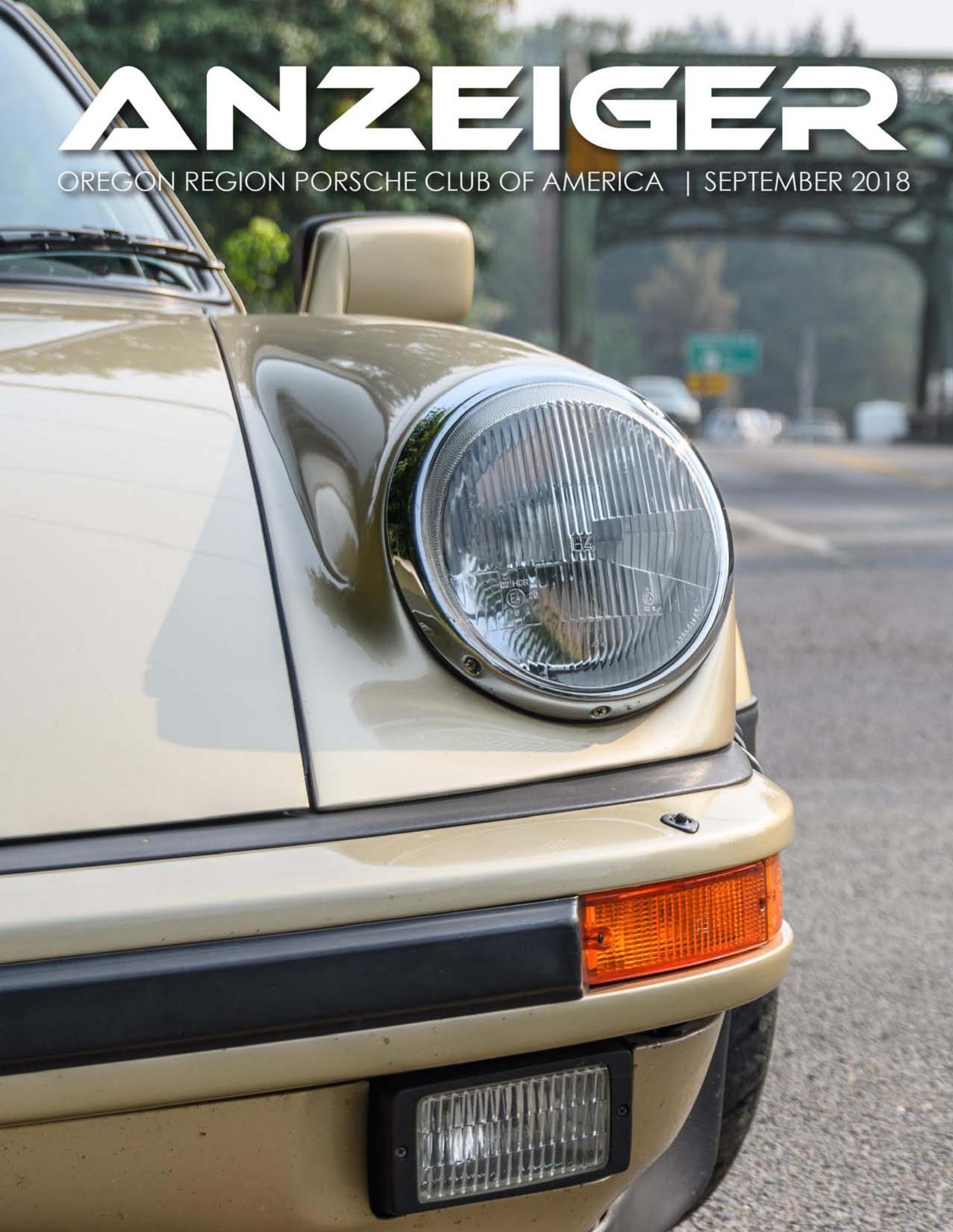


# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | SEPTEMBER 2018



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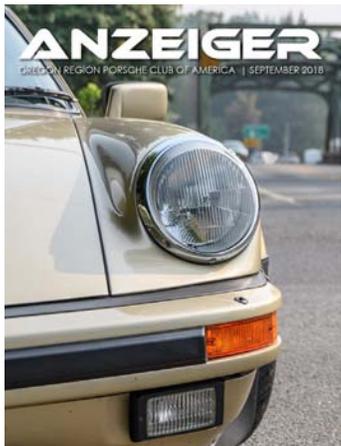
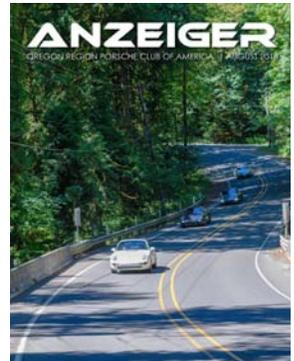
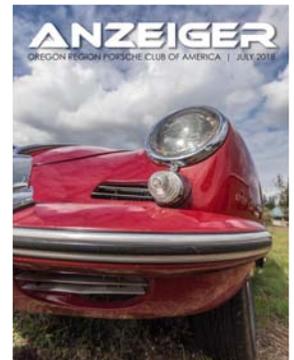
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**ON THE COVER**

Taking a breather after crossing a bridge during the August Casual Midweek Drive. Photo by Harold Klein.

# ANZEIGER

Noun, German: 1. One who indicates, shows 2. One who informs

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**PORSCHE**

# OREGON REGION EVENTS AND BEYOND

---

## SEPTEMBER, 2018

- 1-2** Day 2-3, Grand Prix of Portland, Verizon Indy Car Series
- 4** Midweek Casual Drive
- 8** Arrive & Drive
- 12** Board Meeting
- 12-16** PCA Treffen, Banff, Alberta **(SOLD OUT)**
- 15** Festival of Cars, Show Day
- 19** Monthly Club Social and Dinner
- 23** Autocross #7
- 27-30** Rennsport VI, Mazda Raceway Laguna Seca

- 30** CSCC Ground School, Novice/Advanced School and HPDE

## OCTOBER, 2018

- 7** Autocross #8
- 9** Midweek Casual Drive
- 10** Board Meeting
- 12-13** Escape to Astoria
- 13** Arrive & Drive: Sausage Run
- 14** October Mixer
- 17** Monthly Club Social and Dinner

## NOVEMBER, 2018

- 7** Board Meeting
- 14** Monthly Club Social and Dinner

## DECEMBER, 2018

- 2** Holiday Party
- 12** Board Meeting

## CONTRIBUTE TO ANZEIGER

We are always looking for articles and photos for *Anzeiger*. Some ideas include travel stories with your Porsche, an interview with a Porsche person, DIY (Do-It-Yourself) articles or "Why I Love My Porsche."

