



Anzeiger

October, 2015





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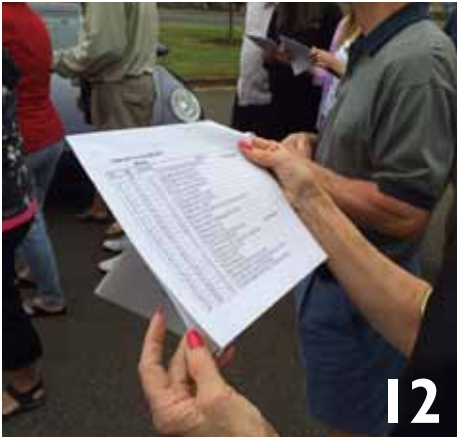
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PORSCHE

Anzeiger

Volume 55 No. 10
October, 2015



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ON THE COVER

A moody October shot of Eric T. Peterson's 1979 930 and Mark Forton's 1987 911. Photo by Mark Forton.

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, and see page 34.

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@oregonpca.org

Board of Directors 2015

PRESIDENT Joe McQueen 503.650.9933 president@oregonpca.org	BOARD MEMBERS AT LARGE Todd Averitt 360.737.9500 bodmal1@oregonpca.org
VICE PRESIDENT Eric Underwood 503.675.0099 vicepresident@oregonpca.org	Steve Miller 503.261.7501 membership@oregonpca.org
TREASURER John Brams 503.297.6466 treasurer@oregonpca.org	MARKETING Eric Underwood marketing@oregonpca.org
SECRETARY Cristy Johnson 503.577.4465 secretary@oregonpca.org	PAST PRESIDENT Eric Freedle 503.936.0816 pastpresident@oregonpca.org

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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.

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise. Display advertising space at nominal rates is available in *Anzeiger* for commercial products and services.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

Oregon Region Porsche Club of America reserves the right to reject or edit any ad, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.

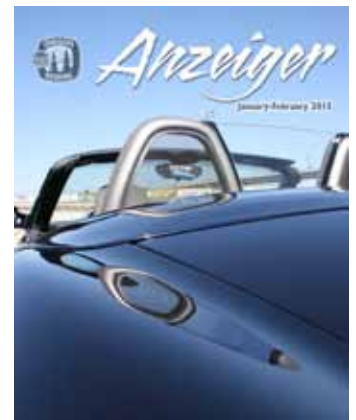
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Looking for exposure to an audience of high-end car enthusiasts? *Anzeiger* welcomes your advertising. Our annual rates are shown below; the per-issue rate is obtained by dividing the annual rate by 11.

All advertising is to be provided in a digital format. Please contact marketing@oregonpca.org for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

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1/2 page	\$1,656
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Oregon Region Events



October, 2015

- 10 Arrive and Drive (Sausage Run)
- 14 Board Meeting
- 21 Monthly Club Dinner and Social
- 24-25 Astoria Overnight (Goonies)
- 25 Autocross #8 at PIR

November, 2015

- 1 Autocross #9 at PIR
- 11 Board Meeting
- 18 Monthly Club Dinner and Social
- 29 Holiday Party

December, 2015

- 10 Board Meeting

See www.oregonpca.org for the latest schedule of all activities

ORPCA 2015 Holiday Party

One Enchanted Evening

Sunday, November 29, 5:30 – 11:00 p.m.
No-Host bar at 5:30 p.m.

See details on page 30



New Members

Alex Charlton, Portland Oregon
2001 911 Carrera

Michael Cobb, Lake Oswego, Oregon
2006 911 Carrera S

Larry Goldberg, Battle Ground, Washington
2004 911 Turbo

Bob Owen, Portland, Oreogn
2009 911 Carrera S Cabriolet

Anniversaries

5 Year Anniversary
Peter Gazeley

35 Year Anniversary
Peter Linsky / Janice Linsky

**FROM
THE
PRESIDENT**
Joe McQueen



Driving—and Riding—in Bali

It's not often that we get to transport ourselves halfway around the planet to an entirely different culture and lifestyle. I recently travelled to Bali, Indonesia; and would like to give you the perspective of a Porsche driver in that environment.

Of course getting there is not half the fun, 18 hours flying plus layovers; still not recovered from the return trip. So we step into a metal tube in Portland and don't actually see real people for 24 hours and +15 hours time change. Bang! You're there in Denpasar. It would be a disservice to the Balinese to call it third world, better to call it a different world; their culture is 1,000 years old. Twenty thousand Hindu temples; and one in every home, business, and vehicle. The Balinese live in a spiritual world; all life is intertwined with the gods and ancestors.

Our guide met us at the airport and 13 intrepid souls climbed aboard a 25-passenger bus and started our journey to Ubud, a small city in the middle of Bali. The first thing you notice are the scooters and motorbikes: 3.5 million Balinese, 3.5 million scooters. Their truce with the passenger vehicle is to be admired; not once in 10 days did we see a collision or a downed bike! I think the reason is that the Balinese are the most polite and courteous people on earth; they treat all things with respect, be it human, animal, vegetable or automotive.

