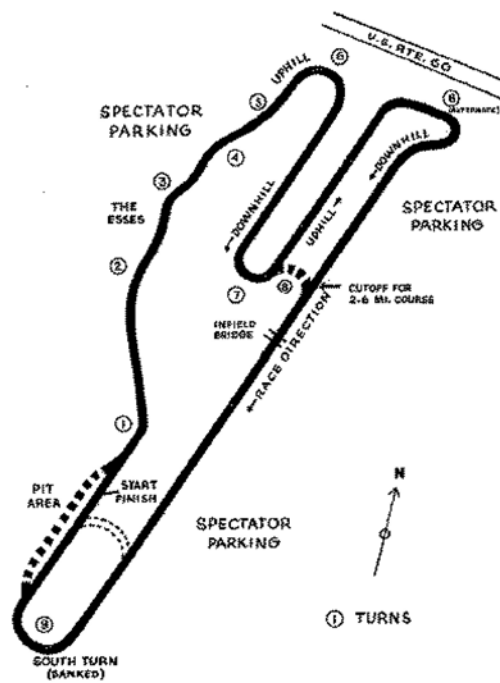
I'm in awe at the number of sports cars in line. With them, there are the more mundane imports holding young men in sunglasses with sporting aspirations unfulfilled. I will be one of them in about three years.

I don't know where we parked, but

it took a long time to get back. At just over three and a quarter miles long and perhaps a mile wide, the Raceway property is huge. It's like you walked into some weird empty world. No trees to speak of save a few planted saplings in a semi-death state from a lack of water.

Landscaping here is futile. The grass, long browned off from the summer sun, has been trampled on in every direction. This is the California desert. It's early and with the sun, the sounds of engines rise as practice sessions begin. We start walking, and walking, and walking.





Overlooking the “esses” at Turns 2 through 5; they end in an uphill to Turn 6. The cars sound like a swarm of bees as a Cal Club class of small-bore production cars work their way up the track. Unlike tighter tracks, these are relatively sweeping turns that allow these cars to run much more freely. On that straightaway, their lower horsepower couldn't pull the taller gearing required. The result is engine-killing long pulls at high revs. At the end, for heavier cars, is the brake-destroying entry to the 180-degree Turn 9.

The track is a monster. Its sheer size dwarfed many others. With over a mile-long downhill straightaway, it begs for throttle. At the same time the turns will catch drivers coming in too hot or too slow. The higher speeds of Riverside demand an aggressive yet precise right foot. Get it wrong and sadly, those speeds are dangerously unforgiving. Great drivers will die here.

As we approach the pedestrian tunnel under the exit of Turn 1 the big cars must have started their practice as a yellow Mercedes 300SL roadster blasted overhead. I just kind of stop for a moment and follow it as far as I can see. I'd never seen a race-prepped Mercedes except a factory car in Road & Track, let alone one entered by a privateer. It didn't seem real with a V-8 sound. I began to wonder if any of this was real, but it was.

Beyond the tunnel lay the paddock. Off-limits to us general admission types, it is surrounded by rudimentary fencing. With all the trucks and an occasional beach umbrella to make shade I can't see that much. The street cars out-number the race cars by at least 2 to 1. The trucks with various famous marque names draw my attention. Were they from the factories in Germany, Italy and England? Understand, this was my first attendance at a big-time race. At my age, I didn't know I was looking at the high-dollar sportsman teams of John Edgar, Tony Paravanno, John von Nemann and Frank Arciero.

Looking at the entry sheet we could pick out some of the cars to be raced by famous and not-so-famous names like Stirling Moss and Phil Hill. USAC stars like Lloyd Ruby, Chuck Parsons and Jack Flaherty I'd heard of. But who were Billy Krause, Ritchie Ginther, Ken Miles and Bob Drake? There are more names to come over the PA system, like Riccardo Rodriguez, but the most frequently mentioned is Dan Gurney. Seems he is an up-and-coming local boy.

As we circle the paddock straining to get glimpses of cars and drivers to no avail, we head over to the straightaway. What a thrill. You can look at the cars fly beneath you. And the sound! The effect on me is permanent. Ruined forever.

The big race started that afternoon with a boom. There was an accident right from the start and the PA system was almost unintelligible from background noise. Gurney was out along with Roger Ward. Phil Hill's car was sideswiped and looked bad but was deemed fit for the race. A restart was made and then, it was Hill, Ginther and Moss as they drew away from the field. Up through Turn 6, then downhill to the left at 7 and on up to 8 you could barely see them, pulling away.

Now about half-mile off, the leaders turned onto the straight coming towards us. The first lap was relatively quiet where we stood. That would soon change as the cars approached running through the gears and I would remember this as the finest example of Doppler Effect. The rise and fall of sound was glorious. Just beyond us the big cars would shift into top gear as they ran on towards Turn 9.

As they passed below us under the bridge, the Ferraris of Phil Hill and Ritchie Ginther pulled the Aston Martin. Moss would out-brake them and catch them up through Turn 9 and back to Start/Finish. It went on like that lap after lap as Ginther took the lead. Needless to say, my eyes were fixed on them like a tracking radar and every time they went

under the bridge the wail of those V-12s raised the hair on my neck. Still would.

The heat was building into the 90s now and a strong breeze and can- teens kept us from wilting. With the breeze came the dust. It got in your clothes, your eyes and in your nose. There was alternate entertainment in the form of "dust devils" swirling along, catching spectators unaware. The water truck too, as unpredictable as the wind, was on the prowl letting you choose between dust and mud. Some inebriated folks would actually stand next to the water truck as it passed by.

More heat. Clouds of dust crossing the straight obscured our view. Cars were dropping out at a frequent rate. Of the 30 cars gridded, 17 were running. Just when it seemed like Stirling might have had them by the end of the race, the Aston lost oil pressure and overheated at just under half distance. I was crestfallen as my hero was grounded. Ritchie, too, succumbed in the same way as Moss; 10 laps later.

Porsche RSKs ruled the under-2 liter class. Riccardo Rodriguez, the

*Phil Hill's Ferrari TR leads Moss's Aston Martin DBR2 at Turn 7. Photo: Motorbinder.*



17-year-old phenom from Mexico, blew a piston giving Jack McAfee the lead until he dropped out 10 laps later from a crankshaft failure. Ken Miles soldiered on, thinking Riccardo was still out there somewhere ahead. It seems he misinterpreted a pit signal; drove like hell, and would finish third overall! Sam Weiss in another RSK would finish fifth. As the race wore on it was becoming apparent that Phil Hill would win by lapping the entire field. Lloyd Ruby in a Maserati 450S would finish second.



Those pesky Porsche RSKs of Miles (50), McAfee (88) and Weiss (55) follow the Lister Jag of Jack Flaherty (266) and the Ferrari 410 (60) of Bob Ocker. Photo: Motorbinder.

We started walking towards our car still eating dust. We spent the rest of the day in a fog of gridlock and some overheated cars moving westward into the glare of the setting sun and L.A. I was exhausted and fell asleep as we droned home.