These are just a few ideas; do you have more?

Please send your story idea, or the completed article, to [communications@oregonpca.org](mailto:communications@oregonpca.org). Do you have photos only? Send them to [photoeditor@oregonpca.org](mailto:photoeditor@oregonpca.org). All photos must be taken by the author and in high resolution jpeg format.

We look forward to hearing from you!

— Peg Ryan, Communications Director ■





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Lake Oswego, OR  
1964 356

Kevin Bryck |  
Carol Bryck  
West Linn, OR  
2002 911 Carrera Cabriolet

Scott McGillivray |  
Portland, OR  
1986 928S

Chad Savage  
Salem, OR  
2017 Macan S

Brian Joelson  
Portland, OR  
2015 911 Carrera GTS

Steve Robbins  
Keizer, OR  
2014 911 Carrera S



**Larry Tracewell**  
**Membership Chair**

membership@oregonpca.org

Members: 587  
Affiliate Members: 403  
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Steven Thayer | Susan Thayer  
Douglas Worthington | Cathy Worthington

### 20 YEARS

Eric Freedle | Cheryl Carpentier

### 5 YEARS

Richard Didzun | Bette Sinclair  
Michael Volk | Tal Volk

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## PRESIDENT'S MESSAGE

### Larry Hannan

## Your Event Ideas are Needed!

The Oregon Region membership continues to grow, and with that you may have noticed that the turnout at events has gotten larger. Our first Arrive and Drive this year brought out a record number of cars; monthly dinners sell out, as does Autocross; our Midweek Casual Drives, which started out with fewer than 10 cars now, regularly have more than 20. Your Board of Directors have been working with members and event chairs to add different events, such as the quarterly socials, the Porsche SUV meetings and car collection tours to offer more opportunities to participate.

As we begin to plan for 2019, I am asking all of you to think about other events to give our members a variety of things to do with their cars. The caveat here is not to just bring an idea, but an idea with some thought behind how it can be implemented. Remember, we are a volunteer organization and everything we do requires members to step up and help.

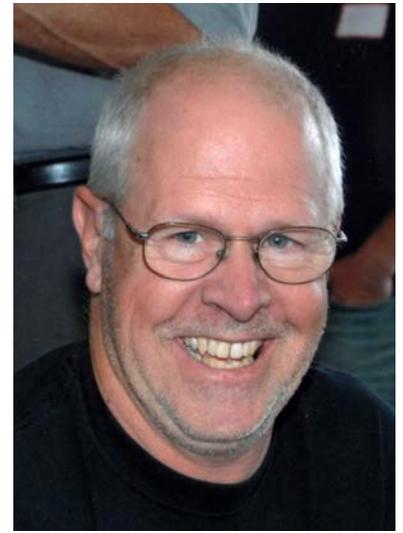
We are already starting to plan for events in 2019, so don't wait too long. You can send your ideas to me at [president@oregonpca.org](mailto:president@oregonpca.org), or any other of the Board members.

I am looking forward to seeing some creative, new ideas. ■

*From the August Midweek Casual Drive. Photo by Harold Klein.*



SPINNEN  
Randy Stolz



## The Portland Nine Bridges Challenge

**H**ello, Hamsters. Yes, I'm talking to you. Up early every day and off to work ... sitting in the office pouring over data for the monthly report. Once a week you go to meetings that conclude with the need for an extra meeting. What's worse is you actually look forward to the extra meeting because you need to get out more. I've been there. Every day seems like ground hog day. But that's a whole other animal.

We survive these tone-deaf days with flights of fancy that are seldom, if ever, carried out. We dream our dreams and live our lives in a world that is hard ... made of steel, concrete, asphalt. So are bridges.

It was just another one of those lazy Sunday mornings. At my age you're up earlier than you really want to be, and looking through the paper I was indirectly reminded of two things. Firstly, a follow-up on the Providence Bridge Pedal got me to thinking about how nice it would be to see all the bridges in fell swoop. Second, an ad for the Portland Indy car race reminded me of the fact that ORPCA had an autocross going this Sunday. Hmm ...

With the aid of Google Maps I had a reasonable route planned to PIR that included as many as nine Portland bridges (not including the St. Johns). The question was not how long would it take—but rather could I really follow that route (?).

*The St. Johns Bridge.*



Often, I find that what's on Google and what's up with the highway department don't jibe. Too, sometimes you just want to ignore directions to see what you want to see. At any rate, I was going the autocross via those nine bridges, and, if the directions messed-up, I would simply bail out to the nearest freeway and continue on to the autocross, perhaps a bit earlier.

As I live southwest of the city, my starting point is the west end of the Sellwood Bridge. Crossing that, I crisscross the city heading North over the Ross Island, the Hawthorne, the Morrison, Burnside, Steel and Broadway bridges. From there it's the freeway and a refreshing "round downtown," scenic flight across the Freemont. Then, I head south to the Markham. Then, North again towards PIR. Your route may vary, even from the one you planned.