The roads are primarily two lanes, a few four-lane roads exist in Denpasar and vicinity. The lanes are narrow, about eight feet wide, and we are driving on the left. Sidewalks are three feet wide and no curbs. Maximum speed observed on our bus was 40 mph (once) on one of the four-lane roads. We did see three older BMWs that were capable of faster speeds, but they have never seen 50 mph; it's impossible, due to the sheer volume of traffic. Our bus driver was the most skilled, courteous, and alert person in Bali. Our bus allowed us to see the oncoming traffic from the first few rows of seats. From there you get to understand the driving philosophy: yield to the larger vehicle, both passing and oncoming. You keep thinking, "This guy's toast," but it never happens.

A typical excursion would put us on some average roads, mixed with some poor roads, into the outlying villages and mountains. Scooter drivers drive the same regardless. There seemed to be four classes of drivers, grouped by



Would you drive your Carrera on this street?

speed. The slow scooter that may be carrying a small lunch stand, a stack of baskets, or two or three passengers; they can do about 10 mph. The next group are the delivery vehicles, small trucks and vans; they do about 20 mph. Next are the commuters on scooter, passenger vehicles (including us), and larger trucks; they can do about 30 mph. Lastly, a very small contingent of quick bikes capable of 100 mph, but they seldom get over 40 mph. The key element of this mix is that they are going in opposing directions and all are attempting to pass the slower speed group. Sometimes a narrow two-lane road accommodates four lanes of traffic, not necessarily two to a side. Utter pandemonium ensues. And still drivers are courteous, skilled, alert; no accidents!



Of course, there was a Porsche connection too. On our last evening in Bali we piled into five VW “Things,” VW type 182 RHD, a set off to a temple for a dance performance and dinner. The “Thing” was the consumer version



of the German Kubelwagon designed by Ferdinand Porsche during WW II. Interestingly; these were manufactured in Jakarta, Indonesia from 1973-80. Our convoy of five Things blasted off from the hotel to a coastal cliffside temple through rush hour traffic; our drivers were marvelous, albeit demented. Our ride from the temple to the restaurant was caught in a serious traffic jam; our lead driver took a detour through the countryside on a road I *(Continued on next page)*

I don't think there will be any Bali Porsche dealers opening soon.



PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page)

can classify as the only “Porsche” road we encountered, in the dark with demented drivers—FUN!

I did try alternative transportation. The elephant, while quite powerful, offers an unusual ride, sort of half-step back and one- and one-half forward—at least it feels that way. Pictured are Sumatra rescue elephants.

We had the opportunity to work in a rice paddy as part of a home visit (see photo, right). You must pull hard to steer these beasts, much different than the power steering to which we are accustomed.

Until next time,

Joe ■



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21950 S SHANNON LN
97068-9200, West Linn, Oregon
USA

Porsche Cars North America, Inc.

One Porsche Drive
Atlanta, Georgia 30354
(770) 290-3500 Fax: (770) 290-3700

Our reference

Date

PG

15.09.2015

55th Anniversary - PCA Oregon Region

Dear Mr. McQueen,
Dear Porsche friends,
Ladies and Gentlemen,

The 55th anniversary of the PCA, Oregon Region on the 15th of September is a very remarkable event in deed! This bears witness to the fact that a large number of very involved Presidents, as well as yourself, were able to keep members active and entertained with many captivating events and activities over the years.

On the occasion of your 55th anniversary, the Porsche Community Management would like to take this opportunity to thank not only the members, but also the Club management, for constantly spreading and preserving the worldwide ideas of Porsche Clubs. Through this you have added so much to the high reputation of the name and the Porsche marque.

In closing we wish you success and continued development in the years to come and of course an enjoyable anniversary in the spirit of the Porsche Clubs.

With our best regards,

Porsche Cars North America, Inc.
Manager
Porsche Clubs North America



Paul Gregor

1.G.2004-10.10

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A Beautiful Drive, Curves and Conversation: **The Crater Lake Tour from a First-Timer's Perspective**

by Krista Meyer / Photos by Eric Freedle, Joe McQueen and Alan Meyer

This is going to be the worst article about Porsches, ever.

I'm sorry, guys. I don't know anything about cars. I'm definitely not qualified to report on a driving club. Sure, I grew up with a rotating stock of increasingly sporty cars in our garage, but they've never captured my attention the way they (probably) did yours. However, philosophically I can definitely understand the love you all have for your cars. You've worked hard. You deserve to play hard. This, I get.

