

Jan/Feb 2021



The Nor'Wester

Newsletter of the Olympic Peninsula Region

Porsche Club of America

2021 OPR Board and Chair Members:

Board of Directors

President: Bill Corrigan

Vice President: *position open*

Secretary: Jill Diefenderfer

Treasurer: Dave Loser

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: Robert Grasby

PCA Olympic Peninsula Region 2020 Event Calendar
2020 Event Calendar Details — Maryann Elwell
(maelwell@centurytel.net 253-853-4003)

Overview:

January 2021

- 6th – 9A - PCA Werks Reunion Amelia Island 2021 Registration Opens** – For details and registration information go to <https://www.pca.org/event/2020-07-09/werks-reunion-amelia-island-2021> and <https://werksreunion.com/amelia.cfm>. Registration will be on [MotorsportsReg.com](https://www.motorsportsreg.com).
- 12th – 7P - OPR Board/Chair Meeting** – via zoom. If you have an item that you would like to present to the board or have them discuss, please reach out to our President Bill Corrigan at president@opr-pca.org.
- 17th – 4-6P - Virtual Happy Hour** – The club is hosting a Happy Hour via our Zoom account on Sunday evening. To participate, download the Zoom App on your computer or phone. On the day and time of the meeting click on the link below to join. Alternatively you can just dial in using one of the phone numbers below and by entering the meeting ID listed. Grab a beverage and join in anytime during the Happy Hour event time.
Zoom meeting Link: <https://zoom.us/j/97301789084>
Meeting ID: 973 0178 9084
Optional Dial in Information: (253) 215-8782, pass code: 973 0178 9084#

February 2020

- 9th – 7P - OPR Board/Chair Meeting** – via zoom. If you have an item that you would like to present to the board or have them discuss, please reach out to our President Bill Corrigan at president@opr-pca.org.
- 15th – March/April Nor'Wester Deadline** - Have a story or pictures to share? Provide all articles, photos, or classified ads to our newsletter editor, Thomas Micka at newsletter@opr-pca.org
- 20th – 5-7P - Virtual Happy Hour** – The club is hosting a Happy Hour via our Zoom account on Saturday evening. To participate, download the Zoom App on your computer or phone. On the day and time of the meeting click on the link below to join. Alternatively you can just dial in using one of the phone numbers below and by entering the meeting ID listed. Grab a beverage and join in anytime during the Happy Hour event time.
Zoom meeting Link: <https://zoom.us/j/93261799475>
Meeting ID: 932 6179 9475
Optional Dial in Information: (253) 215-8782, pass code: 932 6179 9475#

27th – noon - PCA Treffen Scottsdale Registration Opens – PCA's Spring Treffen is taking place May 5th-9th at the JW Marriott Scottsdale Camelback Inn Resort & Spa in Scottsdale, AZ. For details go to <https://treffen.pca.org/index.cfm?event=main.showcontent&page=2>.

Other Region and Car Related Events

- 1/16 – **PNWR Winter Tour #3** –For details go to <https://www.pnwr.org>.
- 1/23 – **PNWR Winter Driver Skills Day** – at Bremerton Motorsports Park at 7500 Old Clifton Rd. in Bremerton, WA. For details go to <https://www.pnwr.org>. To attend, must register and pay at <https://pcapnwr.motorsportreg.com/>.
- 2/6 – 8A – **Tentative: Caffeine & Gasoline at Griot's Garage** 3333 South 38th Street in Tacoma. Theme: Hot Rods.
- 2/20 – **PNWR Winter Waters Tour** –For details go to <https://www.pnwr.org>.
- 2/27 – **PNWR Autocross Practice** – at Bremerton Motorsports Park at 7500 Old Clifton Rd. in Bremerton, WA. For details and special COVID guidelines go to <https://www.pnwr.org>. To attend, must register and pay at <https://pcapnwr.motorsportreg.com> AND at <https://scorekeeper.wwscc.org/register/pca2021> for timing/scoring.
- 2/27 – **PNWR Autocross Awards Party** – for those who participated in the 2020 PNWR Autocross program, immediately following the Autocross Practice at the Gig Harbor Round Table Pizza (5500 Olympic Dr, Ste H101). Must RSVP to autocross@pnwr.org by 2/19/20. Depending on COVID restrictions, event may be rescheduled to later in the year.
- 3/5 – **PCA Werks Reunion Amelia Island 2021** – For details and registration information go to <https://www.pca.org/event/2020-07-09/werks-reunion-amelia-island-2021> and <https://werksreunion.com/amelia.cfm>.
- 5/4-9 – **PCA Treffen Scottsdale – Touring the Sonoran Desert** – For details go to <https://treffen.pca.org/>.

