

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | MARCH 2017



# CONTENTS

ANZEIGER | OREGON REGION PORSCHE CLUB OF AMERICA | VOL. 57, NO. 2 | MARCH 2017

## COLUMNS

8

### PRESIDENT'S MESSAGE

Remembering Winter and Looking Ahead to Spring

11

### SPINNEN

Midnight in Stavelot

## FEATURES

19

### CLUB SHOWS OFF AT PORTLAND AUTO SHOW

Five members displayed their Porsches at this popular event.



21

### SURVEY SHOWS MEMBERS LIKES, DISLIKES

Responses will help chart the Club's future course.



22

### IMSA AT DAYTONA

Porsche triumphs at breathtaking races; Daytona features new 911 RSR

26

### AX TECH INSPECTION DRAWS "WOWS"

Sixty-two enthusiasts showed up to prep for the coming AX season.

27

### 30 PORSCHE PARADES AND COUNTING!

Chuck Hervey reflects on past parades and looks forward to Spokane.

### 28 ORPCA "PUCKHEADS" PARTY-ON!

The Hawks lost, but a great time was had by all who came!



29

### FUN FEBRUARY SOCIAL AT CASA COLIMA

A great buffet and plentiful margaritas at a Club favorite.



## COMING EVENTS

30

### GEAR UP FOR 2017 AUTOCROSS

An overview and changes for the 2017 season



31

### 2017 AUTOCROSS AND TECH SESSIONS

A complete listing of the this year's dates.

32

### MARCH SOCIAL AND DINNER

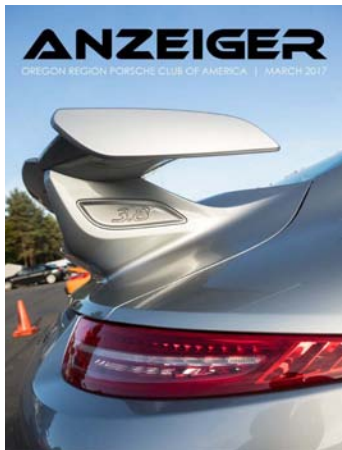
Wednesday, March 5





**32**  
**DRIVERS SKILLS  
 CLINIC TEST AND TUNE**  
 Saturday, March 15

**33**  
**AUTOCROSS #1**  
 Sunday, March 26



**35**  
**PORSCHE PARADE  
 2017 IN SPOKANE**  
 Sunday, July 9  
 to Saturday, July 15

**33**  
**ANNUAL SPRING  
 CLEAN**  
 Saturday, April 8

**34**  
**APRIL SOCIAL  
 AND DINNER**  
 Wednesday, April 19

**IN EVERY  
 ISSUE**



**6**  
**OREGON REGION  
 EVENTS**

**36**  
**RESOURCE GUIDE**

**36**  
**MEMBERSHIP**

**38**  
**MARKETPLACE**

**HELP  
 WANTED**



**17**  
**ENJOY TALKING TO  
 PORSCHE PEOPLE?  
 LIKE TO WRITE?**

**35**  
**WE NEED YOUR  
 PHOTOS ... NOW  
 MORE THAN EVER!**

**ON THE COVER**

Before an Autocross event, Photo Editor Harold Klein likes to prowl around the cars, looking for interesting details or compositions while everyone is walking the course. At this 2016 Autocross, he definitely succeeded! Photo by Harold Klein.

# ANZEIGER

---

*Noun, German*

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

**EDITOR/DESIGNER**

Nancy Scott  
503.997.2230  
nanscottdesign@gmail.com

**PHOTO EDITOR**

Harold Klein  
photoeditor@orpca.org

## Oregon Region Porsche Club of America **BOARD OF DIRECTORS 2017**

**PRESIDENT**

Eric Underwood  
503.675.0099 Home  
503.869.2225 Cell  
president@oregonpca.org

**TREASURER**

John Brams  
503.550.2030  
treasurer@oregonpca.org

**VICE PRESIDENT**

Larry Hannan  
503.504.0806  
vicepresident@oregonpca.org

**MARKETING DIRECTOR**

Lori Brown  
503.703.7440  
marketing@oregonpca.org

**SECRETARY/MEMBERSHIP DIRECTOR**

Steve Miller  
503.313.6908  
membership@oregonpca.org  
secretary@oregonpca.org

**COMMUNICATIONS DIRECTOR**

Peg Ryan  
503.807.0035  
webmaster@oregonpca.org

**PAST PRESIDENT**

Joe McQueen  
503.807.8718  
pastpresident@oregonpca.org

*Anzeiger*, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 25104, Portland, OR, 97298, is published eleven times a year.

The ideas, opinions and suggestions expressed are those of the authors and no authentication is implied by the editors or publisher. Editorial contributions are welcomed. By the act of submission, the author expressly warrants that the submitted material is completely original, that all rights are completely available, and that the material in no way infringes on the rights of any other person. The editor reserves the right to edit all materials submitted for publication. The Porsche Club of America, Oregon Region, Inc., has not authenticated claims and guarantees as offered by advertisers in this magazine and cannot assume liability for any products or services advertised herein.

© 2017 Porsche Club of America, Oregon Region, Inc. All rights reserved.

**To place an advertisement in Anzeiger, email [marketing@oregonpca.org](mailto:marketing@oregonpca.org)**



## The classics never go out of style.

Vintage classics inspire new models, and at Porsche of Bend we embrace and celebrate both. No matter your style, we'll help you find what you love - and that means a great deal.



Porsche of Bend  
1045 SE Third Street  
Bend OR 97702  
(541) 382-1711  
[www.bend.porschedealer.com](http://www.bend.porschedealer.com)

Porsche recommends **Mobil 1**



**PORSCHE**



# OREGON REGION EVENTS

## MARCH, 2017

- 4 Tech Session:  
AR Auto Service
- 8 Board Meeting
- 15 Monthly Club Social & Dinner
- 25 AX Drivers Skills Clinic (a.m.)  
Test and Tune (p.m.)
- 26 Autocross #1



## JUNE, 2017

- 4 Autocross #4
- 10 Arrive & Drive
- 14 Board Meeting
- 21 Monthly Club Social & Dinner
- 22-25 Northwest Passage
- 26 Hillsboro Hops Baseball  
Game and Tailgate

## JULY, 2017

- 7-9 Rose Cup Races
- 9-15 Porsche Parade Spokane
- 12 Board Meeting
- 16 Forest Grove  
Concours d'Elegance
- 19 Monthly Club Social & Dinner
- 23 Autocross #5
- 28-30 Vintage Racing Festival
- 30 Summer Picnic

## MAY, 2017

- 7 Autocross #3
- 10 Board Meeting
- 13 Arrive & Drive
- 17 Monthly Club Social & Dinner
- 19-21 Cabin Fever Drive

## SEPTEMBER, 2017

- 9 Board Meeting
- 12 Arrive & Drive
- 16-17 Oregon Festival of Cars
- 17 Autocross #7
- 20 Monthly Club Social & Dinner
- 23 Board 2018 Event  
Planning Meeting
- 30-10/1 Covered Bridge Tour

## OCTOBER, 2017

- 11 Board Meeting
- 14 Arrive & Drive  
(Sausage Run)
- 18 Monthly Club Social & Dinner
- 22 Autocross #8

## NOVEMBER, 2017

- 8 Board Meeting
- 15 Monthly Club Social & Dinner

## DECEMBER, 2017

- 3 Holiday Party
- 13 Board Meeting





Porsche recommends **Mobil** 

## **The line between sports car and sedan. Blurred beyond recognition.**

An uncompromised duality of form and performance, the new Panamera contradicts every notion of a sedan. The bold new exterior design and interior advancements, including the connectivity of Porsche Connect, are complimented with a powerful 4.0L V8 twin-turbo engine that delivers 550 horsepower. This is one blisteringly quick duality. Porsche. There is no substitute.