The following year (1960) we attended the US Grand Prix West (F1). It was a bust for promoter Alec Ullman but a dream event for me. The Cooper team of Jack Braham and Bruce McLaren were there with Phil

Hill and Olivier Gendebien driving privately-owned cars. Team Lotus came with Jim Clark, Innes Ireland and John Surtees. BRM came with Jo Bonnier, Graham Hill and wonder of wonders, Dan Gurney. Ferrari stayed away. The F1 Championship having already been decided, his factory turned its attention to the upcoming 1.5 liter formula.

Among the drivers with private teams was Moss in the Rob Walker Lotus and Bob Drake, a local driver with many wins in a now-ageing '57 Maserati 250F.

Stirling took the pole by 0.6 seconds and was never challenged in the race. Jack Braham may have been the newly crowned champ, but it was clear that the Moss/Walker Lotus combination was superior by far. I distinctly remember Stirling walking away from the field in the early laps of the race. Finishing 38 secs ahead of Ireland, he was in a class by himself.

Later that year in October we watched Billy Krause win the LA Times GP for Sports Cars in a "Birdcage" Maserati. We never thought much about Krause at the start. Unknown to us were his '55 midget crown and subsequent regional wins in the family D-type Jaguar. Nope, the real headliners were once again, Moss and Gurney. The truth be told, Krause was every bit as good as them.

Featured in this race was a pair of Lotus 19s to be driven by Moss and Gurney. At the start, both walked away from the field. The light chassis and rear engines gave them a sig-

nificant advantage through the turns though the small 2.5 liter Coventry Climax engines were pressed very hard on the long straight. For several laps the Gurney/Moss battle was quite a spectacle with Gurney taking the lead.

While Gurney and Moss were the fastest; the Krause-driven Maserati was now third. With a slightly larger engine at 2.9 liters, it may have been a bit more reliable at Riverside's heat and high speeds but just as likely was Krause's patient strategy. I didn't know about things like that at the time but I did figure that the Maser's resplendent paint job by Bill's brother-in-law (Von Dutch) didn't hurt.

Stirling dropped out with a transmission/clutch problem. Gurney eventually blew a head gasket and Billy won by a wide margin.

Krause went on to several more victories and was the first driver to race the Cobra for Shelby. He was picked by Mickey Thompson for an ill-fated Chevrolet program and a scary ride at Indy. There was even an F1 offer. But bad luck and loss of motivation sent him back to his So



*Stirling Moss in the Rob Walker Lotus. Photo: Allen Kuhn.*

Cal Honda dealership and working for other race teams while doing restoration work. As is often the case, another tough, talented young driver who paid his dues with bad breaks ... but I wouldn't know that until decades later. To me Billy is a star.

There were other races at Riverside, but I was a teen in the early Sixties with many more adventures to seek and Riverside faded from view during those years. The Sixties brought high school, college, a stint in the Army, a Sunbeam Alpine and meeting my future wife, Ann. I would return again in the early Seventies to see NASCAR, IMSA, IROC and the CAN-AM cars and see another side of racing almost unknown to most ... as a volunteer. That's another story.

-KEEP SPINNEN

*Below Left: Gurney (96) lead Moss (1) while Krause (53) bides his time. Note Moss' crude rollbar Photo: allamericanracers.com.*

*Below Right: Bill Krause, a great driver in midgets or Maseratis, here in a "Bird-cage."*



# 2020 Volunteer Awards Banquet Celebrates Great Work in Unusual Year

BY BRUCE MYERS AND PEG RYAN | PHOTOS BY BRUCE MYERS, WINNIE MILLER AND TOM FLOYD

To enjoy more photos from this the banquet, go to: <https://orpca-pix.smugmug.com/2021-ORPCA-Events/Annual-Awards-Banquet-January-20/>

To enjoy more photos from the Above and Beyond Awards at Cascade Brewing go to: <https://orpca-pix.smugmug.com/2021-ORPCA-Events/Above-and-Beyond-Awards-for-2020/>

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

On January 20, the Oregon Region PCA celebrated one of our club's special events, the Annual Awards Banquet. This is a celebration of volunteers' special achievements that occurred this past year and an opportunity to meet our 2021 Board of Directors. Due to Covid-19 restrictions, our club's president, Steve Miller, hosted the event on Zoom while 13 fortunate members got to attend in person. The event was planned by Steve's wife, Winnie, and took place at Si Senor Mexican Restaurant in Cedar Mill.

After arriving we started with appetizers of chips, salsa, bean dips and a beverage or two. We engaged in great conversations ranging from cars, to families, to hopes of having more wonderful Porsche events in 2021. In-person attendees included Les Schreiber, a Vancouver resident who has been a member of the Porsche community since 1972 and a member of ORPCA since 2017. Peggy Walker joined us in spite of her husband skiing on Mt. Hood, as did both Tom and Stephanie Floyd. Our Past President, Larry Hannan and his gracious wife Cathy, as well as our aforementioned President Steve and his wife Winnie also attended. Last, but certainly not least, were Robb and

Vanessa Hunt as well as myself. Dinner was served and our lively conversations continued.

Next came the presentation of the awards.

Since many of last year's events were cancelled or postponed, only two of the perpetual awards were given:

**New Member of the Year Award** was given to *John and Sally Savona*, who attended these festivities in person, for enthusiastically participating in many of last year's activities.

**President's Award** was given to *Greg and Kaylene Kirchem*, who were Zoom attendees, for their 10 years of work on the Northwest Passage event. Greg led this effort for the last five years. The plaque was presented in person to Greg and Kaylene by Steve and Larry prior to the dinner.

Steve then recognized a group of 37 volunteers (left) who went Above and Beyond to get events going in 2020. These volunteers were given a personalized "Above and Beyond" Beer Stein for their work. Many of these Beer Steins were given out at a drive by at the Lodge at Cascade Brewing prior to the dinner. ■



# Above and Beyond Awards 2020

## Autocross

Anson Lytle  
Ben Mason  
Bryce Bederka  
Chuck Jarvie  
Danielle Paulson  
Eric Freedle  
Eric Hoff  
James Paulson  
Jay Mallison  
Jeff Gretz  
Pete Libke  
Sean Vanderheiden  
Peg Ryan

## Tours

Bob Ellis  
Heinz Holzapfel  
Ravi Rajaram  
Scott Dual  
Eric Lewis  
Brad Hedstrom  
Carole Hedstrom

## Summer Picnic

Cathy Hannan  
Ed Thiemann  
Larry Hannan  
Larry Tracewell  
Linda Tracewell  
Phyllis Thiemann  
Randy Homes  
Stephanie Floyd  
Steve Miller  
Tom Floyd  
Winnie Miller  
Peg Ryan  
Brad Hedstrom  
Carole Hedstrom

## Anzeiger Support

Mike Stack  
Gary Koppang  
Randy Stolz  
Jeremy Williams  
Joe Kelly

## Adopt-A-Road

Gary Feldmann



**Volunteer Awards Banquet.** Above: Les Schreiber, Larry Hannan, Winnie Miller and Tom Floyd enjoying some drinks; Robb Hunt with Tom and Stephanie Floyd. Below: Robb and Vanessa Hunt with Steve Miller; Steve Miller with Sally and John Savona, New Members of the Year.



