

Nov/Dec 2020



The Nor'Wester

Newsletter of the Olympic Peninsula Region

Porsche Club of America

2020 OPR Board and Chair Members:

Board of Directors

President: Bill Elwell

Vice President: Bill Corrigan

Secretary: Jill Diefenderfer

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: Robert Grasby

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

Overview:

November 2020

- 10th – 7P **Board/Chair Zoom Meeting**
- 14th – noon **Annual Meeting via Zoom**
- 15th – **Silent Auction Donations Due**
- 25th – **2021 Board Election Ballots Due**

December 2020

- 5th – **Cancelled Holiday Party**
- 1st -15th – **Online Charity Silent Auction**
- 15th – **January/February Nor'Wester Deadline**

November 2020

- 10th – 7P - OPR Board/Chair Meeting** – via conference call. 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 Elwell at president@opr-pca.org.
- 14th – noon -Annual Meeting** – The club is setting up a Zoom account so we can hold the Annual Meeting remotely over Zoom. To participate, download the Zoom App on your computer or phone. We are also going to plan some online club events via Zoom. More details to follow.
- 15th – Charity Silent Auction Donations Due** – The club is planning to have our Annual Charity Silent Auction on our website this year from December 1st-15th. If you have an item to donate and are willing to ship or deliver it to the winning bidder in December, please complete the submission form on our website at opr-pca.org/donate. If you have any issues, contact our Webmaster, Robert Grasby, at webmaster@opr-pca.org.
- 25th – 2021 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 targa4us@comcast.net or mail to him at 17024 Scandia Ct. NW, Poulsbo, WA 98370. The Election Committee will tally up the votes and the new board members will be announced our website at www.opr-pca.org.

December 2020

1st-15th – Charity Silent Auction Online – The club is planning to have our Annual Charity Silent Auction on our website this year from December 1st-15th. Look for the link and details on our website starting on 12/1/2020 at www.opr-pca.org. If you have any issues bidding, contact our Webmaster, Robert Grasby, at webmaster@opr-pca.org.

5th – Holiday Party – Cancelled.

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 at newsletter@opr-pca.org.

Other Region and Car Related Events

PCA National Update can be found at: <https://www.pca.org/pca-and-porsche-events-and-coronavirus> and <https://www.pca.org/news/2020-03-17/pca-taking-steps-limit-coronavirus-spread-were-still-here>

PNWR Notice: Pacific NorthWest Region board has voted to suspend or postpone most events, but some are being held now. For information go to <https://www.pnwr.org/>.

INWR Notice: Inland NorthWest Region has suspend all events through August 31th. For information go to <https://inwr.pca.org/>.

Border between USA and Canada closed to non-essential travel.

CWR Notice: Are starting to plan events. For information go to <https://www.pca-cwr.org/>.

VIR Notice: Until further notice ALL EVENTS have been postponed. For information go to <https://virpca.org/>.

LeMay Collections at Marymount located at 152nd Street East in Tacoma – Now open 9A-5P Thursdays-Saturdays and 12P-5P on Sundays. Pre-order tickets at <https://lemaymarymount.org/about/tours-2/>.

America’s Car Museum located at 2702 East D Street in Tacoma – Now open 10A-5P Fridays-Sundays. Pre-order tickets at <https://www.americascarmuseum.org/>.

10/31 – **America’s Car Museum Spooky Special** – Arrive in costume on Saturday, Oct. 31st and receive \$3 off regular Museum admission. Purchase tickets in person at the Museum located at 2702 East D Street in Tacoma. Face masks are required, even under Halloween masks.

10/31 – **America’s Car Museum Family Steam Day Tricks, Trunks & Treats** – Join the ACM Education Team for a fun design challenge (our team has some tricks up their sleeves!), lots of trunks, and even a few treats to enjoy. To limit the number of families participating in this program at any given time and to maintain appropriate social distancing, must pre-register for a time slot (11 am, 1 pm or 3 pm) using the link: <https://bit.ly/3j5W6SH>.

