

FOX VALLEY REGION
PORSCHE CLUB OF AMERICA

WHALETALES

August 2016

Hey Buddy...Need a Lift?

Cold Country Vines & Wines Tour

Steve McQueen



Whaletales

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Cover Page

Hey Buddy...Need a Lift?
Cold Country Vines & Wines Tour
Steve McQueen



"I'm not sure whether I'm an actor who races or a racer who acts." Steve McQueen

From Your Region's President

August Presidents Letter

With summer two thirds over we still have plenty of time to enjoy this amazing summer. I can't believe what a wonderful summer we have had. We finished the month of July with another wonderful social at Trout Springs Winery with more than 30 people in attendance. We (I mean I for sure and maybe some others) sampled some of their new micro brews from their new label Sassy Girl along with their award winning wines. Before lunch Steve took a group of us on a tour of the fish hatchery and the winery where we saw the magic happen. After words we had a great pot luck lunch that featured some of the best burgers I have had in a long time. Steve and Andrea provided them and were grilled to perfection. Once we completed our lunch we had our Skittles championship that featured 8 teams. It was a fierce battle among teams unfortunately my partner, Sheila, and I were out in the first round. With the winning team of Wayne and Debbi Slowinski taking the prestigious honors and capturing the traveling trophy. They were unbeatable, congratulations to them both. I want to personally thank Steve and Andrea for hosting this annual event and their gracious hospitality.

With the Green Bay Packers preseason kicking off this weekend with the Hall of Fame game, or not, we are reminded that fall and winter are not far away. With that said we still have many great opportunities to get out and meet up with our friends, fellow Porsche owners and friends of all kinds.

I would like to ask all our members that if you have an interesting story, event or experience that you would like to share, please send it to whaletalesFRV@gmail.com by the 20th of each month and we will try to include it in the next edition of the newsletter for all to enjoy. I know that we had several members attend the Parade in Jay Peak, Vermont and I can't wait to see what they might share both in print and photo. I have already seen a few pictures via email.

In closing, I just want to say thanks to everyone who has hosted an event or who has participated in one of our events that make it so much fun. As we always say in our club, "It's not just the cars, it's the people that make this club so great!"

Happy and safe motoring!

Todd Benz, President
Fox Valley Region Porsche Club of America
Cell (920) 217-9564
Email: tbenz@onesourcetek.net

FVR Calendar of Events

2016 Calendar of Events

Sunday, August 28th - FV PCA tour to the Cold Country Winery near Tisch Mills. RSVP to ssamnes@netnet.net

Wednesday, September 7th - 11th - Treffen Lake Tahoe. For program information and registration see the Treffen website teffen.pca.org or email treffen@pca.org

Saturday, October 1st - PCA Fall Social at the Benz's. Fox Valley Region PCA members and their families for a Chili and Bonfire social on Saturday, October 1st from 4:00pm to ?? RSVP no later than Sept. 25th to Todd Benz at tbenz@onesourcetek.net

Tuesday, October 4th - Fall Tech Session at The Auto Clinic in Neenah Hosted by Gordon Skog gord240z@live.com

Tuesday, November 1st - Mackinaws Social. 5:00pm - 6:00pm Drinks and Social. 6:30pm Dinner from Menu. RSVP to mehaen@sbcglobal.net

Saturday, December 10th - FVR Holiday Party. Holiday Inn Neenah Riverwalk. RSVP by Dec 4th to Gordon Skog at gord240z@live.com

Hey Buddy...Need a Lift?

After spending countless hours cranking on carefully-placed scissor jacks when lifting my 911 to do extremely uncomfortable work underneath it, I decided to look into something easier. It would also be nice to be able to park my daily driver in the garage during the winter. Adding another garage bay would cost about \$25k, while a lift would cost 1/10 that amount and allow me to park the daily driver underneath the 911 in the winter.

In telling my story, I realize that this project will be different for everyone, but the concepts should apply to most. This write-up is meant for the average suburban tinker-ers who happen to be fortunate enough to keep a nice car in their garage, likely by saving money on maintenance by doing the work themselves. Being an electrical engineer, I don't claim to know much about buildings, but this project wasn't too difficult to tackle in my own way. Obviously, everyone will have to evaluate their own situation and ensure their garage and lift setup will be appropriate and safe for them.