MORE PHOTOS ON PAGES 26-27

AWARDS BANQUET, CONTINUED

**President's Award.** Steve Miller, Larry Hannan and Greg and Kaylene Kirchem with their President's Awards.



**Above and Beyond Awards.** Clockwise from top left: The steins were personalized for each of the volunteers; Committee to thank each of the recipients of the Above and Beyond Beer Stein; Gary Koppang examining his stein; Eric Hoff and his stein; Jeannie and Jeff Gretz.



**Above and Beyond Awards, Cont'd.** Clockwise from top left: Steve and Winnie Miller with their beer steins; Tom and Stephanie Floyd; Winnie Miller, Ina Feldmann and Peg Ryan; Jay Mallison with his Cayman and his beer stein; Larry Hannan and his Cayman; Pete Libke with his 911; Gary Feldmann and his stein with Peg Ryan.



# Photo Rally Gallery: Bob Ellis

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY BOB ELLIS

Last year Bob Ellis helped me with the ORPCA Photo rally. He tested a number of locations to include in our “virtual rally.” There were 15 places to find, along with three sponsor locations. This month we are sharing the pictures and places that Bob located. Thank you for the great photos, Bob! ■



Clockwise from top left: Council Crest Park; Visitor's Center at Champoeg Park; Hopkins Demonstration Forest.



Clockwise from above: Covington House in Vancouver; sponsor destination, Heckmann and Thiemann; Dabney State Park; the Holcomb Creek Trestle, also known as the Dick Road Trestle; Benedictine Brewery.





# A "Three Ferry" Crossing Posse Drive

STORY AND PHOTOS BY MAYNARD CHAMBERS

Above: Buena Vista Ferry.  
Below: Lynn Rowe first in line  
for the life preservers!  
View of the Willamette River.

**I**n early February, a group of members took a drive that crossed the Willamette three times and all on Ferries.

The day can be summarized as follows ...

*Ron Gotcher:* Provided the best laugh of the day by following a black car off the ferry for 10 miles but it wasn't Maynard's black car!

*Ravi Rajaram:* Picked a great weather day!

*Lynne Roe:* Provided her world famous cookies!

*Bob Ellis:* Ran his white SUV at the end of the group!

*John Thomas:* Great to see him again on a Posse drive!

*Heinz Holzapfel:* Provided his usual enjoyable wit and humor!

*Maynard Chambers:* Made a great U-turn! Ravi is the master of this trick and it works. ■





Above: Canby Ferry; The Posse: Ron Gotcher, Bob Ellis, Lynn Roe, Heinz Holzapfel, Maynard Chambers, John Thomas and Ravi Rajaram. Left: Wheatland Ferry.

### IN MEMORIAM: ROLF SPRENGER 1940-2021

The Porsche community has lost another familiar name. Rolf Sprenger, an outstanding research engineer and ambassador to the countless enthusiasts of the marque, passed away on February 24, 2021.

Sprenger joined Porsche in 1967 and was immediately tasked with developing a new fuel injection system for the Porsche 911. He eventually moved to the Service Department and then was placed in charge of the Repair Department at Werke 1. Sprenger is probably best known for creating and directing the "Special Wishes" Department, where new cars could be customized to the personal specification of customers willing to pay for individuality. Today, that unit is called "Porsche Exclusive Program Tecquipment", and its best-known products are probably the "Flat-nose" Turbo coupes and Cabriolets built in the 1980s.

Sprenger retired from Porsche in 2006 after a 39-year career, and then kept himself busy as an automotive consultant. —Peter Linsky

# Confessions of a Sometimes DIY Mechanic —High Output Alternator Installation

STORY AND PHOTOS BY TODD ETCHIESON  
(AN INTERNET MECHANIC WHO MAY OR MAY NOT KNOW WHAT HE IS DOING)

When I bought my 1980 911 SC Targa a few years ago it had the original A/C system, but no surprise to anyone who owns an air-cooled 911 - it didn't work. You may say, "Hey, you have a Targa, why do you need A/C?" Well, there are a few reasons:

- During the summer, I pretty much use the Targa as my daily driver - and sitting on Burnside Road at about 5:30 when the temp is in the 90s...let's say I don't get home feeling fresh.
- Others who I might choose to ride with me don't always appreciate the open top at highway speeds... ;)
- It's kind of like the old climbing Mt. Everest quote, because it is there.

Last summer a poster on Pelican Parts started a thread to see if we could gather enough for a group buy of the Classic Retrofit Electrocooler A/C system (<https://www.classicretrofit.com/collections/electric-air-conditioning>). I already have Classic Retrofit's CDI+ modern ignition unit, so I know their parts are high quality. We were able to gather enough interested parties to get a 10% discount, and since I had been saving to do just this project, I went for it.

Of course, as with many projects on these cars, it is the gift that keeps

on giving. Classic Retrofit recommends upgrading to a high output alternator and you have to remove the windshield washer fluid reservoir in the front driver wheel well - they have a retrofit kit that uses a 996 washer bottle.

So, since late September I've had a bunch of boxes sitting in my garage waiting for cold weather. In this article I'll talk about installing the Classic Retrofit high output alternator. Hopefully, I'll be successful in my other projects and will get a chance to share some thoughts and results on those as well.

By the way, there are other reasons to install this high output alternator, namely all the additional electrical demands we put on our cars now, such as phone chargers and stereo amplifiers. In fact, it was the two-channel amp that was installed in my car in early 2020 that pointed a problem out to me. The amp kept cutting out and at first I thought there was an issue with the installation. But, I noticed that an indicator labeled "PROT" would light up when it cut out. Digging deep into the amp documentation I learned that it has a switch to protect against high voltage that cuts the amp off if the voltage goes above 15V. I have a Bluetooth battery monitor installed so I watched



Photo 1



that while driving and learned that the voltage at the battery was jumping all over the place, pointing to a problem with the alternator and likely the voltage regulator. Another good excuse to put in this high output alternator with modern electronics!

I won't go into the detailed procedure for replacing your alternator; that is well documented in the Bentley manual, the "101 Projects for Your Porsche 911" book, and other places. I'll just talk about a few specifics with my project.

One of the first challenges you'll face is actually getting the alternator out of the fan housing once you have removed both from the car - the alternator can really get stuck in there. A search on Pelican Parts will help with this basic advice - drop it. I put a towel on the floor and arranged some 2x4 scraps in a square, leaving an opening the size of the alternator. I started picking up one side at a time and just dropping it back onto the 2x4s. This still didn't work, so I eventually put another

2x4 scrap on top of the posts of the alternator that protrude through the housing and gave it a few gentle whacks. Once I got it started, a few more drops on the 2x4 frame and the alternator slipped out of the housing. While I had it out, I had the fan and housing sandblasted and sprayed it with clear POR-15, anticipating a cleaner looking engine bay once I was done. (See Photo 1.)