12/5 – 8A – **Tentative: Caffeine & Gasoline** at Griot’s Garage 3333 South 38th Street in Tacoma. Theme: Tri-Five

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From the President’s Desk

Ahhhh, my very last “President’s Desk” article. When I started this countdown to my last article at the beginning of the year, we didn’t know what COVID was. Now it’s a fixture in our lives. At the beginning of the year, it seemed like it would be forever before I reached this point where I’m thinking seriously about handing off responsibility for the club to a new President. Normally, I would say something like “where has the year gone” or “I can’t believe how fast this year slipped by”. But I don’t mind that this year slipped past quickly. Enough of that. I’ve got some ground to cover.

New officers – we now have enough volunteers to cover all the open board positions for 2021. You'll see a ballot here in the newsletter and on the website. I know that our annual voting process seems like a formality and a hassle, especially since we almost never have more than one candidate for each position. But the voting is required by our by-laws and it's a chance for you to write in a few notes about events that you liked in the past and events you might like to see in the future. So take a minute, fill out a ballot and send it in.

A blast from the past, part 3 – In this issue we are running the last installment in the 3 part story from Kurt Schneider, our first Past President, about a memorable car of his. Back in 2007 Kurt wrote and his wife Lori edited (rewrote?) a story about one of their early Porsche purchases. It's an amazing story and it really stuck with me. Lori recreated the articles from an old marked up copy she had. She even added some bonus content. Lori, thank you SO much. The story was originally broken up into three parts. This month is the last part of the 3 part series. I really hope you enjoy the story as much as I did.

Charity, Part 1a – We have a kinda funky process we follow every year with our charity auction at the holiday party in December. The proceeds from any particular auction (let's use the December 2019 auction as an example) are held aside for donation to a charity the following December (December 2020 in our example). We recently put out a call for nominations for worthy charities. We didn't get many suggestions – three to be exact. So here's what the board decided to do.

- We have \$2,496.87 in money earmarked for charity from last year's auction. The board decided to round that up to \$2,500.
- There were three charities nominated for donations: the YWCA Alive Program in Bremerton, WAG (Welfare for Animals Guild in Sequim), and the Port Townsend Aero Museum.
- \$1,250 will be donated to the YWCA Alive Program. We've been adopting families in this program for years. This is a great cause and these people really need the help.
- \$625 each will go to the Welfare for Animals Guild and the Port Townsend Aero Museum. We've donated to WAG before. They are a super bunch of folks doing some impressive work.

Charity Part 1b – Some of you may be asking what we're going to do to replace the charity silent auction at the holiday party this year (since there won't be a holiday party). Our plan is to have an online charity auction. Our new website guy, Rob, is working out an online bidding system right now. So get ready and watch for more information.

Charity, Part 2 – To explain this next charity activity, I have to give you a bit of background. A number of Porsche Club region presidents in the northwestern U.S. and western Canada communicate frequently via email. It's a great system for getting advice and sharing things we learn. In a recent exchange, Arne Berglund, President of the Cascade Region (the region south of Portland), shared a description of the conditions down there. The best way to get the point across is to simply reprint some of what Arne wrote. The following was written in mid-September, at the height of the wildfires.

"It's bad here. Air quality in Eugene and other affected areas has been in the "Hazardous" range since Tuesday morning. Ash fall here rivals what we had from Mt. St. Helens in 1980. Thousands of people currently evacuated from the McKenzie River valley. Whole towns are wiped off the map up river. Many of the roads we have driven through over the years (including on both of the Zone tours) are wastelands now. The area is still under evacuation orders, as the fires are still largely uncontained. Farther south, the towns of Phoenix and Talant (between Medford and Ashland) both suffered massive losses. Hundreds of homes destroyed, thousands of residents with nowhere to go. The Cascade region is donating to several local charities who are working to help displaced and evacuated residents."

