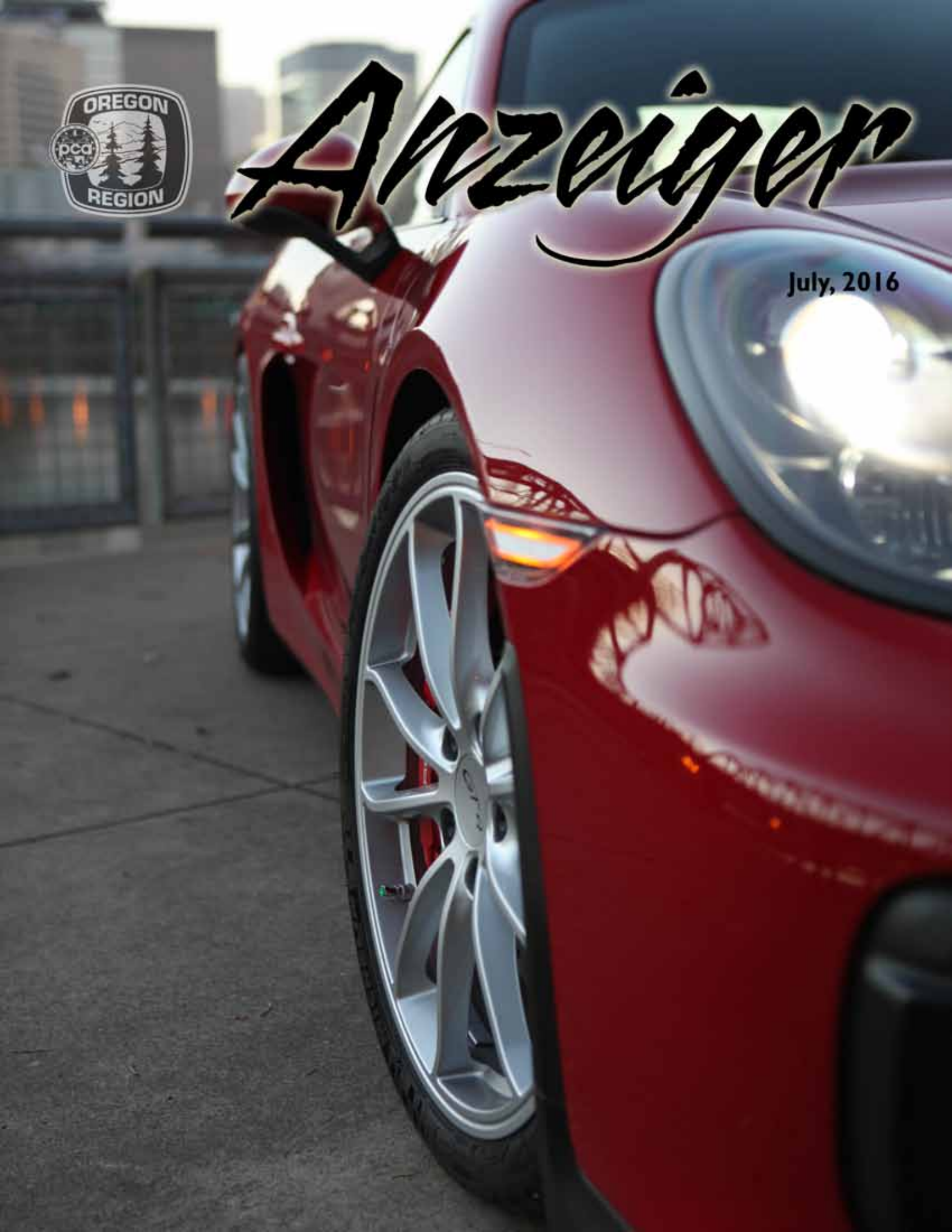




Anzeiger

July, 2016





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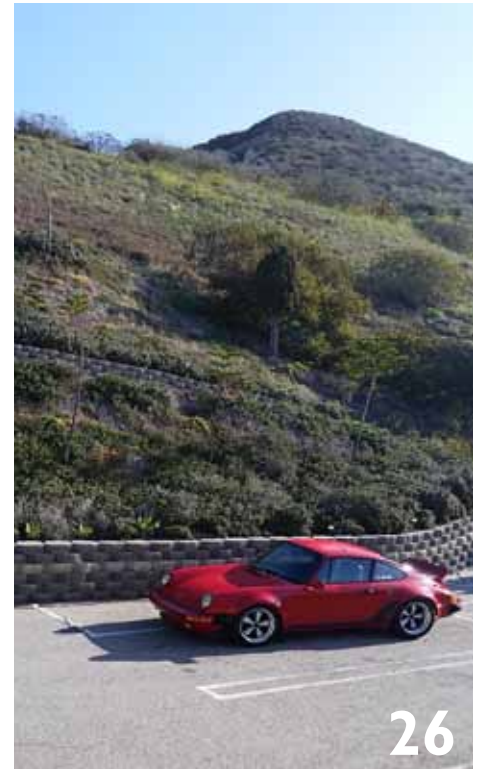
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PORSCHE

Anzeiger

Volume 56 No. 6
July 2016



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ON THE COVER

City view including Mark C. Davis's 2016 GT4 in Carmine Red. Photo by Mark C. Davis.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, contact Photo Editor Harold Klein, photoeditor@orpca.org.

Anzeiger

Noun, German

1. One who indicates, shows
2. One who informs

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Classified ads are a free service provided to Oregon Region Porsche Club of America members.

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 15th of the month will be included in the next issue of *Anzeiger*.

Each item is limited to 50 words. When selling a complete car, submit copy in this sequence: year, model, body style, additional features, mileage, price, your name, phone number and an optional e-mail address. Each ad may be accompanied by a single photograph; however, inclusion is subject to the availability of space.

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Oregon Region Events



July, 2016

- 8-10 Portland Vintage Races
Porsche Corral
- 9 Arrive & Drive
- 13 Board Meeting
- 17 Autocross #6
- 20 Monthly Club Dinner and Social
- 29-31 Rose Cup Races Porsche Corral

August, 2016

- 6-7 Autocross at Dallesport, WA
- 7 Summer Tour and Picnic
- 10 Board Meeting
- 17 Monthly Club Dinner and Social
- 20 Evo Driving School Phase 1
- 21 Autocross #7
- 26-28 Escape to Florence

September, 2016

- 10 Arrive & Drive
- 14 Board Meeting
- 17 WheelKraft NW Tech Session
- 21 Monthly Club Dinner and Social
- 25 Autocross #8

October, 2016

- 8 Arrive & Drive: Sausage Run with Links
- 12 Board Meeting
- 19 Monthly Club Dinner and Social
- 30 Autocross #9 (Members Day)

November, 2016

- 9 Board Meeting
- 16 Monthly Club Dinner and Social

December, 2016

- 4 Holiday Party
- 7 Board Meeting

Announcing the Anzeiger Cover Photo Contest!



Grab your camera, and take your best shot. Send in your best Porsche-related photo, and it may appear on an upcoming cover of *Anzeiger*, the Oregon Region's award-winning magazine. **These amazing cover photos were submitted by members like you!** You could be next.

Remember that the cover is vertical, not horizontal, so shoot accordingly. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

Remember that many digital cameras and software compress the image so much that it becomes unprintable when we enlarge it. To not waste your time and perfect photo, set your camera for its highest resolution. That's the one that uses the most memory.