### **The New Panamera Turbo**

**Sunset Porsche**  
4030 SW 139th Way  
Beaverton, OR 97005  
503.641.8600  
[www.sunsetporsche.com](http://www.sunsetporsche.com)



**Sunset Porsche**



# PRESIDENT'S MESSAGE

## Eric Underwood



## Remembering Winter and Looking Ahead to Spring

I think you will all agree that this winter has been one to remember. Though many of us may be experiencing the winter blues, it is relevant to point out this winter has been mostly white. It has been colder than normal and we have had more precipitation this winter than we have had in years past. In fact, this winter is the fifth coldest winter on record for the Portland region, and we have experienced five separate storms in five straight weeks. Here's a breakdown:

- *December 8, 2016:* 1 inch of snow and .75 inches of ice.

- *December 14, 2016:* 2.3 inches of snow and a major ice storm in Eugene.

- *January 7-8, 2017:* 0.4 inches of snow and 0.5 inches of ice.

- *January 10-11, 2017:* 8-12 inches of snow, depending on location.

- *January 17, 2017:* At least 0.3 inches of ice (and more in some places).

Brrr! I know this doesn't compare to places like Fargo or Minneapolis but for us, it is highly unusual. The Portland region normally averages just two days each winter with at least one inch of snow cover, so comparatively, this can be classified as major winter weather. Can't speak for some of you—but I, for one, am ready to heat things up.

As we roll into March, Club members have already been busy shaking off those winter blues. In early February, the Board of Directors held a very productive and constructive annual strategy meeting that will help us align our efforts as we move forward throughout the year.

Many of us went to see the Portland Winterhawks battle it out against the Seattle Thunderbirds. It was a great game and great fun was had by all ... go Hawks!





The Autocross team held its first tech session of the year at Matrix Integrated, which is exciting because this means the driving season is just around the corner. In fact, Autocross will begin later this month with the Drivers Skills Clinic and Test and Tune on March 25 and the first Autocross of the year on March 26. Nothing says "spring" like those orange cones blossoming on the tarmac.

Getting closer to the driving season can be a good reminder that your Porsche might ALSO need to shake off those winter blues. Check that battery for a healthy charge and top off those fluid levels. Give a good look at the brakes and make sure your tires are in good condition. For brakes, there should generally be at least 1/4 inch of pad. If you see less than 1/4 inch of pad, you may want to have your brake pads inspected or replaced. A quick way to check your tires is to take a penny and hold Abe's body between your thumb and forefinger. Select a point on your tire where tread appears the lowest and place Lincoln's head into one of the grooves. If any part of Abe Lincoln's head is covered by the tread, you're driving with the legal and safe amount of tread. If Abe's head doesn't touch the tread or if your tires are cracking, you might want to have your tires replaced.

Speaking of tires, there is a tech session all about tires coming up on March 4 at AR Auto Service.

Remember to check the Events Calendar on [www.oregonpca.org](http://www.oregonpca.org) or your email blasts for the times and locations of all events.



As always, if you are interested in volunteering to chair an event, write an article about an event or simply just want to get more involved, please don't hesitate to contact me or any of the other Board members.

I look forward to seeing you all at our upcoming spring events, completely thawed out and free of your winter blues. Let's get ready to get back on the road to some Porsche fun. ■



# If only every Porsche had one of these.



Having this on your instrument panel would definitely add to your peace of mind! In the meantime, know that at Marque Motors, we don't just specialize in Porsches—we live them, and we understand them. And in our opinion, the next best thing to working on Porsches is talking about them. Visit our website for tech tips, product updates, information and more at [www.marquemotors.com](http://www.marquemotors.com). We specialize in:

- Factory-scheduled maintenance
- Performance modifications
- Pre-purchase inspections
- Large parts inventory
- Over-the-counter sales
- Brakes and oil change
- Four-wheel alignment
- Corner weighting
- Electrical Repair
- Fuel Injection
- IMS Replacement

## Valuable offers for ORPCA Members!



### Marque Motors, Inc.

Porsche, Audi, BMW,  
Volkswagen & Mini Specialists

503.293.5386  
7310 SW Macadam Avenue  
Portland, OR 97219  
[www.marquemotors.com](http://www.marquemotors.com)

**\$20 Off**  
your next service  
of \$100 or more



One coupon per visit.  
Coupon must be presented  
at time of purchase.

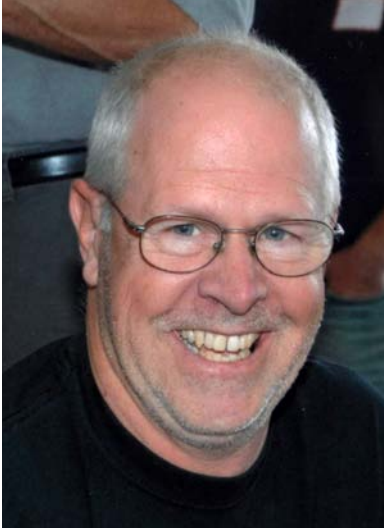
**10% Off Labor**  
your next service  
when you show your  
ORPCA membership card.



No cash value. One discount per  
purchase. Cannot be combined with  
other offers. Will not refund discount;  
must be used at time of purchase.







## SPINNEN Randy Stolz

### Midnight in Stavelot *Part 1 of 2*

**H**ere in Arizona we are deep into that time of year when the auction season seems to grip every car guy in town. Every auction is anticipated to have at least one race car, perhaps two, worthy of the ungodly sums. Those sums are in some cases justified for rarity or as one might hear in hushed tones ... legend.

What makes legend? Is it the performance of the car itself, the people associated with it, the owners and the drivers? Is it the races run? By extension, does legend apply to just a specific car or an entire marque?

I submit that what makes a car legendary is a good story. Like it or not, we are impressionable, especially when young and/or inexperienced; a bit of enthusiasm helps too. When you're young, if you hear or read enough good stories about something, or someone, it becomes popular, but those stories must stand the test of time and be retold by generations to become a true legend.

Last week I was looking through a storage closet for some printer paper when I fell upon some old car books

*(Continued on page 12)*



Dick Thompson

and magazines that were missed in the last cleaning/organization. You can't just toss these things out (maybe Ann, my dear wife, could). They require review. So, I start looking through them. It's hard to remain "on task" when confronted with rediscovered treasure such as this.

Some of these old magazines and books date back as far as 1955; a time when I was opening my eyes to the world of cars and drivers and some would become legends. Here's a story of legends, some mythic and others not so much. Another requirement of legend is ... imagination.

### **Belgium**

It's 1967; I have escaped college to Europe. Somehow, I've found myself working for Grady Davis of Gulf Oil and John Wyer of JW Automotive (JWA). Grady supplies the money and John, the management. In the future they will bring you the famous Gulf Porsche 917s in 1970 and '71. But, just now, I'm an assistant supporting the Mirage Team who inherited the Ford Advance Vehicles program to continue the GT40.

It has been my task to bring whatever last minute items are needed from the factory in Slough, England, to the races or vice-versa; or do whatever. These items are often small specialty pieces for the car or some other technical information to be forwarded to/from Ford, JW Automotive or Gulf Oil. In my little spare time I try to write about the races for Grady ... something he can use to keep the marketing funds justified.

In any case it's May, summer is

coming, and my courses have completed. I'm deep into what the British call "motor racing." A big appeal is the machinery. Having had only a few basic engineering courses via my roommate's strength of materials experiments (booby traps disguised as shelving), I can appreciate the whole strength with lightness ethic when, say, the back end of a car's bodywork let's go at speed. Engineering seems to work only when it's screwed together properly.