Understand, this isn't a take on one

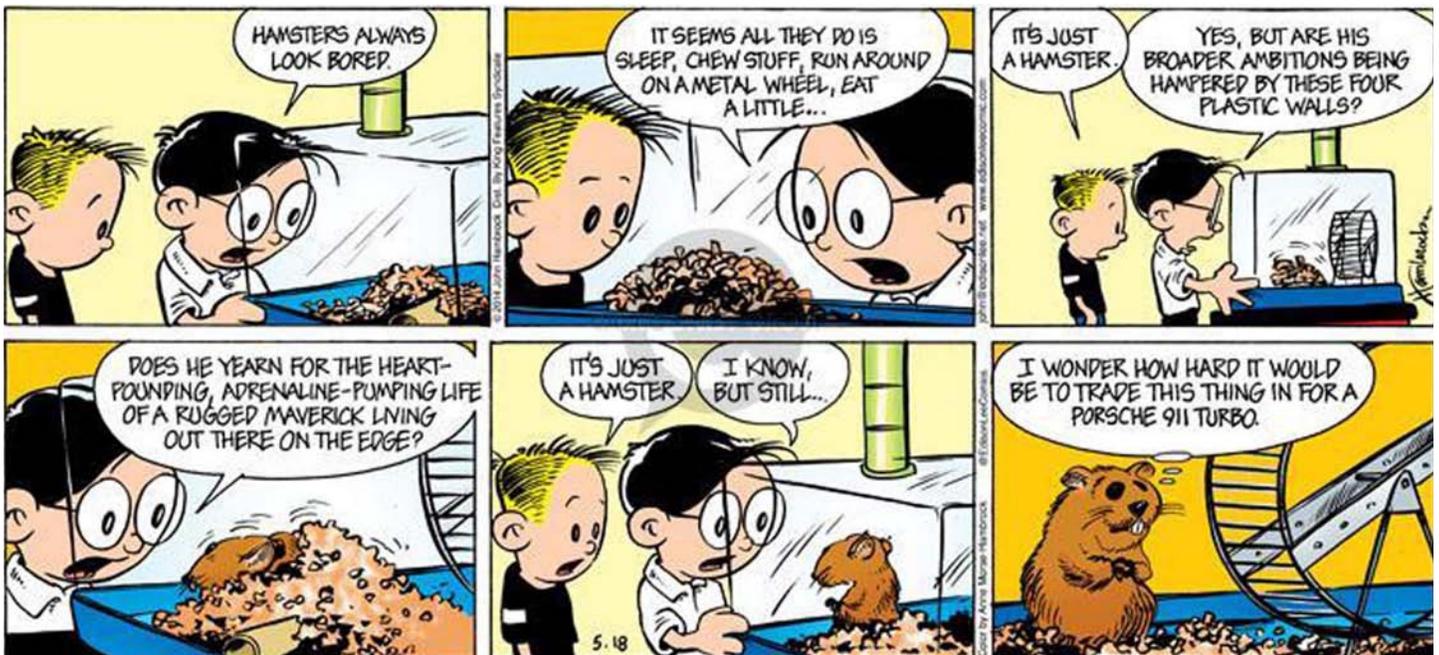


The Burnside Bridge.

of my favorite car flicks of all time (*Rendezvous* by Claude Lelouche); rather it's an exercise in getting to know the city.

Instead of a time-attack we putt rather sedately through town. Looking in both directions at most intersections provides something more than safety. It's not for everybody ... just a break from being a hamster. Speaking of hamsters, take a look at the strip below.

—KEEP SPINNEN ■



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# AX #6: Cool Weather/Cooler Cars

BY ERIC FREEDLE | PHOTOS BY HAROLD KLEIN, PHOTO EDITOR

Another great day for the Autocross program, as we saw temperatures recede enough for all to enjoy. Competition between classes was keen—and Harold Klein was out to capture some great images of Porsches at play! A few pictures are included here, but check out his wonderful work by going to the link at right.

AX# 6 was just as competitive as the previous AX, with leaders in different classes exchanging fastest times quite often. The Caymans seem to be the Autocross car, as four of the top six times were from Cayman drivers. Anson Lytle snuck by David Kosa by .27 to record the fastest time of the day. After being clipped at the last AX, by a Corvette and a Cayman GTS—Anson was out for redemption!

Phil Melahn's son, Hunter, who ran for the first time in his dad's 1987 Yellow Carrera having just recently turned 16, saw his times improve substantially over the course of his eight runs! A father and son competing for quickest class time might be



something we will be watching in the near future!

My fondest part of the day came from instructing Kris Franca in her 2007 911 Carrera at her very first Autocross! I told her that that she would be “the most improved driver” today when we started out on her first run where she recorded a pedestrian time of 76.0 and finished with a respectable 48.4! This was nearly a 30 second improvement—and I believe that she found the “right side” pedal on her last two runs. She also had the biggest smile of the day—as she stated “I’ll be back!” ■

*Above: Harry Danberg hitting two cones! Best photo of the day!*

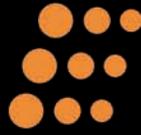
*Below left: Eric Freedle and Jeff Gretz after getting everything set up.*



To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/AX6-PIR-South-August-2018>.

*(NOTE: Download photos with the down-arrow icon.)*

**MORE PHOTOS  
ON PAGES 17 AND 19**



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Top in the classes were:

Class	Driver	Car	Fastest Time
I01	Phillip Melahn	1987 Porsche 911	38.74
I02	Barry Cogut	2015 Porsche Cayman GTS	36.78
P01	Harry Danberg	1973 Porsche 911T	42.49
P02	Vadim Gruntkovskiy	1999 Porsche Boxster	38.76
P03	Anson Lytle	2014 Porsche Cayman S	<b>36.12 TTOD</b>
S01	Bryce Bederka	1999 Porsche Boxster	40.01
S02	Jon Zweiger	2018 Porsche 718 Cayman	36.85
S03	Gary Feldmann	2013 Porsche 911 Carrera	38.92
S04	David Kosa	2018 Porsche 911 GT3	36.39
NPA	Ben Mason	2017 Ford Focus RS	37.81
NPM	Arron Mauldin	1997 Honda Del Sol	37.87
NPS	Dan Bullis	1999 Chevrolet FRC	37.34

To check championship status:

<https://www.oregonpca.org/activities/autocross/2018-championship-points/>



Clockwise from top left: Bryce Bederka giving directions at the drivers meeting; Phil (in blue) and Hunter Melahn (in gray) at drivers meeting; Chuck Jarvie giving the safety part of the drivers meeting; Hunter Melahn driving his dad's 911.

