

**November/December
2018**



The Nor'Wester

Newsletter of the Olympic Peninsula Region

Porsche Club of America

2018 OPR Board and Chair Members:

Board of Directors

President: Bill Elwell

Vice President: Don Knievel

Secretary: Brian Forde

Treasurer: Bob Becken

Member at Large: Brett Burroughs

Past President: Alex Raphael

Committee Chairs

Advertising: *position open*

Auto Events: John James

Goodie Store: Don & Sue Knievel

Membership: Dave Ferguson

Newsletter: Thomas Micka

Safety: Bill Corrigan

Social & Events: Maryann Elwell

Technical: Alex Raphael

Webmaster: Bill Corrigan

Charity Chair: Robert Bernardo

PCA Olympic Peninsula Region 2018 Event Calendar
Event/Social Chair: Maryann Elwell (maelwell@centurytel.net) and 253-853-4003

Calendar Details

Book Holiday Party Hotel Room by Nov. 10th: The voting results are in and the majority vote was for the Old Alcohol Plant in Port Hadlock for this year's Holiday Party. It is scheduled for Saturday Dec 8th. They set up a block of 14 rooms for us with a discount off the standard rates. Just call (360) 390-4017 and ask for the "Porsche Club" group rates. Prices before tax range from \$129 for a Standard King or Two Double Beds, \$159 for Deluxe King, \$179 for Standard Suite, and \$189 for a Luxury Suite, \$199 for Executive Suite or \$329 for Penthouse. They can let you know all choices that are still available when you call to book. Rooms have a 48 hour cancelation policy.

November 2018

10th – Book Holiday Party Hotel Room - This year's Holiday Party will be at the Old Alcohol Plant in Port Hadlock on Saturday Dec 8th. They set up a block of 14 rooms for us with a discount off the standard rates. Just call (360) 390-4017 and ask for the "Porsche Club" group rates. Prices before tax are \$129 for a Standard King or Two Double Beds, \$159 for Deluxe King, \$179 for Standard Suite, and \$189 for a Luxury Suite, \$199 for Executive Suite or \$329 for Penthouse. They can let you know all choices that are still available when you call to book. Rooms have a 48 hour cancelation policy.

10th – Movie Night – "We are planning a movie night at Don and Sue Knievel's new home in Gig Harbor. Food and beverages will be provided. The movie that the gals will be watching is Five Flights Up with Morgan Freeman and Diane Keaton. The guys movie is still TBD, suggestions welcome. Directions will be provided to those who RSVP. Must RSVP to Don & Sue at dknievel@centurytel.net or phone (253) 209-2472 by 11/2/18."

14th – 6P Dinner/7P Member & Board Meeting - Join us for a 6P dinner followed by the monthly Member/Board Meeting at 7P at the Clubhouse Restaurant at McCormick Woods located at 5155 McCormick Woods Drive SE in Port Orchard. We will be meeting in the back room, no RSVP required.

25th – 2018 Board Election Ballots Due – Ballots can be found in this newsletter and on the home page of our website at www.opr-pca.org. Be sure to cast your vote and turn in your election ballot to Brett Burroughs. Can alternatively e-mail him at dlburroughs@comcast.net or mail to him at 17024 Scandia Ct. NW, Poulsbo, WA 98370.

30th – Holiday Party Silent Auction Items Wanted - Each year our club raises fund for a local charity at our Holiday Party via a Silent Auction. We are now seeking donations and request interested parties to contact Debbie Raphael by 11/30/18 via email at draphael@copiersnw.com or phone (360) 340-1583 and bring your items to the party.

December 2018

8th – 6P Cocktail Hour/7P Dinner – "Dec. 8th - 6P Cocktail Hour/7P Dinner" info. with this updated "Join us at the Old Alcohol Plant at 310 Hadlock Bay Rd., Port Hadlock, WA 98339 for our annual Holiday Party and Charity Silent Auction. Holiday Buffet dinner includes, Black Current Cider Braised Short Ribs with Caramelized Shallots, Roasted Chicken Breast with Rosemary Fingerling Potatoes, salad, Tomato Bisque soup, vegetables, rolls & butter, coffee, tea and assortment of mini desserts. Plated Vegetarian option upon request is Wild Mushroom Ragù: fresh pappardelle pasta, shitake, crimini, and oyster mushrooms, garlic, garden herbs, toasted walnuts, and balsamic vinegar. Cost for buffet dinner is \$50 /person including tax and service fees. Please RSVP to Maryann with head count by 11/1/18 via email maelwell@centurytel.net or phone (253) 853-4003. Mail payment to "OPR-PCA" at P.O. Box 3572, Silverdale, WA 98383-3572 or provide to our treasurer, Bob Becken by 11/1/18. Free parking on site with closest parking near the hotel

entrance. We will also have our Charity Silent Auction and an optional gift exchange (\$20-\$25); to participate men should bring a wrapped gift for a man and women should bring a gift for a woman. The banquet room will be open around 5P to drop off auction items.”

15th – January/February Nor’Wester Deadline – Have a story or pictures to share? Provide all articles, photos, or classified ads to our newsletter editor, Thomas Micka, via email at m3micka@gmail.com.

Other Region and Car Related Events

- 11/3 – 8A – **11/3 - 8A - Caffeine & Gasoline at Griot's Garage 3333 South 38th Street in Tacoma.”**
- 11/8 – 5-8P – **Race Night** - at America’s Car Museum (2702 East D St. in Tacoma). Put your racing skills to the test every second Thursday of the month in the Speed Zone at ACM! For details go to <https://www.americascarmuseum.org/events/>.
- 11/10 – 5-8P – **GLOW, Tuners@ACM Exhibit Preview** - at America’s Car Museum (2702 East D St. in Tacoma). For details go to <https://www.americascarmuseum.org/events/>.
- 11/10 – 7:30A-4P – **PNWR Drivers Skills** at Bremerton Motorsports Park. For details go to <http://www.pnwr.org> or register at www.pcapnwr.motorsportreg.com.
- 11/10 – **PNWR Tech Ed - Andrew Lennon's 918, GT2, GT3, 911R Show and Tell** at Bellevue Porsche. For details and to register go to <http://www.pnwr.org>.
- 11/11 – 8A-4P – **PNWR Fallscapes Tour**– meet at Issaquah Commons near Target, Safeway and REI. For details go to <http://www.pnwr.org> or register at <http://pcapnwr.motorsportreg.com/>.
- 11/13 – 11:30A-12:30P – **If Cars Could Talk** – Master Collector: Exploring Honda Motorcycles with Brown Maloney at America’s Car Museum (2702 East D St. in Tacoma). For details go to <https://www.americascarmuseum.org/events/>.
- 11/17 – 11A-4P – **Family STEAM Day** – Make a Machine at America’s Car Museum (2702 East D St. in Tacoma). For details go to <https://www.americascarmuseum.org/events/>.
- 12/1 – 10:45A-2P - **Northwest Harvest Food Drive** – Meet PNWR PCA members at the parking lot of Overlake Christian Church in Redmond to caravan to NW Harvest/King 5 Collection Site at Redmond Town Center. For details go to <http://www.pnwr.org>.
- 12/1 – 8A – **Caffeine & Gasoline** - Theme: Pre War Classics at Griot’s Garage 3333 South 38th Street in Tacoma.
- 12/8 – 8A-4P – **PNWR Cedar River Watershed Park Tour**– meet at Issaquah Commons near Target, Safeway and REI. For details or register go to <http://www.pnwr.org>.
- 12/8 – 8:30A-1P – **PNWR Concours Judges Class** at Chris’s German Auto in Redmond. For details or register go to <http://www.pnwr.org>.
- 12/8-9 – 11A-3P - **Santa at ACM** at America’s Car Museum (2702 East D St. in Tacoma). For details go to <https://www.americascarmuseum.org/events/>.
- 12/11 – 11:30A-12:30P – **If Cars Could Talk** – Collecting Cars, Saving History at America’s Car Museum (2702 East D St. in Tacoma). For details go to <https://www.americascarmuseum.org/events/>.
- 12/13 – 5-8P – **Race Night** - at America’s Car Museum (2702 East D St. in Tacoma). Put your racing skills to the test every second Thursday of the month in the Speed Zone at ACM! For details go to <https://www.americascarmuseum.org/events/>.
- 12/15 – 11A-4P – **Family STEAM Day** – High Speed Hacks at America’s Car Museum (2702 East D St. in Tacoma). For details go to <https://www.americascarmuseum.org/events/>.
- 12/15-16 – 11A-3P - **Santa at ACM** at America’s Car Museum (2702 East D St. in Tacoma). For details go to <https://www.americascarmuseum.org/events/>.
- 1/5 1 – 8A – **Caffeine & Gasoline** - Theme: Corvette at Griot’s Garage 3333 South 38th Street in Tacoma.