The Classic Retrofit High Output Alternator comes with everything you need, including a spacer appropriate to your model and two beefier cables for the ground and the connection to the solenoid (which is mounted under the car on the front, right area of the transmission). I found this to be the most challenging part of the entire project. If you are doing this with the engine in, it is difficult to route the red cable to the solenoid. In fact, you pretty much have to be willing to drill a hole in your engine tin. I was very nervous about this and spent a bunch of time looking for the right spot Johnny from Classic Retrofit was very

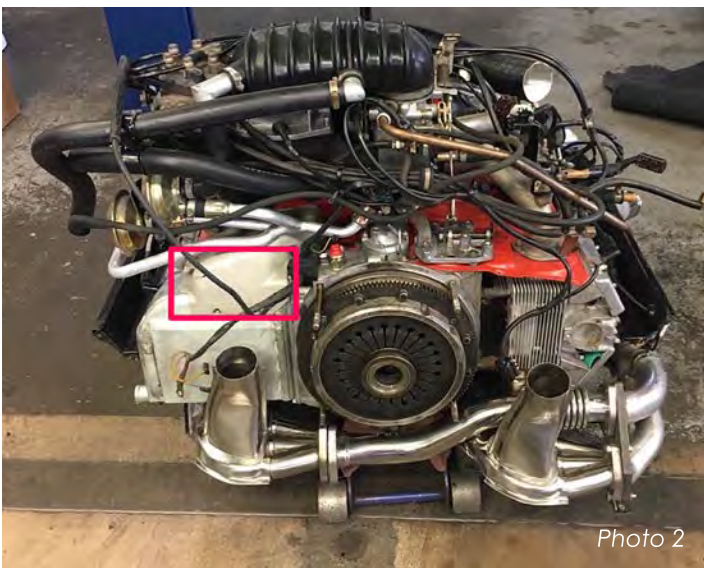


Photo 2



Photo 3



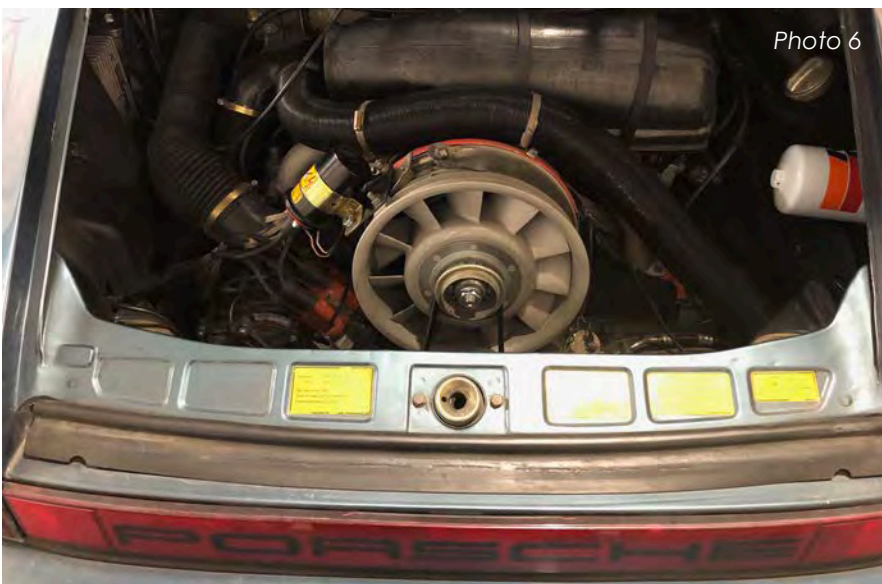
patient and helpful responding to my questions over email.

In *Photo 2* you can see my engine when it was out for a top-end rebuild at Matrix Integrated. The area marked by the red box sits just above the oil cooler and just behind a piece of the engine tin you can see from underneath the car. I loosened the engine tin, straightened a clothes hanger, and fished the hanger through the engine shroud to make sure I knew where to drill. The cable is half-an-inch in diameter and the connector is a little bigger than that. I started with the smallest drill bit I had, then worked through every bit up to the 1/2 inch bit, then used a small round file to clean it up and widen it just enough to get the cable through (*Photo 3* shows my drilling tools). (Ed. Note: To prevent the edge of the engine tin from

abrading the cable, consider drilling a somewhat larger hole and protecting the edge with a thin rubber bushing cut to fit.)

*Photo 4* shows the newly routed and installed cables. After this, it is pretty straightforward re-assembly. The biggest challenge in reassembly was simply getting the assembled fan, housing, and alternator back into the right spot. I think the difficulty was due to the thickness and stiffness of the new cables and the crowded space the assembly needed to fit in. To be honest, I can't describe what I did to get it back in, other than wrangle it back in with a lot of grunts, groans, and shoves. When I was growing up, my dad always joked, "If you're not bleeding, you're not working!" It was during this part of the project that I proved I was working when my hand somehow slipped and my finger met the edge of some sheet metal. See *Photo 5* for proof I was working.

Once it was all done, I have a cleaner looking engine bay (*Photo 6*) and a rock steady voltage. Now I'm ready to move on to the next phase of this project - the lightweight washer bottle kit to make room for the Electrocooler A/C system. ■



# February Fiesta Dinner Gathering

PHOTOS BY ANNI DYKEMAN AND JOHN AND SALLY SAVONA

**A**fter a whirlwind of life-altering events the past year, it was exciting to see familiar faces again and meet new friends along the way. The PCA social dinner, hosted by Sally and John Savona, at Los Potrillos Mexican Restaurant in Camas, Washington was a huge success! Thank you to Sally and John for hosting and to members who came from near and far to join us for this event. Sharing a passion for Porsche cars over cocktails and dinner was a fun way to reconnect. —Anni Dykeman

Another wonderful dinner gathering, aka the February Fiesta at Los Potrillos, enjoyed by all! If you didn't attend the February 17 social, you missed a great time. The restaurant located in Camas provided us with a separate indoor dining area where we kept our social distancing practices in check. Of course, some of us sipped the house margaritas and enjoyed the chips and salsa as we



Above: Eric and Amity Peterson with Eric and Mickie Hoff. Left: Anni Dykeman and Winnie Miller.



met new people and greeted old friends from both Washington and Oregon areas. When checking who came the furthest, the virtual award went to Stephanie and Tom Floyd from Portland.

The hot topics of the evening centered on the stormy weather, snow-fall and, for some, loss of electrical power at home. Soon enough, conversations drifted towards the

anticipation of enjoying upcoming Porsche events and the need for some fun-filled Porsche driving experiences in 2021. Ann Dykeman said it was a good time to ease up a bit and be with the club while enjoying the great food!

We found that Los Potrillos has hosted Porsche events in the past. In fact, Tommy Ramirez, who provided great service to us, recalled the time the club met at the restaurant a few years back and showed their "awesome cars" in the parking lot. He remembers that so well, he knew he wanted one. Tommy is now a proud Porsche Cayman GT4 owner and was eager to share a picture of his dream car with us. That was obviously our opportunity to talk about our club and invite him to join. Hopefully he has by now.