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From the President's Desk

Happy New Year everyone! Here's betting 2021 is a better year than 2020 (good riddance!)

This is my inaugural President's Message, and before anything else I want to express appreciation on behalf of everyone in the Region for our outgoing President, Bill Elwell. Bill served as out President for four years, two more than he expected when assuming the duties from Alex. During his tenure Bill oversaw a steady rise in membership, maintained a robust program of charitable giving on behalf of the Region, helped us

celebrate our 15th year as a region, and in the last, most difficult year, found ways for us to stay connected in the age of COVID. Thanks Bill!

Also 'retiring' from the board at the end of December after four years of service as our Treasurer, is Bob Becken. Besides keeping our books and making sure we complied with all the required filings, Bob also did a lot of the leg work with our charities, making sure the responsible person was identified to receive the funds and that they were disbursed in accordance with our by-laws. Hats off to you Bob!

Our new Treasurer is Dave Loser, while Jill Diefenderfer continues as Secretary, and Brett Burroughs remains our Member at Large. All of our Chairs agreed to continue too, thanks!

Our charitable activities closed out the year strong. In December we split our remaining dollars between three worthy organizations, the Port Townsend Aero Museum, Welfare for Animals Guild (WAG) in Sequim, and the Kitsap County YWCA.

The PT Aero Museum (<https://ptaeromuseum.com/>)

- Besides having a wonderful display of vintage aircraft (most of which fly regularly) and in-house aircraft restoration service, the museum has as its primary role a youth mentorship program where young people participate in the operations of the museum, including aircraft restoration and flight activities. The youngsters are from across the Puget Sound. In exchange for their hard work, they learn marketable aviation skills and can even earn their private pilot certificate as part of the program.

WAG (<http://wagsequimwa.com/>)

- We've been giving to WAG for a number of years. Check out their website. Besides rescue and adoption programs they have had a program in the Clallam Bay Corrections Center (<https://wagsequimwa.com/PrisonProgram.html#C5>) where inmates help rehabilitate dogs and cats with behavioral problems. Anyone who knows about shelters knows that dogs with behavioral problems have a slim chance at adoption. Since 2012 this program helped 160 dogs and 73 puppies find their forever homes. Surely, the benefit to the inmates is hard to quantify but must be equally as gratifying. COVID put a bit of a damper on that program but they hope to be going strong again by mid-year.

Kitsap County YWCA (<http://ywcakitsap.org/family-advocacy-services/>)

- In December we teamed with the Kitsap County YWCA and for Christmas sponsored two families living in domestic violence shelters. Normally we'd get a list of the family's needs/wants and then head to the store to do the shopping. This year, with the restrictions in place we decided on gift cards. Cards for Target in the amount of \$600 for each family were delivered to the Development Coordinator at the YWCA who passed them on to the families. The range of

services that the YWCA provides to families experiencing these situations is vital. In this small way, we are pleased to help provide a little more joy and satisfy some basic needs for these families at this time of year.

Our primary charity funding event is the silent auction conducted during our annual holiday party but because of COVID and no holiday party, we had to come up with another idea; the virtual auction. Our webmaster, Robert Grasby did an outstanding job researching solutions and then setting it up. During the auction bidders were immediately informed via email when they were outbid on an item. For me, that was my call to action and get back online and up my bid ... this had its own measure of excitement. Through the generosity of those who donated items and those who made the winning bids we were able to raise over \$1,000 toward 2021's charitable giving. Thanks to all involved!

2021 is going to be a challenging but encouraging year for the Region as we gradually find ways to reenergize our in-person social connections with each other. Last year I served as the Vice-President. Other than filling in during the President's absences (there were none) my only other responsibility was informing National of our driving tour plans and securing insurance. Much to our chagrin, COVID put a stop to that before we had a chance to get started, just before Bill and Maryann Elwell's much anticipated annual chili cookoff. With the advent of the vaccine, I hope we can resume our driving tours and in-person social activities by the middle of the year. However, time will tell.