Movie Night



When: November 10th at 5P
Where: Don & Sue Knievel's - Gig Harbor

Food & Beverages Will Be Provided



**Gals will be watching Five Flights Up
with Morgan Freeman and Diane Keaton**

Send suggestions for guys movie to Don

**RSVP to Don & Sue Knievel by 11/2/18
via e-mail: dknievel@centurytel.net
or phone (253) 209-2472**

MAKE HOLIDAY DAD TV



**Time's
Running
Out!**

- What:** Holiday Party
When: December 8th
Where: Old Alcohol Plant
310 Hadlock Bay Rd., Port Hadlock, WA 98339
- Cost:** \$50/person - Buffet dinner incl. tax & tip:
- Salad, Tomato Bisque Soup, Rolls & Butter
 - Roasted Baby Carrots, Crispy Brussel Sprouts
 - Black Current Cider Braised Short Ribs with Caramelized Shallots
 - Roasted Chicken Breast with Rosemary Fingerling Potatoes
 - Vegetarian by request: Wild Mushroom Ragu With Fresh Pappardelle Pasta
 - Mini Dessert Bar, Coffee & Tea



Make payment to OPR-PCA and mail to P.O. Box 3572, Silverdale, WA 98383-3572 by 11/1/18

Staying overnight? Reserve room by 11/10/18 at (360) 390-4017 and ask for the "Porsche Club" rate

RSVP for party to Maryann Elwell at (253) 853-4003 or maelwell@centurytel.net by 11/1/18

Contact Debbie Raphael with charity Silent Auction donations at draphael@copiersnw.com by 11/30/18

Optional Gift Exchange (\$20-\$25), to participate: men should bring a wrapped gift for a man and women should bring a wrapped gift for a woman

From the President's Desk

Bill Elwell

From past surveys/experiments, I know there's only 15 of you out there, give or take, who will read this. Despite the small audience, I'm sending this message anyway.

Election nominations for president, treasurer, and member at large are now closed. Nobody offered to run for president. Nobody offered to run for treasurer. Only one person stepped up for member at large. Really? This club doesn't run by itself.

What are we going to do? Here's my plan. I'll take a second term as president. Bob Becken has agreed to take a second term as treasurer. But the rules only allow us to serve two consecutive terms and in addition we will need to fill the positions of vice president and secretary next fall. So my plan really only buys us one year and that's when something is going to have to change. We need some new blood to step up to run the club. I've kept quiet for the past 2 years and tried my best not to lecture about the need for new officers. I've tried not to sound like a nagging old man and I think I've been successful at that. But that time is over. You are going to hear me talk a lot in 2019 about the need for new leadership.

Here is my expectation for 2019. I want to find someone to take on the position of vice president with the intent that they will take over for me as president at the end of my term. Is that too much to ask?

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Ballot for OPR PCA 2019-2020

Instructions: Place an X in box next to candidate you wish to vote for or write in another candidate that you know is interested in running and fill out the rest of the form. Both the Primary Member and Affiliate Member should vote separately. This ballot can be filled in and e-mailed back to Brett Burroughs at dlburroughs@comcast.net.

Or if you prefer, print and fill out then provided to or mail back to Brett at 17024 Scandia Ct. NW, Poulsbo, WA 98370 to be received by midnight 11/25/18 to be counted by the election committee.

The election results will be announced at the Holiday Party on 12/8/18.

Position	Candidate	Primary Member Vote	Affiliate Member Vote
President (2 year term 2019-2020):			
	William Elwell		
or Write In	_____		

Treasurer (2 year term 2019-2020):			
	Robert Becken		
or Write In	_____		

Member at Large(1 year term 2019):			
	Brooks Hanford		
or Write In	_____		

Primary Member Name: _____

Affiliate Member Name: _____

Mailing Address: _____

e-mail Address: _____
(required for event notification – we will not share your information with anyone)

Phone Number: _____

What is your Favorite Type of PCA Event? _____

Suggestions for Club Events? _____

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Welcoming New Members to the Olympic Peninsula Region of the PCA:

Joe Williams, Port Orchard, WA, 2001 Silver 911 Carrera

James Chalk, Silverdale, WA, 2005 Blue 911 Carrera

Steven and Alyssa Hale, Gig Harbor, WA, 2010 911 GT3

Michael and Mollie Langhout, Gig Harbor, WA, 2015 White Panamera 4S

**Aaron Salo and Christine Newberry, Bremerton, WA, 2005 Yellow 911 Turbo S
Cabriolet**

Brian Schneider, Bainbridge Island, WA, 2000 Silver Boxster

Fred and Toni Schneider, Indianola, WA, 2000 Silver Boxster

Tom and Linda Klein, Sequim, WA, 2004 Silver Metallic 911 (40th Anniversary)

John and Jill Parker, Gig Harbor, WA, 1986 Blue 911 Carrera

Ivan Jevremovic, Bainbridge Island, WA, 2004 911 Carrera

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New OPR Members Picnic ... August 18th

A gimmick rally and the annual New Member Picnic was held at the home of Kip Sparber and Anna Hoey in Belfair. Somehow we always manage to get great weather and a very good turn-out for this event. Maryann and I had to pickup the pulled pork barbecue and beans from the Wig Wam Pub for our lunch, so we couldn't participate in the rally. But judging from the comments of those that drove the rally, it was tough enough to be challenging, but not so easy that it was boring. Thanks to Brian Forde for preparing and executing the rally. Coming in third was Adrienne and Dave Loser. Second place was taken by our zone rep, Mark Prusynski and his wife Linda (more about them in a minute). And in first place was Kip Sparber and his dog/copilot/navigator, Reilly.