We enjoyed another great time with our Porsche amigos and look forward to seeing you all again! —John and Sally Savona ■

**MORE PHOTOS  
ON PAGES 36-37**

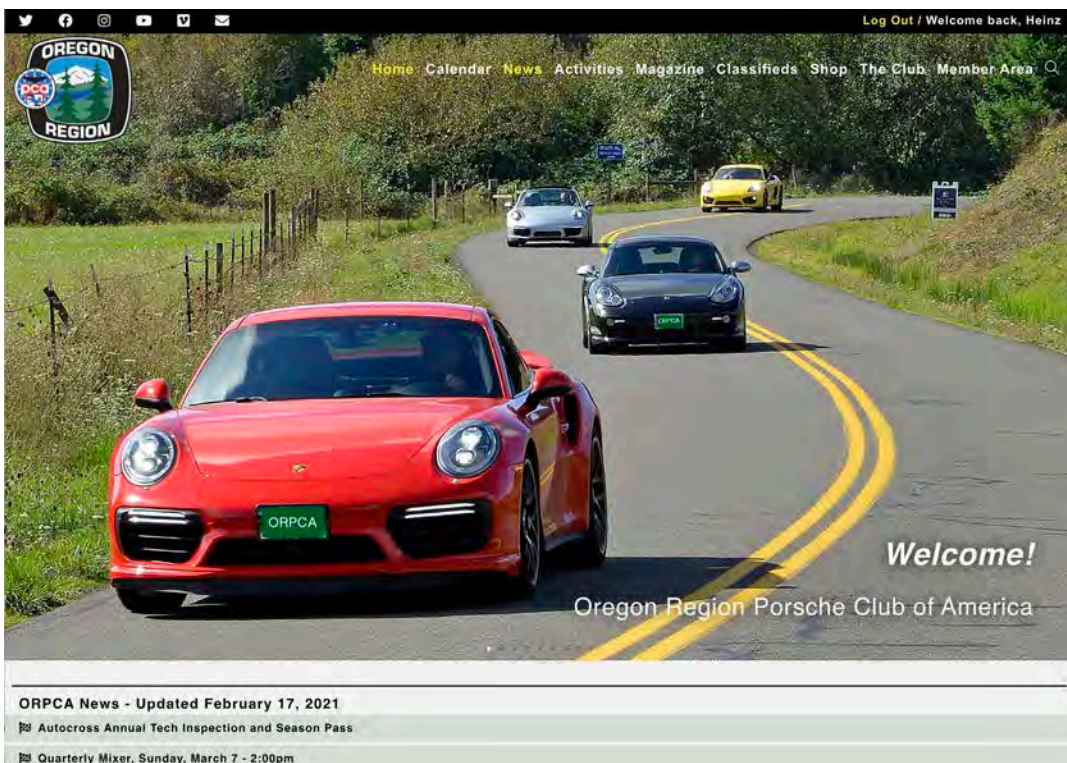
FEBRUARY DINNER GATHERING, CONTINUED

To enjoy more photos from this event, go to: <https://orpcapix.smugmug.com/2021-ORPCA-Events/February-Fiesta-Dinner/>

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



Clockwise from top: Steve Miller welcoming everyone to dinner! Tom and Stephanie Floyd; John and Sally Savona; Tommy Ramirez's Porsche Cayman GT4; Aisha Rabbani, Jay Dykeman, Winnie Miller and Safder Rabbani enjoying some chips and salsa.



# Website Features Multiple Updates

STORY AND PHOTOS BY HEINZ HOLZAPFEL, WEBMASTER

It's been almost two years since we rolled out the new ORPCA website. We chose a somewhat conservative design with fixed boxed elements to support a full screen experience on older laptops and desktops with screen resolution below 1280 pixels. Some members offered helpful opinions, and we got good feedback from the PCA website contest where we achieved fourth place. In an Anzeiger article last September I outlined the key objectives of the next redesign:

- Better security, e.g. no email addresses visible to non-logged in visitors
- Better integration with Zone 6 and especially PCA
- Easier access to calendars, classifieds, shops
- Better Social Media integration
- A full-screen design that scales

with the size of the browser window

The first changes you will recognize when you visit our website are to the homepage design and to the menu. These changes are an evolution and maintain what worked well while improving based on learning and feedback

You will recognize that the portfolio images now fill the browser frame side to side. Our logo is dominantly displayed in the top left part of the images.

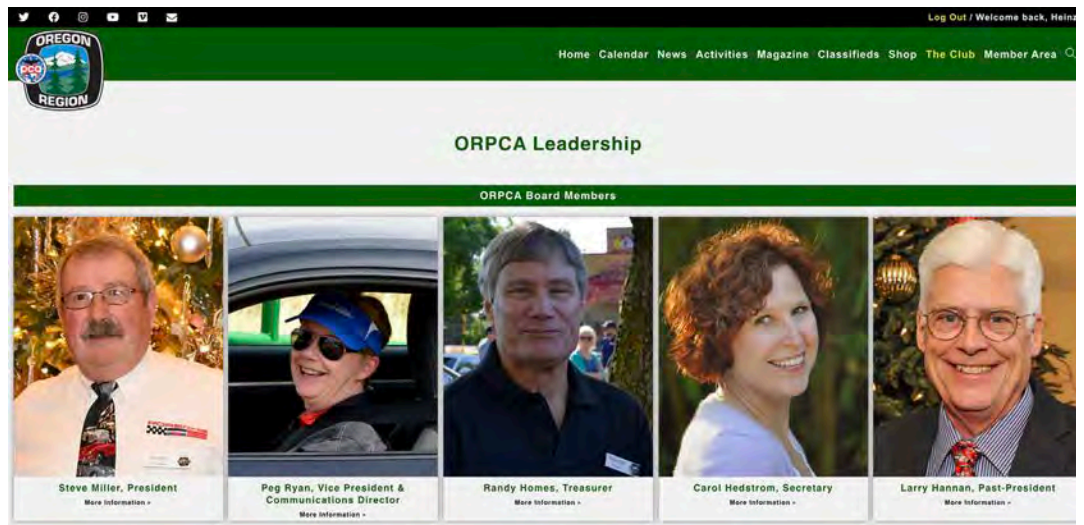
The navigation menu went through a major redesign:

- The Calendar menu item gives access to the ORPCA, the Zone 6, the PCA and the PNWR calendars. For the ORPCA calendar you can switch between list views or a classic monthly view. You also can search by event type.

- The News menu item leads to the ORPCA News (from whatever page you are on) as well as Zone 6 and PCA news.
- The Activities menu item now bundles access to the pages for Tours, Socials, Autocross and Garage as well as a new sub-menu item for Sim Racing.
- The Magazine menu leads to the ORPCA Anzeiger archive, the PCA Panorama site, the PNWR Spiel archive and the High Desert Magazine.
- The Classifieds menu leads to the ORPCA classifieds, as well as PCA and PNWR classifieds pages. In addition, it also gives access to PCarMarket and Bring A Trailer, two leading auction sites for Porsche cars.
- The Shop menu leads to the ORPCA shop, as well as the PCA, PNWR and Porsche shop sites.
- The Club and Member Area menu items mostly maintained their structure, with one key exception: the 2021 Leadership page was redesigned including the ability to contact every officer through an

embedded web form and hence no longer exposing email addresses.

A key feature of the previous redesign was to give you access to all key information right on the home page and not forcing you to click through several pages. This was accomplished by the ORPCA News block below the portfolio images as well as the three-column design in the middle section of the home page showing the Upcoming events, the Recent events and most recent Anzeiger. We maintained the ORPCA news “Toggle” with some minor design changes. Each New Bulletin is represented by a horizontal bar with a checkered flag and the headline of the news. Clicking on the bar opens the News item. This is an efficient way to quickly get access to the weekly News. We also maintained the three-column dashboard design following the news section. The list of upcoming events now also shows images for featured events. No changes were made to the Recent Tour Events links to the image archives on SmugMug. In the right column there is now also ac-





### Tours

Enjoy Driving Your Car On Fun Roads

#### Upcoming Events

MAR	27	March SUV Drive	March 27
APR	24	April SUV Drive	April 24
MAY	08	Arrive and Drive - Saturday, May 8	May 8 @ 8:45 am - 2:00 pm

#### Recent Tour Events

Midweek Casual Drive	October 21
Midweek Drive	10-21-20
Arrive and Drive	October 10

#### What to Expect

**Please note:** There are new requirements for tours with the Covid-19 pandemic. Please see the requirements for each individual event.