Customarily we meet toward the end of each year to plan a calendar of events for the next. Obviously, that didn't happen last year. The activities will roll out as the state and country return to a more normalized life. So, keep your eye out for Maryann's e-mail blasts. As we reenergize our activities later this year, I encourage our members to help us put together a robust and varied schedule of activities. I'm sure some of you have taken solo drives around the area and overnight trips too and thought your itinerary would be a great drive for other members. I've got a great 3-day trip over the mountains that I took in early October to share with everyone. Put pen to paper, or finger to keyboard and let us know yours, or better yet, volunteer to organize a drive, or set up a tech session.

In the meantime, please set aside some time to join us during our Zoom Happy Hours. Shortly you will be hearing from Maryann Elwell, our Social Chair, with the next couple of dates. My wife Robin and I participated in the last one in December and enjoyed meeting new members from Seaside and catching up with other folks I haven't seen (outside of a computer monitor) in many months and sharing more than a few laughs.

I will maintain my additional role and the region Safety Chair. As a retired, but still part-time police officer, I have a different perspective on street driving. You'll see an article I wrote a couple of years ago in this newsletter on hydroplaning. I've also written articles on following distance and distracted driving/cell phone laws. If any of you have questions about driving rules as police see them, or enforce them, I'd be happy to

answer or explain. I still teach police driving, radar/LIDAR speed enforcement, and stop sticks (spikes), so any questions about those topics are game. Any ideas for newsletter articles would also be appreciated.

In closing, I'm excited about the coming year and the promised return of normalcy and improved health for the country. I look forward to meeting you all in person again and getting to know the new members who have joined us over the past year. As you all know, it's about the people too, the cars are just our common denominator....

Bill Corrigan

...Safety Corner...

This article originally appeared in our March/April 2018 edition of the Nor'Wester, but still has applicability today and every year about this time. It a good review of tips you have learned in the past.

Hi, my name is Bill Corrigan and I'm the Safety Chair for our Region.

I've also been a police driving instructor since 2006 and spent 18 years in law enforcement with the Washington State Patrol and Port Townsend Police department.

What is presented here is advice and/or an alternate method to think about driving situations and not direction. In any event you encounter as the driver, you must make the best decision possible by applying your personal experience and training.

OK, on to hydroplaning! Wikipedia defines hydroplaning as "a loss of steering or braking control when a layer of water prevents direct contact between tires and the road."

This is a good point to introduce a term we use often related to "contact between the tires and the road." It is "rolling friction", that friction needed to effectively brake, steer or accelerate. Just to clarify for those who ask, "What other kind of tire friction is there?" There is 'skidding' friction, and it's well known that control is reduced or even totally lost when you experience skidding friction. So, put that kind of 'friction' aside for now.

When your vehicle hydroplanes, it's lost rolling friction with the road surface. Other factors listed here increase the likelihood for hydroplaning, and in each there are steps you can take prior to the onset to mitigate that risk. We'll talk about each factor and a means to mitigate it.

Tires

Two factors are in play here, tread depth and inflation pressure.

1. The grooves in your tires are design to channel water out from under the tire. Tread depth is critical to this task. There is a three-way relationship between water depth, tread depth, speed, and the onset of hydroplaning. The more tread depth you have the greater the amount of water is moved by the tire and the higher the hydroplaning resistance. Water depth and speed can quickly overwhelm the tread's ability to move water. One trick is to drive in the tire swipes of the vehicles you're following ... they've already pushed the water aside, hence it's not as deep in their swipes. Here's that portion of Washington law regarding tread depth:

RCW 46.37.425 Tires—Unsafe

No person shall drive or move or cause to be driven or moved any vehicle, the tires of which have contact with the driving surface of the road, subject to registration in this state, upon the public highways of this state unless such vehicle is equipped with tires in safe operating condition ... These rules shall include effects of tread wear and depth of tread.