As in past years, Kip Sparber and Anna Hoey were generous and opened their property and home to the club for this event. They have a beautiful property and we owe them a big "thank you" for hosting the event.

Each of the 14 geographic zones in the Porsche Club has a representative. Our club is in Zone 6 and this is the first year for Mark Prusynski as the Zone 6 rep. Mark arranged his schedule, so that he and his wife could attend the rally and new member picnic. Mark shared the following note with us after the event.

Bill, Maryann and all our OPR friends:

Linda and I would like to thank all of you for your hospitality at the gimmick rally and picnic last Saturday. It was our idea that going on the rally would be a good way to meet a few people, see some more of the Peninsula and find an easy way to get to the picnic. Brian did a great job on the rally and we had a lot of fun. It never occurred to me that we could get lost on such a short rally, but we got too involved in answering the questions and forgot about following the directions. What a great bunch of Porsche roads you have! We even found a one-lane road that wasn't on the directions. I can't remember if I've ever been on a road with a recommended speed of 10 mph on a curve.

The picnic was beautiful. We loved the setting. Many thanks to the hosts and all the people who prepared the food. We enjoyed meeting your group. A perfect day (except for the ticket I got on the way over). I got some great advice on the next Zone Tour and it gave me a boot to start the planning process. Thanks much, Mark and Linda Prusynski.



Karen White, new member Heather Bursch, new members Robin & Mike Kosin, Kip Sparber, and Becky Harlin get started eating the barbecue lunch.

Sitting under our 15th Anniversary banner was a couple tables full of great food featuring barbecue from the Wig Wam Pub in Gorst.





**(From Left to Right)
Third place in the rally went to Adrienne and Dave Loser,
Second place in the rally went to our zone rep and his wife Linda and Mark Prusynski, and
First place in the rally was awarded to Kip Sparber and his dog/copilot/navigator, Reilly.**



Jim Egan and Andrew Isar discuss needlepoint embroidery, or maybe they were talking about 911 turbo lag. Who knows — could be aspects of the same thing?



All of the picnic attendees out in Kip & Anna's pasture.

Detailing Tech Session

Bill Elwell

I've done a few detailing tech sessions at MAXRPM in Bremerton. But given how strong the turnout is for the board meetings west of the Hood Canal Bridge, I figured it was time to do a session up there. Dave and Patty Meyers generously offered to host the session at their home in Sequim. Once we had October 6th locked in as the date, everything was set.

When the sun came up on the 6th, I was pretty thrilled that the skies were clear and free of the rain that had been with us for days. As I setup my gear, my wife Maryann helped Patty setup the kitchen and people started to arrive. Once it looked like everyone was there, we moved to the garage. To my surprise, some of the wives joined us in the garage.

My presentation was based around the classic Saturday car wash scenario. You get up Saturday morning with plans to wash and wax the car. It's 10am before you get everything organized and started. It takes you until after 1pm to get the washing and drying done. You break for lunch. Then you break out the clay bar to decontaminate the paint. This takes you longer than you expect. Along about 4pm, your wife starts asking you when you'll be done. By this point you know there's no way you'll get to waxing your car. It's a frustrating experience.

I know this situation. Before I started detailing, I went down this path more than once. So my presentation was about the tips and tricks to get the average person from wash to wax in 5 hours or less. I knew most of the folks in the audience and I knew I had a mix of people that had been caring for their cars for years and others that were just getting started. As a result I got a lot of questions from all over the map. But questions are a good thing. It means that the audience is awake and paying attention!

As I was wrapping things up, Patty came in and told us that the Pizza had arrived. With that announcement, we all headed for the kitchen to chow down. There was more than enough pizza, salad, drinks, and sweets to go around.

Once everyone had left, Dave and I went out to the garage and went to work on his 356. Dave's 356 had never been detailed since he bought it. He keeps it very clean but it needed some polishing. Dave and I washed the car before the tech session started and we used the car for a decontamination demo. So, the first step was to finish the decontamination. He took the Nanoskin mitt and I grabbed a clay bar. With both of us working we were done in what seemed like minutes. Then we did a test spot on the hood using an all-in-one polish/wax from McKee's 37 and Griot's orange buffing pad. That combination of polish and pad removed the lighter scratches and hazing which accounted for most of the damage to the paint on the car and it was exactly what Dave was looking to have done. And as an added bonus, it also left a coating of wax. I saw some deeper scratches around the engine compartment that I knew the polish/wax wouldn't remove. So while Dave got started with the polish/wax and a buffer I polished out the worst scratches with some Maguire's M105 compound. Once both of us were working with the buffers, it didn't take long to finish up the car. The results were pretty spectacular.

I'd like to extend a big thanks to Dave and Patty Meyers for hosting the event.



A rain-free morning outside of Dave & Patty Meyers' garage. What a beautiful day.

Steve O'Rorke and Corby Somerville enjoying the morning sun.



Class is in session. Thankfully everyone was awake for this picture!

Bill Corrigan was wondering what would be on the mid-term exam.

Linda & Tom Klein, Kathy O'Rorke, and Corby Somerville



Steve O'Rorke, Bill Corrigan, and Maryann Elwell

Our hosts, Dave and Patty Meyers and Detailing Master, Bill Elwell



Christy & Fred Mitchell, Robert Bernardo, Maryann Elwell

Dave Meyers' 356 after Dave and Bill finish detailing it.



Tour to Lake Crescent

Brian Forde led a group of members on a Tour to Lake Crescent starting from Port Angeles on Saturday morning, September 22nd. Although I was unable to attend, I heard a lot of great things from those who did attend. Even though it rained during the tour everyone I spoke with said that Brian did a great job on the tour and they really enjoyed it.

Here's what member Adrienne Loser posted on our Facebook page: *"A BIG thank you to Brian Forde for all the work he put into the driving tour to, and lunch at, the Lake Crescent Lodge on this rainy Saturday! There was a good turnout, and it was a fun to see everyone!"*

Thanks again, Brian!"

Alan & Florida Rue having lunch with Becky & Jim Harlin at Lake Crescent Lodge



Jill Diefenderfer and guests Elise and Karl Gruen sitting with Robert Bernardo

Gail Ferguson, Corby Somerville and Jeannie Martin at lunch at Lake Crescent Lodge



Jill & Glenn Diefenderfer getting cozy at the Lake Crescent Lodge

Judy Berrian and Kevin Strilcov made the trek from Olympia



June Moore, Brian Forde, Judy Berrian, Brett Burroughs, Kevin Strilcov, and Dave & Adrienne Loser

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Farewell to Bert

by Maryann Elwell



For those who knew him, Susan Smith's father, Bert, aka Pete Fischer's father-in-law, was always fun to be around. He loved driving on twisty roads. I first met Bert on a weekend tour to the Columbia River that Kevin Strilcov and Judy Berrian planned back in 2012. He was such a warm and wonderful guy. He was full of life and always a gentleman. I will always have fond memories of Bert.

Pete Bonfrisco recalled, "Bert was loved by everyone who spent time with him. He had me laughing one time at the track in my car ... he asked me to go over 140 MPH, as it was on his bucket list. I told him to raise his hand when he had

enough. He never raised his hand even as we blew through his bucket list." You couldn't find a happier guy, especially when he was riding in a Porsche. So it is with a terrible sadness that I report his passing a few weeks ago.