Tours are group driving events on public roads in a social, non-competitive environment. Tours include Arrive and Drives, Midweek Casual Drives, Multi-day Tours, and SUV Group Tours. For information on these events and the specific events planned for each type, please select the individual links from the menu. There are also Tours organized by PCA including Treffens and Porsche Parade, the yearly PCA convention.

Their drive events range from 10 to 60+ cars and participants.

cess to the most recent Panorama magazine.

Below the three-column dashboard section are now two new areas, one each for the ORPCA and PCA social media access. For ORPCA there's direct access to our Facebook Group Page and our Instagram page. This section is followed by a group of "How to become a Member" icons. We maintained the section with our Valued Sponsors and added a section showing the most recent ORPCA Classifieds. The featured members section was kept unchanged and is now followed by a section showing the most recent Tech Blog articles.

A key objective of the previous re-design was to support desktop and mobile devices. The design of several site elements has now been adapted to work even better with mobile phones and iPads. The design of the Activity sites was modified to pick up the design theme applied at the home page: full frame images, dominant logo presentation, and a transparent menu.

Essentially every page on our website experienced some design

changes. Work on fine tuning some minor areas will continue in the next weeks. If you find any issues or have ideas for improved design or functionality, please contact me (either through the mail icon on the bottom of every page or go to my page using the new leadership page).

There is another major change we are currently implementing. Last year we implemented the capability to upload the Release Waiver of Liability (RWL) and the Communicable Disease Release (CDR) waivers on our website in order to allow paperless events amid the COVID pandemic. For 2021 PCA restricted this practice for the RWL and is now only allowing either electronic waivers or RWLs signed in front of the event lead right before the event. You will still find all events on our web page, and you can still download, sign and upload the CDW waiver, but for RWL waivers please download them, fill them in, but do not sign them. Bring the unsigned RWL waiver to the event and sign it in front of the tour lead or the person handling the check-in. ■

# Porsche Club of America

## ZONE 6 REGIONS



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



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



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



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



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



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



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



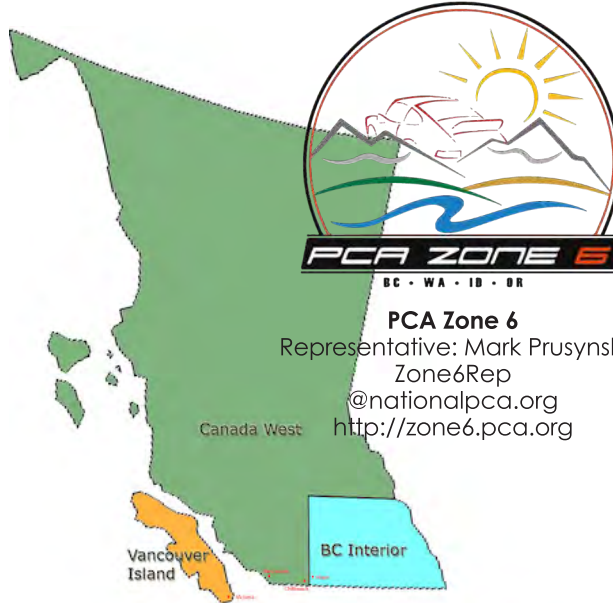
**Silver Sage**  
 President: Lindsey Robinson  
[president@silversageporsche.com](mailto:president@silversageporsche.com)  
<https://silversageporsche.com>



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



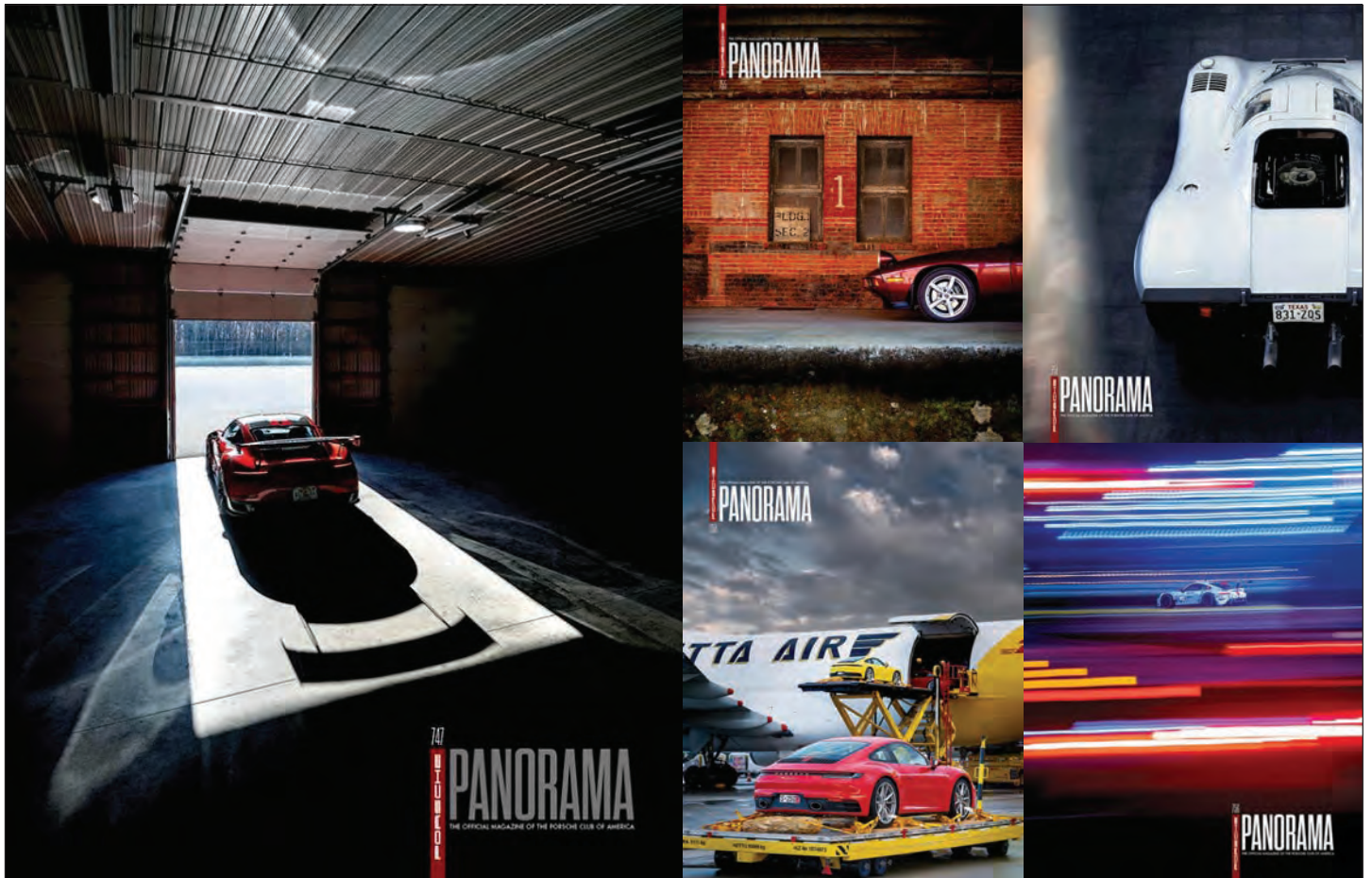
**Oregon**  
 President: Stephen Miller  
[president@oregonpca.org](mailto:president@oregonpca.org)  
<https://www.oregonpca.org>