A tire shall be considered unsafe if it has:

- (1) Any ply or cord exposed either to the naked eye or when cuts or abrasions on the tire are probed; or
 - (2) Any bump, bulge, or knot, affecting the tire structure; or
 - (3) Any break repaired with a boot; or
 - (4) A tread depth of less than 2/32 of an inch measured in any two major tread grooves at three locations equally spaced around the circumference of the tire, or for those tires with tread wear indicators, a tire shall be considered unsafe if it is worn to the point that the tread wear indicators contact the road in any two major tread grooves at three locations equally spaced around the circumference of the tire.**
2. Inflation pressure is an oft-forgotten contributing factor. Always keep your tires inflated to the manufacture's recommended values. A 25% reduction in recommended pressure can have a significant impact on the speed at which hydroplaning occurs (lower). Reduced tire pressure also increases wear, the operating temperature of the tire, and fuel use.

Speed

Speed is the number one factor in hydroplaning incidents, and the risk factor you have the most immediate control over in the moment. Slow down as the intensity of the rain increases, recognizing that hydroplaning speeds are reduced as other factors come into play, i.e. tread depth, tire pressure and the instances of standing water.

Standing Water

As you drive the roads in your local area you begin to learn where drainage is not adequate and standing water accumulates. Standing water also tends to accumulate over only part of the lane of travel such that when you enter it the vehicle pulls toward

the tire in the deepest water. If you can't avoid the deeper water, slow down and keep two hands on the wheel to counter the pulling tendency. Attempt to avoid standing water if possible.

Cruise Control

I put this here only to explain why it's prudent to turn off cruise control in the rain. Most cruise control systems monitor the speed of the vehicle with an interface to the speedometer which in turn measures the speed of the tires over the road. In a hydroplaning event, especially standing water, tire rotation can be slowed while on top of the water (we just lost rolling friction) as it encounters resistance by plowing through the water. The cruise control senses that the vehicle has 'slowed' and increases engine power to compensate causing the tires to spin faster. What can happen on the other side of the puddle are wheels spinning faster than the vehicle's actual speed causing a possible loss of control when rolling friction is suddenly regained.

That's some thoughts on hydroplaning. Here is a summary of hydroplaning risk mitigation tactics:

- Maintain good tire tread depth.
- Keep your tire pressures at the recommended levels – always check when cold.
- Slow down when it starts to rain.
- Avoid standing water.
- Know where standing water occurs in your neighborhoods and be observant
- Drive in the tire swipes of the cars in front of you.
- The passing lane will generally have more water (fewer vehicles) than the right lane, stay to the right as much as possible.
- Disengage cruise control.
- Avoid aggressive steering inputs. They can cause understeer and a lack of directional control.
- Brake sooner for stops and turns.
- Increase following distances.

I hope this was helpful. Please let me know if you have any questions.

HOLIDAY GIFT CARDS

For a number of years, we have adapted families from the YWCA at Christmas - I have always enjoyed the Club's support of this Tradition. In years gone by we have gotten names of families, along with a sheet giving their sizes, favorite colors and needs—shoes, coats, pants. Along with requests for wants – toys, art supplies, games. A group of us would gather (usually at Target) and go over the list. We would first do a little math and come up with estimates as to how much we could spend on each person. Then we would review their needs and pick what seemed most essential and then go over their wants. Then it turned into a scavenger's hunt. Pushing first one cart and then usually a second, we would weave through the store, oscillating between clothing and toys, all the while trying to do mental math in our heads, keeping track of how much money we had spent and how much we had left.

That was then, this is now - the year of COVID-19. In keeping with guidelines to restrict and reduce unnecessary travel and gathering, the Board had a Zoom meeting and it was decided to give gift cards and forgo the shopping tradition. \$1,250 had been established as the amount we were committing to the YWCA. We had 2 families, each consisting of a single, adult female and two children. Mathematically this works out to \$200 a person with \$50 left over. It was decided to donate this \$50 directly to the YWCA to help defray their costs for wrapping paper.

So the gift cards were purchased and they were placed little gift bags and they were delivered to Keyera Gauden, Development Coordinator at the YWCA.



5/27/2020



PCA Event Participant Guidelines

In all things PCA does, first and foremost is the health and safety of our members, employees, sponsors and communities. Federal, State/Provincial and Local guidelines and restrictions supersede these guidelines where there is conflict or ambiguity.