**MORE PHOTOS  
ON PAGE 19**

# Keith Martin's Sports Car Market™

*SCM is a proud supporter of the 20<sup>th</sup> Annual Northwest Passage and the ORPCA*



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Clockwise from top: On the grid—ready to go! A new spectator – where is his wrist band? One of the beauties on the course; retrieving and running with the almost dead cone; Dan Bullis giving some tips.





## 20th Annual Northwest Passage

STORY AND PHOTOS BY JOE MCQUEEN

Above: Diamond Lake Resort.

Fifty-three cars and their valiant occupants made the 20th Anniversary 2018 Northwest Passage a wonderful thing.

The Wednesday kick-off reception was provided by Porsche Beaverton, with a fine spread and all the appropriate beverages. Steve and Melanie Spahr provided a fantastic Goody Bag, created with a unique day pack and all the essentials to get us through the NWP. Nice! We wish to thank Porsche Beaverton for their continued support of the Northwest Passage, and more thanks to Neil D'autremont for the Griots cleaning supplies. Plus, we all got to inspect Bruce Jones' Panamera

4S as it sat in the customer delivery bay.

We met at the Springfield Hilton Garden inn Thursday afternoon for registration and a get-together reception, where we got reacquainted and established new relationships. Later, participants ventured out into Springfield to find satisfying eats and drinks in preparation for Friday's run to the Running-Y in Klamath Falls.

The pilgrims gathered for Friday morning's driver meeting in the Hilton's parking lot to hear Greg Kirchem describe the route, road conditions, and driving expectations. The message—be respectful



Left: Drivers' meeting Saturday. Below: David Truitt, Lullu Truitt, Jeannie Gretz, Jeff Gretz, Casey McCulloch.

of all other cars, the land and the denizens of the land.

We left fair Springfield for our lunch appointment at the Diamond Lake Lodge, encountering fine Porsche roads and wonderful Oregon scenery. Oregon has towns with interesting names, such as, Wilbur, Drain, and Eagle Valley; the NWP takes every opportunity to visit them. Lunch on the patio at Diamond Lake was a party, and we found it hard to leave the beautiful setting to continue on our way.

Then it was on to Umpqua Scenic Highway, Crater Lake Highway, Volcanic Legacy Scenic Highway, and a brief stop at the Mazama Village Store for the necessities and fuel as needed. Continuing on, we flowed out onto the Klamath Wildlife refuge, where we found incredible scenery and superb driving.

Up out of the Klamath basin we encountered Dead Indian Memorial Road and Clover Creek Road—not so politically correct, but so “Porsche experience” correct. It’s





*Of course, the awards!*

one of those roads that keep you continuously engaged, including a bovine encounter.

From a bit of altitude, we dropped down to Klamath Lake and a run to our Friday destination, the Running-Y Ranch. Our cars desperately needed the bathing experience afforded them at the traditional Friday Beer Wash that Steve Spahr expertly organizes. We got suds, both kinds.

For many, Friday evening was Prime Rib night at the Ruddy Duck; we sat back and recounted the day's driving experiences and consumed mass quantities of beef. And so to our rooms for rest and get organized for Saturday's excursion into extreme northern California.

After Saturday breakfast, we convened for the driver's meeting and the annual group photo before our excursion and our tour of the back country of Oregon and California.

Our roads were "out there" in the hinterlands; we saw few cars other than the NWP and widely dispersed farms, mainly beautiful asphalt where the wild Porsche runs free. Our destination for lunch was the metropolis of Lakeview, perched at the northern shore of Goose Lake—

one of those places you would never plan to visit, but a must-stop for the NWP.

After lunch we headed west for Klamath Falls via highway 140 to Bly, Beatty, and Sprague River, those hidden beauties in the high country. To try to describe them is futile; mainly crossroads with charm. We all enjoyed the run into Klamath Falls, a relaxing sojourn with friends and cars. Our Saturday evening reception and a fine dinner capped off a great NWP Saturday. Keith Martin gave the annual awards for the usual suspects; oldest car, farthest traveled, most desirable, longest in the family, etc.

Sunday was a bit unique this year; the NWP team provided the drivers with a route to visit Lava Beds, NM. After our scrumptious Sunday morning brunch we said our goodbyes for another year, and a few took advantage of this opportunity to visit the Lava Beds and bat caves.

It was another great Northwest Passage thanks to The Committee—Greg and Kaylene Kirchem, Jeff Gretz, Steve and Melanie Spahr, Jim North, Ron and Gayle Timmerman, and Joe and Ginny McQueen.



Left: The 2018 NWP adventurers. Below, clockwise from top left: Steve Spahr, Greg Kirchem, Joe McQueen; "We're going that-a-way!" Off we go to the Running Y; Lunch at Diamond Peak Resort.

See you next time.  
 Sadly, David Truitt, a long time NWP participant, passed away a few weeks after the event—we all wish David a happy passage.

And as the Germans say ---  
*Fahre nie schneller, als dein Schutzengel fliegen kann!*  
 (Never drive faster than your guardian angel can fly!) ■



# Porsche Corral at the Rose Cup Races Featuring Pirelli World Challenge

STORY AND PHOTOS BY LORI BROWN



**W**ith four Pirelli World Challenge races and four amateur races on both Saturday and Sunday, there was plenty of action for our Porsche Club members to enjoy. Nineteen manufacturers were represented in the PWC paddock, and they had the best amateur racers in Spec Racer Ford, Spec Miata, Vintage and the Great American Stock Cars. A side attraction was the Pro Aerial

League's Drone Racing at the Motocross track!

It was a great weekend of hot cars and hot weather but we still had 45 Porsche owners enjoy our Corral, the shade of the canopy and refreshments. It is always a treat to drive the track during the Parade lap and drivers tried to behave as they are tempted to see how well their Porsche can take those turns! ■



Clockwise from top left: Drone bringing in the flag—great coordination by Lori to get this to happen! Corral cars; Beautiful GT2; Group staying cool in the shade; Ginny and Joe McQueen, Kurt Fuerstenau and Joe Kelly enjoying the shade.