The fame: Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are.

Send your entries to: Harold Klein, Photo Editor,
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PRESIDENT'S RAMBLINGS

Joe McQueen



The Right Car, Good Navigation and FUN in Spain

Wow, it's July already, half the year has blown by. Last month I said I would give you my impressions of driving in Spain; they were fun and interesting.

I have driven in a few European countries: Germany extensively, one month in Italy, two weeks in France, and now Spain for two weeks. It is difficult to relate any experience without a reference; these are my experiences and yours may be different, so let's start with Germany.

German driving is orderly, efficient, well signed, and can be very fast. On the Autobahn always have one eye on the rearview mirror. German drivers are courteous, but can be a bit self righteous; if you do something wrong or inappropriate they will let you know. Roads are always in great condition and parking is usually available on and off street.

Italy, on the other hand is disorderly, but not chaotic; leisurely, but not slow; drivers are a little impatient and show it with their horns, but generally courteous. Signage can be confusing until you get used to it. Cities tend to be more chaotic; I was once told that in Naples the traffic signals are interpreted as: green = go, yellow = caution, and red is merely a suggestion. Speed on the Autostrada is reasonable, but restricted by the traffic. Roads are narrow, can be a bit rough, and parking is difficult to find.

France is much like the West Coast, but with tolls and much less traffic. Lots of roundabouts, yield to the left as they will run over you. Roads in good condition and speed limits are reasonable; signage is good, but you need to know a little French. Parking always available, usually off street garages. I have lots of good stories, especially the flat tire adventure. Ask me about it the next time we meet.

Now for Spain.

My experience is limited to Cataluña, more specifically a 100 mile radius around Barcelona. The driving is quite orderly, the drivers very courteous, and the state managed roads are excellent. The Spanish motorway (expressways) network is the third largest in the world by length, only after China and the United States. Except in the large cities, traffic is low to medium density on the Motorways. The major thruways are the *autopistas* which are controlled access (toll) and the *autovías* are the multilane expressways. Both are well-maintained, but the speeds are different. The



Autopistas will limit at 120 km/h while the autovias are usually 90 to 100 km/h. On a two-hour drive between Sitges and Figueres we encountered four tolling stations. Stick your credit card in and go, very fast because there are many lanes. Signage is excellent everywhere, but you need to know where you are going. Plan ahead.

The smaller regional roads are excellent, but a bit narrow. The real local roads around towns can be unpredictable depending on the local attitudes. In town is another experience. We drove in Barcelona which has some multilane streets and did well, but have a navigation system or app. Sometimes the streets go to one lane which is crowded with people and delivery vans. In most small towns the streets are in excellent repair, but very narrow as you would expect for 1000 year old towns.

Let's consider the best car for Spain; it's a small four-door narrow upright diesel commuter. We had a Peugeot 308 wagon, a small car in the states; I would get something smaller next time. One of our party had a Seat Leon 5d, perfect proportions for both highway and city driving. It's not just the streets, it's also the parking. I was amazed that parking is available everywhere in town, but it's narrow, small slots, and getting to the garage can be challenging. I damaged my car going down a spiral two-way parking garage exit ramp—I bumped the curb while avoiding an oncoming car. The Peugeot was just a little bit large; one of our party had an Audi 6—way too big in town.

Let's not forget the drivers. Not once did we encounter an impatient or discourteous driver; no horns are heard in town except in emergencies. On the Motorways drivers keep to the right and are alert to you and the conditions. It was a pleasure to drive in Spain, but have some type of navigation aid. I have a 7" tablet that we used both in the car and on foot in Barcelona. There are a number of apps that offer offline mapping, that's the way to go. Even walking in the Gothic quarter in Barcelona I used it for navigation. And if you are lost, as you will be, the Spanish are most helpful and pleasant.



I did some Porsche spotting: a Panamera in Barcelona! A few Carreras out and about, numerous Cayannes and Macans on the Motorways, and a Boxster here and there. The best Porsche for Spain, hands down, is the Macan.

In our group of six couples, none experienced a negative driving encounter. Just get the right car, a good navigation aid, and have fun.

Joe ■

SPINNEN

Randy Stolz



The Northwest Passage ... and Then Some

I'm still unpacking from the 2016 version of ORPCA's Northwest Passage. Suffice to say, it was, once again, spectacular... great roads, destinations, food and people. A three-day, 850 mile, open road tour in a sports car is not for everyone, but given the considerable resources of the Club brought to this event, you owe it to yourself do it at least once. This was our fifth time; the last one was back in 2013. By anyone's measure, the organizers, sponsors, or participants, this is not a trivial undertaking in either finance or preparation. But more than that, at times, it's a matter of Will ... not unlike those sent by



The Lochsa River, seen from the Northwest Passage Scenic Byway.

Thomas Jefferson who traced a similar path to and from the Columbia River over 200 years ago.

On the surface, it seems like a piece of cake, right? Modern cars, especially Porsches, are pretty much perfected in terms of reliability. Barring paranoia about things like fan belts, air-oil separators and other sundry bits, the car is going to get you through. Of course, if you're driving a 1970 914-6 or a 1965 356 SC there is some extra burden of care and pace to consider. But those driving 60's vintage Italian machines will spend the whole time listening for expected trouble interrupted only by the occasional encounter with cattle at high speed. The whole damn thing is like practice for the Targa Florio. At least, that's what they'd like it to be. Unlike those early explorers, there shouldn't be any wheels coming adrift of the wagon or a dugout canoe exploding against a rock in the rapids. Perhaps, something more subtle.

Comfort? Eight hundred and fifty miles is a lot of "seat time." At roughly six hours a day of driving, you'll notice how well your wheels are balanced, and the kind of support the lumbar region of the seat provides. There will be plenty of time for "adjustments" and later cars with the "road hugging weight" of sound deadening will be much better off. Occupants of cars under 3000 lbs. will be dancing cheek-to-cheek and may be "saddle sore," while those in the 4000 lb. plus Maserati and Mercedes camp may be bothered once by an errant air vent adjustment. Either way, it's wise to give yourself a walletectomy. Did Meriwether Lewis use talc or cornstarch?

After all of this, the matter of Will rises. You'll be just five miles east of Bickleton, Washington or breaking above the Grand Coulee into a downhill decreasing radius turn that lives forever. Alone, in the middle of nowhere, on the second leg of a day's trek, it'll occur to you that you may have taken leave of your senses. Shooting down the high-

way to places unknown, you are at once exhilarated and yet exiled from any familiarity. You start asking yourself questions. What if? When? Why? ... Any member of the Corps of Discovery would ask the same ... and they signed up, just like we did ... How strange.

Somehow all of these cares vanish at the end of the day when we reach our destination and gather for an evening meal and camaraderie. The stories of the day flow free and minor celebrations of trails and trials conquered are relived and related to those who understand and acknowledge. They speak of others and deeds along the way and ask, "Did you see that?" After all the tales are told and food and drink are exhausted, we slip quietly away to our own recollections ... and sleep. Others will keep the campfire lit and share the night's watch.