The excitement, noise, danger, and the unexpected really have a grip on me and I find I'm living in the dream I read about in magazines as a kid. Of course, I have to write about it; if not for Grady, for me. I find there's something satisfying about setting down your thoughts, but more surprising is what can happen in the process.

Enough introspection; I've just arrived at the airfield in Liège, Belgium. After hitching a flight with Grady and JW, we hire a Renault 16 out to the circuit located in the Ardennes forest. After an hour or so of Belgian roads we are thankful the French build such comfortable cars as this is no place for a Morris or an Austin. Arriving at the Spa-Francorchamps circuit, we meet the usual nightmare of officialdom; and credential waving leads us to the paddock via generous use of the melodic horn on the R16. Grady and JW wander off to the pits to find David Yorke our race manager. I'm to push on to the hotel with baggage, etc. but as I arrive in the paddock to unload several pieces of race hardware. Dick Thompson approaches with "Need a hand?"



Dr. Richard Thompson is a dentist by trade. One of my heroes, he famously drove GM's experimental, Mitchell designed, Corvette Sting-Ray to several SCCA championships. Today on our team, he's paired with wealthy Briton and Formula 1 driver, David Piper, to drive this weekend.

I ask him, "How's it goin'?"

Dick bursts forth, "Well, our car's pretty good and running cooler with the new radiators but it needs some tweaking from Monza last week. They're changing gearing now so I probably won't get much driving in today. Piper will be here tomorrow from Silverstone to dial the rest. Most of the time has been spent with Jacky (Ickx) on the NEW car. Alan (Reese) is pissed because he's had NO time in the car. The guys did a week in four days to get it here ... just got the 351 motor from Hollman & Moody but-toned up last night. The boys have been working very hard. Jacky is ten seconds up on me at three thirty-five. It's the best we can do but those

"Chevy Guys" are killing us by four seconds."

Those "Chevy Guys" are the Chaparral team from Midland, Texas. Jim Hall and his newest incarnation, the 2F, had several hundred pounds less, a liter more engine displacement, and some aerodynamics way beyond us. That, and the endurance experience of Phil Hill and Mike Spence, makes them look like a pick for the win. I said to Dick that it was ironic that a Corvette guy should be in a Ford camp.

"I'm a racer first. Less than half my races have been in Corvettes. Won a championship in a Porsche (356) and campaigned a Jag (XK140) for a year. There were some Maseratis too."

I jibe, "Those are a long way from a Corvette Gran Sport. Too bad GM pulled the plug."

"Ford snookered 'em into it. If they'd built enough like Duntov wanted they would've been eligible for Le

*(Continued on page 14)*



Chaparral at Spa.

Mans and ... who knows? We beat the Cobras with it at Nassau in '63. It's good to see them helping Jim now, even if it's undercover. If it wasn't for Grady I probably wouldn't be here."

I laughed. "Me too... that reminds me I need to check in with John (Horsman). See ya later."

In fact, JWA and Dick Thompson owed a lot to Grady Davis and Gulf Oil.

John Horsman was the chief development engineer for JWA and was responsible for the transformation of the Ford GT into the Gulf Mirage. Among the many changes, the Mirage sported more steeply sloped side windows as viewed from the front of the car which tapered more quickly to the flat rear roof/tail. This extensive work was done in an effort to not only take advantage of new wind-screen regulations but also reduce the car's frontal area and drag. John was fascinated with the new science of aerodynamics being employed on race cars and I found him in the back of a lorry with a pair of tinsnips and sheet aluminum.

He looks at me and says, "Did you see that chin skirt on the Chaparral? ... Something new since Monza. Have you got the new ignition?"

"Yes, right here," setting it on the bench.

"Good. I want you to take it to Ermanno in the pits straightaway. Tell him I want it installed for test in Piper's car for Dick to run today if we can. Tell David I'm fashioning some trim tabs for the front-end to give a Jacky's car a little more stability with the big motor on the fast bits. While you're down there, see Firestone and have them bring us a double set of 'wets' for tomorrow. The paperwork is just there; then come back here. By then I'll have specs for these tabs to be sent to Slough via LDX tonight. Right; off you go."

And that's how it went all weekend. There was always something to do, something to fetch, and often it was back at the hotel.

For the Belgium race, the Mirage team was headquartered at the Val D'Ambleve in Stavelot, some three miles from the paddock by way of

*Mirage M1 Spa.*





Rivage. Stavelot was at the end of a long straight of public road used for the track. The straight starts near Malmedy, and is interrupted by a slight kink in the road between two

muddied and snarled with traffic what took 15 minutes on Friday now took an hour round trip. Thus, with several trips that day I missed any chance of following our progress and

## **AND THAT'S HOW IT WENT ALL WEEKEND. THERE WAS ALWAYS SOMETHING TO DO, SOMETHING TO FETCH.**

farm houses known as Masta. The big cars could easily touch 180 mph before the kink and again before the long right hand bend at the edge of Stavelot whose name is given to this corner; the 8.7 mile course then continues back to Spa and Start/Finish. Back and forth I went on a small side road from paddock to Rivage to Cheneux, under the tunnel to join the Route de Malmedy and the hotel.

On Sunday, Piper and the rest of the Silverstone drivers arrived. The Chaparral team did not improve on their time and Ickx gained another half second as the new car was dialed in. The grid then was Chaparral (Spence/Hill), Mirage (Ickx/Reese), Ferrari, Ferrari, Lola, the 2nd Mirage, and another Ferrari. Of note was a pair of two-litre Porsche 910s split by a GT40 of Ford France rounding out the top 10.

Monday, Labor Day in Belgium, dawned with steady and continuous rain with some drivers in the lower categories finding an excuse to go home rather than risk it all in the wet. Spa was dangerously fast in the dry and only for brave souls in the wet.

Equal bravery was needed to get forgotten items from the hotel to the paddock. With the road now half

was told we won with the Porsche 910 of Jo Siffert/Hans Hermann second, and a Ferrari 412 P third.

For my part, I felt all the shuttling back and forth had some value even though I missed most of the race. The mechanics who had worked so hard to get the new car together with the big motor were over the moon. Horsman was satisfied and even "Death Ray" (John Wyer) and David Yorke managed a smile, which, given the decision and resulting upset about which co-driver to use in the lead car (Thompson instead of Rees as scheduled), was remarkable.

After a luxuriant dinner (at Grady's expense) punctuated with congratulatory toasts I found myself back at the hotel lounge. The two Johns, and David Yorke, were off at one table conducting an informal post-mortem, as Grady had left for the airport promising to send the plane back for us. Jacky had left with his girlfriend for France and the mechanics were having some celebration up in the rooms. I found Dick just getting up from the table with Wyer, Horsman and Yorke looking oddly concerned after a win. I expected a task from

*(Continued on page 16)*

them but they left the lounge without a word. Dick was easy to get along with and helped me today so I said, "Can I get you a beer?"

Dick, "Sure let's sit over here."

"It's good to be back in the hotel after a cold wet day. I'm glad I found you up at the clubhouse during the race. We were looking everywhere for you. I'd thought you'd be gone after Piper's off and retirement."

"Honestly, if I hadn't run into Jim Hall, Phil and Mike, I would've been gone. Alan would've had to drive and we may or may not have won."

"Alan's gone," I said.

I spent the next 10 minutes listening to Dick talk about the Chaparral team and all the innovations on the car ... the variable wing with foot control and how they use it ... the automatic transmission ... and of course, the 7 liter (427) Chevy motor. A battery problem in the pit during a stop put them down in the running until the tranny let go.