Many of us will remember the good times we shared with Bert at Porsche club events. Our sincere condolences to Susan and Pete.

Olympic Peninsula Tour with Vancouver Island Region (VIR) Hosted by Olympic Peninsula Region (OPR)

by Tim Evans (VIR)

Organized at the VIR end by James Renfrew and graciously hosted by the OPR, participating VIR members enjoyed a wonderful weekend of driving and taking in the sights on this Olympic Peninsula tour. Our contingent of seven cars included three with new club members (Doug and Gina, Gordon and Farah, and Jim and May Lin).

Day 1 — Saturday:

This 2-day event started off with taking the 10:30am MV Coho ferry from Victoria to Port Angeles. Upon arrival, we checked into the Kokopelli Grill for our lunch meet-up and were warmly greeted by Pete Bonfrisco, Robert Bernardo, Maryann Elwell and other OPR members. After a tasty lunch, we assembled in the parking lot at 2:00pm for our first scenic drive. With Pete as the lead and Maryann as the sweep, we were initially challenged with keeping together as we headed out of town on Hwy 101 but managed to stay closer together once we hit Hwy 112. Hwy 112 was fun to drive, with lots of curves and a section that included several "Bump" signs. Once we went over the first bump, we realized the significance of these signs and were much better prepared for the ones following!



Our first stop was at Pillar Point (50.1 miles), where we realized that with a total of 14 cars, that there was an even split of cars between the two clubs - and we had a nice variety of models, colours and years represented for spectators to admire.



Our next stop was Clallam Bay (further 16.3 miles). Realizing that it was now 4pm and not possible to make it to Neah Bay with our dinner reservations in Sequim, we turned around and independently worked our way back to various hotels and other stops before reassembling at Alderwood Bistro. After a delicious dinner, where we met other OPR members, we congregated in the parking lot to admire each other's cars and share driving stories, before calling it a night.



Day 2: Sunday:

To avoid tourist traffic up to Hurricane Ridge, we met at the Visitor's Centre in Port Angeles at 6:40am. Due to an early start, fewer cars from both clubs participated. Robert Bernardo led the scenic and spirited 19.6 mile drive up mountain roads to the top of the ridge, where we took in the amazing view and mingled before dispersing. Some VIR members went for a short hike, took advantage of the park naturalist presentation and video and/or explored other areas around the peninsula, including Port Townsend, Lake Crescent and Port Angeles, before reassembling in the line-up for the 5:20pm ferry back to Victoria.

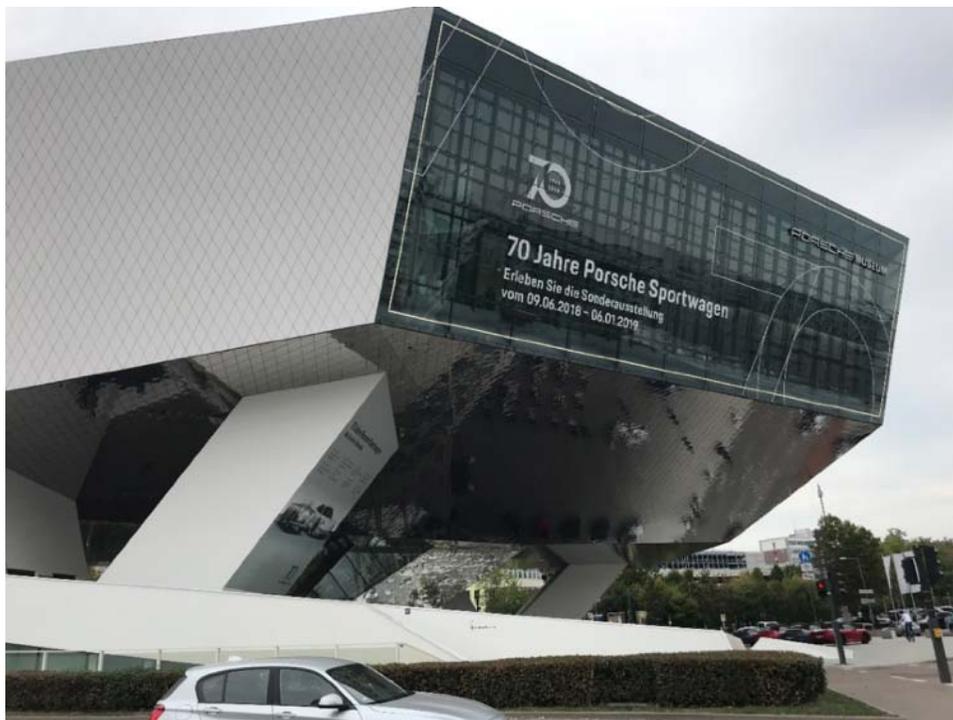
Overall, it was a fantastic weekend and a great opportunity to make new Porsche friends! VIR looks forward to reciprocating and hosting a Vancouver Island Rally tour for OPR in the near future.

Travel Report: Bill Coorigan's Rick Steves Tour of Eastern Europe

This September my wife and I had a Rick Steves tour scheduled to Eastern Europe including The Czech Republic, Poland, Hungary, Slovakia, Slovenia, and Croatia. The hard part of getting there accomplished, I thought it an excellent opportunity to spend some extra time to take in a few Porsche and non-Porsche sights. This included stops in Rothenberg Ob Der Tauber, Nuremberg, Stuttgart, Leipzig, Berlin, Cologne and Frankfurt, and in France on the Normandy beaches. All travel was via train. While I'd have enjoyed a sprint on the Autobahn, I did spend some train time traveling next to the Autobahn at speeds up to 185 MPH so the sense of passing cars and trucks at that speed was certainly present. Conversely, I can just imagine what it looks like to see a 15-coach train passing at that speed.

This article is presented in two installments, the Stuttgart factory visit and secondly, the multifaceted Experience Porsche in Leipzig visit. Although Stuttgart (Zuffenhausen) is the birthplace of Porsche it is somewhat limited, compared to Leipzig, in what it can provide to the 'Porschephile'. There is the Museum, the factory tour, the Museum Store, and the flagship dealer across the street. Leipzig on the other hand expands that experience. It has a small but very memorable display of Porsche vehicle history on the third floor of the Customer Center, the factory tour, a factory goodie store, and what I considered the highlight, driving opportunities on an amazing track with the current Porsche of your choice, and an off-road experience with either a Macan or a Cayenne.

Porsche Factory Museum in Zuffenhausen



I arrived in Stuttgart by inter-city express (ICE) train from Nuremberg. There is a regional train stop, it's called Porsche Platz (the S-Bahn 6/60), right at the Porsche factory/Museum in Zuffenhausen, just a 10-minute, four-stop trip from the Hauptbahnhof (main rail station, center city). So, getting to Porsche from the city center is really easy. I reserved my factory tour about 4 months in advance. Make sure you check the schedule as factory tours in English are limited. The website will let you check availability and make a reservation. The tour is a very reasonable 6 Euro. Also, the factory is closed in August for holiday, which I found out the hard way three years ago. My tour group consisted of about 45 people of many nationalities. Since the tour is only in a couple of languages, most of the foreign visitors choose the English tour as they speak English but not German. The group was split into four sub-groups for logistics reasons. Also, in our group were folks who opted for vehicle delivery in Zuffenhausen, and a group of about 16 from Fast Lane Travel, one of the companies providing tours around Europe in Porsches.