It's one thing to see news on the television about the fires. It's something completely different when you hear someone you know talk about the impact it has on their life. After reading Arne's email, I

passed it along to the board with the suggestion that we consider doing something. We have been receiving our normal quarterly checks from PCA National this year but we've been spending nearly nothing. So we have the luxury of considering a donation. The board agreed to make a \$1,000 donation to the Red Cross Western Wildfires Fund. I believe we will be putting information out through our various communication media in the hope that you'll consider making a donation as well.

I'm really proud of our charity efforts again this year. When I started out as President, I wanted charity to be a big part of my presidency. But I didn't know how to make it happen and it fizzled for the first couple years. But between our regular donations, our adoption of families in need, our Olympic College Scholarship and now our Red Cross donation, I'm proud of what we've done in the past couple years. I'm glad that the board and a few of our members came together to make my charity desires a reality. You folks are the best.

Maybe a few of you are expecting some great words of wisdom in my last writing as President, or maybe just some insightful parting comments or observations. I don't think I've got anything like that in me tonight. But I will share an observation or two. I've belonged to 3 PCA regions, attended a few PCA Parades, attended, I think, six Zone 6 Presidents meetings, and been a PCA member since the early 90's. I can tell you that our region is a bit different than what I've come to expect as a "typical" region. We live in the shadow of one of the nation's largest regions (PNWR). Because of our small size and proximity to PNWR, it makes no sense for us to have performance driving events (autocross, driver's education). Most regions I'm familiar with have a mix of older cars and newer cars but the mix is generally heavier on the newer car side of things. Their events are largely populated with cars built in the last 5 years and it's not unusual to see a GT3 or something equally unique. That's not us. We're a more social and practical bunch. If you want to drive fast, we have a great partnership program with PNWR for that. What you'll find here is a bunch of friendly folks that love their cars, regardless of their age or value. But most of all, we value the friendship we have with others in the club.

Without a Holiday Party, I won't have an opportunity to give out recognition awards. I'll do something. It might be at the annual meeting coming up in November. It might be in January next year. I don't know. But there are quite a few folks that have stepped up this year to take parts of the club in new directions and they deserve a big thank you.

Who knows when we'll cross paths again? OK, I have to run the annual membership meeting in November. After that? I'm sure I'll continue to write stuff for the newsletter once in a while. In any event, I'm proud to have served as your President. I was always proud to represent us at the Zone 6 President's meetings and at the PCA Parades I attended. And, please everyone, take it easy on the next President and board.

—Bill Elwell

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[Link to Sanitizing you Porsche:](#)

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**

**Josh Rogers, Bainbridge Island, WA,
2011 White 911 Carrera S Cabriolet**

**Brent Cashell, Bainbridge Island, WA,
1981 Black 911 SC**

**Josh Barrett, Silverdale, WA,
2006 Seal Grey Metallic Boxster**

**Robert and Karen Larsen, Port Angeles, WA,
2009 Ruby Red Cayman S**

**Steven Szydloski, Gig Harbor, WA,
1974 Green 911**

**Joe and Sue Dazy, Poulsbo, WA,
2010 Cayman**

**John Barneson, Fox Island, WA,
2020 718 Spyder**

**Dan and Kathleen Hudson, Gig Harbor, WA,
2015 Black Cayman**

**Brian Bjur, Bainbridge Island, WA,
2008 Silver Boxster S GT ...**



2020 ONLINE CHARITY SILENT AUCTION



**We Need your donations to make this year's
Charity Silent Auction a success!**

**Due to COVID-19 we will be holding the Silent
Auction virtually on our website.**

**Have an item to donate and are willing to mail it
to the winner in December?**

**Complete the online submission form and upload
a photo by 11/15/20 at opr-pca.org/donate.**

PARTICIPATE IN THE AUCTION



**When: Dec. 1st - 15th
Where: opr-pca.org**

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 in the columns on the form below. This ballot can be filled in and e-mailed back to Brett Burroughs at targa4us@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 11/25/20 to be counted by the election committee. The election results will be announced via our website at www.opr-pca.org.