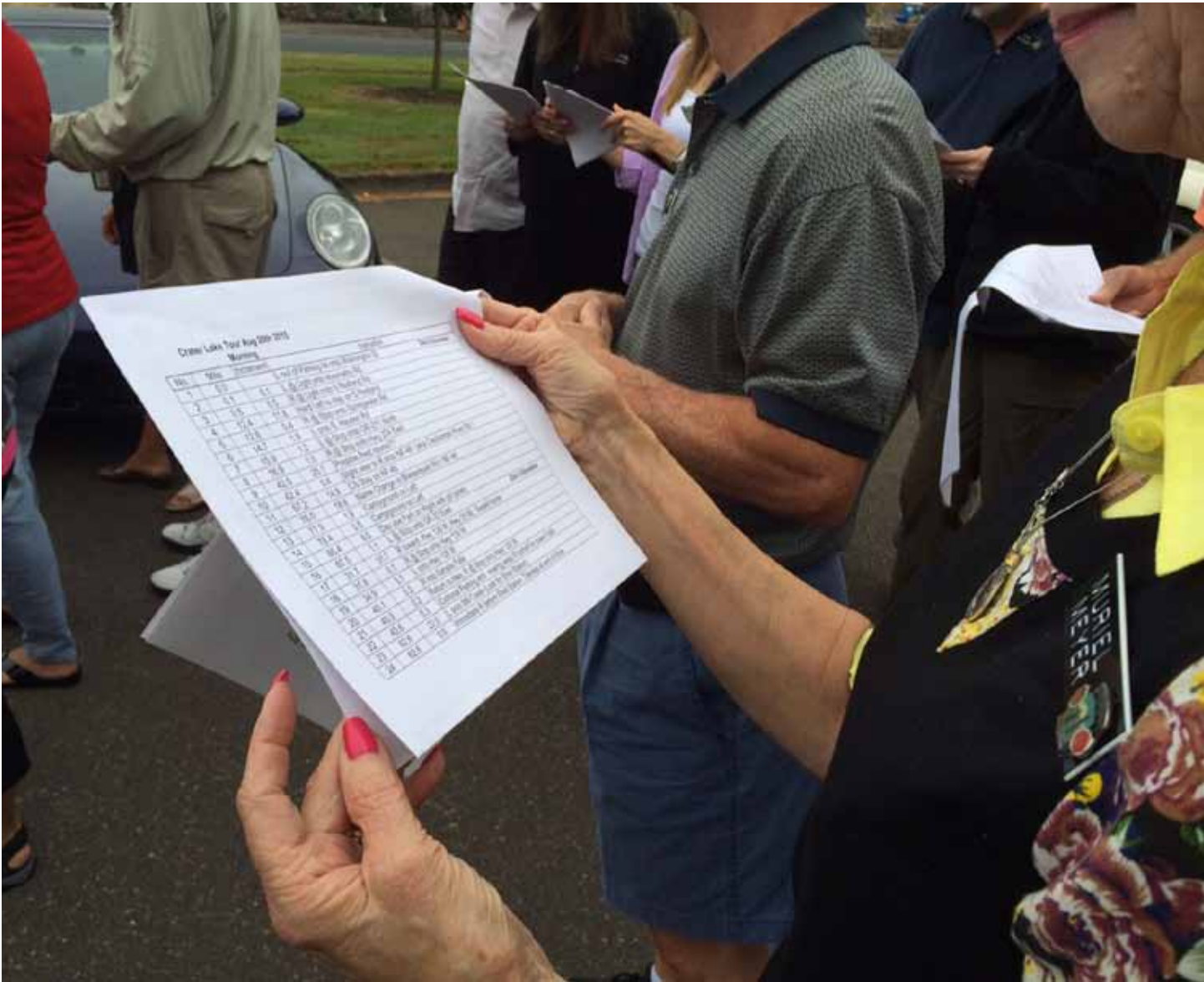
So, when I invited myself along on this Porsche club trip to Crater Lake, I knew I'd be in a new, strange world full of fancy cars. Unfortunately, just by showing up I ruined the trip. My parents (Alan and Muriel) could no longer take the Porsche. We had to settle for the Jaguar.

The trip kicked off on Friday morning at the End of the Oregon Trail in Oregon City. I was surprised at the number of cars in the club. I'd like to rattle off all the different models, but they all just looked sporty and sleek to me. (There was definitely one model with a "9" in it.) Here, I met many of the club members—all very friendly and welcoming. After the meet-and-greet, there was a brief orientation, encouraging safety on the road and politeness to non-Porsche drivers. Yes, even the Jaguars. (Okay—I embellished.)

I was very excited about this drive but a tad bit concerned about what was in store when they handed out Porsche-branded sick bags. Is that routine? The drive itself was beautiful. I was surprised to learn that all the drivers go at their own pace on these drives. I figured there would be a bit of pressure to "win" and get there first, but it was nice to see so many people in it for the journey.

Drivers, I wish I could elaborate about the feel of the road or the hug of the curves or whatever else might excite you, but I was too busy being tossed around in the back seat to notice much. At one point we took a 15 mph turn at about 40 mph and I quickly learned that seatbelts don't work sideways. I ended up one seat over, still belted to the middle seat. Exhilarating? Yes! But now I understand why bucket seats are so important. I also understand where my kidneys are.

Since we had to take the Jaguar, I was given the opportunity to ride along with Oscar for a bit as his stand-in navigator. It ended up being one of the straightest stretches, so I don't think I got the full Porsche experience. Again, I'm sorry I can't elaborate more on the performance of the car, but I can tell you that the conversation and scenery were lovely! ■



Opposite: Arriving at the destination. Photo by Alan Meyer. Above: Muriel Meyer looks at the day's itinerary. Photo by Alan Meyer. Left: Photo by Joe McQueen. Below: Cheryl Carpentier helping out with the flat along the route! "It takes a village ..." Photo by Eric Freedle.



MORE CRATER LAKE TOUR PHOTOS ON FOLLOWING PAGE



Above and right: Photos by Joe McQueen. Below: The Meyer's Jaguar behind a line of Porsches.