For me, I have a typical 2-car garage without much space above it, but I noticed that the ceiling is a similar shape to the car itself - higher at the middle of the car and lower at the front and back. Theoretically, if I kept the car centered front to back and removed everything between it and the ceiling, I could raise it high enough to stand underneath. Measuring confirmed my hypothesis, especially since I only have to get the floor of the car to just above head height, and it already starts at about 6 inches high.

It's worth mentioning that if you have the type of garage where you drive into the side that is taller and pointed at the top, then this project will be a bit tricky. You will need to have a single garage door spanning both bays, place your lift in the center, and possibly support the center of the roof with columns, unless your garage just happens to be tall enough to lift a car on one side of the garage instead of the center. Anything can be done with enough effort.

So which type of lift to get? The 2-post swing-arm type is nice for doing suspension and brake work, as well as engine drops, but there are a couple issues:

- 1) The 2-post lift has to be bolted to the concrete slab to keep it from tipping over, and I have no idea how strong my concrete slab is or how reliable the anchors are. It would be nice to not leave holes in my slab for a future buyer of the house as well.
- 2) Letting your car's wheels hang during months of winter storage is not good for your suspension.
- 3) It would put a post in the middle of your garage that you may hit with your car door.
- 4) It has a bar across the top that may be too high for your garage's ceiling.
- 5) Before lifting, you are required to position arms underneath certain lift points under your car, but the lift points might not be very strong or may be already damaged.

The 4-post lifts are free-standing and are easy to get the car on and off. I figure that whenever I need to take the wheels off the car, I will just use my jacks while the car is on the lift, which should be a lot easier than doing so on the floor. At least I would be standing up. It also turns out that lifts typically come with a bridge piece that fits between the two tracks (the part your tires drive on), allowing you to jack the car from the center if necessary. Storage space is a concern for me, so it is nice to be able to use the lift as an elevator to access the garage attic area, especially when dealing with heavier items.

The company I decided to purchase from, Eagle Equipment (no affiliation), had two different sizes of their 8000-pound-capacity 4-post storage/service lifts to choose from. I got the dimensions for both models from their website and placed objects on my garage floor to represent where the posts would sit for each of the models. Being that my garage is rather small, it was easy to see that the smaller version would fit much better. It was priced at \$2500 shipped.

Back to the garage itself. Here are the items I had to remove from above the car: (4) 24' joists, (2) tracks for the garage door, and (1) garage door motor assembly. The joists were there for holding the garage door opening equipment as well as keeping the front and rear garage walls from falling away from each other. You see, a garage is built like a triangle sitting on top of a square. If the part representing the bottom of the triangle (same as the top of the square) gets removed, then the weight of the center of the roof pressing down would cause the walls to fall away from each other. The walls are constantly trying to pull and stretch the joists, which can't happen, so the structure stays up. Theoretically, a garage builder could replace the joists with cables, but then they wouldn't have anything to mount the garage door tracks and opener on, so they stick with joists. However, my joists had to go, so I replaced them with Collar Ties. Using Collar Ties is like changing the aforementioned triangle to a letter "A", with the A's horizontal line as high as possible (see photo). This is not as strong as the original setup, but it is only necessary to use Collar Ties in an area about as wide as the garage door. The rest of the garage still has joists. Also, I happen to have ceiling rafters are every 16", so I was able to add 13 Collar Ties versus losing 4 joists. I even added a small beam across the top of the ceiling for added support. I suppose you could also add a column next to one of your lift's posts to support the roof if necessary. I thought that would be unnecessary for my garage and it has held up for about 3 years now. In fact, I have been measuring the distance between the tops of the two short walls that are being pushed apart, and the measurement has not changed by even 1/16". All of the woodwork was accomplished with just square-drive deck screws initially, then I added some 1/4" diameter bolts to be sure. These modifications were altogether maybe \$200, because I did all the labor.

The garage door tracks and opener required an artistic solution since I didn't want to buy a new roll-up garage door. I lifted the motor as high as possible and mounted it to the ceiling, between the rafters, which required shifting it over about nine inches. The tracks required some careful cutting and remounting to allow the door to open along the ceiling slope instead of making a 90-degree turn and cutting into the center of the volume of the garage. A garage door installer should be able to make these modifications for you, or you could buy a roll-up garage door, or just spend some time cutting and fitting the tracks until you get the fit you want (be sure you can buy replacements first).