# Porsche Corral at the Portland Vintage Racing Festival

STORY AND PHOTOS BY LORI BROWN

**W**ith Grand Marshal, Geoff Brabham leading the way, race fans enjoyed watching fourteen different race groups and cars from the early 1950's to the 2018 Trans Am Series. Historic Formula One cars from around the world, GT, formula and sports racing cars represented a significant era in motorsports history. Jaguar's autocross and Land

Rover's motocross experiences provided hands-on excitement.

Another hot weekend, and luckily our Corral was near trees that provided some welcome shade. We had another opportunity to drive our cars on the track during the Parade laps. About 35 cars braved the heat and it wasn't unnoticed. Hagerty awarded us the "People's Choice" trophy! ■

*Clockwise from top left: Ready for the parade lap; Lori with the Hagerty People's Choice Award; A local favorite racer, Ken Sutherland, jumping out of his winning 1968 Shelby Cobra; Lovely spot in the trees on a hot day; Very fun corral location.*



# August Midweek Casual Drive: Smokin' Roads Under Smoky Skies

BY ERIC LEWIS | PHOTOS BY HAROLD KLEIN, PHOTO EDITOR, AND DEAN MONTHIE

*Above: On the road!*

What a beautiful day for a drive in a Porsche. Twenty-eight Porsches showed up at the Hillsboro Fred Meyer. There were Caymans, Boxsters, 911s and some fast Macans. Several of the cabriolets already had their tops down. They were ready to get out of the smoke-filled air and into the coolness of the 55+ mph breeze.

Bryan Farley took charge and got us through the drivers' meeting. With all the sign-ins complete, it was time to roll. Bryan divided us into three groups, with a lead and a sweep for each group.

As engines roared, the exhaust notes were music to my ears. I had the sweep of the last group. As I stood outside waiting for the last Porsche to get in line, I got to hear the complete exhaust note masterpiece! What a lovely treat to my ears!

On the road, it felt great to escape the heat of the Portland metro area and enjoy the drive to Vernonia Lake City Park, our first and only stop. Route 26 West was pretty mundane, but necessary to get to the more enjoyable roads. A little detour around OR 47 was more pleasurable than the usual route, straight to Vernonia. Just a few more miles west on Route 26 brought us to a right turn on Timber Road North.

Timber Road is one of those fun, curvy roads that felt like it was put there just for my Porsche. Unfortunately, all the OR 47 traffic was routed on Timber Road, so restraint and self-control with my Porsche was a wise decision for that morning. Another day, after the OR 47 detour is gone, my Porsche will get to exercise her engine again.



Through the small town of Vernonia, I drove, obeying the 25 mph speed postings. I don't need any silly speeding tickets this morning. I will take those risks some other time, when the risk is lower and the reward higher!

Vernonia Lake City Park is a very convenient place to stop. It has a reasonable brick and mortar restroom, a beautiful lake and a parking lot capable of holding 28 Porsches. The only drawback is the overflow parking is not paved and on windy days it can be a miserable, dusty stop. Today is no such day. The wind is non-existent and the stop is quite relaxing.

A quick right turn out of the drive and across the bridge for the Nehalem River. A quick left turn and we are on the road to Astoria again. As with many great Porsche driving roads, we will follow a meandering river. This time, we will follow the Nehalem River all the way to Jewell, as the river heads downstream to the Pacific Ocean. How is it that rivers create some of the best Porsche driving roads there are? That is the question I ponder as the naturally aspirated exhaust note of Porsche Carrera 4 flat 6 engine tickles my auditory senses. Ooh, that sweet sound of a naturally aspirated Carrera engine.

OR 47 winds and twists in and out of the Clapstop State Forest. Logging trucks start to join us on the roads. The scenery is not as beautiful as last month's Midweek Casual Drive through the Mt. Hood National Forest. Probably, the difference between Federal protected wilderness and State forest. This month, the logging through the Clapstop State Forest, is clearly visible. Last month, through the Mt. Hood Forest, the logging was not as visible.

*Organizer:*  
**Bryan Farley, Matrix Integrated**

*Start:*  
**Fred Meyer 22075 NE Imbrie Dr, Hillsboro, OR 97124**

*Attendance:*  
**28 Porsches**

*Route:*  
**Route 26, Timber Road, Vernonia, OR 47, Mist, OR 202, Jewell, Astoria**

*Finish:*  
**Bridgewater Bistro, 20 Basin St, Astoria, OR 97103**

*Above: Bryan leading the drivers meeting. Below left: Cabriolets ready to go! Below right: A great shot of Harold.*



## AUGUST MIDWEEK CASUAL DRIVE, CONTINUED

As I round a corner, I see a Porsche Boxster off the side of the road. It looks like the driver needed a “nature” break. I am going too fast to stop, so I pull over down the road a bit. I look to my right and I see 80 porta-potties lined up in a field! My first thought is: the Porsche driver should of held “it” for another 500 feet and used a porta-potty. My second thought is: 80 porta-potties outside of Jewel in August, must be for the Hood-to-Coast running event this weekend.

I say goodbye to the Nehalem River as I drive through Jewel. Driving past the Jewell Meadows State Wildlife Management Area, I slow down to below the speed limit and

watch carefully for any elk that may decide to wander on the road. Fortunately, there are no elk today. I make a note to check for elk viewing season and vow to come back another day.

I continue driving on OR 202. As the terrain flattens out and the coastal mountain range disappears, the fun corners disappear as well and the road starts to straighten. I fear the drive is coming to an end. I want to turn around and go back, but my stomach reminds me that it is almost lunchtime. Today has been a great drive that I will come back and do many more times in my Porsche.

*Below: Nice wave to the photographer! Center: A part of the group gather for a photo. Bottom left: John Thomas with Tosh and Wendy Kanno. Bottom right: At the rest stop.*



OR 202 ends at a roundabout and a quick right turn puts me on OR 101. As I round the corner, I see the Astoria—Megler Bridge looming very large above me.