Position	Candidate	Primary Member Vote	Affiliate Member Vote
President:			
	Bill Corrigan		
or Write In	_____		
Treasurer:			
	Dave Loser		
or Write In	_____		
Member at Large:			
	Brett Burroughs		
or Write In	_____		

Primary Member Name: _____

Family/Affiliate Member Name: _____

Mailing Address: _____

e-mail Address: _____
(required for event notification email blasts)

Phone Number: _____

What is your Favorite Type of PCA Event? _____

Suggestions for Club Events? _____

Information You Would Like Included in Our Next Club Roster:

Name(s): _____

Address: _____

Email(s): _____

Phone #(s): _____

Car(s): _____

OPR Questionnaire

Return to our Vice President and Safety Chair, Bill Corrigan via email at corrighb@isomedia.com or mail it to OPR-PCA, Attn: Questionnaire Response, P.O. Box 3572, Silverdale, WA 98383-3572.

1.If you have an air-cooled Porsche would you be interested events with other classic Porsche owners only.

- a.I don't own an air-cooled Porsche
- b.I own a classic and WOULD be interested in classic only events
- c.I own a classic and would NOT be interested in classic only events

2.If you have a Cayenne or Macan would you be interested in events that go off paved roads. In this case it would be roads like the better maintained National Forrest roads found in the Olympics.

- a.I don't own either a Macan or Cayenne
- b.I own one and WOULD be interested in off paved road events
- c.I own one and would NOT be interested in off paved road events

3.National requires insurance coordination up to two weeks prior to club drives. Does having to coordinate this with the OPR-PCA VP negatively influence your willingness to organize tours or day drives?

- a.Yes
- b.No

4.If we were able to reduce the lead time required to coordinate the insurance with National to allow truly spur-of-the-moment drives, would that make people more willing to organize them?

- a.Yes
- b.No, it wouldn't matter

5.What type of Club event are you most interested in? Choose all that apply.

- a.Multiday tours
- b.Nationally sponsored event, i.e. Parade, Treffens, Rennsport, etc.
- c.Social events, i.e. dinners, picnics, movie nights, etc.
- d.Drives, full day, or partial day with a breakfast to start, or a lunch stop along the way.
- e.Multi-region, multi-day events where the group bases itself at a location in one of Zone 6's regions and then explores the area through drives, social events, tours of local attractions, etc. over 3-4 days.

f. Tech sessions at local businesses or from subject matter experts.

6. If you have been reluctant to organize an event, what are some of the reasons that might be an influence? Choose all that apply

- a. I've never done one and don't know how to do it.
- b. I don't have time.
- c. I'm concerned that if I organize one very few people will participate
- d. I'd do it if I could get help, but I don't know who to ask

7. What was/were reasons why you joined PCA. Choose all that apply.

- a. The dealer signed me up and paid the first-year dues
- b. I wanted the Panorama magazine
- c. I wanted to learn more about the car
- d. I heard about the activities and wanted to meet Porsche people
- e. I wanted to participate in track events
- f. I had a friend with a Porsche and they got me to join

8. Have you ever attended a OPR-PCA even? If so, what was it? Please choose all that apply.

- a. A one day/partial day drive
- b. The Annual holiday party.
- c. A themed gathering, I.e. Chili Cookoff, new member picnic, wine tour weekend, etc.
- d. A gimmick rally
- e. Tech session