When the garage was ready for the lift, I called Eagle and inquired about shipping logistics and found that they charge extra for shipping to a residence versus a commercial address. The difference was around \$200 if I remember correctly. This is because truckers expect to do a lot of extra work to maneuver the truck through a residential area, not to mention that they may have to deal with delays as you try to get your 1700-pound box off the truck using a forklift you rented for \$400. To save all this extra cost, it could be delivered to a special receiving center where they have forklifts on duty to remove the box and place it on your trailer. Unfortunately, the nearest such center is in Milwaukee, and I don't have a truck or a trailer, so I would have to rent them both and drive a total of 3 hours. This option may be a bit cheaper, but not cheap enough, and it's a lot of driving with a heavy load that may not be secured very well.

Instead, I looked for businesses close to my house that may have a forklift and found a couple places about a block away willing to help for a box of doughnuts. They were even willing to drive the load to my house on their forklift, but I'm not too comfortable with the unsecured load bouncing around on a forklift, and the roads were a bit rough at the time. I decided to rent a large U-Haul and drive the load from the nearby business to my house myself, where I could take my sweet time unpacking and removing each piece of the lift from the U-Haul. I saved the \$200 shipping upcharge and the \$400 forklift rental cost and only had to buy a box of doughnuts and rent a U-Haul (which I drove so few miles, that I didn't even have to put any gas in it).

Getting the pieces out of the U-Haul was very difficult because one weighed about 250 pounds and another about 400 pounds. This is where a case of beer for friends/neighbors goes a long way. I am now up to one box of doughnuts, one U-Haul, and one case of beer to properly receive the lift.

The delivery phase went down without a hitch, and I had all of the parts sitting on my garage floor (the 911 had been moved to my wife's parking spot - sorry Honey). The assembly instructions weren't that great. They were printed tiny and blurry and just weren't very explanatory. Some hardware was Metric and some was Standard. I was able to get it all put together, though, and adjust it just in time to realize that it would have been better to have it positioned 180-degrees around from the way I had it. That way the hydraulic pump would be near the garage door and not taking up space in the middle of the garage. This gave me a chance to try out the set of wheels that came with the lift. I attached them and was able to roll the lift around to the desired position myself without having to call my wife to help push.

A quick explanation of how the lift works: Each of the four posts has a cable attached to the top of it. The cables come down and route around a couple pulleys and eventually attach to a hydraulic cylinder under one of the tracks (the 400-pound one). This cylinder actually gets shorter as it fills with fluid, so it pulls on all four cables, raising itself upward and the tracks with it. There is a spring-loaded tooth that rides up a ladder inside each post and locks in position as it raises. When you have it high enough, you just let the hydraulics down a couple inches until each of the four teeth are resting on their respective ladders. To lower it, you first raise it up a bit to lift the teeth off of the ladder, then you pull a lever that retracts the teeth so you can lower it by pulling a second lever. There is also an extra set of teeth that would lock in place if the cables broke while lifting or lowering.

If I had it to do all over again, the only thing I might do different is try to fit the larger lift into my garage. This is because I might be able to do an engine drop with the larger one. The tracks are a little farther apart, and it should be possible to reposition one to get even more space.

With all of this information, you should be able to begin planning your lift installation for as little as \$2700, plus a box of doughnuts, a U-Haul rental, and a case of beer.

Best of luck,
-Bryan Robertson



Cold Country Vines & Wines Tour



Join us on Sunday, August 28th for wine tasting and live music at Cold Country Vines & Wines in Carlton WI. Katie Dahl, a popular Door County musician, will be performing. Cold Country has a very large sitting area to enjoy the music or visit while tasting their various wines. Wine tasting is \$6 for 5 different choices or you can trade in all 5 choices for 1 full glass of your favorite plus you get to keep the glass!

The vineyard store will also be open for anyone who would like a wine related souvenir.

We will be meeting at the Fleet Farm parking lot in Bellevue, (2460 Main St), at 1:45pm and departing at 2:00pm for the short 30 minute drive to the winery.



The music runs until 5pm after which anyone who is interested are welcome to enjoy dinner at Gib's on the Lake, with Dee and I. Gib's sits atop a bluff overlooking Lake Michigan where you can enjoy great food, great fellowship while taking in beautiful views of Lake Michigan.

<http://www.gibsonthelake.com/Menu.html>

RSVP sstamnes@netnet.net no later than August 21st. Please specify if you will be coming for the wine tour or the wine and dinner.