At 47, Dick had seen a lot of racing over the years and he started to wax nostalgic about other races. I glance over and see its midnight on the clock above the fireplace. I think about heading up to my room when

### **SHE WAS AHEAD OF HER TIME, ENCHANTING YET TOUGH.**

"Yeah, well, I understand why they put me in there instead of him but it turns out our competition (Mairesse in the Ferrari) slid off like Piper did earlier. I can see why."

"How so?"

"This track is crazy in the rain! ... And with these cars? ... the power... braking ... even just backing off in the wrong place can get you in trouble. Too much at the Masta kink or Stavelot and it's like turning the tires to casters on an office chair. Then, try passing off line through Eau Rouge ... Sebring can be like this with rain but there's no elevation change and the speed here is nuts. After the shock mount broke on our car and David went off, I'm lucky to have been assigned with Jacky. He's young but fast and he knows this place well. I'm glad I got to drive and get the win."

an attractive woman approached saying, "Hi Dickie!"

He turned immediately with, "Denise! What are you doing here?"

"Oh, I just came over (to Europe) to get some reporting in place for Autoweek and thought I'd take this race in after Monza last week. Congrats on the win!"

Dick turned serious for a moment with, "Thanks! Did you talk with Phil?"

"Yes. He and Jim are really upset with transmission failures. Phil thinks it can't handle the power but it all may be moot next year."

Dick goes, "Why?"

"I heard a rumor that the CSI will ban unlimited motors next year."

"If that's the case, it will be all Porsche next year. They're very fast for a two liter car. Seppi and Hans had a really solid drive. Their pit stops



were good too. If they'd had a bigger motor they might have beat us!"

Dick continues, "Well it's been about 10 years since they really did anything about slowing down the cars and the speed has crept up again. Remember '57?"

"You bet!"

Dick raised a glass to hers saying, "Not bad for a girl"

Denise, with a grin, goes, "Not bad for a dentist!"

Dick turns, apologizes, and introduces me to Denise McCluggage. Naturally, I had read her columns and told her so. She is one of the few women racers, given a decent car, equal to men. Ahead of her time and quick witted, she was at once enchanting yet tough. She famously once knocked Carroll Shelby on his butt in a touch football game to which Carroll replied, "Hell! You're big enough to go bear huntin' with a switch." Yet, this evening, attired in a simple dress, you'd never guess that.



Denise McCluggage

And, I'd bet she's the only person, save Dick's fiancée Eve, who would remain upright after calling Dick Thompson, "Dickie."

For the next hour or so, Dick regaled us with tales of the Corvette team. It was long ago when I was a kid and followed the "Red Dragons" ... and more legends were born. Until then ... -KEEP SPINNEN ■

*Editor's Note: Watch for Part 2 in April Anzeiger.*

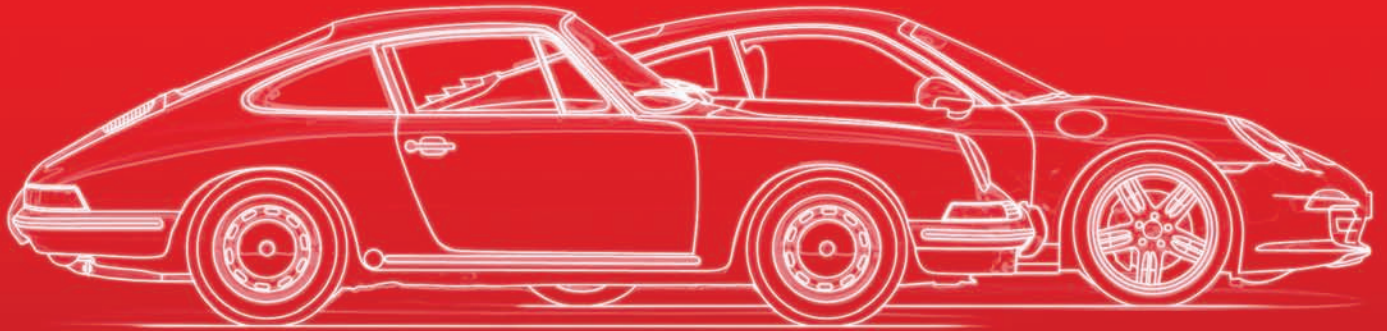
## Enjoy talking to Porsche people? Like to write? We need you!

**C**lub members are interesting, and we'd like to tell their stories! In the coming months we'll run interviews and personality profiles of people you'd like to get to know better.

We need someone (the more, the better!) to help us out by interviewing individuals and submitting articles to the *Anzeiger*. The stories don't need to be long, and they can be in a Q&A format if you like.

For details, email [editor@oregonpca.com](mailto:editor@oregonpca.com). Also ... let us know if you can think of a future featured person.





# FROM VINTAGE TO MODERN PORSCHE

---

## WE'RE HERE TO SERVE YOU

---

USING GENUINE PARTS & 100+ YEARS OF COMBINED EXPERIENCE, OUR METICULOUS CRAFTSMANSHIP DELIVERS IMMENSE VALUE. FROM REPAIRS TO RESTORATIONS TO PERFORMANCE UPGRADES ON VINTAGE AND MODERN PORSCHE'S, WE'RE HERE TO SERVE YOU. e: [contact@matrixintegrated.cc](mailto:contact@matrixintegrated.cc) p: 503.443.1141

---

SAVE 10% ON LABOR BY SHOWING YOUR ORPCA MEMBER CARD. \*

**MATRIX**  
**INTEGRATED**





# Club Shows Off at Portland Auto Show

BY LORI BROWN AND PEG RYAN  
PHOTOS BY KELLY BENSENE, LORI BROWN,  
AND ERIC UNDERWOOD



Clockwise from top left:  
Mark's C4S in a rare color  
combination of glacier white  
over chestnut brown; The line  
up with Doug's '73 911E RSR  
Hot Rod at the front; Kelly's  
'86 930 Widebody Carrera;  
the Club's new banner.



The Portland International Auto show is always a great place to see the latest cars from most car manufacturers, and this year was no exception.

From January 25 to 28, the Portland Convention Center was full of cars. The Luxury lofts were full: Lexus, Audi, Jaguar, Maserati, BMW, Mercedes Benz and yes, Porsches!

We found five awesome Porsches our members were willing to drive into Portland, get on an elevator up to the loft area, and then over to our space! Whew.

The cars and owners were:

**1973 911E RSR Hot Rod**, Green: Doug Skinner

**1986 930 Widebody Carrera**, Silver: Kelly G.

Bensene

**1957 356A Speedster**, Ruby Red: Steve Spahr

**1979 924 GT**, Blue: Joseph West

**1998 993 C4S**, Rare color combination of glacier white over chestnut brown: Mark Gibson

The cars were a huge success; we overheard comments from those looking at the new Porsches nearby, then looking toward ours and saying "Wow! Let's go look at the older Porsches!" There was great excitement and many, many pictures taken of each car. ■



# Porsche Pride

## It's Personal



*Since 1968*

# HECKMANN & THIEMANN MOTORS

2327 SE POWELL BLVD, PORTLAND, OR 97202 503.233.4809 [WWW.HECKMANNTHIEMANN.COM](http://WWW.HECKMANNTHIEMANN.COM)

# Survey Shows Member Likes, Dislikes

BY LORI BROWN, MARKETING DIRECTOR

Thanks go out to all of you who took the time to respond to our December, 2016, survey. Our goal was to gather information on what is working and how we can improve; we also surveyed non-ORPCA PCA members to understand why they are not part of our club.

Our survey far exceeded the expected 1% response rate, and we were thrilled with the results.