9. What days of the week are better for you to attend events?

- a. Weekdays
- b. Weekend days
- c. It doesn't matter

Part 3: 901 – The Porsche Parade and the Petersen Museum

I ended last month's part of this story with our 901 being firmly ensconced at the PCNA Restoration Facility in Reno Nevada. As time passed by, it seemed like the call from the folks at the restoration shop telling us our 901 was ready to pick up would never come, but after months of body and paint work the phone finally rang. Our late friend Don Kravig again volunteered to head north to Reno with Lori and me to pick it up and bring it home. The trip up was again lots of fun, but nothing compared to finally seeing the 901 in person. Having not seen this car fresh off the assembly line in Germany back in 1964 I really can't compare it then to how it looked in Reno, but if anything the 901 may have even been too perfect. Over the years in PCA we'd been to hundreds of Concours, and seen many beautifully restored Porsches, but the 901 was simply breathtaking. It may just have been pride of ownership, but my main concern immediately switched to how we could possibly finish all the remaining restoration steps without doing any damage to our beautiful Porsche. The trip home was uneventful, as Don had done this many times before and was not burdened by my unfounded "we'll hurt it" concerns. Once back at Precision Motion in Riverside we did the first of what would be numerous quite well attended PCA 901 parties, this first one with a "welcome home" theme.

The months that followed were again at a "fill-in" labor rate to keep the ever-expanding budget as under control as possible. Nonetheless the 1992 Porsche Parade in San Diego was approaching, and the job of locating and obtaining numerous missing pieces and putting the 901 back together became a priority. There were literally bazillions of small items to collect, but Don assured us he'd handle the mechanical items if we could come up the interior stuff. We agreed and set out to find the missing pieces. Three major pieces stick with me clearly to this day.

First was the steering wheel, which while similar to other early 911 wood wheels, differed in that the wheel was lighter due to having an aluminum spine. The weight might not have been noticeable once installed, but the very early 911 steering wheel spine was also exposed around the entire center of the wheel. The only one I knew of belonged to our friend Bob Cutshaw (the guy we took the car to for some sort of certification on the day we had found it years prior). Bob mentioned it was the only thing left from his own early 911, and that he really didn't want to part with it. Thus began months of searching, which ironically ended up pretty much in our backyard. Being PCAers you probably have heard of Parts Obsolete in McMinnville Oregon. What some of you might not know is that they used to be located in Costa Mesa California, and were known as Porsche Parts Obsolete. I called them from Riverside and asked about the steering wheel. The small world part is that one of the owners and I had gone to the same high school (Costa Mesa High). When we discussed what the project was, they agreed to sell me a correct steering wheel. It was cracked and in need of repair, but the price was good.

The steering wheel then brings me to the next noteworthy missing item. The second item was the wood for the dash. The 901 came with some of the wood dash pieces still in place, but not all of them. The early production 911 wood dashes had a thin metal backing on them to retain their shape and allow for removal and replacement. However, the original 901 wood dashes had no such backing, so removing them effectively destroyed them. During our months (years actually) of searching out other parts I came upon a (complete) set, which was also in sad condition. While the pieces were not restorable, they were good enough to be used as templates for a wood craftsman to fabricate a completely new set. A friend of ours, Sandy Dustman, who lived in Cambria California at the time, in addition to being a craftsman, was a car nut. Once the project was described he was on board, and actually made a complete set of wood pieces from a single piece of teak that had come from a U.S. Navy ship which had been decommissioned after the first Gulf War. The dash came out beautifully, and when I showed him the damaged steering wheel he agreed to make it look like new too. Hence a matching set; the steering wheel and dash wood looked perfect.

The interior of the 901 was sort of a mystery until late in the process. Small pieces were actually direct carryovers from the 356C, including the coat hooks and headliner material. I confirmed this by calling Dr. Brett Johnson, the author of the Porsche Guide to Authenticity series of books. It was quite nice of him to take the time to pull out his notes from his 911 research of years prior in order to provide us with this missing information. The real fun part, when I was disassembling the seat mechanisms, was the discovery of the black and white houndstooth material. It had always been our thought that the 901 might have used this material, but prior to that time no one had been able to confirm it for us. Finding small scraps remaining on the seat after one or more upholstery jobs were removed was wonderful. To make this finding even more fortuitous, when the 901 went to Autos International in Solana Beach California (they've moved since then) for the upholstery work, they had just enough original factory material remaining to do one more set of seats. Timing is everything, and time was running out to be ready for the Parade.