The Fall Tour in September has been cancelled as a PCA event and has therefore been pulled from the newsletter.



Introducing Treffen North America, experiencing America's best roads and destinations. Join the Porsche Club of America and Sierra Nevada Region for the inaugural event: Treffen Lake Tahoe—three days of driving, dining and exploring.



PHOTO COURTESY LAKE SOUTH BAY/BOATCLUB

TREFFEN LAKE TAHOE

September 7-11, 2016
Resort at Squaw Creek
Olympic Valley, California

For program information and registration details,
see the Treffen website: treffen.pca.org
or email the Treffen North America staff at: treffen@pca.org

PCA Fall Social at the Benz's

We would like to invite all Fox Valley Region PCA members and their families for
a Chili and Bonfire social
on Saturday, October 1st from 4:00pm to ??

FVR-PCA Board meeting will precede the social gathering and
will convene promptly at 2:00pm.

We provide the chili, fixings, snacks and Smores, You provide your own beverage.
Our bonfire pit is located a short walk through the woods on our property so we ask that
each member also bring chairs to sit next to the fire and proper footwear for walking to
and from the fire pit area.

All members are encouraged to bring their Porsches, weather permitting. We have a long
driveway where we can line up the cars along both sides of the driveway and hopefully
get a great picture for the newsletter.

In the event of poor weather conditions, we will gather in our bar/game area or garage.
Please RSVP to tbenz@onesourcetek.net no later than September 25th
Benz' Residence, 5571 River Oaks Drive, DePere, WI 54115
920-338-8967 / 920-217-9564



Directions from Appleton: Take 41 North to Hwy J exit in Kaukauna. Turn right on Hwy J and follow towards Kaukauna. Turn left at 1st 4-way stop. Turn right at stop sign and go across Railroad Tracks. At stop sign, turn left onto Hwy 96 towards Wrightstown. Stay on Hwy 96 thru Wrightstown until you come to the Shell Gas Station on the right. Turn right at Shell Gas Station and cross bridge over the Fox River. Take 1st left after bridge onto Hwy ZZ. The Fox River will be on your left. Go approximately 5 miles on Hwy ZZ looking for Wrightstown Road. Turn right on Wrightstown Road. Go 2 miles on Wrightstown Road to River Oaks Drive. Turn left on River Oaks Drive. Look for Southern Style House with Big Front Porch (4th on right - #5571)

Directions from Green Bay: Take Riverside Drive/Hwy 57 South thru De Pere. Road splits just past Shell station - be sure to stay to the right on Hwy 57. Stay on Hwy 57 about 5 miles past Gold Dust Dairy on the left. Look for Hwy ZZ on the right just past Apple Valley Orchard. Turn right on Hwy ZZ and go about 1/4 mile to River Oaks Drive. Turn left on River Oaks Drive. Stay on River Oaks as it curves through the neighborhood. Look for Southern Style House with Big Front Porch (#5571)

Directions from 57 South: Take 57 North from Greenleaf. Look for Hwy ZZ on the left about 1/4 mile past Eddie's Bar. Turn left on Hwy ZZ. Go about 1/4 mile to River Oaks Drive. Turn left on River Oaks Drive. Stay on River Oaks as it curves through the neighborhood. Look for Southern Style House with Big Front Porch (#5571)



Please join us November 1st at Mackinaw's Grill & Spirits in Green Bay for dinner and social time. We'll gather between 5:00 and 6:30 PM in our own dining room for some conversation and sharing of stories with dinner from the menu at 6:30.

For those of you new to Mackinaws, you're in for a real treat. It's conveniently located just off of I-43 at 2925 Voyager Dr in Green Bay. If you want to take a peek at their site just to preview their wonderful menu, you can find them at <http://www.mackinaws.com> (Jimmy highly recommends the Elk Stroganoff.)

The hospitality of fellow member & proprietor of Mackinaw's, Pat Quinn, has made this an enjoyable and well attended annual event.

Please send your RSVP to Mary and Jim Haen at mehaen@sbcglobal.net by October 27th so we have a head count for adequate seating. We hope to see you there!