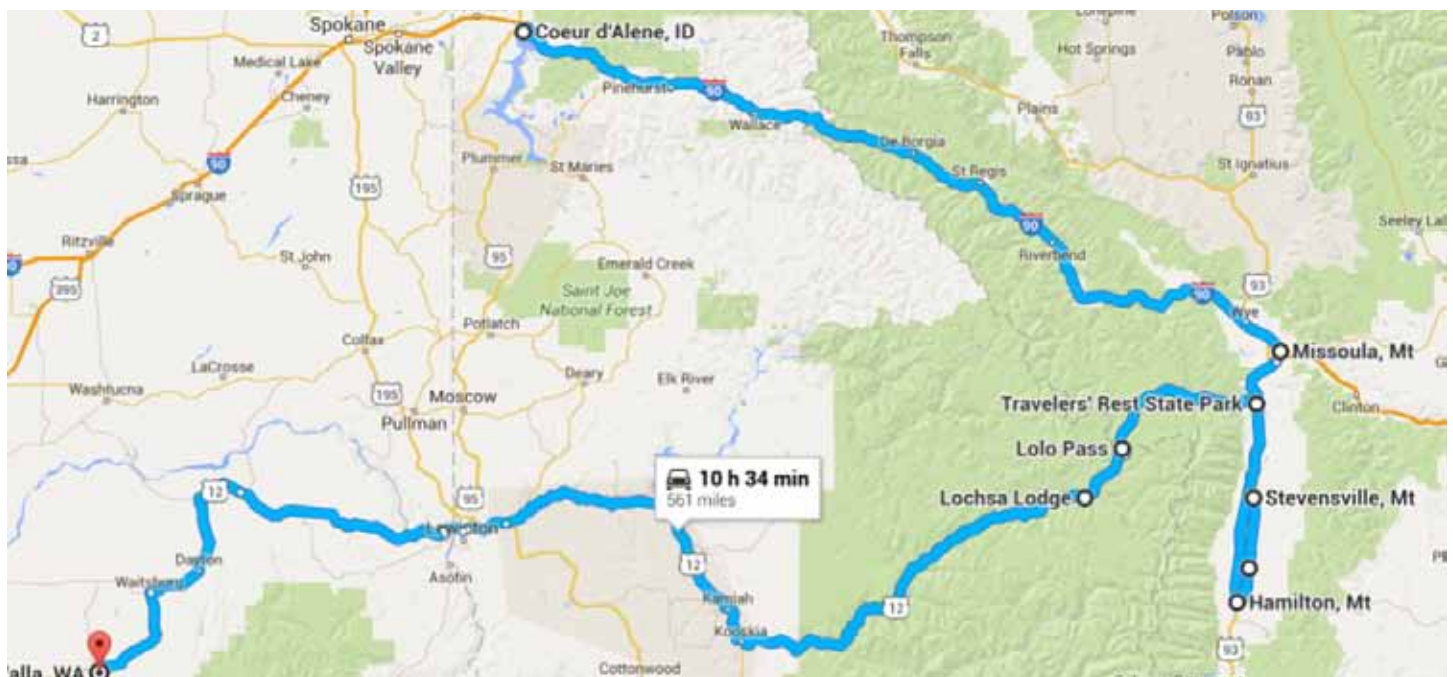
At the end of the second day, our "expedition" reached the Coeur d'Alene Resort. It's a beautiful location at the edge of the Lake with a marina and dinner cruises. Our view was to the south and the meal was memorable. Fireworks launched from a barge of sorts ended an evening on our own.

The following morning saw a hosted brunch and awards given for various reasons. As we said goodbye to the main party returning to Portland via Walla Walla, we settle accounts with the hotel and recall the translation of Coeur d'Alene as "Heart of an Awl." It seems the natives, encountered by French traders in the 18th and 19th century, were shrewd and sharp-hearted in their dealings. We surrendered far more than a few trinkets to them. We now headed further east and our own Northwest Passage.

I-90 follows the Coeur d'Alene River some 60 miles east to Lookout Pass at the Montana border and the Continental Divide. Over the top some three miles, it then follows the St. Regis River another 34 miles where it joins with the Clark Fork running on towards Missoula and the nearby Bitterroot Valley. *(Continued on next page)*



Northwest Passage sign, roadrunner travel.



(Continued from the previous page)

On their westward journey, Lewis & Clark came from the south end of the valley after meeting the Shoshone Indians and obtaining horses for the journey over the mountains. Like us, they were in a bit of a time crunch; it was September, and if the mountains were to be crossed to get to the Columbia River it had to be done soon, before winter. In our case, the weather forecast held for rain in the west heading east in two days. It's June and at the summit of Lolo Pass at 5500 ft., snow and ice is possible. As a precautionary measure before leaving home, I doused the windows with Rain-X so I would have a clear view of the tree ahead as we slide off the road. Naturally, I had summer performance tires on the car and I've never even SEEN chains on a Porsche ... hmm.

But we had come far, it was beautiful weather. The Bitterroot Valley is some 100 miles long, with the Sapphire Mountains on the east as we drive down to US 93 to the town of Hamilton. Founded in the late 1800s by Marcus Daly, the father of Anaconda Copper in Butte, the town has only 5,000 residents. A quiet place to come back and see the Daly Mansion, but pressed for time, we turn around and head north again via back roads to Stevensville, site of the first settlement in Montana. Again, another trip awaits us as we press on to Lolo and Traveler's Rest.

It is here that the Corps of Discovery camped and prepared for the journey over the mountains, and like them, we studied the area (the State Park) and made preparations (at the gas station).

Aside from its moniker as the Northwest Passage Scenic Byway, the road, US 12, has little to recommend it for the average tourist with a family in tow save for many primitive campsites. It's fairly remote with few stops and enough turns over 100 miles to qualify as the "green hell" if you're driving a semi. At Lolo Pass visitors can walk to Packer Meadow and see Camas in bloom, whose roots were considered a staple by the Nez Perce. We are still greater than 500 ft. lower than the path taken by the Corps. The snow still on the mountains above and scattered clouds loom, urging us not to tarry too long. I'm uncertain how long it will take to get to our next camp at Lochsa Lodge, but like every trip in a Porsche, we arrive sooner than expected.

Far from the amenities of the Coeur d'Alene, the Lodge and our cabin provide the kind of hushed wonderment only a forest and river can provide. After a good meal, we fall asleep quickly as no conversation from adjoining rooms break the absolute silence.

A light rain started at 4 a.m. and remained constant. After breakfast, we pack and go. Sweeping along with the river, this is a bucket list road for anyone with a penchant for great drives on quick wheels. The occasional RV was easily dispatched like so much deadfall on the trail. Save the rain, it was sweet. We stop at a little café for a rest and cup of coffee. Behind the counter, a TV is on with local morning news. The radar shows pink (ice) at the top of the Bitterroots. I am thankful we pressed on yesterday. It's hard to imagine the Corps making 20 miles on a good day over this kind of terrain. Pressed to exhaustion, hungry and cold, they were helped by the kindness of strangers. Again, a matter of Will or as President Jefferson described Lewis, "Of courage undaunted ..."

Our day ends in Walla Walla with fair weather. A little French restaurant provides us an agreeable meal, and the wine, poured with care, reminds us of how fortunate we are to live in these times. All thanks to the sponsors and Northwest Passage team.

– KEEP SPINNEN ■



The Lewis & Clark trail at Lochsa.



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REARVIEW MIRROR

Edited by
Gary Koppang



A Sunriver Weekend with the Club ... in 1970

by Fred W. Merten / From the October, 1970 *Anzeiger*

And a 914 shall lead them! Wags have it that Ken Charters had his spanking new 914-4 "all souped up." Be that as it may, Ken spearheaded our column at a fast clip down the freeway to Salem and across the Oregon Cascades to Bend and on south to Sunriver Lodge, our destination for the weekend trip.