The 1992 Porsche Parade was held in San Diego California. The 901 literally had the final restoration steps completed just two days prior to loading it back on Don Kravig's flatbed truck for the short trip down the freeway for the Concours. The morning of the Parade Concours at Mission Bay was foggy, so lots of cleaning on site was needed to get number 300020 ready to show. Again, as throughout this wonderful experience, lots of our PCA Riverside friends were on hand to pitch in with final preparations and to simply serve as a cheering squad. When the scores were posted, the 901 had won its class. We brought out the champagne for everyone to celebrate. Another close PCA friend and mentor, Bill Barnard, was able to see the 901 win a trophy at the Concours Banquet that same evening. Bill had actually gotten Lori and I into PCA in 1986, and was a head cheerleader on this project in spite of failing health. Bill's condition worsened the day after the banquet, and he returned home to the desert. He passed away on the Thursday of Parade Week, and black armbands could be seen at every remaining Parade event. Nonetheless, our last memories of Bill were wonderful ones of his enjoying seeing the 901 he loved as much as we did being victorious.

Lori and I held onto the 901 for a few more years. When we decided it was time to make room for new projects we contacted a broker named Sam Cabiglio to see about finding it a new home. Sam is a broker, who among other clients, buys and sells all of Jerry Seinfeld's Porsches for him. Knowing that, we were hoping the 901 might end up in the Seinfeld collection, but as it turned out the new owner was a gentleman from Newport Beach. The 901 went out of sight for many years after he purchased it until, as we were told by Sam, the new owner became ill and decided to donate the 901 to the Petersen Auto Museum in Port Angeles. Before moving to Washington Lori and I visited the car at the Petersen on more than one occasion. We met the director and, after proving we had in fact owned the 901, we discussed our involvement in restoring the 901. The stories we told the director were pretty much what you have been reading in these three 901 articles. As thanks for providing this further background information, Lori and I were given a personal tour of the museum and (even better at the time) all the "other cars" in the non-public basement. The following photo was taken of the 901 in the Petersen basement, where it still resides. It is brought out occasionally for special exhibits and Porsche events; they now credit us as the finders and restorers of the car.



I hope you enjoyed taking this little trip down memory lane with me. There are lots more details and antidotes, so if you are interested just let me know at our next event and I'll talk your ear off.

[Postscript:

Kurt passed away on June 9, 2011. To the end of his life, he carried in his wallet the original serial number plate that he removed from the car when we began our years-long restoration process. He needed to show that number plate to the museum director to convince him that we were, in fact, the people who had discovered and restored it.



Kurt's (and my) accomplishment in researching and restoring 300020 was probably the thing he was most proud of in his life. I still proudly display this photo that was taken of the car at the San Diego Parade.



Over our years of research, we were only able to learn a few details about the car's history. The factory confirmed that it was the 20th of 82 cars produced and delivered as "type 901" (Porsche changed the nomenclature to "911" upon resuming production after the holiday break, in January 1965). Chronologically, 300020 was the 12th car to be completed, in late September 1964. It was delivered to a Porsche dealer in Köln, Germany and was used as a demo. We were never able to determine when it came to the US, but we know that it spent some time in Tennessee before making its way to California. The guy we bought it from had no idea what it was; he told us he was selling it in order to buy a 1957 Chevrolet.

This photo shows the interior, including the houndstooth upholstery and the wood steering wheel and dash. The car was delivered without a radio; the dash plate where the radio should be is authentic.



Lori Schneider
June 18, 2020

The 2020 Isolation Rally Report - Brian Forde

The recent pandemic has put one heck of a dent in our social events calendar, however your OPR-PCA region leadership would like to introduce the concept of individual activities that anybody can do on their own and then share as a community, through our social media pages.