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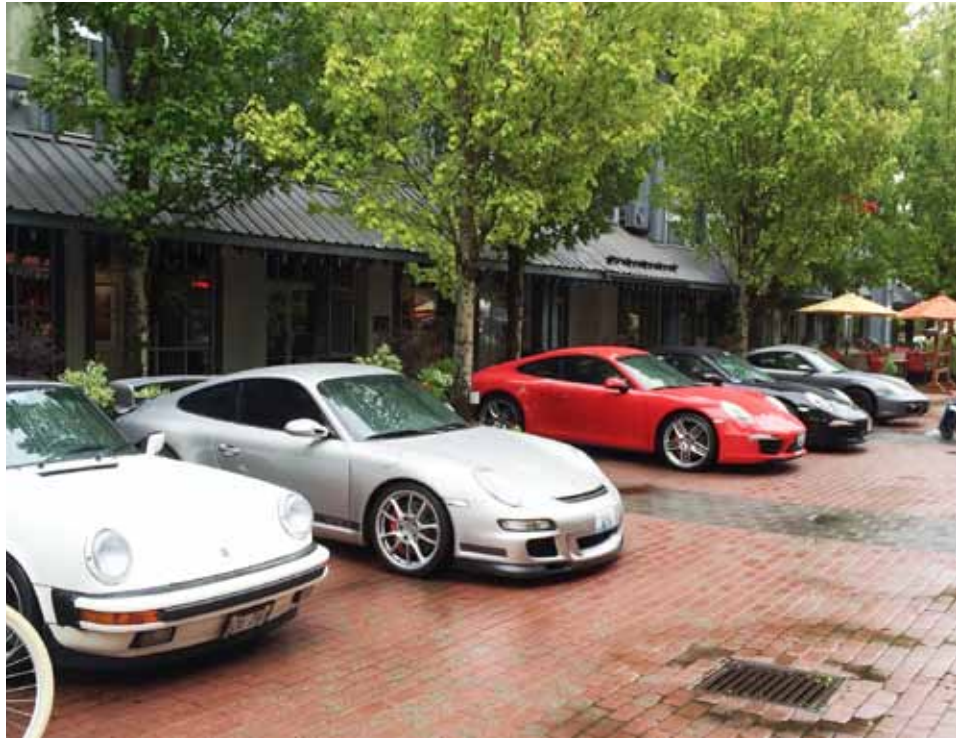
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A Rainy But Beautiful Whistler Weekend with Friends

Story and Photos by Tom Jewett

My story starts in 1980 when I worked on the first Portland Porsche Parade. I was working on the autocross and drivers' training at PIR when I met another worker named Brian from Canada West Region of PCA. Over the next two decades, we saw more of Brian and his wife Isabelle several times when we went to Whistler Weekend, or when they came to events in Oregon. One year we won the grand door prize, which was a trip back to Whistler and Blackcomb Mountain in the winter for a ski trip. We always had a lot of fun meeting the people of Canada West Region and participating in Whistler Weekend.



During those years we would pack our two sons in the Porsche and all four of us would drive up to Whistler, BC. Canada West decided to discontinue the event for several years, and then in 2014 they started it up again. We were unable to go up there last year, but decided to go in 2015.

Two of our friends from Oregon decided to go with us this year, so we had three Boxsters going up together with Randy and Carol Windsor, Jim and Kate Ayers, and Linda and I. We also met another couple from Oregon there—Kurt and Andrea Fuerstenau, who had their Cayman there. We had an all-Oregon table at the banquet with honorary Oregonians Bill and Sheryl Rogers, who used to live in Oregon, but now live in Kent, Washington. It was good to see them again; we also ran into them last year at the Monterey Porsche Parade.

We had a good trip up to Whistler, but there were a couple of incidents that convinced us that someone was watching over us the day we drove up. Jim and Kate were leaving from Beaverton and Randy, Carol, Linda and I were going from Keizer. We had decided to meet up at Chehalis, Washington, but when I-205 and I-5 merged north of Vancouver, Washington, all three Porsches were together. Many miles and hours later we stopped in Squamish, BC, and Jim noticed that something was on Randy's rear tires. When we checked the rear tires, it was the cord showing through from the inside tread. There was a small tire store there, but we didn't figure they would have Performance Michelin tires to fit a Boxster. The store didn't think they would have them in stock either, but when they checked their computer they had two of the tires in the right size for the Boxster. We reached Whistler BC without further incident.

Linda and I had not been to Whistler Village since before the Winter Olympics were held there in 2010, and it has grown a great deal. There are many more hotels, restaurants and bars, and the trees are much larger than when we saw them last. The monetary exchange rate is very advantageous to us, and many things were about 20% less than in the U.S.

We had good weather going up to Whistler, but we had some rain every day while we were there. It rained some each day, but didn't ever rain all day. The concours cars and the show and shine cars were parked in among the shops and restaurants of the village.



A picturesque lake on the way to the winery.

One day we had signed up to go to a vineyard and winery in Lillooet, BC, about a two-hour drive north of Whistler. The country was beautiful and the road was good with lots of curves. There was some rain during the trip and a 356 spun on a wooden bridge because the wood deck was so slippery from the rain. There was no damage to the car or passengers. When we arrived at the winery they had lunch and wine for us. We did not go to the autocross because it was the same day as the wine tour, but I do know that they use a very large parking lot for the autocross.

We had a very good time with the group that we went up with and meeting the Fuerstenaus. Seeing the Rogers is always fun for us, so we had a very enjoyable time.