It was a beautiful sight: Thirteen Porsches in a line, from a 1970 911-S to a 1958 vintage 356-A., with the oldest as immaculate and brightly shining as the newest, darting past other traffic encountered enroute.

Equally as beautiful was the sunny Indian summer weather we enjoyed all the way. It was crisp and clean when we assembled in Tigard early Saturday morning. Promptly at 0830, the lead Porsche wheeled onto the highway, with the others following close behind. At Detroit Lake we stopped for a cup of coffee, and by noon our long line of Porsches came to a halt before the imposing main building of Sunriver Lodge. We had covered some 200 miles in 3 1/2 hours. Not bad, considering the winding two-lane mountain highway, with several miles of construction.

Within minutes, the 24 members of our group were comfortably settled in their assigned condominiums. Of strikingly modern architectural design, the resort, with its large and still-growing complex of homes, blends perfectly into the Eastern Oregon landscape.

Of course, our members took full advantage of the recreational facilities offered by the resort. After a refreshing dip in the pool, recessed to guard against the chilling winds, some explored the area on bicycles, some golfed, and some played pool.

Sunday afternoon, Vic Kreimeyer guided us to Newberry Crater for a scenic view of East Lake. On the way back, we stopped to retrieve samples from the huge mound of obsidian. Next we visited the Lava River Caves south of Bend, a mile-long tunnel dug by lava flow ages ago. Finally, before heading for Mount Hood and home, we toured up the steep Lava Butte where we enjoyed views from all directions.

In every respect, it was a grand outing. To derive the full benefit from the privilege of carrying the PCA badge on one's Porsche, participation in activities such as this is essential. I wouldn't have missed it for anything. ■





A “Mind-Blowing” Dallesport Autocross Weekend

By Todd Averitt / Photos by Harold Klein

This venue is nothing but a hidden jewel. The track is long and smooth (airport runway smooth), the sun nearly always shines, and there are plenty of restaurants and hotels within two miles.

It’s an easy drive from Portland through the gorge to The Dalles, then across the river to Dallesport, WA. About 400 yards after crossing the Columbia, you will turn left at the Dallesport sign; from there it’s about a mile to the Club’s Autocross sign. Yes, you will wonder if it was such a great idea, or even if you are in the right place to begin with, after going through the cattle gate and down a winding, gravelly, partially paved road. You won’t see anything but tall grass for a minute or two until you at last round the final corner and drive over a small knoll—when the world will open up. You have arrived at the Columbia Gorge Municipal Airpark and a permanently closed section of their runway. Yes, this is the same airport Tiger Woods where lands a jet o he can fish on the Columbia at Hood River. You will cross the runway to our parking area and may just notice how you can barely see the end of it. Goose bumps ...

There are no sound limits, there is no restriction on start and end times, and you can camp out (they don’t have water or power) but I did say camp out.

Okay, even paradise has a couple of things to remind you of reality: the wind may blow, pretty hard, there is no natural shade, and be aware of the red ants which populate the area.

Yep that’s what it’s like to get there and set up—but what about the course, and the weekend?

Answer: Mind blowing! It’s not Packwood—to me it’s better. You want speed? How about a shot out of the starting gate, through a couple of offset ones, through a crossover at about 70 mph, though a couple of properly-spaced gates, a hard brake, then into a right-hander through a gate, then a crossover across the runway, through a high speed slalom, a Chicago Box, a right then left hander, and across the finish-line? That took you 52 seconds ... now do that or a similar setup 21 times. I didn’t hear any complaints about not enough runs.

We had three different variations, with a Saturday morning course, a Saturday afternoon course, and a Sunday

course. The runs were only interrupted by a catered lunch provided by Cowboy's Catering.

A response or two from those who attended our event posted on our Autocross Facebook page: Perry J. Keller; "Saturday was top 5 Autocross experience I've ever; had best lunch at an auto event ever." Mark McFarland; "I had a blast today! Thank you Ryan, Todd and everyone else with ORPCA for a super fun event. The course was awesome, thank you." Alex Paraskevas.

Ryan Sauer on Harold Klein's photos; "Speechless! Thank you Harold." Ben Cort wrote "Awesome! These are great." This is a short GoPro shot on course: <https://www.facebook.com/p11skater/videos/984296525020/>

Perry mentioned Cowboy's Catering; the food was fantastic. They served a choice of beef tips or fresh salmon. The salmon was caught that morning and done to perfection. Salads were pasta and green with plenty of refreshments. I believe everyone either left the buffet with two plates stacked high or came back for seconds. I hope we can get them back for our August event.

The day was awesome, and my hope is that now that the exploration is complete, we will have many more of our members spend an evening in The Dalles and join us for the Saturday and/or Sunday fun.

This track will test every aspect of you and your car.

Many thanks go out to those who helped in every way and put on a great show for our members and the many of the fanatic Pacific NW autocrossers. To name only a few: Ryan Davis, Andres Ferrer, Colby and Casey Hollingsworth, Joe Kamman, Alex Paraskevas, Harold Klein, Tim Boedigheimer, Robert "Bert" Jacobson, and all the ORPCA members in attendance.

For the many of you who missed the first one, there will be a second chance August 6 and 7, 2016. Go to our AXWare site: https://axwaresystems.com/axorm/calendar_main.php? and sign up for either or both days, with or without lunch. ■



Above: Ryan Davis' 951 under wraps. Below: Todd Averitt's 914 peddling for all it's worth.



MORE PHOTOS OF DALLASPORT AUTOCROSS ON FOLLOWING PAGES

DALLASPORT AUTOCROSS WEEKEND, CONTINUED



Clockwise from right: Harold Klein's beautiful '84 Carrera factory wide body; So many techs, so little time ... beautiful day for it; Barry Cogut gets to open his Cayman GT4 up at last! Sean Vanderheiden's 911 Carrera through the chicane at speed; Some of the local folks enjoying the day and the event.





Clockwise from left: Wray Price in his 944 at the start of a fast run; You never know when you may need one? Tom Boedigheimer's Corvette on its homeward flight; A spare helmet for those yet undecided.



June Arrive & Drive: Tall Trees and Twisty Roads

by Peg Ryan / Photos by Harold Klein



I heard two versions of Saturday's weather—rain the morning, cloudy in afternoon, and cloudy in the morning and rain the afternoon. I was hoping for the latter so our June Arrive and Drive would be dry! As luck has it, the day started out cloudy with no sign of rain. My husband and I had breakfast at Miller's Homestead (the start of this Arrive and Drive), and as usual it was yummy. I highly recommend having breakfast there before the start!

After all the drivers got the directions on paper and some verbal directions from tourmeister Eric Freedle and Oregon PCA secretary Larry Hannan, we headed out. We had 28 beautiful Porsches! It is slow out of Lake Oswego, but once we hit West Linn (about 10 miles into the drive) we hit some fun "twisties." We headed towards Wilsonville and then into Sherwood for our first stop at Magness Memorial Tree Farm, about 26 miles from our start. This was a great stop. There are a couple of hikes that would be really fun to come back and do. It is also really fun to see and talk to so many new members!