Take Steps to Protect Yourself and Others:

- Stay home when you are sick (request a refund).
- Stay home if you have been in contact with someone in the last two weeks who has been sick.
- Bring your own personal protective equipment (PPE), including masks, gloves, hand sanitizer and disinfectant.
- Practice social distancing of at least 6 feet between non-cohabitating attendees.
- Wear your face mask when in the presence of others.
- Physical contact is discouraged. Refrain from shaking hands, fist-bumps and hugs.
- Wash your hands frequently with soap and water for at least 20 seconds especially before eating and after blowing your nose, coughing, or sneezing.
- If soap and water are not readily available, use an alcohol-based hand sanitizer with at least 60% alcohol.
- Refrain from touching your eyes, nose, and mouth.
- Cover your cough or sneeze with a tissue, then throw the tissue into the trash.
- Clean and disinfect frequently touched objects and surfaces using a regular household cleaning spray or wipe.
- Use best judgement and common sense regarding your fellow members' good health.

Region Leadership including the Event Chair have the authority to require you to leave if you cannot comply with these community protection measures.

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

Joseph Muckenthaler, Gig Harbor, WA, 2002 911 Carrera
4 Cabriolet Seal Grey

Jack Kammer, Gig Harbor, WA, 2014 911 Carrera
Cabriolet silver/gray

Bob Banasik, Bainbridge Island, WA, 2018 Chalk
Panamera 4 E-Hybrid

John Csermotta, Aberdeen, WA, 2003 Pewter 911 Turbo

Further Observations from Thomas Micka ...

There is something about engineers and the special relationship they develop with their Porsche cars and it is axiomatic that every Porsche car has a story. The following is told by my friend Tom Britton and former colleague — a Porsche story about a 944 Turbo S (1988 Stone Gray Metallic) — showing 318,951 miles of service as of 28 December 2020!

My Porsche Story — By Tom Britton (Schattenbaum member and “Shade tree mechanic”)

My Porsche story begins in 1981 when I was hired by DuPont to work at the Experimental Station in Wilmington, DE. The Engineering Physics Lab (EPL) – building 357. A few years later I realized my building number (357) was one too many — that would have been too cool for a Porsche guy.

I was a Laser Electro-Optics & Physics student from my local community college, I was replacing a fellow employee who was promoted within and happened to own a 1971 911T. I'm going to guess Glacier Blue. I remember distinctly that this guy must really like his car because he had a homemade broom sticks with soft magnetic pieces attached to both front doors to prevent door dings. At the time, I was driving my first car I purchased, a preowned Datsun 240Z. Porsches weren't really in my head at the time. At least not street cars, it was mainly racing images of L&M, Gulf and Martini – I knew they were Porsches but that's about it.

Working at EPL was fun, the people were friendly, all day I made stuff, fixed stuff and put my twist on inventing stuff. That's when I met Thom Micka. Thom was a PhD on the other side of the building. Thom knew a lot about everything and because I was replacing the 911T owner and Thom knew Porsches, we started a friendship with cars as the common denominator. Thom started sending me his Autoweek magazines, he started me out with VW's – discussing things like displacement modifications on Golfs and Sciroccos. He didn't want to overload my emotions with Porsches right away, instead nurtured me slowly. Sending me notes on magazines asking me questions that were not immediately found in the articles but took thought and research. Thom Micka is a funny guy, we always had hilarious things to talk about, plus he can see the future! Read the third paragraph from this 1989 Micka email below —how true!

INTEROFFICE MEMORANDUM

Date: 13-Jun-1989 10:13
 From: Thomas A. Micka
 MICKATA AT A1 AT CSOC
 Dept: Fibers
 Tel No: 999-2690

TO: THOMAS R BRITTON

(BRITTON AT A1 AT ESVAX)

Subject: RE: hello out there

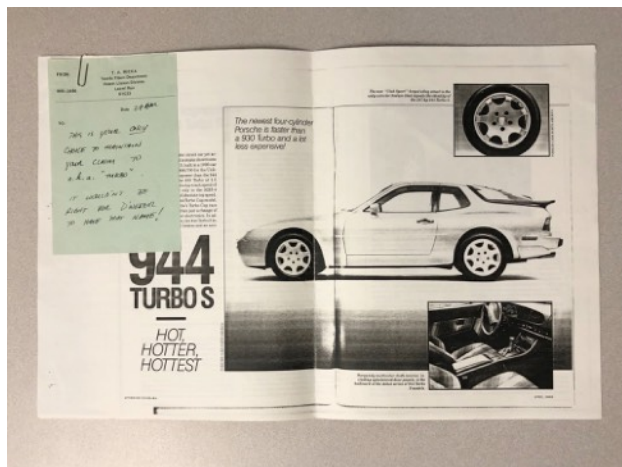
Yeah, lot's of info here--what are you buying? The newest 911 you can afford is probably the best bet. Which means if it's too old to be made of double sided galvanized metal it's too old. I mean we live in the rust belt? Most anything older than '77, unless it came from Arizona or California, is held together with Bondo and a prayer.