Following is a sampling of survey results:

## 1. How long have you been a member of the National PCA organization?

Less than 1 year	8.9%	16
1-5 years	36.3%	65
6-10 years	18.4%	33
More than 10 years	36.3%	65

## 2. What ORPCA event(s) have you participated in this year?

Arrive and Drive	50.0%
Weekend Tour	21.9%
Social and Dinner	50.9%
Autocross	25.4%
Technical Session	38.6%
Mid Week Drive	13.2%
Northwest Passage	14.0%
Corrals	22.8%
Porsche Parade	1.8%
Other PCA events	14.0%

## 3. How would you rate the events in which you participated?

D=Disappointed

G=Good

E=Excellent

Arrive and Drive	D: 1	G: 15	E: 47
Weekend Tour	D: 1	G: 4	E: 23
Social and Dinner	D: 3	G: 18	E: 37
Autocross	D: 1	G: 5	E: 25
Technical Session	D: 0	G: 9	E: 38
Mid Week Casual Drive	D: 0	G: 5	E: 12
Northwest Passage	D: 2	G: 1	E: 15
Corrals	D: 2	G: 13	E: 15
Porsche Parade at Jay Peak	D: 0	G: 1	E: 2
Other PCA events (i.e. Treffen)	D: 1	G: 4	E: 11

## 4. If you rated any of these as "Disappointed," please explain: (Sample responses)

• I enjoy the arrive and drives, but it becomes more of a back road race vs a destination. Even though I do enjoy that part sometimes. I do like being in the back of the pack for a more leisurely drive.

• A few comments about our group being in "cliques," and "a good old boys network," or not feeling welcome.

• Corrals need more involvement and have refreshments for folks to hang around more.

## 5. In Q3, you rated any of these as "Excellent," please explain: (Sample responses)

- Autocross and Arrive & Drive well organized, the Autocross program gives lots of runs and is fun. The arrive and drive is an opportunity to drive with fellow members to interesting places.
- Good people and well run events
- NW Passage—great people, great routes, good social events.
- Like the Tech sessions and holiday party.

## 6. Do you read the weekly email blasts and/or the Anzeiger?

Yes 91.1%

No 8.9%

- Some really great compliments but a few miss the print version.

## 7. Do you visit oregonpca.org?

Yes 70.7%

No 29.3%

- I answered 'Yes' just because I have in the past, but it is not a site that I frequent with any regularity. The content that is there is typically distributed in email.

## 8. Would you be willing to volunteer to help with any events?

Yes 13.8% 19

No 50.7% 70

Many thanks to past and current volunteers. We have a number of volunteer opportunities, so let us know how you want to be involved.

Your feedback is much appreciated as we continue to make efforts to create a truly enjoyable club experience for all members.







## IMSA at Daytona: Porsche Triumphs at Breathtaking Races

STORY, SIDEBAR AND PHOTOS BY JOE KELLY

**T**he IMSA races took place at Daytona, Florida, on January 26 to 29, 2017. The two featured races were the BMW Endurance Challenge and the iconic Rolex 24 at Daytona.

The weather started out warm on Thursday and Friday, then became cold on Saturday and Sunday. Rain came in Saturday evening to cause several full-course yellow flags behind the pace car, as parts of the track flooded.

The PCA and Zone 12 volunteers supported a Porsche Corral. The

Corral was limited to 190 cars and it filled up quickly. Like last year, I was welcomed into the Porsche gathering by Steve and Dottie Kidd, Lynn, and Leslie. Snacks, beverages, big screen TV coverage, raffles, and tech talks were provided. I was lucky enough to win a "hot pit pass" for Friday's endurance race. Presentations were made by all of the factory drivers, factory Motorsports staff, Michelin Tires and Mobil Oil.

For Porsche fans, both races brought smiles of happiness. The BMW Endurance Challenge, held





on Friday, was extended to four hours from last year's 2.5 hours. The field of 36 cars included Porsche Cayman GT4s, Mustangs, McLarens, Aston Martins, Mazda, BMWs, and Minis. Porsche claimed first place through fourth, as well as sixth. The Podium was all Porsche drivers!

The Rolex 24 at Daytona was challenging for all teams, as the course includes tight corners and high speed banks, thus making it difficult to setup the cars for those different track areas. Plus, it's the first endurance race of the season and one of the most difficult—especially for new designs like the 911 RSR.

One announcer compared it to football and said it was like starting with the Super Bowl and working backwards. That comparison was a bit of a stretch, but it did make us worry about the new Porsches. Could the two 911 RSR entries even last 24 hours? Then throw in rain!

My spirit lifted when the Porsche factory drivers were asked "What if it rains?" Two of them smiled and said "I hope it rains. I like racing in the wet!" I sensed a little "dragon slayer" in their tones.

The Rolex 24 at Daytona included a starting grid of 50 cars

*(Continued on page 32)*

# IMSA RACES, CONTINUED

total, divided into four classes: Prototype (no Porsches), Prototype Challenge (no Porsches) GTLM (two Porsche 911 RSRs) and GTD (five Porsche GT3s). The start is always fantastic but nerve wracking, with 50 high performance cars piloted by spirited drivers racing towards the first corner. For those of us in the stands, it's hard to even breathe normally! Everyone seems to hold their breath, hoping that their car survives the first few laps! These conditions require great technical capability and driving skill, but it also requires some luck as a perfect car and expert driver can be eliminated by another driver's error. The Porsche teams drove hard, but not too aggressively. They did look superb in the rain. To me it seemed like they were stalking, stalking, waiting for the time to pounce on whatever was in front of them.



Patrick Pilet, lead driver in one of the 911 RSRs said, "I knew that not a lot would happen in the first 20 hours and the decision always goes down to the wire. I didn't take too many risks and didn't fight for every position. During the last two hours I pulled out all stops and squeezed every last ounce out of the 911 RSR." He drove like the "dragon slayer" that I heard during his talk the day before, passing car after car. Push! Push! He charged until the clock

Race board in the Porsche Pit.