Leaving the Tree Farm, we continued in Sherwood, onto 99W and then across to the north side of 99W. We found some more fun twisties and then some ups and downs and onto Mountain Home Road, then onto Hillsboro Highway and up to the top of Chehalem Mountain and then down towards Newburg. We headed off to the top of Bald Peak Road and the state park there for another stop (whew, so many fun curves) and a photo of everyone on the tour!

Leaving Bald Peak Park, we headed north to Laurelwood Road where we turned West. This is a crazy fun road with a 1200-foot vertical drop in less than two miles. We then headed toward Carlton. (Note: This is a cute town if you want to come back and do wine tasting or eat some great food. The Ken Wright Cellars is in the old train station, and they have a great flight of wines to taste.) From Carlton, we headed to our final destination—with the rain that was predicted finally hitting us about three miles from the Golden Valley Brewing in McMinnville, where we had some fun food and company. Not sure if I am allowed to say it— but we also had some good beer!



Opposite: The A&D participants. Clockwise from top left Smiles and thumbs up at the Bald Peak stop; Welcome to teh Oregon PCA Arrive & Drive; Eric and Larry: Go this way? First stop: Magness Tree Farm; Gorgeous! Beer for lunch?!

Autocross #5: Bad Buster ... or Was It?

By Todd Averitt / Photos by Harold Klein

Let's put it this way: When the top ten competitors are within 1.159 seconds and the top three by less than half a second you know you have some good drivers and a good course.

June is the month when you can take all the weather forecasts from all the different media, and you get to pick which forecast you like best. You pick it and it may just happen in Portland that day. For most events weather is of concern; in the sport of autocrossing, the weather makes no difference whatsoever.

What do I mean? Is driving on snow fun to do in an abandoned parking lot? Don't act like I don't know we all love to do it. How about in the same parking lot in the rain? Fun or what? Now when it's dry and sunny, that's just pure adrenaline—love it.

June 12 was the sun, and with a double clockwise trip around a skid pad and with the full acceleration exit, it was a fantastic adrenaline rush. By the way, Barry Cogut designed the course and promised the skid pad would be set up in a counter clockwise rotation next time. This should help even out your tire wear. There was much discussion about this. Not much of it serious and mostly over coffee and “donuts” with a lot of laughing and back slapping going on.

I came away feeling there was a missed punctuation mark in the course title. It should have been posted as “Bad, Buster” meaning it was really good, my friend.

Many thanks again to all who volunteered and helped make our autocross events possible. Thanks too to the growing number of ORPCA members who support this club event. Pass the word!

For those members who think this is too dangerous or hard on their cars: You are taking more of a chance driving your Porsche on I-5 than you are running our driver skills events at PIR.

A quick reminder about our upcoming events: Autocross #6 will be July 17 at PIR, our next two-day Dallesport event will be August 6 and 7 (it is an absolute blast), Evolution Driving School Saturday, August 20 at PIR (we already have 14 signed on so the school is definitely a go), Autocross #7 will be Sunday August 21, and our last Championship Points event will be September 25. To end the Autocross season, there will be a thank you free fun run ORPCA Members Day on September 25.

See you at the ORPCA Corral at the Vintage Races starting July 8, and may all your roads be dry and twisty. ■

Below: Cary Kutter in his 1972 3.2 liter rocket having some fun.





Top to bottom: Beautiful day, beautiful Porsches on grid; Fritz Blech in his 911 SC having some real fun; Ed Choe launches his Mini Cooper S with Bobby Lansberg giving him the green flag,



MORE PHOTOS OF JUNE AUTOCROSS ON FOLLOWING PAGES

JUNE AUTOCROSS, CONTINUED



Clockwise from top: Andreas Blech in his son's 911SC having a great time of it; Bill Sessions in his Jeep is just a blur crossing the finish line; Our scoreboard got tired and thought it would hang out at the Fast Track Cafe to cool off; Paul Spencer in his Subaru BRZ prepping for the Big NW Subaru Event.



Top left: Bryce Bederka's 1999 Boxster carving it up. Above: What our corner work stations look like before. Left: Cary Kutter's 911 powering up towards the finish. Below: Chuck Jarvie 2004 Boxster S heading home after completing our slalom.



LA's Luft 3 Features Breathtaking Air-Cooled Porsches

Photos by Stephen Demosthenes / Story Courtesy Luftgekult.net

Editor's Note: ORPCA member Stephen Demosthenes attended the April, 2016, Luftgekühlt 3 car show (literally, "air-cooled") in Los Angeles. The event included an auction for a custom rally-styled car benefitting the Autumn Leaves Project, a charity that benefits pancreatic cancer research. The text below is from the organizer's website.

This past Sunday, April 10, Howie Idelson and Patrick Long threw their third Luftgekühlt party, this time on the remarkable grounds of Modern furniture manufacturers Modernica in Vernon, CA. We were joined by hundreds of car owners and thousands of passionate friends, many of whom flew in or traveled from points far and wide to celebrate all things air-cooled and participate in the unique culture that surrounds Porsche. Across the board, the entire day exceeded our wildest dreams, and in the end we were able to break bread with so many people, not to mention see, hear and smell an estimated 450 cars within the venue. The variety of people and Porsches represented was breathtaking—including Jerry Seinfeld and his 904 Carrera GTS, an ultra-rare 356 Carrera GTL Abarth, Bruce Canepa's 959 and homologation 934 from the Matsuda collection, Jeff Zwart's 1948 356 Gmünd Coupe, Jim Edwards' Interscope RSR, Don Murray's Lufthansa-liveried 914-6, Tim Pappas' magenta 1975 911 Carrera built by Gunnar Racing and Wayne Dempsey's 356 Speedster. Among the crowd and driving their own cars through the gates were folks as notable and diverse as Danny Sullivan, Bruce Meyer, Spike Feresten, John Morton and Patrick Dempsey.

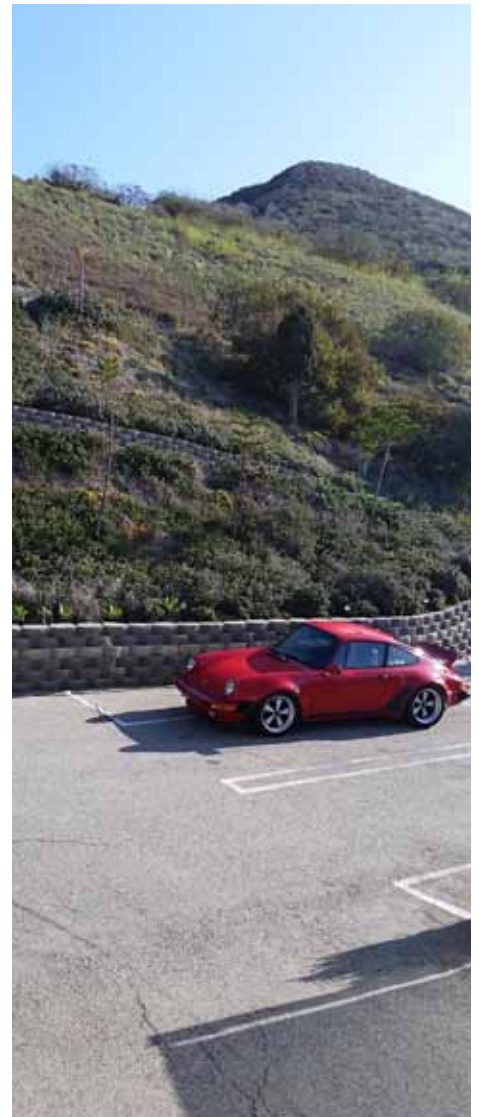
The undisputed highlight of the day was the successful auction by RM Sotheby's of two lots of Modernica chairs, customized by Carby Tuckwell of Deus Ex Machina, and our #Luftauto rally 911 project. Incredibly, the car sold for \$275,000, with all the proceeds going to Butch Walker's Autumn Leaves Project, a pancreatic cancer charity. Many thanks are due to everyone involved in the conception and execution of the car, and a full list can be found here: <http://luftgekühlt.net/luftauto> ■





Clockwise from top: Jerry Seinfeld looking good; Jimmy Woods having a great time (after the event, the author drove with him to San Diego, where he purchased the Slate Grey 356); Patrick Long guides Jerry into his parking space. Pat's long-time friend (who was involved first hand with his career, from go carts to the early 90's), Gary Medley, lives in Hood River.