The smoke in the air is so thick, I can barely see the bridge beyond the raised section for ocean going ships. I make up my mind to return home on the Washington side of the Columbia River. I will start the return home with crossing the 4.1 mile long bridge to Washington. I will have to trust that the bridge is still going to the other side of the Columbia River, even though I can't see past the second pile.

A quick left hand turn before the KFC on Basin Street and another quick right turn brings me in view of over 20 beautiful Porsches. I must be at the right spot for lunch. Bridgewater Bistro is a wonderful place to stop for lunch. The food was excellent and the service fantastic. A nice view of the Columbia River is a real pleasure.

Thanks to Bryan Farley, Matrix Integrated Inc., for organizing the August Midweek Casual Drive. It was a pleasurable journey, one that I look forward to completing again. ■

To enjoy more photos from this event, go to: <https://orpcapix.smugmug.com/Casual-Mid-Week-AD-Aug-2018/>.

(NOTE: Download photos with the down-arrow icon.)



Left: John Thomas and his new mahogany Macan GTS. Below: More Porsches coming over the bridge!





# First Germanpalooza *War Das Beste!*

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY HAROLD KLEIN, PHOTO EDITOR

*Above: Porsche Corral.*

The first-ever Germanpalooza was held at Portland International Raceway on a beautiful Saturday in early August.

The event was the brainchild of E.C. Mueller, long-time Porsche club member and general manager of PIR. E.C.'s vision was a festival celebrating German brand automobiles, expanding the Rose City Bug to include all Volkswagen, Audi, BMW, Mercedes and Porsche vehicles, their enthusiasts and car club members.

The event included a People's Choice Car Show, swap meet, a half-day High Performance Drivers Education (HPDE) on the track and a half-day of drag racing.

There were a number of sponsors including many of our favorites—Heckmann and Theimann, Matrix Integrated, Beaverton Porsche and AR Auto Service.

There was great German food and beer as well.

Steve Miller was the Porsche Club representative on the organizing team. He did a great job pulling this together for the club with the help of 10 volunteers: Kelly Gossen, Larry Tracewell, Heinz Holzapfel, Les Schreiber, Bob Heilweck, Gary Goss, Tony Brennan, Bill Shivers, TK Kamman and Steve Knepper. Thank you all so much!

Our Porsche car corral was packed. Our thanks go out to everyone who supported this new event! We had over 35 cars in our small corral. Only the BMW club had more than us. Everyone was so enthusiastic.

We plan on doing this again next year, so look for dates to be announced early in 2019! ■



To enjoy more photos from this event, go to: <https://orpcapix.smugmug.com/GermanPalooza-PIR-Aug-2018/>

(NOTE: Download photos with the down-arrow icon.)

Congratulations to all the winners of the Porsche People's Choice Awards:

Year/Car Class	Winner
1955 Continental 356	Kevin Owen
1974 914	David Roberts
1989 911 Carrera Sport	Stuart Wilde
1991 Carrera 2	Gary Goss
2006 911 S	Chris Araujo
2017 718 Cayman S	David Story
1989 944 Turbo	Mike Parker
2011 Cayenne S	Larry Tracewell

**MORE PHOTOS  
ON PAGES 32 AND 33**



Harold Klein

Swap Meet examples.



## GERMANPALOOZA, CONTINUED

Clockwise from below: Volunteers Larry Tracewell, Les Schreiber, and Bob Heilweck; Two scenes from the corral; Filling out the People's Choice Ballot; A beautiful day at the corral.





Harold Kle



Top: 356 class winner! Above:  
Lined up for Track time/HPDE;  
Stunning view of a stunning  
car.

# SUV Owners Enjoy “Cockpit Acquaintance” Event

BY JEREMY WILLIAMS | PHOTOS BY ERIC LEWIS

**O**n August 7, the ORPCA's SUV group held an informal Cayenne and Macan “cockpit acquaintance” session at Matrix Integrated's Downtown location. Before the ORPCA SUV group engages in any driving events, the group wanted to make sure that members were familiar and comfortable with the “commercial airliner look and feel” of all of the buttons and switches in their Cayenne's and Macan's. Everyone graciously shared knowledge, information, and stories with one another,

including many learning about the Macan's load level button! All members seemed to take something new home, even the “experts.”

As with all of the SUV group functions thus far, members are truly enjoying sharing the fun and passion of Porsche SUVs, together in a smaller tight-knit setting!

We welcome any other Cayenne or Macan owners to come join us at any of our events. Email Jeremy at [suvgroup@oregonpca.org](mailto:suvgroup@oregonpca.org) for more information. ■



*Clockwise from top left: What are all these options? Lynn Roe taking notes! Cayennes and Macans lined up outside Matrix; Janis' lovely new MacanS; Lynn's MacanS.*





# Matrix Team Hosts August Social at Copper River in Hillsboro

BY PEG RYAN | PHOTOS BY CRISTY JOHNSON

The August social and dinner was hosted by the Matrix Integrated team of Bryan Farley and Justin and Jeremy Williams at Copper River Restaurant in Hillsboro.

Some of us met earlier at the Ledbetter's home and enjoyed a tour of their lovely house and the fabulous garage! It was fun to see the projects that Randy is working on.

About 50 people attended the dinner. There were some great choices for dinner and once everyone was served, Larry Hannan updated everyone on upcoming events.

Our thanks to the Copper River staff for taking good care of us and to the Matrix team for another great social and dinner at Copper River. ■

*Below: The fish and chips was excellent! Bottom left: Lots of conversation. Bottom right: The Matrix Team: Jeremy, Justin and Bryan.*





# Driving the Piccolo: Targa Florio's History Comes Alive!

STORY AND PHOTOS BY KURT FURSTENAU

Above: The start/stop grandstands. Below, route direction sign.

The oldest endurance sports-car event is the Targa Florio held in the mountains of Sicily near the island's capital of Palermo. Andrea and I drove the Piccolo in late May in about two hours at an average of 25 mph. This course has 900 corners/lap. For comparison, the

13 mile Nurburgring has 180 corners, on a very improved surface. The fastest lap was in 1970 with Leo Kinnunen in his Porsche 908/3 at 79.89 mph, or 33 minutes, 36 seconds.