We didn't seem to have as much interaction with the other participants in the event this year, and that may be because the village is so much larger and the participants are more spread out. There were 85 cars at the event this year. Canada West does not know if they are going to have the event next year. There is a lot of planning involved and they need help from Pacific Northwest Region in Seattle to be able to get it done. Overall, I am so glad we made the trip and we had a lot of fun meeting the people involved and seeing all the beautiful cars. If the event is held next year you should try to attend! ■

MORE WHISTLER WEEKEND PHOTOS ON FOLLOWING PAGES

WHISTLER WEEKEND, CONTINUED



Above, and opposite bottom: Some of the cars at the Show and Shine in the village. Right: The Oregon group left to right: Jim Ayers, Linda Jewett, Tom Jewett, Kate Ayers, Carol Windsor, Randy Windsor, Andrea & Kurt Fuerstenau, Bill & Sheryl Rogers.



Above: Cars of interest in the square of Whistler Village.



September Arrive and Drive: Taking the Lead

Story and Photos by Olivia Kunkel

The September 12 Arrive and Drive began on Delta Park and only had a small delay due to one of the many runs in Portland. Lucky for us, we weren't staying for long and we were headed north to the Lewis River Golf Course.

The drive offered an array of landscapes, scenery, and plenty of curves. Weather in the 80s only added to the experience; passing by open fields, through a forest canopy, and passing over the Grist Mill Bridge.

Our arrival at the Lewis River Golf Course was a fantastic way to end this drive. Just because the cars stopped didn't mean that the beautiful views ended. The golf course seating allowed us to enjoy our lunch while overlooking the Lewis River. Add this to great company and it doesn't get much better.

To top it all off, the lead car and the sweeper sat at one table and not only discussed the drive, but also spoke of their many adventures with cars, people, and the world. Like I said, I don't think it gets much better than this.

This drive was particularly special because this drive was led by Mike Kunkel, my father. Still being in the beginning phase of my interactions with the Oregon Porsche Club, it was welcoming to jump in full steam ahead, by lending my talents, before, during and after the drive.

You may be familiar with the curve of the road, but you've never fully experienced them until there is nothing but open road before you and a line, ten plus deep, of gorgeous German Porsches in the side view mirror.







Autocross #7: The Last Dry Run?

by Chuck Jarvie / Photos by Andy Hsiao (Running Rich Photography) and Shelli Tompkins

After I missed the last three events, the only surprise this time was seemingly endlessly long tech line. I thought we had figured out how to eliminate tech! The good news is that we ended up with 79 entries to help pay the bills and allow us auto-x junkies to keep doing what we love. This event was also somewhat of a final test for folks who were trained on our new timing system to see if would work without experts being on-site to bail them out. After a somewhat slow start, the new team made it work, everyone got eight runs and we were done and headed out by about 3 p.m. The only real negative is that we only had 17 Porsche drivers out of 79 entrants.

On to the results.

I01: Cary Kutter continued his winning way taking the win by 1.8 seconds in his Carrera 3.2RS. Battle for second went to Pete Libke in his 911 over Todd Averitt's 914 1.7.

P01: The usual dogfight in this class with James Mittelstedt, 911 SC, coming out on top by two seconds over Harry Danberg's 911T. Coming up behind were Fritz and Andreas Blech in their 911SC.

P02: Only one entry, that of Eric Freedle in his 911 Carrera with a quick time of 34.775 seconds.

P03: Barry Cogut took it in his beautiful Cayman GTS. The sound alone should give it top time of day but someone else was faster. Cliff Hanson was second in his Cayman S.

S01: Again only one entry. Bryce Bederka is plenty quick in his first gen Boxster but may have to move up to prepare to find some competition.

S02: Only two of the regular competitors showed up. Chuck Jarvie, first gen Boxster S, took first with Sean Vanderheiden, 911 Carrera 2, right behind me.

S03: Four different cars competing in this class. Top spot was taken by Tong Qi in his GT3 with a 32.843 second time. That was also the Top Time of Day. Not far behind was Mark Qandil, also a GT3 in second place. Following up were Anson Lytle, Cayman S, and Aamir Zakaria, Cayman R.

NPA: Thirteen entries in this class, four trophy positions. First place (as usual?) to Sammy Lin in his EVO X. Second to Clive Masee, Mitsubishi Lancer, third to Collin Hammagren in another Mitsu EVO X. Fourth went to Brandon Lee in a Subaru WRX.

NPR: Thirty-six entries! Six trophy spots. First went to Ryan Sauer in a Miata, second to John Juhring in another Miata only 0.251 seconds behind. Third place went to James Paulson, Scion FRS and fourth to Steve Savas in another Miata. Carl Tanner in a Nissan 350Z took fifth and Andy Hsiao in a Nissan 240SX took the last trophy



Opposite: Photo by Andy Hsiao. This page, clockwise from top: Photo by Shelli Tompkins; photo by Andy Hsiao; photo by Shelli Tompkins; photo by Shelli Tompkins.

MORE AUTOCROSS #7 PHOTOS ON FOLLOWING PAGES

AUTOCROSS #7, CONTINUED



This page, clockwise from top: Photo by Andy Hsiao; photo by Andy Hsiao; photo by Shelli Tompkins; photo by Andy Hsiao.





This page, above: Photo by Andy Hsiao; left, photo by Shelli Tompkins; below, photo by Andy Hsiao; bottom left and right, photos by Shelli Tompkins.



Arrive and Drive (Sausage Run)

Saturday, October 10, 9 a.m. - 1 p.m.

CONTACT: Joe McQueen

The Sausage Run lives!

This is October so think "Oktoberfest!" – sausages, schnitzel, and beer ... Ja!