LUFT 3, CONTINUED



Scenes from the third annual event in Vernon, CA. The highlight of the event was the charity auction of a Luftauto rally 911, which sold for \$275,000.



The Porsche parade.



Clockwise from top: Just a section of the incredible line up of Porsches. Originally it was \$25 to display your Porsche inside. However they were soon so overwhelmed with the turn out, they just let everyone in! Notice Jerry has his shoe in his hand. Hand to remove fat running shoe to operate accelerator pedal.



It's That Time of Year!

Get Ready, Get Set for the 2016 Autocross Season

Autocross (also called "Solo") is a timed competition in which drivers navigate one at a time through a defined course on a sealed surface. It is a form of motorsports that emphasizes safe competition and active participation.

As the season begins, it's time we spread the word about the many changes for the 2016 ORPCA Autocross season. All the details can be found on our ORPCA website.

1. If you are an ORPCA/PCA member, you can register at any time for any event. You must pay for each event you sign up for online to be considered pre-registered. Also be sure you read up on our Championship Series Pass before you register by clicking here.

2. All ORPCA Championship Points events are limited to 70 pre-registered participants.

3. Without a Championship Series Pass you will NOT be eligible for Championship Points. What's even better is the pass will actually save you money. Click [HERE](#) for all the details on how to purchase yours.

4. Course design, setup, teardown, and control will be performed by a Course Committee composed of a "Course Designer," an "Adjuster" and a Safety Steward. We would like you to sign up and help. This way we will have a different Course Designer for each event. For more information see "Getting Involved with Autocross" click here.

5. Complete Porsche Car Classing, changes to our car numbering system, 2015 Parade Competition Rules (PCR's), car tech criteria, and working requirements can be found by clicking here.

6. We have set up a Steering Committee, whose charter is to bring fresh ideas to the table, explore new venues, and become expert in all stages of running and maintaining an autocross program

7. This season there will be multiple two-day events, ORPCA/PCA member appreciation events (events for ORPCA/PCA members only), new venues, barbeques and multi-Porsche Club events.

8. So you have an idea? Contact anyone of our Steering Committee members and get the ball rolling. We already have input for 2017 events in Astoria to events Troutdale and beyond. We would prefer your contact method be via email.

9. Finally, the best news of all is event costs are actually going down. We felt that since maintenance and early Porsche buy-in costs are going through the roof it's the least we could do, really, the least. ■



AUTOCROSS AND DRIVER'S SKILLS CLINICS

EVENT/CPE*	DAY/DATE	MEMBER REG.	NON-MEM. REG.
Vintage Races, PIR	Fri.-Sun., July 8-10	ORPCA Member Corral	
Autocross #6, PIR (CPE)	Sun., July 17		July 2
Rose Cup Races, PIR	Fri.-Sun., July 22-24	ORPCA Member Corral	
Dallesport Fun Run	Sat., August 6		July 14
Dallesport Fun Run	Sun., August 7		July 14
Driver's Skills Clinic, PIR	Sat., August 20		May 28
Autocross #7, PIR (CPE)	Sun., August 21		August 6
Autocross #8, PIR (CPE)	Sun., Sept. 25		September 10
Autocross #9, PIR	Sun., October 30	Members Day	

*Championship Points Event

New Members

Joe Angel
Portland, OR
2012 911 Carrera

Richard Greulich / Sandy Giering
Lake Oswego, OR
1976 911 Turbo

Carole Hedstrom / Brad Hedstrom
Portland, OR
2008 911 Carrera

Eric Packard / Kathy Packard
Lake Oswego, OR
2001 911 Turbo

Garth Reuther
Portland, OR
1986 944

Ahin Savara
Portland, OR
1998 986 Boxster

Allan Sorenson / Traci Sorenson
Detroit, OR
1970 914-6

Paul Yutan
Lake Oswego, OR
2016 911 Carrera

Anniversaries

15 Year Anniversary

Charles Bergeron / Julie Bergeron

10 Year Anniversary

Peter Douglas / Brita Douglas
William McCabe / Ursula McCabe
Michael Mueller / Deborah Mueller

5 Year Anniversary

Jeffrey Hudson
E.C. Mueller / Kelly Mueller

Portland Vintage Racing Festival Porsche Corral

Friday, Saturday and Sunday, July 8-10, PIR

In 2016, the Sportscar Vintage Racing Association (SVRA) honors Formula racing cars at Portland International Raceway with the Formula Festival. The weekend will provide various racing opportunities to honor cars such as Formula 1, Formula 5000, Formula B, Formula Ford, Formula Vee and Formula Junior. Prototype, sports racing and production sports cars from marques such as Lotus, Alfa Romeo, Jaguar, Porsche and Corvette, principally from the 1950s, 1960s and 1970s, will also be on track. The weekend also includes two enduros. Jaguar will be back again this year with their autocross. As a special treat this year we will have two Grand Marshals —Al Unser and Al Unser Jr.!

The car corral package is \$45 for one car and two people for the weekend. Make sure you note that you are part of the Oregon PCA.

To order your car corral tickets, please go to the link below and click on “Get Tickets” and go to the Car Corral option.

<http://www.svra.com/events/2016-portland-vintage-racing-festival/>.



July Arrive & Drive: Multnomah County’s Highest Road

Saturday, July 9

To attend the A&D, bring your favorite Porsche (with plenty of fuel) and ideally, a navigator to the NORTH location which is behind Shari’s Restaurant at 9730 N Whitaker Rd, Portland (503) 289-2351. Arrive no later than 8:45 a.m. The driver’s meeting takes place at 9:00 a.m., but many arrive early at 8:00 a.m. for a no-host breakfast. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m.



This month as part of our drive we will visit the highest road in Multnomah County. There is an optional .2 mile, seven to eight minute, moderate exertion, walk to an observation deck which provides spectacular views of five glacier covered Cascade volcanoes. NOTE: The Forest Service parking lot requires a Forest Service, National Park or State parking permit. If you have one please bring it or alternately you can pay \$5 for a day use permit.

The next Arrive and Drive will be in September and the last one of the year in October. ■



968 West Coast Gathering

Friday, Saturday and Sunday, July 8 - 10

South Lake Tahoe, CA

This is not a PCA-sponsored event, rather it is a gathering for all 968 owners for the purpose of having a great weekend in a spectacular setting with your 968! For more information, contact Bob Frith at bob911@cableone.net. The main hotel is the 968 Park Hotel. Check it out at: <http://www.jdvhotels.com/hotels/california/lake-tahoe-hotels/968-park-hotel/> To book your room at the 968 Park Hotel, call the hotel at 530.544.0968 and mention the code "Porsche" to receive the exclusive discount rates. Make your reservations early, this is a small property, so book as soon as you can so you can be guaranteed a room. The rates won't apply for the July 4 weekend, however.