**PCA Zone 6**  
 Representative: Mark Prusynski  
 Zone6Rep  
[@nationalpca.org](mailto:@nationalpca.org)  
<http://zone6.pca.org>







# Porsche Panorama

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*Porsche Panorama* is the official magazine of the Porsche Club of America. A 160+ page glossy, full-color magazine that features the work of some of the most prominent automotive writers and photographers in the industry. When other magazines are shrinking in size, or printing on lower-quality paper, *Porsche Panorama* is doing just the opposite, bringing you feature stories about classic Porsches, Porsche personalities, and the latest new models from Porsche.

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CURRENT AND BACK ISSUES ONLINE: <https://ww2.pca.org/panorama/current>



# PORSCHE CLUB OF AMERICA



## Gear Up for the 2020 ORPCA Autocross Season!

**A**utocross Season! Autocross (also called "Solo") is a driving event where a driver negotiates a closed course of cones one car at a time to achieve the fastest possible time. It is a form of motorsports that emphasizes competition and learning car control at safe speeds. Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! We strive to cultivate an air of camaraderie and fun among our participants. No previous experience is necessary and novices are welcome. All you need is a driver's license, an automotive helmet (2015 or newer SA or M Snell rated) and a car that can pass a basic mechanical safety inspection. There are loaner helmets available and instructors should be available. Cars are run in classes against cars with similar performance.

Bring any older or newer Porsche, including 911s, Boxsters, Caymans, Macans, Panameras, Cayennes or Taycans. For more information please visit our website [www.oregonpca.org/activities/autocross/](http://www.oregonpca.org/activities/autocross/)

### **CHANGES/UPDATES FOR THIS YEAR INCLUDE:**

We are still dealing with Covid-19 restrictions at PIR. So, for now NO SPECTATORS are allowed at any PIR events. Events are for participants only. All participants are required to wear face coverings at all times on property and have temperature checks taken prior to entry.

Car classifications have been updated in order to provide a more fair, competitive experience for our participants. Highlights include a S04L and

P04L classes for the latest-generation, high-horsepower Porsches (All 718 Cayman/Boxster models (2017-current) and 992 911 base models (2019-current)). Please check to make sure you're registering your car in the correct class. We will not allow participants to change classes mid-season. If a car from a different class is driven, no points will be awarded for that event.

Similar to last year, we will be limiting the number of cars for each event. This allows for a better participant experience and ensures we're able to efficiently manage the run groups. Please register early if you are interested in participating. Walk-ins will not be accepted and people on the wait-list will be added in order (priority to members) if there are cancellations.

Work assignments are mandatory and will be enforced. It takes volunteers to keep this thing going. If you drive, you work ... no exceptions. We realize some folks have special circumstances that may prevent them from working in specific roles. We'll do our best to accommodate you, but we ask that you consider whether the physical aspects of autocrossing are appropriate given your individual health.

We look forward to seeing you on Sunday, March 28 for Autocross #1. Check out the links on the following page for all the Autocross events in 2021.

As always, please let us know if you have any questions.

Happy 2021!

Your ORPCA Autocross Team

**SEE COMPLETE LIST OF  
AUTOCROSS EVENTS ON NEXT PAGE**

# Autocross Events 2021

*All events are on Sundays at PIR  
South Paddock and begin at 7:30 a.m.*

#1 March 28

<https://www.oregonpca.org/event/autocross-1-2/>

#2 April 25

<https://www.oregonpca.org/event/autocross-2-2/>

#3 May 23

<https://www.oregonpca.org/event/autocross-3-2/>

#4 June 27

<https://www.oregonpca.org/event/autocross-4-2/>

#5 July 18

<https://www.oregonpca.org/event/autocross-5-2/>

#6 August 22

<https://www.oregonpca.org/event/autocross-6-2/>

#7 September 26

<https://www.oregonpca.org/event/autocross-7-2/>

#8 October 3 or 17

South Paddock TBD

## AUTOCROSS #1

Sunday, March 28 | 7:30 a.m. to 2 p.m.

**Portland International Raceway**

1940 N Victory Blvd. | Portland, OR 97217

**P**lease join us for our 1st Autocross Event of the season. This event will be held in the South Pits at Portland International Raceway (PIR).

Registration is limited to 60 participants, with Non-ORPCA member registration limited to 30 entries. It is strongly suggested that you register early for an event to ensure a spot. In the interest of starting on time, walk-up registrations will no longer be accepted. Tech and Check-in begin at 7:30 am.

All information on this event is available on Motorsportsreg: <https://www.motorsportreg.com/events/orpca-ax-1-03-28-2021-portland-intl-raceway-pca-oregon-094706>

For general Autocross questions, please contact Eric Freedle at [axchair@oregonpca.org](mailto:axchair@oregonpca.org)

For Autocross Registration questions, please contact Anson Lytle at [axregistration@oregonpca.org](mailto:axregistration@oregonpca.org) ■

## MARCH BOARD OF DIRECTORS MEETING

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

The March Board Meeting will be held on Wednesday, March 10 from 6:30pm – 8:30pm. This will be a virtual board meeting. If you are interested in attending, please send an email to Peg at [vicepresident@oregonpca.org](mailto:vicepresident@oregonpca.org) with your name and email address.

All members are welcome to join us!

*Note: April Board Meeting is Wednesday, April 14*

## MARCH DINNER GATHERING

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

**The Oregon Golf Club**

25700 SW Petes Mountain Rd., West Linn, OR 97068

**S**teve and Winnie Miller are hosting the March 17 Dinner Gathering at The Oregon Golf Club. Unfortunately, COVID requirements limit this seating to two tables of 6 in their private Trophy Room. Attendees may order from their regular menu and pay individually with cash or a credit card. Since this turns out to be St. Patrick's Day, Chef may be preparing a special meal. Join us for a relaxing dinner at one of the most beautiful settings in Clackamas County. Reservations opened on Thursday, March 4 7:00pm. Reservations are open here: <https://www.oregonpca.org/event/march-dinner-gathering/> ■

*NOTE: The April Social and Dinner is Wednesday, April 21. Look for more information in the weekly email blast and on the website.*



## ORPCA PICNIC—FULL

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

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

Start your visit with Lamborghini, Mercedes, Jaguar, Maserati, Porsche, Ford GT, Bizzarini and a large section of Ferraris, including supercars and one-off's. Then step into the trans-



sitional section which includes Bugatti Veyron, Saleen S7, Maserati MC-12, Ferrari FXX, Porsche 918, Jaguar XJ220 and an incredible Ford/Cobra/Shelby section including the original Ford GT prototype and the one-and-only 1965 Shelby Cobra Daytona 427 Super Coupe.