Created in 1906 by Count Vincenzo Florio, it was one of the most difficult races in Europe. The first event covered 277 miles over treacherous mountain roads with dirt or gravel surfaces. By the mid 1920s, it was the most important race in Europe. The Targa was held annually, and in 1953 became part of the FIA World Sportscar Championship. There were course variants with three codified by 1932. The Piccolo(short) was 45 miles; the Medio 67; and the Grande 92 miles. Then, as now, the start and finish is in Cerda, south in a counter clockwise direction.





The day of our drive was sunny, 75 degrees with almost no traffic. We stopped for lunch, watching and waving at a few classic cars driving by. For the actual race, the drivers started every 15 seconds. The practice was held a week prior to the event, in traffic, and the cars outfitted with special license plates for the roadway.

Due to safety concerns, Porsche did not race the 917, but rather the agile 908/3 Spyderys. Other manufacturers continued to compete with the big cars, notably Ferrari with the 600 hp 512S, and Alfa Romeo in the 540 hp 33/3. The Targa lost international sanctions in 1973 when one driver and one spectator were killed. The race continued as a national event until 1977, when a crash killed one and injured five. This was still relatively safe, as only nine were killed in 71 years. For comparison, 56 people over 30 years died at the Mille Miglia, and in five years, 25 were killed at the Carrera Panamericana. Most

all were due to an almost complete lack of safety features, such as tire barriers or fences.

From 1906 until 1956 the race was almost always won by an Italian Marque. Porsche won its first in 1956 in a 550 driven by von Hanstein. Over the next 17 years, Porsche dominated the podium, placing 32 times, with 11 first place finishes. (The 911 type Targa was so named to celebrate this achievement.) Alfa Romeo had 30 podiums with 10 firsts, while Ferrari had 19 and 7.

At the Targa Florio museum, we had the good fortune to meet Nino Vaccarella, the winner in 1971 (Alfa Romeo 33/3), and in 1975 (33TT12). He was very gracious, sitting for a photo, and signed a lithograph.

Sicily is a beautiful island with friendly people, and a unique history and culture. One of the highlights was driving this historic route, feeling just a bit connected to this very special race and Porsche racing history. ■

*Rally banner and vista of route up the mountains.*

**MORE PHOTOS  
ON PAGE 38**



Clockwise from top: Roadway scene showing twists and turns; Porsche in the museum; Nino Vaccarella; Route diagram and map; Porsche 908 tile plaque of Redmand's victory.



## Come Out for the Last Two AX Events of the Season!

**A**utocross (also called "Solo") is a driving event where a driver negotiates a closed course of cones one car at a time to achieve the fastest possible time. 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!

We strive to cultivate an air of camaraderie and fun among our participants. No previous experience is necessary and novices are welcome. All you need is a driver's license, an automotive helmet (SA2010 or M 2010 or newer) and a car that can pass a basic mechanical safety inspection. Loaner helmets and instructors are available. 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 2018 ORPCA Autocross Season

1. We are adding an I02 Class: Improved Porsches that are water cooled and manufactured 1997 or later. This is to allow older Improved cars to run separately in I01.
  2. We are adding a S04 Class: This divides the very large S03 class. It moves all GT2, GT3 and GT4, 997 and 991 Turbo/Turbo S, All 991 Carrera S, 991 Carrera GTS, Boxster Spyder (2016 on) out of S03 and into S04
  3. Please register with only 1 account on Motorsportreg to register for these events. Last year we had a number of people who used multiple accounts and this led to a lot of time consuming handwork to combine results.
  4. We are implementing stricter classing regulations. Please see the web site for class requirements.
- Changes that we made last year worked well including limiting events to 60 participants; Balancing Porsches and non-Porsches so we can run in two groups; participants will be either drive first, then work; or work first, then drive. ■

### AUTOCROSS

*All events are on Sundays at PIR and begin at 7:30 a.m.*

#7	September 23	South Paddock
#8	October 7	North Paddock



## SEPTEMBER MIDWEEK CASUAL DRIVE

Tuesday, September 4

Be There by 9:00 a.m.

### End of the Oregon Trail Parking Lot

1726 Washington St, Oregon City, OR 97045



The September Midweek Casual Drive is Tuesday, September 4 (the day after Labor day). We will meet at 9:00 a.m. at the End of the Oregon Trail parking lot and will depart promptly at 9:30 a.m. Drive distance is about 80 miles. Fuel up before you arrive. We go rain or shine. Navigator not needed, but encouraged.

Please email Ravi Rajaram at: rrajaram1@yahoo.com if you plan to attend so he can advise the restaurant. ■

## SEPTEMBER ARRIVE AND DRIVE

Saturday, September 8 | 8:45 a.m. to 2 P.M.

### Meet at Shari's Restaurant

9730 N Whitaker Rd. | Portland, OR 97217

To attend the September Arrive and Drive, bring your favorite Porsche (with plenty of fuel) and ideally, a navigator, to our start location behind Shari's Restaurant at 9730 N Whitaker Rd. Portland, OR 97217, no later than 8:45 a.m. Driver's meeting takes place at 9:00 a.m. 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. Arrive and Drives are usually 60 to 100 miles in length and usually finish in under three hours. You have an option to join the group for lunch.



For all the information go to: <https://www.oregonpca.org/event/arrive-and-drive-saturday-september-8/>

The last Arrive and Drive of 2018 is the 7th Annual Sausage Run on October 13th - <https://www.oregonpca.org/event/arrive-and-drive-7th-annual-sausage-run-october-13/> ■

# SEPTEMBER BOARD OF DIRECTORS MEETING

Wednesday, September 12 | 6:30 to 8:30 p.m.