We now have an OPR-PCA Instagram page <https://www.instagram.com/oprpca/> to go along with our Facebook page <http://www.facebook.com/groups/1406301243017845/> and these platforms allow us as a region to share images and experiences.



This initial activity was a series of Tour/Rally activities local to each member. The idea was to divide the Olympic Peninsula, between Gig Harbor and Port Angeles, into ten sectors that allowed each member to drive our local backroads as a Tour or Rally, without having to drive too far from home.

Using the Hood Canal Bridge as a point of reference, there were five sectors to the North and five sectors to the South. Each Sector had ten locations picked out along a route, developed to make the most of local backroads.

Beginning September 11th our OPR-PCA webpage opr-pca.org, posted Sector Route Directions, designed to be convenient and not overly long. Our goal was a drive of 90 to 120 minutes, from your door - to your door, individually. No RSVPs, sign-ups, group meet ups or gathering points. Just keep it simple.

Each sector had questions allowing members to turn a Tour into a Gimmick Rally by stopping at each location along the route to make observations to answer questions, then at the end of the drive submit answers to score points and earn recognition. Submitting pictures from the drive earned bonus points and share their experience with others.



So how did it go? Well the weather and wild-fire smoke offered more challenges than many would care to mention, but we did have good participation.



One point was awarded for each correct answer. Submitted pictures earned a one-point bonus for each posting to either FB or Instagram. 10 correct answers plus 10 pictures posted equals 20 possible points per sector and 200 points overall possible points for the activity.



But before we get to the scores, I would like our members to know that the only reason we were able to offer an activity such as the recent Isolation Tour/Rally is because of Robert Grasby. He took my raw data and crafted it to our webpage for all of you to access. Because of his dedication to our region, our events and information pages are timely and correct.





The scores were as follows:

1. Dave & Adrienne Loser - 10 sectors - 195 points
2. Bill & Maryann Elwell - 5 sectors - 57 points
3. Dave & Lani Kish - 3 sectors - 31 points
4. William Corrigan - 2- sectors - 21 points
5. Jason Scheffer - 2 sectors - 18 points

So, what is next? - Attention all Rock-Hounds! The next OPR 2020 Isolation Activity is a scavenger hunt for painted rocks, each with a with differing Porsche model theme. These are now located specifically within the Olympic Peninsula Region for you to hunt up, but it won't be easy. Check out our OPR Facebook page for general vicinity clues.

DESTINY

By Jill Diefenderfer

It was Sunday, July 9, 2017. Glenn and I were in Spokane at the Pirelli Dinner on opening night of our first Porsche Parade. It was a warm summer evening, lots of enthusiastic Porsche owners, and there it was off in the distance -- a beautiful blue beckoning to us! We rushed over to it and both instantly fell in love! Not only was the color breathtaking, it was on a Cayman S, our favorite Porsche model! We just HAD to have it!!!



But we took one look at the price tag and our dreams were dashed as we realized it was too much green for the blue. Alas, Miami Blue 718, we will dream about you and admire you from afar...

Well, this car showed up everywhere we went for the entire week of Parade! We couldn't escape her! Then again, who could? Her vibrance and beauty outshined any other car there!



After we got home from Parade, we couldn't stop talking about the color and buying this car – "It would be such a standout in the dreary Pacific Northwest!" or "We would be a cop-magnet!". But, as some of you know, Glenn had been diagnosed with Stage 4 terminal cancer in 2015 and was already living on borrowed time. It would be foolish to make such a purchase with such an unknown future, right?



Wrong! Unbeknownst to me, Glenn had begun working on building our own 2019 718 Cayman S on the Porsche website. He added every bell and whistle available! I didn't find out until I saw an email receipt for the down-payment. Needless to say, I blew a gasket (no pun intended)! It was now March of 2018. He was very sick and probably had a little chemo-brain going on. I explained that we couldn't go through with the purchase as the estimated delivery date was November 2018. We had no idea if he would live to see it. So, with much sadness and grief, he cancelled the order and thankfully got the ("non-refundable") deposit back.