Sorry, this event is full. For questions contact Jeff Gretz at [jgretz@onlinenw.com](mailto:jgretz@onlinenw.com). ■

## THREE FERRIES SUV DRIVE

Saturday, March 27 | 6:00 to 8:00 p.m.

There is a SUV drive planned for March 27 that will cross the Willamette three times—on Ferries! Please check the Weekly Member Email for more information on this tour. ■

## TOURS CLASS

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

**Heckmann & Thiemann Motors**

220 SE 19th Ave., Portland, OR 97202

This class is strongly recommended for any member who wants to lead a 2021 drive or tour. There are a number of new requirements for 2021 ORPCA tours. The class is also open to other members who want to learn about leading and/or designing an Arrive & Drive, a Midweek Casual Drive or a Multi-Day Tour. Classroom limit is 10 people. This is a hands-on class. **Please bring a laptop with access to Google Maps for the Tour Designers section.** For complete information please go to: <https://www.oregonpca.org/event/orpca-tours-class-2021-may-23/>

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



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PORSCHE CLUB OF AMERICA



## Delivering Porsche technical content directly to your screens

PCA's Tech Tactics Live is an online extension of our biannual in-person Tech Tactics events. Hosted on YouTube, we cover various topics, including Porsche's newest models, DIY projects, and engaging technical discussions. Viewers have the opportunity to interact with the host and guests. Episodes are geared for experts and casual enthusiasts alike.

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# Anzeiger Marketplace

## CARS FOR SALE



2017 Porsche Macan GTS			
Division:	PCNA	Commission #	869235
VIN:	WPAAG2A5XGEM44	Prod Month:	03/15/2018
Color:	Black	Price:	\$84,647.00
		Interior:	Leather Package II (Black)
<b>Additional Equipment</b>			
6AS5	Macan GPS	A1	Back
TV1	Porsche Torque Vectoring Plus (PTV Plus)	A2	Seat Belts (3-Gasol Rest)
322	Roof Rails in Black	W7	Personal Comfort Plus
422	Seat Ventilation (Front)	W8	Power Seats (14-Way) with Memory Package
5T1	Rear Black Mirror Package	W9	Premium Package Plus
6H1	Side Blinds (2) Electric (GDI)	W10	Sport Chrono Package (w/ PCM)
700	Porsche Communication Management (PCM) incl. Navigation Module	W11	Sport Chrono Clock (w/ Compass) (in Gunter Red)
TV7	Instrument Cluster in Gunter Red	W12	21" 9-Spoke Classic (wheels) in Black
TV1	Lane Change Assist (LCA)	W13	Leather Package II (Black)
5A4	ParkAssist (Front and Rear) with Surround View	W14	

**2017 Macan GTS** 15,000 miles. Sport Chrono; Torque Vectoring Plus; Premium Package Plus (Bose surround sound, auto-dimming mirrors, front and rear heated seats, panoramic roof, proximity keyless ignition); 14-way seats; Surround View Park Assist, Lane Keep/Change Assist. Professionally Opti-Coat Ceramic coated, always garaged, always hand-washed. Other than a couple very small rock chips on front this car presents as brand-new inside and out. Around 3000 miles on new Michelin Latitude Sport 3 tires. Jim Hopkins (503) 737-9777 (3/21)

## PARTS FOR SALE



**Porsche 21 inch Cayenne 958 Sport Edition rim 7P5601025BF 10J ET50 - \$2,700** 21 inch Cayenne sport wheels in Platinum Satin.

All 4 in great shape. Little curb rash on just one. All 4 pictured. 295/35R21 Yokohama Advan Sport tires. Still got some life in them. Porsche N-rated (approved) new \$595 each. These are Max-Performance Summer tires. Wheel Part # 10.0Jx21H2 ET50 7P5.601.025.BF Includes TPMS sensors. Ebay Sets and others selling \$3500+ 958 Cayenne Rims. I think fits most 958+ Cayenne's. Make your ride look and drive better. Bolt pattern is 5 x 130mm. These Rims may also fit: VW Touareg, Mercedes Benz G-class, AMG Sprinter Audi Q7 Please contact Peter Burke at 503.318.7204 (3/21)



**Porsche 911 997.1 Carrera Wheels Rims And Tires - \$900** 18" 911 997.1 Porsche Rims. OEM Carrera III 5-spoke C2 Wheels. Can run on 996 with small front spacer (5mm) and longer lug nuts. Very light Aluminum-Silicon-Magnesium Alloys (GK-ALSi12Mg-Wa) Barely used! Been sitting around indoors. Tires are old and should be replaced. No curb rash. Excellent shape. We got 19" Rims right away, so these 18's were soon un-used (after buying the C2 new). Part # 997.362.140.01 #997.362.136.00 10x18. ET58 back 8x18. ET57 front Standard tires are 235/40-18 and 265/40-18 Prices seem to vary. The least expensive I can find is \$300 each. This is a good price for what you get. Check out the pics. If you need an extra set of wheels OR your old ones don't look so good anymore. Look great. Just dusty! Contact Peter Burke at 503.318.7204. (3/21)

## CALLING ALL MEMBERS!

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

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

To secure an ad or for more information, contact Tom Floyd at [salesandmarketing@oregonpca.org](mailto:salesandmarketing@oregonpca.org)





**911S Wheels- Victor Zuffen Matte Black with Vredestein Ultrac Vorti R - \$1,650** This is a set of four wheels and four tires mounted and

dynamic road balanced from a 2007 Porsche Carrera S. Wheels: VICTOR. 2 each ZUFFEN Matte Black Wheels by VICTOR®. 19" x 8.5", +45 Offset, 5x130 Bolt Pattern, 71.6mm Hub  
2 each ZUFFEN Matte Black Wheels by VICTOR®. 19" x 11", +55 Offset, 5x130 Bolt Pattern, 71.6mm Hub (List \$384 each)

Lug Installation set in Black  
Porsche Logo Black Center Cap

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



**WeatherTech Front & Rear Floor liners** in Black for 2019 Porsche Cayenne. Perfect condition \$150. WeatherTech trunk liner for Audi Q5, fits Cayenne perfectly but is about 1" short at the front edge. \$50. Stuart Moss, duetto430@gmail.com, (503) 310-7258 (10/20)

**Pirelli Sotto Zero Winter Tires**  
245/35 R20, 295/30 R20, Excellent condition! Less than 2K miles. Tires are located in West Linn, OR. Asking \$500 o.b.o Please email with any questions. mr.toddodom@gmail.com (10/20)

### MISCELLANEOUS FOR SALE



**Porsche Belt from Porsche Design Drivers Selection.**

Two tone leather, reversible black or dark brown, adjustable length up to 47 inches. Never

used. Asking \$60.00 Bob 503-539-3242. (11/20)



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

### IN SEARCH OF

**Wanted! 18" Cayman/Boxster Wheels.**  
Peter 503.318.7204. (3/21)

**Cayman or Cayman S, lower mileage, 2018-later, manual or PDK. Prefer well-optioned.** Fred Auerbach, Portland. auerbachfmd@gmail.com (3/21)

## 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. ■