I did not spend any time in the Museum this trip as I was there just three years ago. This trip I was only in Stuttgart for the afternoon, having just enough time for the factory tour. However, the Museum is amazing and if you've never been it's worth its own detour to Stuttgart from anywhere else in Germany.

Museum Top Floor



The museum store has a good selection of memorabilia, models and clothing. Be advised though, the store seems to have difficulty keeping US men's medium (EU large) shirts in stock. It had the same limited selection three years ago. If you can't find what you want or the right size at the museum store, try across the street at the flagship dealer's gift store, they either

have it on display or can get it from a supply in the upstairs storeroom. The dealer also has quite a selection of Porsche Design products.

The Porsche Flagship Zuffenhausen Dealer



There is a very good casual restaurant co-located with the museum, so you can grab lunch or a snack.

My factory tour started at 1PM in the Museum lobby. Our guide handed out headsets so that we could all hear what she had to say even if we were spread out or in a noisy environment. If you are not familiar with the layout of the area the public can visit at Zuffenhausen its fairly straight forward. If you stand in front of the museum facing away from the entrance, there are two other Porsche areas you have escorted or unescorted access to. The first, unescorted, is the flagship dealer right across the street in front of you. They have two floors of vehicles on display, just about every model version imaginable. The second area is a series of building 45 degrees to the right across a busy street past the Porsche pedestal centerpiece in the roundabout. Those are some of the buildings that you'll enter on the factory tour.

Before we crossed the street from the Museum the guide pointed to an enclosed bridge about four stories up crossing the road between a building behind the flagship dealer and the 911/718 production facility. With a little coaching we could see painted vehicle bodies moving into the production building. They were coming from the body/paint shop. The body and paint shop are in a separate building, and all bodies are delivered by a conveyor in the order of production and are stored in a moving queue on the fourth floor. The production line is on four levels due to the reduced footprint (land available) at Zuffenhausen.

Photo looking toward the 911/718 production building from the Porsche Museum



Our first stop was the third floor of the production line. All 718s and 911s are on the same line, mixed all the time, except for one. The GT Cup Cayman is pulled off the line after it comes out of the paint shop. The roll cage is installed in the body shop and that does not lend itself well to the line. These vehicles are segregated in an area on the third floor where very senior technicians work on them exclusively.

The line is divided into process stations, each manned by a team of 4-6 individuals, up to 10 on the engine line. Each member can perform every sub-task at that station, and they come up with their own rotation schedule to minimize monotony and resultant quality issues. There is an obvious team lead from what we saw at the windshield, rear window station. He appeared to be answering questions, demonstrating techniques, and performing quick QA checks. He also had the most tattoos, proudly displayed. I noticed a lot more tattoos in Germany than just three years ago.

The tour stopped at the windshield and rear window station for about 10 minutes. In that time there were a couple of 911s (Targa, GTS) a 718 Boxster and Cayman, and a GT3RS. All had their 'frunk' and trunk hoods installed except the GT3RS. It has a carbon fiber hood and while we watched it was delivered to the station just in time for installation which, apparently, was their ancillary team task (besides windshields) for that model. At this station was one of the few robots in the production line, it selected the appropriate piece of glass from a supply queue it had (was continuously replenished), applied glue to the edge (that was the critical task the robot was better at) and presented it to the person on the floor who attached a suction cup device and took it to the passing vehicle. Two workers were required to install the windshield (bottom edge first) and one for the rear glass.

We were told it is Porsche's practice to take 1% of cars off the production line and drive them on the streets of Stuttgart for about 100km as a comprehensive quality check ... I don't know if those become dealer cars or not. I'd be upset to see those kilometers on my car when I picked it up. Due to the lack of real estate there are only four production hours of parts on site. Therefore, all parts are critical in four hours. If any stop being delivered, then the line shuts down four hours later. It's much different in Leipzig. As part of their LEAN production process (minimal parts stored on site) Porsche requires that all its suppliers have a stock of parts stored within 100km of the plant.

Porsche Zuffenhausen runs two shifts a day, maintenance of the line is on the third shift. All workers get weekends off. Obviously, they can add capacity with shifts on the weekend but don't need to at this point. The workers are issued shirts and pants but are not required to wear them, however most do. The only requirement if they choose not to is that the clothing be devoid of anything that might scratch a car. I suspect you have a similar self-imposed requirement when detailing your Porsche.

One 'worker' we were advised to be on the lookout for as we walked about was autonomous 'tractors' hauling part convoys around the plant. They follow black lines on the floor and are supposed to stop when encountering an obstacle, like one of us. We didn't test their sensors but did find ourselves looking over our shoulders and periodically hopping out of the way.

The Zuffenhausen plant is purely an "assembly" plant. Porsche makes none of the parts. However, they do craft some of the leather covered interior panels. All Porsche seats are built by an outside contractor and delivered to the production line. That includes covering them with leather as specified by the customer.



The 'illustrated' Boxster undergoing prep in the restoration section of the Museum.

We were shown the outside of the Taycan (pronounced TYcan) assembly building. According to our guide, Porsche plans to have production underway by May 2019. The building appeared to be about the same size as the 911/718 building. The guide told us that the Taycan line is designed to be a mixed production line as well. Porsche plans to have all its electric cars produced on the same line. The electric motors will be assembled at Zuffenhausen in a separate building. The completed bodies will arrive at the assembly building via an 800-meter conveyor about 5 stories up. Again, real estate is at a premium at Zuffenhausen.

All completed cars are driven off the line and parked in a small, irregularly shaped lot in the midst of the production buildings. It had a randomness to it, wherever there was space was parked a new car. The cars had varying amounts of white protective plastic installed. The GT2s and 3s had the most. Every 30 minutes or so (again, limited space) three car haulers pulled up to load up the waiting vehicles. The guide told us they were destined for the flagship dealer across the street, dealers in the immediate area, or to the next collection point for shipment within Europe or overseas. I was surprised to see the car haulers were standard, open sided, no enclosed trailers. All "paint-to-sample" cars are painted by an outside contractor.

Next stop was the leather shop. As we entered the room (quite large, about 200'x150') the leather smell assailed me immediately. It is a pleasant smell to 'Porscheophiles', but it was intense. At one end of the room were about 25 8'-10' long rolling dollies about 6' high that were each covered with about 15-20 full hides dyed in your familiar Porsche leather colors. The colors were not mixed on the dollies, one color per dolly. The hides are from "local" cattle, Germany, Slovenia, and the Czech Republic. Adjacent to the storage racks is a large machine operated by one young lady. Her station was equipped with a large flatbed scanning device that fit one complete hide. As a new hide was loaded the machine scanned it for imperfections. Based on the machine's recommendations and her own inspection, she highlighted areas on a digital image of the hide to designate unusable portions, either due to thickness or blemish. Once that process was complete the scanner stored the imperfection locations based on its digital image of the hide. The final step was to scan a bar code on the hide to marry that hide to the digital scan.