December 10, 2016: FVR Holiday Party



- What: 2015 Holiday Party, hosted by Gordon Skog and Lindsay Daly
- When: Saturday, December 10, 2016
- Where: Holiday Inn Neenah Riverwalk
123 East Wisconsin Avenue, Neenah, WI 54956
- Details: 5:00 – 7:00 PM – Social including cash bar, hors d'oeuvres, and silent auction bidding
7:00 – 8:00 PM – Dinner - menu to be announced
8:00 – 9:00 PM – Business meeting and award reception
9:00 PM – Silent Auction promptly closes with all money collected for charity
10:00 PM – Continued social time in Fan Club
- Cost: \$18.00 per member*. Non-member or additional guests \$30 per person.
(*The FVR is subsidizing the cost of the dinner)
Please make checks out to FVR-PCA and send to:

Jim Janes
5866 Harbor South
PO Box 175
Butte des Morts, WI 54927

Silent Auction: Please be sure to bring an item or items to donate to our silent auction! This is our largest fundraiser for charity, and a lot of fun every year. Items do not have to be Porsche related, so bring anything that you believe will start a bidding battle. Thank you for your generosity!

If you would prefer to stay overnight, there is a small block of hotel rooms reserved under "Fox Valley Porsche Club", contact Holiday Inn Riverwalk directly to hold a room in your name.

RSVP is assumed by your nonrefundable payment sent to Jim Janes by December 4, 2016. No additions or cancellations can be accepted after December 4th for final planning purposes. Any questions can be directed to Gordon Skog at gord240z@live.com

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officers listed on page 2.



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Owned and Operated by Gordon Skog

For Sale: 2008 Porsche Cayenne



2008 PORSCHE CAYENNE - \$18,995

Base model, 3.6L V6, Automatic Transmission, Tiptronic shift, AWD PTS, 91,700 miles, Black Exterior, Black Leather Interior, A/C, Power Sun Roof, Rear Spoiler, Cruise Control, CD Player, Power Steering, Power Seats (heated), Power Windows, Power Locks, Heated mirror / steering wheel. Meticulously maintained inside and out. All maintenance is 100% complete, and all service records are available. Exterior is in great condition. This is originally a NJ vehicle and I bought it from the Porsche dealership in Englewood, NJ about 2 years ago. The spare has never been used and all tools are intact. This is the best winter vehicle I have ever driven. The CAR FAX is clean (no accidents).

Contact: Tony Wickham - (920) 915-7744

For Sale: 2001 Porsche 911



2001 Porsche 911 C2 – asking price \$26,500

- Manual transmission – 6 speed
- 42,500 Miles
- CD radio, Power seats, Power Sunroof
- Seal Gray Exterior – Black Leather Interior
- New Tires – Michelin Pilot Sport
- Colored wheel center and valve stem tips
- IMS Bearing has not been replaced – No Issues

Contact Todd Benz if interested (920) 217-9564 (tbenz@onesourcetek.net)

FVR ID Badge Update

New Fox Valley Region ID Badges are available!

Discussion on various proposals for updating the Fox Valley Region ID badges has been underway since late in 2013, and the FVR board has recently approved the design shown below. If you have the older name badges and you are happy with them, they will be just fine, updating to the new ones is completely optional. If you would like to update to the new design which will be our standard ID badges going forward, the new badges will be printed plastic laminate cards, featuring the PCA and FVR logos, member name, with first name in large, easy to read letters. The background image is the Porsche 919 hybrid featuring the new livery design based on the Porsche Intelligent Performance theme. The lanyards will be a repeating pattern as shown below, the badges will also include the option for magnetic attachment.

The package will be one badge, one lanyard, and one holder for \$10.00 plus shipping.

Send request for ordering to Jim Janes at jrjanes@omscom.com.