Lunch in Mt. Angel

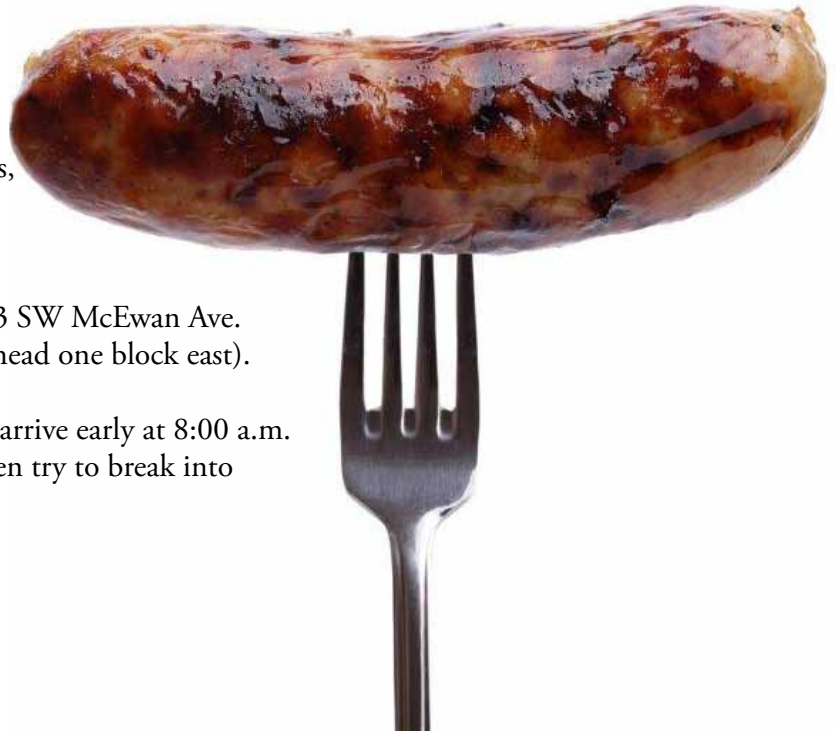
Our A&D will start at Miller's Homestead, 17333 SW McEwan Ave. Tigard OR 97224, 503.684.2831 (I-5 exit 290; head one block east).

Please arrive no later than 8:45 a.m.

Driver's meeting takes place 9:00 a.m., but many arrive early at 8:00 a.m. for a no-host breakfast. With large turnouts, we often try to break into smaller groups rather than doing one long convoy.

The first group will depart at around 9:15 a.m.

This is a no fee event. ■



October Dinner & Social

Wednesday, October 21

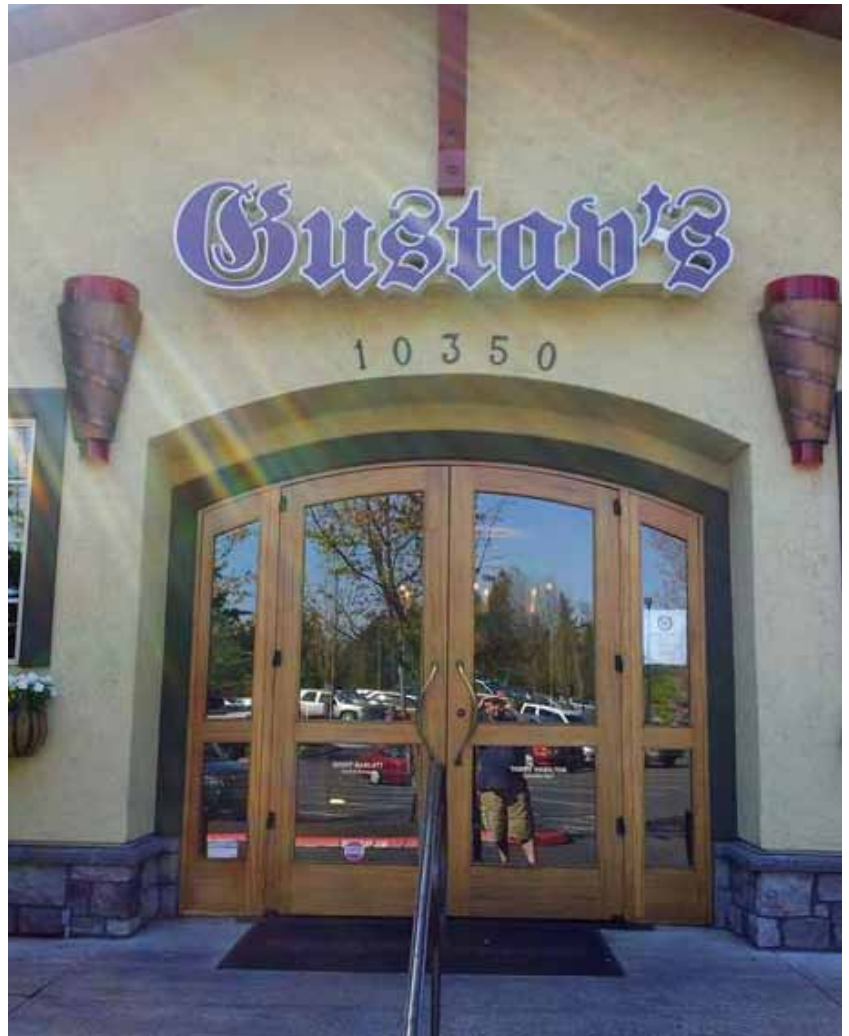
REGISTER VIA: socialevents@oregonpca.org

GUSTAV'S RESTAURANT – Tigard
10350 SW Greenburg Rd
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Hosted by Joe and Ginny McQueen
Social Hour: 6:00 p.m. to 7:00 p.m.
Dinner: 7:00 p.m. to 8:00 p.m.