I would bet you would not find these older 911's very satisfying unless you're a Porsche fanatic. Get Reiner to take you out in his "blue bomb". The only reason Reiner holds onto that car is because he's a fanatic and he got it practically free! His out of pocket was about \$1000 at the time he acquired it.

Some day the older Porsche 911's will be worth a bunch of money--which means you probably should'nt drive a valuable one today. What will be valuable? Who knows? Already the 911RS's from '73 and '74 are out of reach. Maybe the early turbos like 74, 75, 76 will be valuable, they're rare! But a plain vanilla 911T, like Reiner's, will have to last into the next century to become a real collectable.

Hit it big in real estate and buy a Carrera 4!

In 1994 I was ready willing and able to purchase my first Porsche. My eyes were set on a 1984 Carrera. The first year of the previous version, but it was still a little out of reach. Then Thom sent me a 6-year-old article on the 944 Turbo S. This was it, special, fast, exclusive and like my 2 previous cars with a glass hatch back, the 240Z and Renault Fuego Turbo.



I found one (944 Turbo S) locally and shared my concern about the miles it had, a little over 87,000. Thom's interoffice memo response – (see below).

INTEROFFICE MEMORANDUM

Date: 14-Apr-1994 03:53pm
From: Thomas Micka
Dept: MICATA AT A1 AT CSOC
Tel No: FIBERS IOM
(302)-999-2690, FAX 999-2805

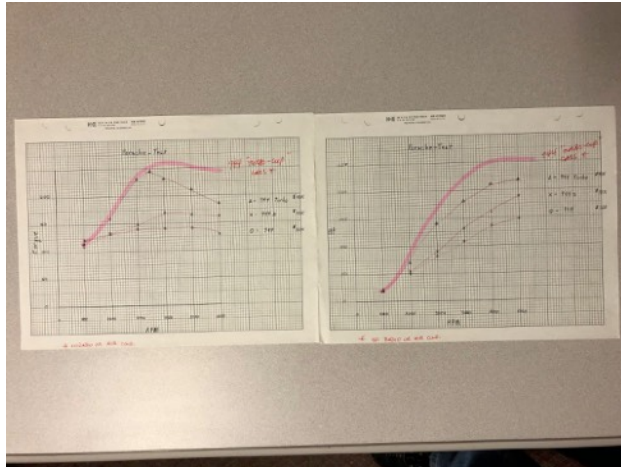
TO: THOMAS R BRITTON (BRITTON AT A1 AT ESVA)

Subject: RE: 944 Turbo S

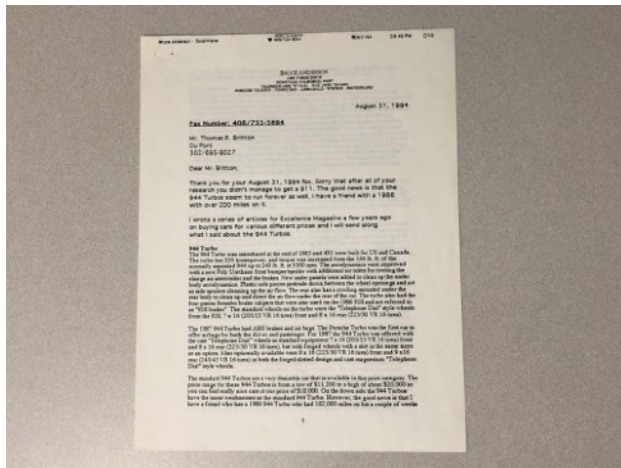
Dear TurboTom:
I've been distracted for a few days--but yes, I have comments. The miles are not high for a Porsche, 87 thousand is the kiss of death in a dealer lot or for "your father's Oldsmobile" but not for this car. It is a bargaining chip however. I would have it checked by a real Porsche guy first if you are serious--usually they charge an hour's labor rate or about \$45-50 to check out. I would suggest K&K in Newark or John Brunovsky in Kennett Square, Pa. These cars are known to need water pumps and of course you want to change the timing belt at this critical mileage. If the car has a "chip" in it--find out what kind maps were selected. So-called "performance chips" are the best means to hold-pistons and blown headgaskets in turbo anything. A cracked exhaust manifold or loose exhaust manifold studs is often a good sign a turbo motor has been run hard. Like all Nissan turbos have bad manifolds sooner or later. Porsche manifolds have an internal ceramic coating which keeps the heat and transmits it better to the turbo and I don't think they have many problems. Keep in mind Porsche first raced a motor of this basic type in 1979 at Le Mans--they have a deep database associated with it.