Driver	Name	Laps	Time	Speed	Distance	Delta	Delta%	Delta%	Delta%	Delta%
12	C. Cassese	2	1:56.14	1:59.86	25	1:55.51	+3.656	+1.074	21	4:136.23
77	H. Keegan	2	1:57.43	1:59.52	25	1:57.58	+4.346	+0.690	21	4:226.75
35	R. Ward	8	1:57.20	1:59.80	25	1:57.38	+4.507	+0.161	21	4:138.81
21	K. Marcek	8	1:56.94	1:58.41	25	1:57.52	+6.643	+1.336	21	4:244.05
68	K. Wilken	15	1:58.74	2:01.14	25	1:59.13	+10.479	+0.680	21	4:143.86
09	M. Baden	7	1:59.23	2:01.48	25	1:59.23	+13.962	+3.463	21	4:204.04
38	J. Cox	7	1:57.56	2:03.87	25	1:57.56	+18.057	+4.095	21	4:204.52
11	E. Sabo	7	2:05.11	2:06.91	24	2:05.11	<24s	<24s	0	24
44	S. Callaneo	4	2:04.96	2:06.76	24	2:04.96	+0.176	+0.176	21	3:140.98
84	T. Cooke	6	2:05.01	2:06.80	24	2:06.80	+1.268	+1.092	21	3:120.81
54	N. Johnson	16	2:06.39	2:08.12	24	2:08.12	+1.954	+0.147	21	3:120.81
25	C. McCumbee	6	2:06.50	2:09.61	23	2:06.50	+2.070	11	21	3:120.81
22	B. Casey Jr.	6	2:06.41	2:09.06	23	2:07.87	+2.077	+0.038	21	2:155.07
8	S. Lewis	6	2:06.41	2:09.06	23	2:07.97	+2.311	+0.234	21	2:143.11
17	N. Galante	17	2:05.92	2:09.34	23	2:07.64	+2.808	+0.497	21	2:139.72
31	D. Jones	6	2:05.52	2:09.30	23	2:07.78	+3.913	+1.105	21	2:151.71
81	A. Balogh	3	2:05.81	2:10.07	23	2:07.30	+4.652	+0.739	21	2:155.94
41	C. Stone	4	2:08.15	2:10.22	23	2:08.59	+4.774	+0.122	21	2:155.66
26	A. Carbonell	3	2:05.65	2:08.20	23	2:06.97	+5.068	+0.294	21	2:203.77
17	M. Lakhera	4	2:04.78	2:12.45	23	2:09.30	+6.562	+1.514	21	2:140.86
75	R. Beck	6	2:08.78	2:15.04	23	2:09.85	+7.551	+0.969	0	23
8	D. Roberts	4	2:05.25	2:07.94	23	2:07.01	+9.966	+2.435	21	2:221.18
96	J. Mosing	3	2:04.84	2:09.12	23	2:07.58	+19.905	+9.209	22	1:136.65
18	A. Strauss	0	2:08.12	2:30.55	23	2:08.20	+87.985	+68.080	22	1:136.65
65	B. Mosing	0	2:08.12	2:32.23	20	2:08.12	0	0	20	0.00
32	N. Hoernberg	15	1:59.38	2:00.64	18	1:59.38	0	0	18	0.00
3	C. Lyons	18	2:00.35	2:00.35	18	2:00.35	0	0	18	0.00
4	T. Giovannis	5	1:55.81	1:59.65	15	2:04.96	0	0	15	0.00
59	D. Martin	0	0.00	0.00	0	0.00	0	0	24	154
76	H. Plumb	0	0.00	0.00	0	0.00	0	0	0	0
46	G. Casuso	0	0.00	0.00	0	0.00	0	0	23	20
22	L. Keen	0	0.00	0.00	0	0.00	0	0	0	0





struck 24 hours, finishing 2.988 seconds behind the class winning Fort GT! He said, "It was our maiden outing for our new car and the one little drawback was we didn't win. Now I'm looking forward to Sebring."

The RSRs finished second and sixth in the GTLM class. In Class GTD the winner was a Porsche 911 GT3R and supported by factory driver Michael Christensen.

For Porsche, the GTD win was the 77th class victory at Daytona! Yes, lots of smiles of happiness. In both races, Porsche claimed five podium representatives—absolutely amazing! ■



## Daytona Features New 911 RSR

**T**his year brings us the new 911 RSR factory race car. It was designed from the onset as a world class endurance race car. It weighs in at 2735 lbs. The engine is a 4.0 liter, water cooled, normally aspirated, light weight, flat six. It puts out around 510 HP depending on the restrictor plate. The mid-engine layout improved chassis balance and permitted improved aerodynamics (bigger diffuser at a better angle and allowed moving the rear wing further back). The electronics

include a collision avoidance system, electric throttle, TPMS, electric adjustable mirrors, a drink system, a multi-functional steering wheel with a display, and a center console switch panel. The magnesium cased transmission is a sequential six-speed with paddle shifters on the steering wheel. I was able to see the car in the Porsche garage at Daytona and followed it through tech inspection. It has all the makings of the world class racer that Porsche wanted. ■







# AX Tech Inspection Draws “Wows!”

STORY AND PHOTOS BY ERIC FREEDLE

The sun gods smiled down on us on Saturday, February 25, and let us bring our autocross buggies down to Matrix Integrated's Macadam location. The snow forecast was a no-show, and I'm okay with that—we have had enough, don't you think?!

Jeremy and Justin Williams were kind enough to let the Autocross group bring their vehicles of choice to their expansive, covered downtown location, so that we could climb under and over vehicles without the worry of weather. The refreshments were abundant and the coffee was flowing to keep the eager participants warm and fueled!

We saw a total of 62 enthusiasts bring their vehicles in for inspection, ogling, and downright “Wow, did you see that?” responses when going through the inspection line.

It was great to see the Turbos, the GT3s and the GT4s populate the Matrix warehouse, but there were a couple of real cool cars that “popped:” the Camaro ZL1 of Richard Wu, and the highly modified Datsun 240/280Z owned by Tom Floyd. It was like we had our own “cars and coffee” experience!

There were some very clean “old school” air cooled 911s that got people talking. We even had our very own Peg Ryan, notable board member, bring out her polished 2014 black Boxster. Thanks to Paul Yutan for bringing out his very clean 2016 Porsche 911 GT3—what a great looking example of the 911!

Hey—why not come out and play at Autocross this year!?! If you don't do it this year, you'll be another year older next year. ■



# 30 Porsche Parades and Counting

STORY AND PHOTOS BY CHUCK HERVEY

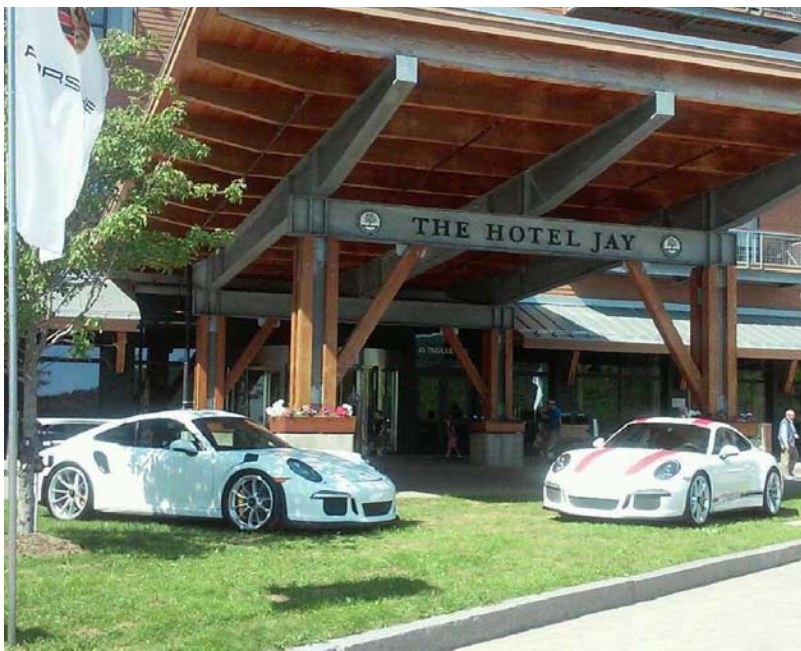
**W**e, as a family attended our first Parade in 1980, right here in Portland, headquartered at the Jantzen Beach, Red Lion Hotel. After that, we were hooked. Parades became our family vacation, and we have attended over 30 Parades from coast to coast. Parades were always somewhere we had never been, and this was the beginning of why we attended those early Parades—some we reached in the family Porsche, some via plane. The event took us to so many different areas of the country and in doing so we developed friendships with other Porsche club members—renewing those friendships became more of a reason to always look forward to the next Parade

I've always felt the way to meet people and become involved in Parade activities is to VOLUNTEER. All

Parades, Zone and Region activities rely on their membership—unpaid individuals who supply the force needed to execute what is needed—to assure an event is well-executed, enjoyable and memorable. Volunteering lead us to experience many different activities and meet so many similar, but different members, who over time and communication have become our "Parade Friends."

Porsche, the automobile, started our Parade adventures and the PEOPLE have kept us returning! Our family motto has been, for over 36 years, "This (current) Parade is the best Parade ... until the NEXT Parade ..."