FOX VALLEY REGION PORSCHE CLUB **FV.PCA.ORG**



FOX VALLEY REGION PORSCHE CLUB **FV.PCA.ORG**

Membership Milestones

August 2016



Member Anniversaries

Name	Location	Vehicles(s)	Member Since
Wayne & Gail Kindschy	Appleton, WI	2002 Boxster	1978
Thomas Zomoski & Margaret Takala	Crivitz, WI	1973 914	1992
Rick & Lori Otto	Appleton, WI	1974 911	1994
Robert & Carol Burress	Saint Germain, WI	1995 968	1995
Dennis & Madelyn Olson	Appleton, WI	1996 911 Carrera	1996
Craig & Janel Reich	Oshkosh, WI	2004 911 Carrera	1997
Klaus & Andrew Michaletz	Kohler, WI	1978 911	1999
Randell & Lynn Peterson	Abrams, WI	1985 911 Carrera	2006
Patrick & Gail Quinn	Green Bay, WI	1986 911 Carrera	2007
Grant Maiman	Greenville, WI	2014 Cayman	2013
Peter & Erik Mickelson	Green Bay, WI	2005 911 Carrera	2013
Steve & Cheri Ziegler	Ripon, WI	1983 928	2014
Steven Beau	Kaukauna, WI	1977 911	2014
Erik & Lorelei Scharinger	New Franklin, WI	1979 928	2014
Ryan Ramirez	Appleton, WI	2011 Cayman	2014
Mitchell Hansen	Manitowoc, WI	2015 911 GT3	2015
Barb Wilkinson	New London, WI	2002 Boxster	2015

Welcome to our new members of the Fox Valley Region!

Name	Location	Vehicles(s)	Member Since
Kim & Rebecca Nerenhausen	Oshkosh, WI	1999 Boxster	2016

The Fox Valley Region Porsche Club of America's current membership is 294 total members, with 169 primary members and 125 affiliate/family members. With 225 vehicles being registered with PCA, 26% of FVR members report owning more than one Porsche.

Also thank you also to our loyal members who continue to renew their membership with us annually. Your continued support and participation is greatly appreciated. Renewing your membership is even easier with the redesigned PCA website, simply login to www.pca.org and click on the renewal date near your welcome banner.

The Learning Curve



Larry here. As I continue to research all things Porsche, I was pleasantly surprised to see that my favorite all-time actor was a huge Porsche fan. You see, two of my all-time favorite movies are *The Magnificent Seven* and *The Great Escape*. Steve McQueen is the man. He had this quiet strength. He could back you down with just a look. But he could also make you laugh with his quirkiness. I think that is also a perfect description of not only Porsches, but also Porsche owners. I went to the IMSA/Continental Road Race Showcase at Road America this last weekend. I live near the track so I love going. I had an opportunity to see and hear some of the Porsche drivers talk about the different cars and their strengths. They were passionate, but not overbearing. Like Steve McQueen. They described the difference between what the Porsche could do on the track verses the Mazdas or the Fords. The Porsche may not have the quickness or the straight up speed as some of the others, but they are toughest in the long haul. Like Steve McQueen. Thanks for giving me the opportunity to help with the newsletter. Thanks for helping me learn and fall in love with Porsche. And thanks for making me do a movie marathon this weekend on Steve McQueen.

"Racing is life. Anything before or after is just waiting." Steve McQueen

Your Interim Whaletales Editors,

Todd Benz
tbenz@onesourcetek.net

Larry Marcus
lmarcus@onesourcetek.net

General Information



On the Web

Fox Valley Region

Porsche Club of America

<http://fv.pca.org>



Advertising Rates

[25% discount for PCA members](#)

	Single issue	12 issues
Full Page	\$40	\$400
Half Page	\$25	\$225
Quarter Page	\$15	\$125
Business Card	\$10	\$50

Editorial Policy

Whaletales is your official source for news of FVR events (past, present, and future) and is proudly distributed monthly by the Fox Valley Region of the Porsche Club of America. Statements and opinions appearing in Whaletales are those of the authors, and not necessarily those of PCA, FVR, the Board, or the Editor.

The Editor reserves the right to edit all material and to publish only material that is felt to be in the best interest of FVR-PCA. Other regions are welcome to reprint Whaletales articles, provided that the source and author are credited.

Email addresses are maintained by PCA at <http://www.pca.org> (login and select "Membership" - "Member Service" - "Member Record" from the menu) and member email address changes must be made through PCA national.

To have your questions, comments, articles or pictures published in Whaletales, email the Club President or the Newsletter Editor at whaletalesFVR@gmail.com no later than the 20th of the month.

Please send all information (writings and pictures) as an attachment in your email, do not let silly concerns about spelling, grammar or the like prevent you from sharing your story about your favorite Porsche or your extended family of Porsche friends - but please do include the name of event, captions for photos, and the names of people in photos. And don't forget to include the name of who took the picture - photo credits are a big deal in the world of highbrow Moto-journalism.

Classified Section

[Free advertising for PCA members](#)

All classifieds free to PCA members for the purpose of selling, trading or requesting Porsche related STUFF (not for services). Please submit plain, unformatted text and pictures to the editor.