Join us for Oktoberfest!

Created in 1992 by Suzanne Mager and her father, Horst, Gustav's quickly became a Portland favorite. A bistro-style, ala carte menu offers scratch-made recipes of traditional German fare as well as Northwest favorites. Offering at least 18 imported German beers on tap at each location, you will always find the perfect brew to accomodate your delicious meal. See you there!



Autocross 8: PIR South Paddock

Sunday, October 25; Gates Open 6:30 a.m.; Registration 7:30 a.m.

REGISTER VIA: axwaresystems.com/axorm/

CLUB CONTACT: Todd Averitt, taverittster@gmail.com

Registration is limited to 75 drivers, so act quickly

Autocross #8 will be Sunday October 25, in the South Pits at Portland International Raceway (PIR). This marks the end of our Autocross season.

Autocross is a great way to help you understand and feel what is taking place between you and your car particularly with the rain and ice on its way. This event is open to drivers of all skill levels, 16 years and older with a valid driver's license and those who enjoy good stories interrupted by a 40 adrenalin rush.

For first time participants attending an ORPCA Autocross, instructors and loaner helmets are available. For all the rest of us, instructors are an invaluable asset for improving our times.

Gates open at 6:30 a.m. Everyone must check-in at the Registration desk. Everyone must have a barcode lanyard. You can only get one at registration. Registration is open 7:30 a.m. to 8:15 a.m., Pre-registered drivers will be checked in first. Drivers Meeting will start around 8:30 a.m. and first car out at about 9:00 a.m.

This is it for the season. If you are still in the hunt for Championship points and awards now is the time to let it all out. To be eligible you must participate in a minimum of five ORPCA autocross events in a class.

Registration is limited to 75 drivers, so act quickly! Get online and register at <https://axwaresystems.com/axorm/>.

Cost of participation is as follows: ORPCA/PCA registered and paid online—\$35.00, pay at the gate—\$45.00. Non-members pre-registered and paid online—\$40.00, pay at the gate—\$50.00.



2015 Autocross Schedule Revised

Autocross is a precision sport, much like, say, billiards, shooting or golf. “You must be precise and consistent, all the while driving so fast you can barely concentrate” —Mark Sirota

Autocross events are an all-forward motion driving skill contest. Each driver is individually timed to the thousandth of a second, over a short, miniature road course clearly defined using traffic cones. Cars compete one at a time in a class with similar cars. Autocross emphasizes driver skill and vehicle handling rather than just speed. The corners are tight, and there are lots of them, so the driving is exciting and challenging. Autocross speeds do not exceed those normally encountered in highway driving.

The skills you learn and practice here; smooth transitions, enhanced braking, and skid correction, will have an immediate impact on improving the safety and skill of your street driving. Autocross is also a very social sport, filled with some of the friendliest people you'll ever meet. The camaraderie of the drivers is a special part of autocrossing that is profoundly satisfying.—Todd Averitt, Autocross Chair

AX #8

October 25 PIR

Includes BBQ and Awards Party

AX #9

November 1

PIR

Event is for drivers and their families

Astoria Overnight (The Goonies Tour)

October 24 - 25

REGISTER VIA: Eric Underwood,
vicepresident@oregonpca.org or
uwoodmailme1@yahoo.com.

NOTE: Please provide the following information: Participant name(s), email, car model, car year and car color

ROOM RESERVATIONS: On your own
(see below)

Discover your treasure of fun on The Goonies Tour to Astoria, scheduled for Saturday and Sunday October 24 and 25. Learn more about The Goonies movie and other iconic films shot in Oregon on a special after-hours tour of the Oregon Film Museum, which celebrates the art and legacy of films and filmmaking in Oregon.

After the tour, have dinner with fellow club members and treat yourself to a stay in four and a half star accommodations at the Cannery Pier Hotel in the heart of Astoria, overlooking the mighty Columbia River.

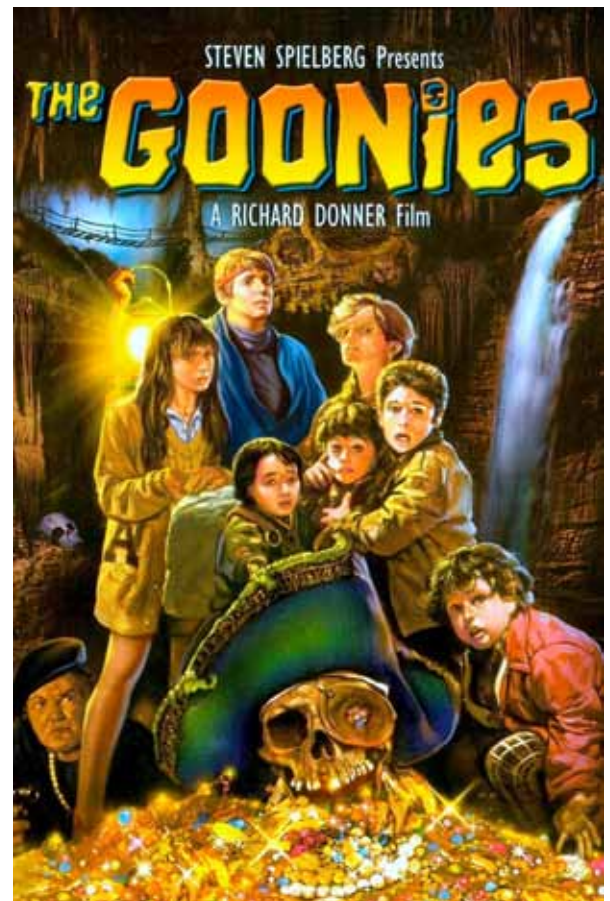
Space for this tour is limited. The hotel has reserved 20 king rooms specifically for ORPCA guests at a discounted rate of \$219 per night. Reservations are now being taken so be sure to book your room today!