The graded hides then went to the cutting station. Again, this machine was large enough to contain one complete hide. Here the bar code was scanned, and the usable area data loaded from the previous step. Based on the usable area the computer determined the most efficient use of the hide to produce the least waste and then, based on that information, decided what patterns to cut. The cutting 'blade' is not a blade at all but extremely high-pressure water, and I seem to remember a quote of 70,000-90,000 PSI. Porsche found that water jet cutting causes the least amount of damage to the leather. Once the machine is done cutting it moves to the side leaving the hide. The cutting process leaves the hides dry, kind of counter intuitive but important to eliminate an added step of drying. The workers picked up one side and shook out the cut patterns. The waste leather is bagged up, one hide to a bag. Jokingly, our tour guide said the remnants were sold to Mercedes and BMW for their use. Actually, the remnants are sold to companies that make handbags, gloves, and other smaller leather goods. Staggeringly, it takes five hides to do a full leather interior on a two door (including seats), and up to 11 for a 4-door.

Our final stop in Zuffenhausen was the engine shop. Only the boxer engines are assembled here, every version. The V6 and V8 engines are now assembled in a new engine line at another Zuffenhausen location. We weren't allowed on the floor but there was a viewing balcony running the length of the line, which folded back on itself once in a 'U' shape. There is only one fully automated station on the line, and it fastens a larger part of the engine where

precise torquing is required on multiple bolts at once. It screws up to six bolts in opposing locations, two at a time to assure proper seating of gaskets. All engines are started and run for a period of time before leaving the facility. It was fascinating to watch this process knowing the capabilities of those engines.

Currently no women work in the engine assembly shop where all workers must be credentialed engine mechanics. We're told Porsche would like that percentage to change but said credentialed female mechanics are difficult to find. The guide stated that Porsche-wide about 15% of the workforce is female, and in the next sentence that they are working to increase that percentage.

The engine shop was the last stop on the tour, which lasted about two hours. Our group was escorted back to the Museum lobby where some left on their Fast Lane adventure, others to take delivery of their cars and find their way out of the city, and me to a walking tour of central Stuttgart. My train to Leipzig was the next morning.

The next installment of my Porsche visits will be about their operations in Leipzig. Before the German unification on October 3rd, 1990, Leipzig was a very important industrial center and part of the old East Germany.

• • •

The Nagoya Report from Michael and Laura Friend

As some of you know, Laura and I have taken a break from the Pacific Northwest for six months and are living in Nagoya, Japan. I've been writing some travel reports about life in Japan but will limit this note to mostly gearhead knowledge. Except for news of a **Godzilla sighting**.

Shortly after moving into our apartment in the Sakae neighborhood of Nagoya, I began to see a number of interesting Porsches. A short walk revealed that **Porsche Nagoya** is only five minutes away from our front door! The numerous reception and sales people seemed amused by my Porsche baseball cap, but their complete lack of English and my complete lack of Japanese was an impediment to any communication taking place other than – Seattle! Ichiro! It turns out that Ichiro Suzuki grew up in Nagoya and has used some of his Mariners money to build a local Little League baseball stadium. Everybody seems to know about the Mariners. As I was leaving, an elderly gentleman drove by in what appeared to me to be a genuine 1950s era early 356, with appropriate patina.



There is a Cars and Coffee at a Park Place type of exotic car dealership outside of town, but I have not gone yet, as I am at the moment limited to walking and riding trains and busses. I am however planning to rent a Toyota FR-S (86) to drive up to the Fuji Speedway for the WEC endurance race this coming weekend.

Also in my neighborhood, a 45 minute train ride away, is the famed **Suzuka Circuit**, where Laura and I went to Friday practice for the F1 race. I decided not to go for race day as the crowds are immense and the tickets expensive. Suzuka is one of the finest racing circuits I've been to, with wonderful facilities, a great track layout, and tons of vendors selling everything imaginable related to motorsports. There was a Porsche Cup race on Friday which resulted in much agricultural exploration of the trackside sand traps.



Honda, owners of the Suzuka track, put on a great side show with historic racing cars as well as a rare public display of their latest F1 power plant used in the Toro Rosso team cars.



Pictured above is the latest in F1 technology. Honda is finally becoming competitive with its turbocharged V6 hybrid engine in the Toro Rosso cars.

The Suzuka Circuit has a unique figure eight layout with equal number of right and left hand corners. Seen here from the best seats in town – the Suzuka Ferris Wheel!



Now to the heart of my report, the **Godzilla Sighting**. After practice day at Suzuka, we hopped on the bullet train for a quick jaunt to Tokyo and some shopping on the Ginza. The deal is, I get to buy expensive toy cars, Madame gets to buy expensive Italian hats. After some shopping, we retired to our reasonably priced but really tiny hotel room in the Shinjuku neighborhood. As were walking to a nearby sushi place, a truly horrifying sight was revealed. After seventy years, Godzilla had awakened from its slumber and emerged from Tokyo Bay to perch on a nearby movie theatre. Much fear ensued.

More news to follow in the next episode of the Nagoya report — if we survive the typhoons and giant lizards ...



... perhaps in their next installment they will explain "Dajiban" Racing for us ... (The Editor)

September PCA Treffen, Banff, Alberta, Canada

— Report from Maryann and Bill Elwell

You've very likely heard of the annual event called Porsche Club of America Parade. You may or may not have heard of the two PCA events held annually called Treffen. Treffens are smaller, less formal, and non-competitive events than Parade. This year there was a Treffen held in September not very far away in Banff, Alberta, Canada.

Banff is nestled in the Canadian Rockies. My wife, Maryann, heard quite a bit about how wonderful Banff is and has always wanted to visit. So when a Treffen was announced in Banff, there was no question that we were going.

(editor's note: why Treffen? A commonly used German noun for meeting which can be equally applied to mean reunion. Treffen is a verb as well, as in we are meeting — wir treffen. But since we already did the Banf Treffen, it is past tense, we met — wir getroffen.)

Banff is roughly 12 hours away by car over roads with lots of construction. So it really wasn't an option do anything other than to take two days for the drive up. So, at a ridiculously early hour on Tuesday September 11th, Maryann and I met Amy & Pete Bonfrisco, Mikee & Chris Wierman, Louise Fry, and two couples from PNWR in Lake Stevens to start our long journey. Our target Tuesday was Kamloops, British Columbia, Canada. Traffic issues were minimal and we rolled into Kamloops a little after lunchtime. Wednesday's drive took us through more construction and therefore more traffic. As we got closer and closer to Banff, we started seeing more and more Porsches on the road. We made a quick stop at Lake Louise for a photo op, then headed off to Banff. Pulling up to the Fairmont Banff Springs Hotel made it clear that we were at a big Porsche event.

The bulk of the Treffen event was held Thursday (9/13) through Saturday (9/15). Our room included breakfast each morning was in a hotel restaurant that had an enormous buffet of every breakfast food you could imagine plus a chef cooking eggs and omelets to order. Each day there were tours available during the day. Some of the tours were done by bus, but most were done just like local club tours where we all drive our own cars. If you weren't in the touring mood, you could tour the town of Banff, drive around on your own, or enjoy the spa in the hotel just to name a few options. Every evening there was a banquet dinner with a different theme and entertainment.