--good luck and hard-nose the deal if you really want it!

When I pulled up to the seller's house, he was waiting with the car – to me it looked like it was showroom new. I asked him why he was selling such a cool unique car? He walked over to his garage door, lifted it up and said, I'm only allowed to have one Turbo at a time! He had a stunning Black 91' 911 Turbo. That was good enough for me. Thom, always planting seeds... modified a graph I made of my Turbo S Hp & Torque (See below).



I had a correspondence with Bruce Anderson soon after my purchase, sorry that I didn't get a 911, he thought the 944 Turbo could clock lots of miles like a 911 — Anderson's letter below. I joined PCA in Sept 1994, Schattenbaum Region, South Jersey.



Today, I have 318,951 miles on the “Turbo S” (Stone Grey Metallic with “PORSCHE” script cloth on black vinyl seats). One of 51 in this color.

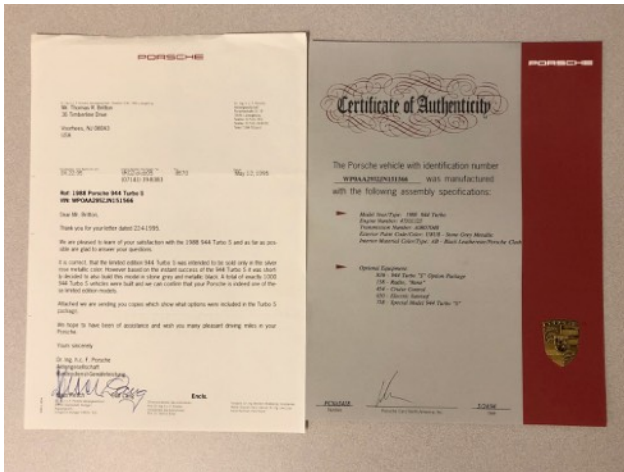
Not only did I drive it, I was self-taught with factory manuals to repair it. At 214k mi, I replaced the clutch, lower rod bearings, piston rings (measured at the limit but still within specs!), as well as, numerous other repairs along the way.

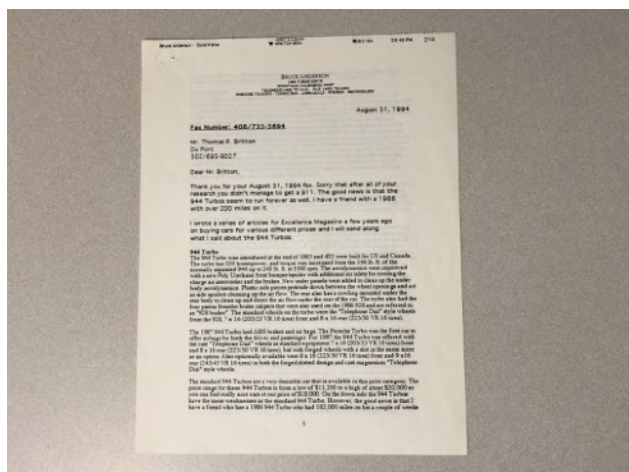
I successfully diagnosed a collapsed internal turbo down pipe. Turns out that the pipe was double walled, and the collapse was causing poor turbo boost, (see photo below).