More information about the Oregon Film Museum and the Cannery Pier Hotel can be viewed at:

<http://oregonfilmmuseum.com/>

<http://www.cannerypierhotel.com/>

RSVP is required for this event, but room reservations are on your own (contact information is in the link above). To RSVP contact Eric Underwood at vicepresident@oregonpca.org or uwoodmailme1@yahoo.com and claim your spot. Please provide the following information: Participant name(s), email, car model, car year and car color.



Tour goers will meet on Saturday, October 24 at Miller's Homestead Restaurant located at 17933 SW McEwan Rd, Tigard, OR 97224 at 9:30 a.m. for a drivers meeting with a departure time of 10:00 a.m. We will take the most scenic route to Astoria, with a stop for lunch along the way. Sunday is on your own.

Be sure to be ready for your close-up as this event is sure to be an Academy Award winner! ■

2015 CLUB RACING

WEST COAST SERIES



MAR. 28-29	GOLDEN GATE REGION
	THUNDER HILL RACEWAY
APR. 10/12	ZONE 8
	AUTO CLUB SPEEDWAY
MAY 16-17	GOLDEN GATE REGION
	BUTTONWILLOW RACEWAY
JUNE 5/7	GOLDEN GATE REGION
	MAZDA LAGUNA SECA RACEWAY
AUG. 15-16	ROCKY MOUNTAIN REGION
	HIGH PLAINS RACEWAY
SEP. 5-6	GOLDEN GATE REGION
	THUNDERHILL RACEWAY
SEP. 18/20	INTERMOUNTAIN REGION
	MILLER MOTORSPORTS PARK
SEP. 26-27	SAN DIEGO REGION
	WILLOW SPRINGS RACEWAY
NOV. 14-15	SAN DIEGO REGION
	BUTTONWILLOW RACEWAY



5 events to
qualify for a trophy

contact zone rep
for more info

ORPCA 2015 Holiday Party

One Enchanted Evening

Sunday, November 29, 5:30 – 11:00 p.m.

No-Host bar at 5:30 p.m.

The Portland Golf Club
5900 SW Scholls Ferry Rd., Portland

Our 2014 party was a huge success!

Please join us this year for a wonderful evening of socializing, a scrumptious dinner AND dancing to the “Design Band” (from Parade and the 50th)

The cost is \$60.00 per person!
(The Board of Directors is subsidizing the party again this year)

What a great deal! We SOLD OUT early last year. Register early to assure your reservation. Registration is open on Motorsportreg.com

RSVP by November 20; \$15 surcharge per person after November 21. *Limit 160 persons.*

NOTE: The fireplace room will be available for quiet dinner seating for those members who would rather visit with friends and not be in the ballroom with the band. Please email Marlene if you would like to be seated in this area.

Please tell your friends and fellow members to join you for a fabulous evening!

****Please bring an unwrapped toy for a local charity****

Questions please call or email:
Marlene MacEwan 503-936-9887,
socialevents@oregonpca.org



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Associate Vice President
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All Season Tire & Wheel Sale – Brand new Conti DWS-06 205/55ZR16 and 225/50ZR16 w/less than 4K mi. (\$450) mntd on 16 X 7 & 8” Design 90 rims. Fit 944 S2, 964, Boxster (w/10mm spacers@ rear) or ???, invisible curbing, \$850 for all. Also, set of Conti DWS for Boxster (205/50ZR17 frt. and 255/40ZR17 rear) w/ 70% left \$250. Also 2ea 205/50ZR17 Yokohama AD07 (Summer Tire) 60% left free to a good home. Contact Randy at (503) 524-8888 (9/15)

■ PARTS AND ACCESSORIES



2 Helmet/Neck supports for sale. New, never used. One Pyroprotect-Black and one Ultra-Shield-red. Ultra-Shield Specs are: High density foam covered in Flame Retardant materials—SFI 3.3 certified. \$18 each or \$30 for both. bcogut@comcast.net (10/15)

■ FREE

I have a 1965 German Service Manual for a 911. It was given to me in 1978 when I purchased a 1972 911T. It has been forgotten and I just found it. As new except the plastic back cover is splitting. All pages are perfect. I would like it to go to someone who could use it. I could send pictures if there is interest. Gary LaRue, glarue69@hotmail.com, (360) 608-8328. (9/15)

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Announcing the Anzeiger Cover Photo Contest!

Grab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of *Anzeiger*, the Oregon Region's award-winning magazine. Enter as often as you like.

Details: Picture Format: Remember that the cover is vertically oriented. 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 try to blow it up to usable size. 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: Bob Schatz, Photo Editor, bob@allusaarchitecture.com.