If you have questions or comments, I'm home most of the time. Contact me at [cjchervey@sbcglobal.net](mailto:cjchervey@sbcglobal.net) ■



Photos from the Jay Peak, Vermont, Parade in 2016.



# ORPCA Hockey "Puckheads" Party-On!

STORY AND PHOTOS BY JOE MCQUEEN

**T**he ORPCA Hockey "Puckheads" visited the Veterans Memorial Coliseum and were almost thoroughly entertained by the Portland Winterhawks versus the Seattle Thunderbirds!

Nineteen of us piled into the Coliseum on Sunday evening, February 19. After braving the security and concession lines, we witnessed the full spectrum of hockey, with lots of action that kept us on the edge of our seats. We had lead changes, a shorthanded Winterhawks goal, a Winterhawks penalty shot (unsuccessful), a tie game, 3 on 3 overtime, and a shootout (also unsuccessful). The only downside was the 5 to 4 loss to the Thunderbirds. ■







# Fun February Social at Club Favorite Casa Colima

BY PEG RYAN | PHOTOS BY ERIC LEWIS

Casa Colima Mexican Restaurant on Capitol Highway was the location of the February Social and dinner, hosted by Chuck and Judy Hervey. The website ad indicated this was a favorite of our Club, and as I talked to people, it was obvious that this was not an alternative fact! We had with 55 members, three sponsor companies, two new members and at least one potential new member. There were lots of Margaritas and a great buffet, conversations and fun! ■





## Gear Up for the 2017 ORPCA Autocross Season!

**A**utocross (also called "Solo") is a driving exercise where a single car negotiates a closed course of cones to achieve the quickest time possible. It is a form of motorsports that emphasizes competition and learning car control at safe speeds. Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche!

No previous experience is necessary; Novices are welcome. We cultivate an air of camaraderie and fun among our participants. All you need is a driver's license, an automotive helmet (SA or M2010 or newer) and a car that can pass a basic mechanical safety inspection. Loaner helmets and instructors are available in limited supply. Cars are run in classes against cars with similar performance. Bring any older or newer Porsche, including 911s, Boxsters, Caymans, Macans, Panameras, or Cayennes.

For more information please visit our website [www.oregonpca.org/activities/autocross/](http://www.oregonpca.org/activities/autocross/)

### Changes for the 2017 ORPCA Autocross Season

1. Events will be limited to 60 participants so everyone can get more driving time.
2. We will have a balance of Porsches and non-Porsches so we can run two groups rather than three. This will allow less transition time and more "seat time." Participants will be actively engaged as either a "Driver" or "Worker." There will be no idle time.
3. Again, we welcome newcomers and there are always instructors and loaner helmets available. We will teach you how to drive your car better. ■



Harold Klein

# 2017 AUTOCROSS AND TECH SESSIONS

## Tech Sessions

EVENT	LOCATION	DAY/TIME	NOTES
The Drivers Skill Clinic	PIR North Paddock	Saturday, March 25 9 a.m. to 1 p.m.	This is an instructed event. More info at: <a href="https://www.oregonpca.org/event/autocross-driver-skills-clinic/">https://www.oregonpca.org/event/autocross-driver-skills-clinic/</a>
Test and Tune	PIR North Paddock	Saturday, March 25 2 - 6 p.m.	Try out your car before the Sunday Autocross #1; get your annual Tech Inspection done More info at: <a href="https://www.oregonpca.org/event/autocross-test-and-tune/">https://www.oregonpca.org/event/autocross-test-and-tune/</a>

## Autocross Schedule

EVENT	DAY/DATE	LOCATION	START TIME
Autocross #1	Sunday, March 26	PIR North Paddock	7:15 a.m.
Autocross #2	Sunday, April 23	PIR South Paddock	7:15 a.m.
Autocross #3	Sunday, May 7	PIR South Paddock	7:15 a.m.
Autocross #4	Sunday, June 4	PIR South Paddock	7:15 a.m.
Autocross #5,	Sunday, July 23	PIR South Paddock	7:15 a.m.
Autocross #6	Sunday, August 20	PIR South Paddock	7:15 a.m.
Autocross #7	Sunday, September 17	PIR South Paddock	7:15 a.m.
Autocross #8	Sunday October 22	PIR North Paddock	7:15 a.m.

For more information please go to <https://www.oregonpca.org/activities/autocross/>





## MARCH SOCIAL AND DINNER

Wednesday, March 15 | Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.

### **Buffalo Gap Saloon and Eatery**

6835 SW Macadam Ave., Portland, OR 97219 | 503.244.7111

#### *Hosted by Larry and Cathy Hannan*

**Y**ou will need to select your main course when making your reservation. Please check out the selections at: <https://www.oregonpca.org/event/monthly-social-and-dinner-march/> and RSVP, with your meal choice, to [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org) by **Friday, March 10**. Please bring the correct change to the event, as we will collect payment as you come in. No credit cards can be used for the meals. Credit cards accepted for all drinks (coffee, tea, soft drinks and alcohol). ■



## DRIVER SKILLS CLINIC AND TEST & TUNE

Saturday, March 25

### **Portland International Raceway North Paddock**

1940 N Victory Blvd, Portland, OR 97217 | 503.823.7223

**A**utocross Driver Skills Clinic is from 9 a.m. to 1 p.m. and the Test and Tune event is from 2 to 6 p.m. Using your own car, drivers will receive instruction about AX techniques ranging from very basic to advanced. The cost is \$75 and is limited to 30 drivers. Loaner helmets are available. You must register ahead of time for this. For full information go to [www.oregonpca.org/event/autocross-driver-skills-clinic/](http://www.oregonpca.org/event/autocross-driver-skills-clinic/)

The Test and Tune event is free for those doing the Driver Skills Clinic and \$25 for those wanting time on an AX sample track. You must register ahead of time for this. For full information go to: [www.oregonpca.org/event/autocross-test-and-tune/](http://www.oregonpca.org/event/autocross-test-and-tune/) ■



## AUTOCROSS #1

Sunday, March 26 | 7:15 a.m.

### Portland International Raceway North Paddock

1940 N Victory Blvd, Portland, OR 97217 | 503.823.7223



**A**utocross #1 is ready for you to register. We are limiting these events to 60 cars and no walk ins. The Season pass option is also available so you can sign up for all 8 Autocross events at one time, for a discounted price. For more info please go to: <https://www.oregon-pca.org/event/autocross-1/> ■

## ANNUAL SPRING CLEAN

Saturday, April 8 | 9 a.m. to 1 p.m.

### Matrix Integrated

4000 SW Macadam Ave., Portland, OR 97239 | 503.443.1141



**J**oin us for the Eighth Annual Spring Clean Event being held again this year at Matrix Integrated, located at 4000 SW Macadam Ave in the South Waterfront District. Experts will be on hand to take care of all those niggling cosmetic issues that have been eating at you for who knows how long. Get them all taken care of at once, and at a great price, from our team of pros. Here's the line-up:

**Wheelkraft NW:** Alloy Wheel Repair

**Sidedraught City:** Griots Garage Car Care Products

**Car Medic:** Paintless Dent Removal

**A-NU-Vu:** Windshield Chip Repair

**Showroom New:** Paint Scratch & Chip Touch-up

**Westside Auto Detail** offering advice and answering questions.

Remember to bring cash, as all services are cash only.

For more information including how to register please go to: [www.oregonpca.org/event/2017-spring-clean-event/](http://www.oregonpca.org/event/2017-spring-clean-event/) ■



## APRIL SOCIAL AND DINNER

Wednesday, April 19 | Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.