Maryann and I chose driving tours on Thursday and Friday and a bus tour on Saturday. Thursday, our driving tour was out to Yoho National Park that included a local attraction called the spiral tunnels, Takakkaw Falls, and lunch at Emerald Lake. The spiral tunnels are a series of tunnels that are carved into the mountains in order to ease the grade that trains are required to climb in order to cross the Rockies. I'm told that it's quite a sight if you see a train passing through the tunnels. The problem we had was that visibility was restricted due to heavy snow! Actually it started snowing overnight. Luckily it wasn't sticking to the streets but it was collecting on everything else. The folks on summer compound tires were very nervous. The tour was cut a little short due to the weather, but I thought it was really cool to see Porsches out in the snow! Everyone made it back to the hotel without incident.

Our tour on Friday was to a private car collection at an airport in nearby Calgary. Instead of driving straight to Calgary on Highway 1, we took a smaller, more scenic road, 1A. Once again, it was snowing. Like the day before, the snow wasn't sticking to the streets, so it did more to make the trees look pretty than anything else. Once we reached the airport we were given a car-by-car tour of the entire collection. The collection focused almost entirely on Italian cars and American muscle cars. There were FOUR HANGERS stuffed with cars! By the time we reached the fourth hanger (with short stories about each car) most of us were overwhelmed. We had a wonderful barbeque lunch at another hanger owned by one of the local PCA club members, that included his Porsche collection, that was quite impressive.

On Saturday we took the day off from driving and took a bus tour to Moraine Lake and Lake Louise. Lake Louise is an attraction that everyone that goes to Banff knows about. Lots and lots of people visit throughout the year. If anything, it can be a little overcrowded. Despite all that, it is quite beautiful. What

fewer people know about is Moraine Lake which is close by, a little smaller, just as beautiful, and much less crowded. Our bus driver really knew his stuff and made the day very enjoyable.

Before we knew it, it was Sunday morning and time to head for home. We took a different route home and drove it by ourselves. Sunday we drove south down to Spokane. During the first few hours of the trip we saw at least 100 classic/muscle cars traveling in the opposite direction on Highway 1 and then again when we turned onto route 93. We have no idea where they were going but there were a LOT of them. We crossed the border at the Eastport-Kingsgate Crossing. I've never seen such a small border facility. There were only 3 lanes in each direction and just one of them was open. Luckily, there was nobody in line. On Monday morning we drove from Spokane to home in Gig Harbor. I've driven across the country a couple times now and, in my opinion, one of the most scenic sections of interstate that you're likely to come across is I-90 through Snoqualmie Pass. The great scenery, however, doesn't prepare you for the traffic ahead. There's nothing like coming home from a long vacation and arriving at rush hour. We made it home, the car was dirty, but undamaged. We have a bundle of great memories, good pictures, and fun stories to tell.



Porsches in the snow at the Spiral Tunnels



Lining up for the day's tours at the Norquay Lodge



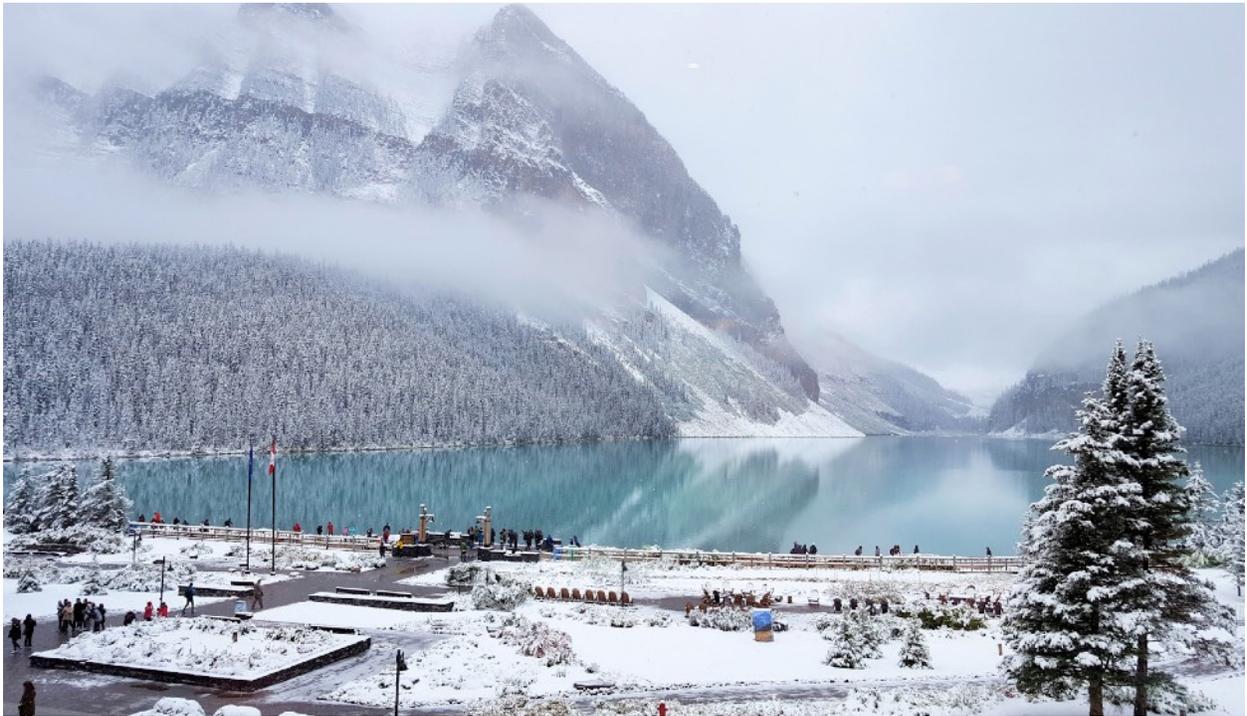
Driving along 1A on the way to Calgary to see a car collection



Patty Meyers, Louise Fry, Christy Mitchell, and Maryann Elwell with a couple Canadian Mounties