Next door is the Park Tahoe Inn that offers lower rates. Check it out at: <http://www.parktahoeinn.com/>

To book your room at the Park Tahoe Inn, call the hotel at 530.544.6000 and mention the code "Porsche" to receive the discount rates.

Start making your plans to join in the fun! ■

Porsche Corral at the Forest Grove Concours d'Elegance

Sunday, July 17



Join us for the 44th Forest Grove Concours d'Elegance on Sunday, July 17. The Porsche corral is full but come out and enjoy all the cars!

In 2016, the event will celebrate German automobiles with the theme "Allure of the Autobahn: Speed and Style." Porsche takes center stage this year as the celebrated marque along with new and exciting car classes that include 100 years of BMW, Mercedes-Benz and Volkswagen. Local racing legend Monte Shelton will be honored and Porsche collector Ernie Spada will be in attendance. Several of Monte's competition Porsches will be on display along with Mr. Spada's 1985 Porsche 962 race car.

For additional information about the event go to: <http://forestgroveconcours.org>. ■

July Social and Dinner

Wednesday, July 20
6:00 to 8:00 p.m.

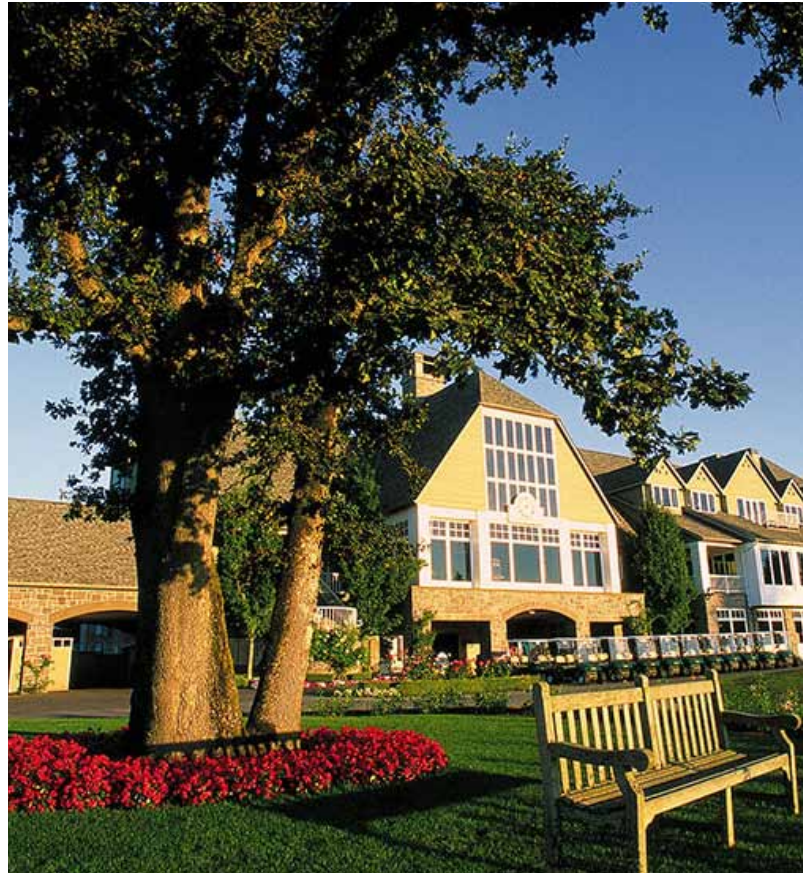
SORRY, THIS EVENT IS SOLD OUT

The Oregon Golf Club
25700 SW Pete's Mt Rd., West Linn, OR

Dinner in the Rose Garden
Hosted by Stephen and Winnie Miller

Social Hour: 6:00 p.m. to 7:00 p.m. / Dinner:
7:00 p.m. to 8:00 p.m.

Attire: Summer Cocktail Party ■



Rose Cup Races Porsche Corral

Friday, Saturday and Sunday, July 29-31, PIR



The Friends of Portland International Raceway (PIR) are proud to present the 56th running of the Rose Cup Races presented by George Morlan Plumbing with some new twists, and on a new weekend—July 29-31, 2016. This will be this year's premier amateur road racing event in the Pacific Northwest, with a broader racer base including members from the Oregon Region Sports Car Club of America (SCCA) and the Cascade Sports Car Club competing. Cars include Spec Racer Fords, Spec Miatas, Big Bore and Vintage car classes. The weekend also includes

a Great American Stock-car Series (GASS), providing high speed door-to-door racing in identically prepared cars. These NASCAR-like V8, ground-pounders, built here in Portland, will bring the excitement of stock-car racing to the weekend. Also included is a Friday SCCA Track Night in America, Saturday Night Drags ... and more!

Come and support the racing community and bring your Porsche to the Oregon PCA Corral. Your \$35 Car Corral registration fee includes a three-day admission ticket for a driver and a guest and 1 corral pass for the Porsche. Make sure you include the Oregon PCA club name when you register. Note: Corral passes are NOT available at the track. ■



Summer Tour and Picnic

Sunday, August 7

Please join us on Sunday, August 7, for what is sure to be another great ORPCA picnic! Our Summer Tour & Picnic starts off Sunday morning at 11100 SW Murray Scholls Place (24 Hour Fitness parking lot in Beaverton). Please be at the meeting place no later than 9 a.m. as the driving tour leaves promptly at 9:30 a.m.

The driving tour will wind its way through some great western Washington and Yamhill County rural roads (all paved!) and end at a beautiful winery in the Dundee Hills. We'll have another exceptional catered gourmet lunch with tastings of Estate-Grown Pinot Noir Rosé, Chardonnay and Pinot Noir. Wine tasting plus wine with lunch is included in the price.

Reservations must be made in advance no later than July 29. **This event is limited to 40 cars so please register early!**

Cost: \$33 per person

To register, go online to: Motorsportreg.com and search for ORPCA summer picnic.

For questions, please contact Jeff Gretz at 503.915.2364 or jgretz@onlinenw.com. ■

Wine Tasting at Cathedral Ridge Winery

Saturday, July 30

Cathedral Ridge Winery
4200 Post Canyon Drive
Hood River, Oregon

Bring a lunch and have a fun day tasting wine. Cathedral Ridge Winery Has a big tasting room and a wonderful open picnic area with plenty of tables to host a wine party. This is not a tour, just meet up at the winery around 12 noon and look for the Porsches! If you want to attend, please contact Cherie Reins at socialevents@oregonpca.org. Cherie's mobile number is 503.515.5414. ■



Two Days of Autocross at Dallesport

Saturday, August 6 and Sunday, August 7

Columbia Gorge Municipal Airport

We are offering two days of Autocross at the Columbia Gorge Municipal Airport in Dallesport, WA across the Columbia River from The Dalles, OR. Our plans have everyone running both in our morning and afternoon sessions, both days. That is the equivalent of four events. We will run the event in a fun run format with timing. If this event doesn't take care of that Autocross itch, we're not sure what will. Bring your family along. Young adults ages 16 and above only need a valid driver's license, proof of insurance and a parental waiver signed by a parent or guardian. These forms are available and can be filled out at the track.