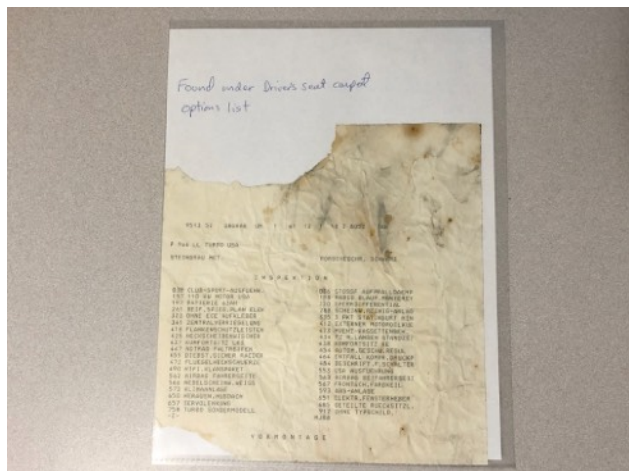
I had to purchase 18" Carrera III wheels & 17" Cayman S wheels because the original rubber sizes are NLA. Still runs strong, lots of stone chips up front, some rust and the original wiring harness is showing its age.







Original option specifications from under driver's seat carpet!



Below is a photo of my library of Porsche workshop manuals — essential reading.



I have other Porsche stories to tell. Currently a 1990 944S2 Cab in Velvet Red metallic and finally I got my 911, a 1991 911 Targa Tip in Grand Prix White, my letter from Stuttgart states it's one of 36 in the States (photos below).



Thanks for allowing me to share my Porsche Story.

Regards,

Tom Britton,

Schattenbaum Region, PCA Zone 1

Olympic Peninsula Porsche Club Goodie Store

Full catalog at www.companycasuals.com/soundapparel

Soft Shell Jacket (J307/L307)



- White or black
- Mens and ladies sizes: XS-4XL
- Choice of embroidery
- Men's/women's XS-XL \$83.23,
2XL-4XL up charge

Sport-Tek Sweatshirts (1/4 Zip, Pullover, Crew)



- Choice of 10 colors
- Mens and ladies sizes: XS-4XL
- Choice of embroidery
- XS-XL \$38.25,
2XL-4XL up charge

Sport-Tek Long Sleeve T-shirt (ST340LS)

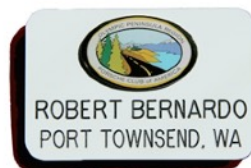


- Choice of 10 colors
- Mens sizes: XS - 4XL
- Choice of embroidery
- XS-XL \$34.20
- 2XL-4XL up charge

Discounted Pre-made Goodie Store Items Available - 1st Come

- Ladies Visor (Black & White)
- Mens Black Golf Warmup - L
- Short Sleeve Golf Shirts
Ladies - S, M, XL, Mens - M, L
- Mens Long Sleeve Dress Shirts

Name Tag \$20 each



Grill Badge \$30 each



OPR Logo Window Cling \$5 each

Ordering Process

- Contact Don & Sue Knievel at dknievel@centurytel.net or (253) 209-2472 to finalize all details.
- Provide Don & Sue the following information
 - ~name, phone number, e-mail address
 - ~For each item: item number/description, size, color, and embroidery instructions.
- Indicate if you'll get your item(s) at an upcoming event or want them shipped to you. If shipping, Don & Sue will let you know your total after it ships.
- Please send in your payment to "OPR-PCA" and mail to OPR-PCA, P.O. Box 3572, Silverdale, WA 98383-3572

Embroidery Options

- For each item you need to specify what color thread you want for each line from the following: white, black, red, gold/yellow, silver, and royal blue. Each line can be its own color thread.
- 1 -3 lines available per item on left chest side. Choose any or all of: a car outline, the word "Porsche", and the words "Olympic Peninsula Region"
- All prices include the embroidery described above. Prices also assume a minimum of 6 items ordered. The price will be adjusted if there are fewer items.



Classified for Sale:

2003 911 TURBO X50. Tiptronic, Porsche factory Ceramic Composite Brakes. Polar Silver/Black Supple Leather. Under 21,000 miles. Possibly the most fully equipped Turbo produced, with a MSRP of \$176,266. Based on Hagerty rating, a very strong # 2 car. Zero dings, scrapes or curbing. Perfect interior. The specifications and mileage can make this a collectable Turbo for a prospective buyer.

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European model shown. Some options may not be available in the U.S.



PORSCHE