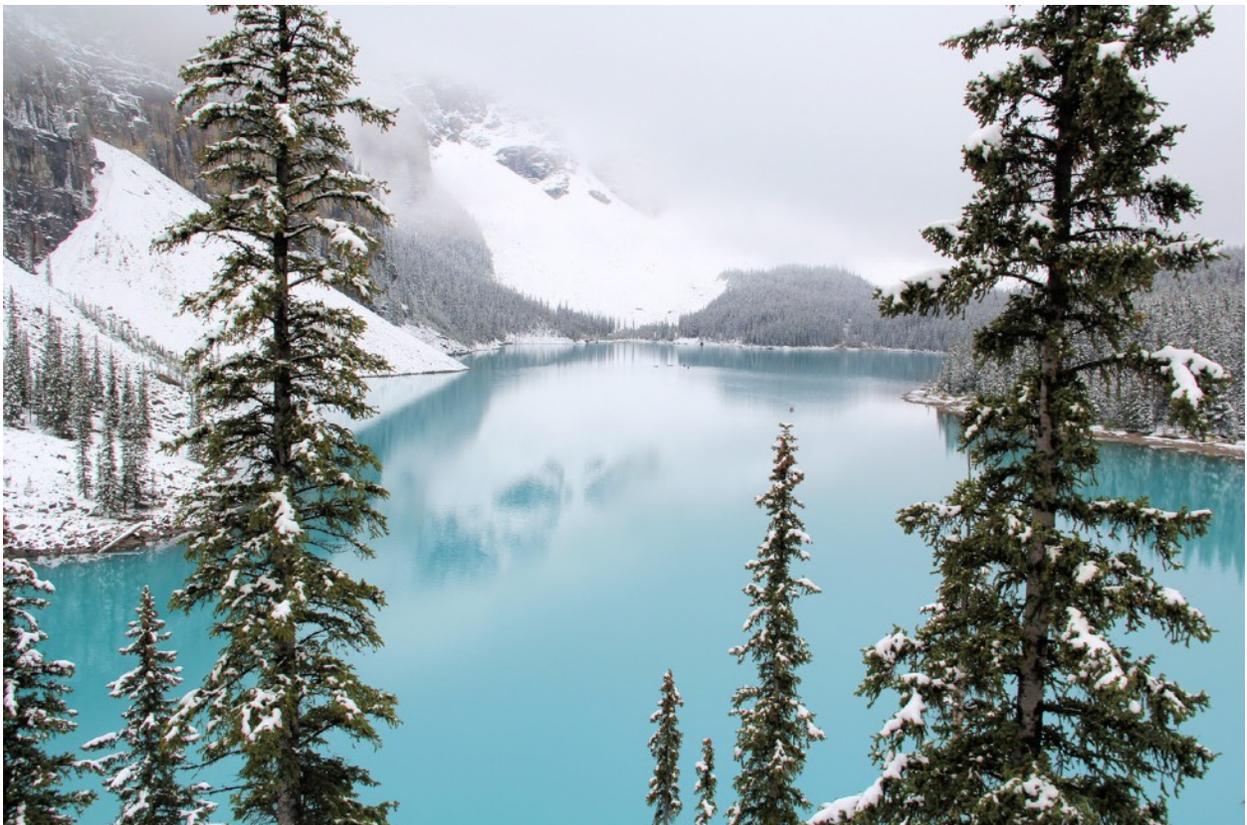


Lake Moraine as seen from the Fairmont hotel on the lake.



A tranquil view of Lake Louise...

... and looking down on Moraine Lake.



■ ■ ■

Congratulations to our club newlyweds, Kathy and Steve O'Rorke!



■ ■ ■

Report from Rennsport Reunion VI

Just so that we're clear from the start, Porsche Rennsport Reunion is not a Porsche club event. It is an event sponsored by Porsche Cars North America (PCNA). What is it? Porsche Rennsport Reunion is the world's largest gathering of vintage and recent Porsche race cars, as well as those who have designed, engineered and driven those cars. When you combine that with the fact that over 81,000 fans showed up for the event, many with their own Porsches, the result is Porsche overload! Rennsport is typically held every 3 years. This year was Rennsport Reunion VI and it was held at WeatherTech Raceway Laguna Seca near Monterey, California from September 27th-30th.

Several members from OPR ventured down to California to attend this year's event: Debbie & Alex Raphael, Brett Burroughs, Bob & Becca Becken, Corby Somerville and Maryann Elwell, along with prior members, Jon and Linda Wyman, who now live in the Atlanta area. The guys drove their Porsches down, while we girls decided to fly. We stayed in the heart of Carmel at two charming bed and breakfast style hotels with afternoon wine and cheese receptions. Each night, thanks to Debbie, we had dinner at a different restaurant, all of which were awesome meals. One afternoon we took a walking food tour of Carmel which was absolutely delicious and provided lunch as we ate our way through 8 different food stops. One sunny afternoon, we took a stroll down to the beach and dipped our toes in the ocean – quite cold. We also drove the famous 17-mile Drive, stopping at Pebble Beach for cocktails and appetizers. A must do!

Saturday, I went to the track to see all the cars and races. From the moment we pulled into the corral parking lot, we were surrounded by beautiful Porsches. It was then non-stop Porsche fanfare. As you walked through the pits, incredible Porsche race cars were everywhere and driving on and off the track around you. While wondering around the pits, I ended up meeting and getting signatures from two Porsche race car drivers, Patrick Long and Laurens Vanthoor. It was an honor to meet them both, they are such nice guys. We also got to see a Porsche Tractor race. Rennsport is an experience that every Porsche enthusiast should attend at least once in their lifetime. I had a great time with great friends! Here is just a tiny sampling of the cars on display and on the track at Rennsport Reunion VI.



1974 911 Carrera RSR. This 3.0-litre 911 RSR helped Porsche dominate the GT racing scene in the mid-Seventies.



The car that you can see completely from nose to tail (second in the picture) is a 1979 Brumos 935. Closer to the camera is a Martini Racing 917K.



The red #6 in the foreground is a 1972 Porsche Can-Am 917-10. I believe that this is from the collection of Bruce Canapa. In the background you can see two 917K's. The #2 car is a 1979 917K that also belongs to Bruce Canapa. I believe that the #21 car is a 1970 model. Car number 21 turned in the highest speed ever recorded on the Mulsanne straight at Le Mans – 240 MPH.



Brett Burroughs, Alex Raphael, and a friend at the Porsche booth at Rennsport.



2007 Porsche RS Spyder. This car is known for winning the ALMS LMP2 Championship in 2006, 2007 and 2008, and for taking class honors at Le Mans in 2008 and 2009.

Porsche 919 Hybrid – This car, driven by Mark Webber, Brandon Hartley, Timo Bernhard, took second at the 24 hours of Le Mans 2015 (first place was also a Porsche 919).



962-001 was driven by Mario and Michael Andretti in the 1984 Daytona 24 Hours

Recommendation

Car Studios Paint-less Dent Repair

Andrew Isar

When I watch the Barrett-Jackson or Mecum car auctions on TV, I marvel at the seeming perfection of those automobiles. When turning to my 1986 911, that level of “perfection” was not quite equal. Among the more visible detractors were two creases in the ample 911 doors; likely the outcome of a former owner parking too close to an uncaring driver who simply wanted to get into their own car - twice. Then there was also the deep rock chip on the hood from what might have been a spirited drive.

My solution was a Porsche concours event referral – **Jason Bahr, Car Studios in Fir Crest (Tacoma)** (see <https://www.facebook.com/1carstudio1/>; 253.514.9219). The result of Jason’s work was flawless, like new doors and a hood that retained only a slight almost invisible paint scratch. Jason has worked on Pebble Beach concours entries and understands Porsche enthusiasts’ penchant for meticulous preparation. While my 911 will not be on Barrett-Jackson or Mecum, Jason brought it one step closer to perfection.

Recent Observations by Thomas Micka

How Much Does It Cost To Own a 996 Porsche 911 Turbo?

Ever wondered about ownership and maintenance costs of a Porsche Turbo?

Follow the YouTube link below and see Heidi and Franny break down four years of dollars spent to maintain their 2004 996TT X-50 — some surprises here!

Heidi and Franny's Garage

YouTube Published on Feb 26, 2018

<https://youtu.be/9z2cCAZw478>

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