The cost of this event \$25.00 for a single day or \$45.00 for both days. We also are offering lunch at a rock bottom price for both Saturday and Sunday. All you have to do is choose which package you want. We will have instructors and loaner helmets available.

Gates open at 7:30 a.m. Everyone must check-in at the Registration desk. Registration is open 7:30 a.m. to 9:15 a.m. Drivers Meeting at 9:30 a.m. and first car out around 10:00 a.m.

Pre-registration is limited to ORPCA/PCA members and guests. Pre-registration for ORPCA/PCA members opened January 22. Pre-registration for non-members is closed. **Pre-registration for this Two-Day Special closes Thursday August 4.**

For all our registration details including how to pre-register go to: <http://www.oregonpca.org/events/autocross/registration/>. See our Rules & Regulations page for updated information on car classing, tech requirements, and regulation changes at <http://www.oregonpca.org/events/autocross/rules-regulations/>. ■



August Social and Dinner

Wednesday, August 17

Ristorante di Pompello
177 E Historic Columbia River Hwy.
Troutdale, OR 97060

Social Hour: 6:00 p.m. to 7:00 p.m. / Dinner: 7:00 p.m. to 8:00 p.m.
Hosted by Ed and Phyllis Thieman
Cost is \$20 at the door —please bring cash

The meal includes soup or salad and a choice of Lasagna, Spaghetti and Meatballs, Mediterranean Penne, Chicken Alfredo, Tiger Prawns alle Lobster or Greek Salad with Salmon or Chicken. The meal includes iced tea, coffee or hot tea. Alcohol is not included; you can run a tab or pay as you go for this. We will have room for about 60 people.

Please RSVP to socialevents@oregonpca.org by Monday August 8. ■

Alpine Mountain Region Proudly Presents

2016

Rocky Mountain High Way

Wednesday, July 27 - Sunday, July 31

AN EPIC PCA SUMMER ADVENTURE

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Come share the ultimate summer event at altitude

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MOUNTAIN
HIGH WAY



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Breckenridge	Bishop Castle
Great Sand Dunes	Pikes Peak
St. Elmo Ghost Town	Cayenne Tour

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Golf Outing @ Flying Horse
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Welcome Tent
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Welcome Banquet
Farewell Banquet

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and SO much more!



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www.rockymtnhwy.com

For Questions Contact Kathleen Lennon: kkennon@comcast.net

Evolution Performance Driving School, Phase I

Saturday, August 20 / PIR South Paddock

Thanks to the Oregon Region of the PCA, the Evolution Performance Driving School will be holding a Phase One Performance Driver's Clinic at Portland International Raceway on Saturday, August 20. This program is great for anyone from seasoned veterans to complete novice driver, and features 24 runs with our team of national caliber instructors. The Phase One program will cover car placement, car control, as well as an exercise on visualization skills.

This event is keyed to autocross. This is not a track event. It will not be held on the track but will be held in the South Paddock of PIR. All Evolution Performance Driving Schools take place rain or shine, and students will use their own vehicle for training. Students' vehicles will undergo a tech inspection the morning of, and all students should be sure to have plenty of fuel, oil, air, etc. for the day. A note; PIR does have air available on the east side of the Fast Track Café.

Some additional items that we would suggest bringing to the event would be rain gear, sun glasses, sun block, a hat, and a note book. You may also want to consider bringing a folding chair, as well as a tarp in case of bad weather.

The performance program ORPCA is offering is the first of three phases. You must take all three phases in order meaning this year complete Phase One and next year it will be possible to complete Phase Two then Phase Three.

For more information on this, as well as other Performance Driving Schools, please feel free to contact Todd Averitt at taverittster@gmail.com or Ryan Davis at: rycdavis@gmail.com. ■



Run to Florence and the Oregon Coast

Friday, Saturday and Sunday, August 26-28



We have reserved 15 rooms at the River House Inn in Florence for Friday and Saturday nights. These are river front rooms with king beds, Wi-Fi, flat screen TV, small refrigerators, and great river views. Please call the River House Inn at 888.824.2454 and confirm under Oregon Region Porsche Club. Also, please register for the tour by sending an email to pastpresident@oregonpca.org with the names of attendees, car model and year, and cell phone number.

The tour (designed by Bill Munson) will depart Friday morning from the west side, and the drive will be approximately six hours, with the route crossing the coast range a few times. We will have lunch in Lincoln City and continue into Florence, arriving with time to unwind a bit, take a stroll down into old town before we depart for dinner. Our tentative dinner spot will offer a beautiful view of the Siuslaw River, cocktail hour and tasty meal options.

On Saturday, you can enjoy the complimentary breakfast or stroll into the old town of Florence, where you'll find nice restaurants and unique shops. There are so many fun things to do in Florence.

Saturday night is an open night to explore the town of Florence and its restaurants on your own. Sunday morning complimentary breakfast can be enjoyed at the River House Inn, or you can get breakfast after your departure. The drive home can be done by your own route or by way of some routes that will be available to follow.

This should be a whale of a good time! Any questions, contact Eric Freedle 503.936.0816 ■



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 TAHOE SOUTH / R. DAHNOUN

TREFFEN LAKE TAHOE

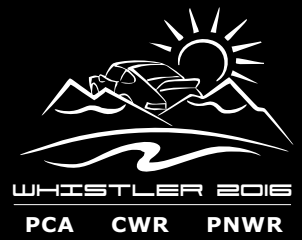
September 7-11, 2016

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

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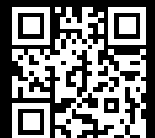
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2016**

**WHISTLER VILLAGE CONCOURS
MOUNTAINSIDE AUTOCROSS
DUFFY LAKE TOUR
AUGUST 26TH - 28TH**

whistlerweekend2016.com



Registration is NOW OPEN

One Enchanted Evening

Sunday, December 4, 2016

Riverside Golf and Country Club

8105 Northeast 33rd Drive, Portland, Oregon 97211 (NEW VENUE)

Please join fellow club members for an elegant setting, socializing and scrumptious dinner, and dancing to the Design Band. The cost is \$60.00 per person.

Registration is NOW OPEN!
Go online to: Motorsportreg.com and
search on ORPCA Holiday Party
(Maximum attendance is 200)
*We sell out quickly
so please RSVP early!*



Resource Directory

Financial Advisor

Morgan Stanley 503.221.6262

Stuttgart Autotech 503.635.3098

Trackside Motorsports 503.236.2106

Performance Driving

Hooked on Driving..... 503.356.1764

New and Used Porsche Sales & Service

Kendall-Porsche of Bend 541.382.1711

Sunset Imports..... 503.641.8600

Monte Shelton Jaguar 503.224.3232

Porsche Parts

Euro Tech Auto Parts..... 503.371.6800

Tires & Wheels

A-n-T Tire & Wheel..... 503.236.2106

Wheelkraft NW 360.546.1799

Porsche Service & Repair

Canyon Auto Rebody 877.489.2520

Collision Rebuilders 503.226.6311

Heckmann Thiemann..... 503.233.4809

Marque Motors..... 503.293.5386

Matrix Integrated (downtown) 503.443.1141

Matrix Integrated (westside) 503.747.5780

Wheel Polishing & Repair

Skip's WheelWerks 503.641.8001



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