### Stanford's Restaurant and Bar

12200 N Parker Avenue, Portland, OR 97217

*Hosted by Cherie Reins and Dirk Pitt*

**T**here will be a limited menu.

Please RSVP by **Monday, April 17**, using our new RSVP feature: <https://www.oregonpca.org/event/monthly-social-and-dinner-april/> ■



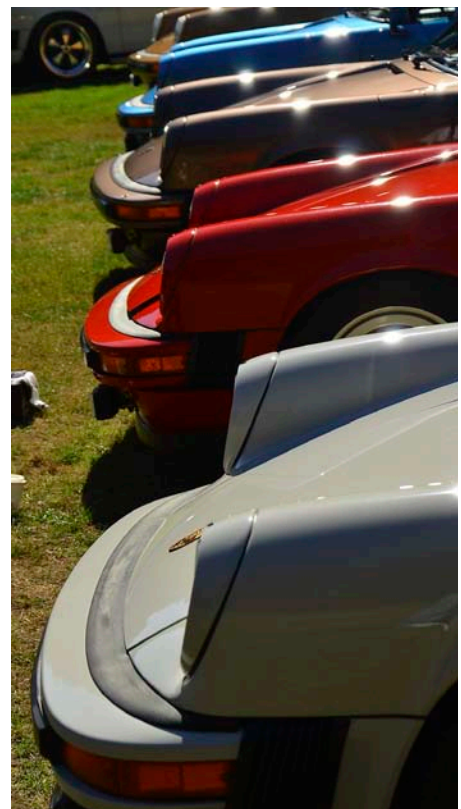
## We need your photos ... now more than ever!

**Y**ou're probably noticing this month's *Anzeiger* has a new look ...one that is more airy, modern, and will put more emphasis on photos of our great Porsches ... and people. More than ever, we need photos from members for covers, and to include with articles about events!

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; set your camera for its highest resolution. That's the one that uses the most memory.

Send your photos to: Harold Klein, Photo Editor, [photoeditor@orpca.org](mailto:photoeditor@orpca.org). If you have a number of photos to submit, he'll send you a link to the Club's Smugmug page.



# PORSCHE PARADE 2017 IN SPOKANE

Sunday, July 9 to Saturday, July 15

**Registration and Indoor Events: Davenport Grand Hotel**

333 W Spokane Falls Blvd, Spokane, WA 99201 | 509.458.3330

The Porsche Club of America (PCA) will hold its annual event, the Porsche Parade, in Spokane, Washington, this year. The event includes Parade-organized driving tours in addition to other events such as autocross, concours, time-speed-distance and gimmick rallies, banquets, regional-specific activities, and more.

The ORPCA would like to get as many people as we can to attend Parade. Our team consists of Joe Kelly, Steve Miller and Peg Ryan. We are planning two different tours; current thinking is that one will leave on Saturday with an overnight in the Tri-Cities area, and one will leave on Sunday to meet with the other group, and we will drive into Spokane together.

Lodging registration opened on February 21 and it looks like there are still hotels available. You don't have to use their hotels—you can complete a registration during the Banquet/Event registration phase that will open on Monday, April 3.

For more parade information, links for registration and other info, please go to our Parade page: <https://www.oregonpca.org/event/porsche-parade-spokane/> ■





# RESOURCES

## Financial Advisor

Morgan Stanley .....503.221.6262

## Porsche Service & Repair

AR Auto Service.....503.697.3311

Heckmann Thiemann .....503.233.4809

Marque Motors.....503.293.5386

Matrix Integrated .....503.443.1141

Stuttgart Autotech .....503.635.3098

Trackside Motorsports .....503.236.2106

## New and Used Porsche Sales & Service

Kendall-Porsche of Bend.....541.382.1711

Sunset Imports.....503.641.8600

## Tires & Wheels

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

Wheelkraft NW.....360.546.1799

# MEMBERSHIP

## NEW MEMBERS

Michael Benno  
Portland, OR  
1988 928 S4

Michael Newby/  
Martha Smith  
Salem, OR  
2012 911 Carrera

Robert Bruno  
Estacada, OR  
1996 911 Carrera 4S

Peter Oehler  
Beaverton, OR  
2007 911 Carrera

John Harper  
Portland, OR  
2009 911 Carrera S

Doug Sauvageau/  
Brenda Sauvageau  
Portland, OR  
2006 Cayman S

John Johnson  
Portland, OR  
2012 Panamera 4S

Jerry Swanson/  
Wendy Swanson  
Portland, OR  
1984 Carrera

Scott Ludwigsen  
Portland, OR  
2017 Cayman

Craig Tenney/  
Chris Tenney  
Portland, OR  
2006 Cayman S

## ANNIVERSARIES

### 10 YEARS

Alan Meyer /  
Muriel Meyer

### 5 YEARS

Greg Anderson  
Trevor Bacon / Kristi Bacon  
James Bennett/Elena Bennett  
Gary Diers / Kevin Diers  
Bryan Farley / Aimee Farley  
David Somdalen / Patricia Somdalen  
Sean Vanderheide  
Coryn Walker / Bernadette Walker  
Jeffrey Wannberg / Kristine Adams-Wannberg



**Trackside Motorsports**  
A Division of A-n-T TIRE AND WHEEL

DRAG • ROAD  
AUTOCROSS  
RALLY

8131 N. Interstate Ave., Portland, OR • 503-236-2106

*Your Race Tire Headquarters*

**TIRES  
ALIGNMENT  
SUSPENSION**

race - street  
work - tow





## Retirement isn't an end. It's just the beginning.

A long and successful career should be followed by a long and happy retirement. But it won't happen on its own. You have to be sure you're investing properly to help you reach it, and then follow a solid strategy both now and through your retirement years.

As a Financial Advisor, I have the experience and tools to help you develop a strategy that is right for you, to adjust your investments as needed and to manage your wealth through all the potential changes to come. Call to arrange an appointment today and let us help you keep your wealth working for you.

### **Jim North**

Associate Vice President  
Financial Advisor

1001 SW 5th Ave  
Portland, OR 97204  
503 221-6262  
james.north@morganstanley.com  
www.morganstanley.com/fa/james.north

**Morgan Stanley**

The appropriateness of a particular investment or strategy will depend on an investor's individual circumstances and objectives.

© 2013 Morgan Stanley Smith Barney LLC. Member SIPC.

GP11-01364P-N09/11 7177651 MAR005 10/12

**FOR THE ENTHUSIAST,  
BY THE ENTHUSIAST.**

**AR AUTO SERVICE**



503 697 3311

ARAUTOSERVICE.COM

16088A BOONES FERRY ROAD

LAKE OSWEGO OREGON



# WHEELKRAFT Mobile Alloy Wheel Refinishing

360.546.1799

info@wheelkraftnw.com · www.wefixwheelspdx.com

100% lifetime guarantee against defects in workmanship

Don't replace them, **REFINISH THEM**



SCRATCHES • SCRAPES • NICKS • DINGS • BENDS

## New Marketplace Coming Soon!

The Anzeiger Marketplace has a track record of sales and are a free service provided to members.

To submit, update or renew an ad, email [classifieds@oregonpca.org](mailto:classifieds@oregonpca.org). Information received by the 25th of the month will be included in the next issue. When selling a car, please include the year, model, body style, additional features, mileage, price, your name, phone number and email. You may submit between one and three photos.

Items offered for sale must be the personal property of the member; services are not eligible for advertising in Marketplace. We'll feature the redesigned Marketplace in a coming issue. We'd love to feature your car or accessories! ■



SERVICE AND REPAIR FOR

Porsche • Audi • BMW • VW • Mini

503.635.3098

[stuttgartautotech.com](http://stuttgartautotech.com)



17263 SW PILKINGTON ROAD • LAKE OSWEGO, OR 97035