In hindsight, we made the right decision because Glenn passed away on November 3, 2018. (Yes, it's coming up on 2 years...)

Flash forward one year to December 2019. I'm at Porsche of Tacoma getting my Cayenne serviced. It's a miserable, rainy afternoon and there's nothing to do but walk around the showroom, look at cars, and chit-chat with the manager and salesperson on the floor. There's no other customer around. I'll spare you the details of our meaningful conversation, but ultimately it led to us looking up how many new Miami Blue 718s there were for sale in the United States. At that time, there were only 4! 2 manuals, and 2 automatics. So, just for fun, we took a look at the 2 automatics. I mentioned that Glenn had previously ordered a 718 from the factory and suddenly the manager disappeared. He returned shortly and asked "did Glenn order the car with an Espresso interior?" I shrunk in embarrassment and disbelief at the same time! The brown interior was definitely not a recommended pairing with the Miami Blue, but Glenn really wanted it. But how did the manager know this?!? Turns out, the order to the factory had come to Porsche of Tacoma for delivery and they still had it in their system! As a matter of fact, the manager was told by his boss to purge all dated build orders from their computer server, but when he saw the Espresso/Cognac interior on a Miami Blue car, he thought it was so unique that he'd better keep it around "just in case". Now here in his showroom is the widow of the guy that wanted that car! I still couldn't believe what I was hearing and asked to see Glenn's order. He came back with a printout with Glenn's name on it and all those bells and whistles that I knew he had ordered! I immediately started crying...and so did the manager and salesman.

So, I turned to the salesman and said “which of those 2 automatics are closest to the car that Glenn wanted?” They were both very similarly equipped and priced, so I simply chose the one that had the prettiest interior (black, not brown!). It was shipped from Grapeview, Texas the following week and the rest is history. More accurately, it was **destiny!** I now have (almost) the same car that Glenn had wanted us to have all along.



Thank you, Glenn, for making all my dreams come true -- here on earth and from Heaven.

Further YouTube Observations from Thomas Micka ...

Nick Murray (aka Kiwi Nick) provides a look at his restoration of a 928 which he plans to offer for sale. https://youtu.be/_c11S3OTJyw

Most recently, Nick demystifies the new Macan models which seem to have captured his Porsche desires. <https://youtu.be/Z3bb6lbqE18>

Finally, Kiwi Nick shows us his newest, new to him, 911 (993 Cabrio) which conveys a nice analog driving involvement. <https://youtu.be/IScHqqJilil>

At <https://youtu.be/K3AvSjPGuzo> Matt Farah does a “real world” range test of a Taycan 4S — Spoiler alert: don’t believe the EPA estimated range.

If your desires for the 911 include mods you could make run toward the bombastic sort, check out this link to RWB Build #5 Seattle. RWB is a body modification enterprise from Japan and uses the German descriptor *Rauh Welt Begriff* (RWB) which translates to “rough world concept.” The RWB company is a product of Akira Nakai (Nakai-san) who has done several real time builds for his customers. He definitely has a concept which means putting as much rubber under a 911 as is possible. The process involves lots of body metal cutting and refitting bespoke fender parts in their place. Watch this video if you dare. The horrifying process is not for the faint hearted 911 enthusiast, meaning us old guys. Perhaps gratifying, but not to wish Nakai-san any ill will, his lack of safety equipment during the process and incessant chain smoking along with copious consumption of Stella Artois during his performances could doom the enterprise.

<https://youtu.be/zX2sc9bCmpU>

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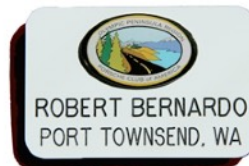


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