**Dang's Thai Kitchen**

670 N. State Street

Lake Oswego, OR 97034

All members are welcome to join us! ■

[CLICK HERE for August, 2018, ORPCA Board of Directors Minutes](#)



## SEPTEMBER SOCIAL AND DINNER: SOLD OUT, WAIT LIST ONLY

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

**The Reserve Vineyards and Golf Club**

4805 SW 229th Ave, Aloha, OR 97007

*Hosted by Cristy and Steve Johnson*

The September social dinner will be held on September 19 at the Vintage Room Restaurant located at the Reserve Vineyard in Aloha. A buffet will be served.

This event is sold out. For information on how to get on the wait list go here: <https://www.oregonpca.org/event/monthly-social-and-dinner-september/>

The October Social and Dinner is on October 17 at Gustav's Pub and Grill, 12605 SE 97th Ave, Clackamas, OR 97015. RSVP will open in mid-September. ■



## AUTOCROSS #7

Sunday, September 23 | 7:30 a.m.

### Portland International Raceway South Paddock

1940 N Victory Blvd, Portland, OR 97217 | 503.823.7223



**A**utocross #7 will be held Sunday, September 23, 2018 in the South Paddock of Portland International Raceway. We are again already more than half full, so please register soon. We are limiting attendance at these events and no walk ins are allowed. For links to registration and more information please go to: <https://www.oregonpca.org/event/autocross-7-2//> ■

## ESCAPE TO ASTORIA: ONLY FIVE OPENINGS REMAIN

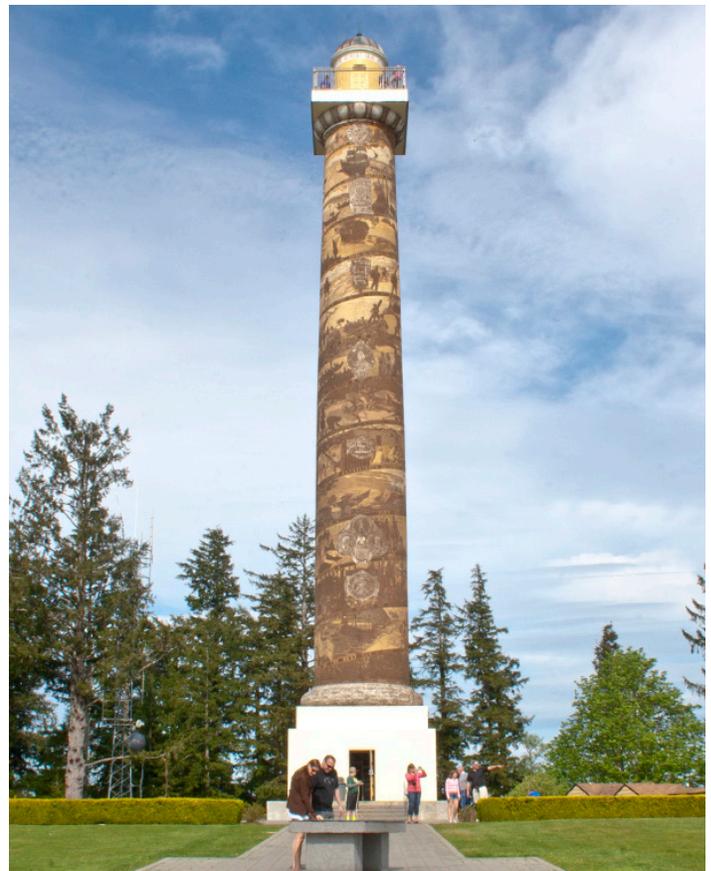
Friday, October 12 to Saturday, October 13

### Meeting Location TBA

**T**his tour to the coast will be limited to the first 15 cars / 30 people and is limited to ORPCA members. The tour will be leaving from a location in the Portland area on Friday morning that will be disclosed to the attendees once they have registered for the event. There is no fee for doing the tour, just the cost of lodging and meals.

Please contact Eric Freedle at [anzeiger@oregonpca.org](mailto:anzeiger@oregonpca.org) to register for the tour and dinner. Please contact Cannery Pier Hotel @ 503-325-4996 under the "Porsche Group" for your special room rate for Friday night. There is a block of 15 rooms that will be held till Friday, September 21! These rooms are on the Columbia River with great views and this is the #1 TripAdvisor hotel in Astoria. Also, there is a nice complimentary happy hour and great continental breakfast. It has a large off-street parking lot for our vehicles.

For information go to: <https://www.oregonpca.org/event/escape-to-astoria-friday-october-12-saturday-october-13/> ■





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### **Jim North**

Associate Vice President  
Financial Advisor

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Factory Certified Paint

“Glasurit” Refinishing System. The exclusive only paint specified by Porsche, it’s the paint that is on new Porsches and has been for years. Why accept anything else?

Factory Certified Wheel Alignment

“Beissbarth” Germany’s finest alignment equipment. To get that Factory Exact alignment, or to align highly modified suspension we trust Beissbarth’s accuracy.



21916 Ferry Rd. SE, Stayton, OR 97383 1.877.489.2520 car@wvi.com

# Anzeiger Marketplace

## CARS FOR SALE



1997 911 Carrera 4S, \$109,993, Arctic Silver Metallic/Black. 52,400 miles. 2nd owner. All maint current; complete maint records since 2006 purchase at 33k miles; new tires. Window sticker; Clean CARFAX; always garaged. Loaded with original equipment; extras include motor sound, 10-speaker system, rear wiper, full power seat; alum dials & pedals. Never tracked; rarely out in rain. Oregon/California car-no salt. Near perfect original paint. Dave Brezinski dbrezinski@comcast.net 503-970-2261 (8/18)

## PARTS FOR SALE



Black WeatherTech Floor Mats for Porsche Caymans (2013-2018). Laser Measured for a Perfect Fit with Part

Number: 447241. Retail + Shipping (\$109.95 + \$18.00) = \$127.95. Selling for \$75.00 (41% savings). Still in the box and never opened! Roy D. Johnson, roy\_d\_johnson@hotmail.com, 971.801.2090 (9/18)

For Free! Three (3) Michelin Latitude Sport 3 N1, Michelin 295/35R21 107Y, Latitude Sport 3 N1, Treadwear 220, Traction AA, Temperature A, Manufacture Date Code 1015, OEM from a 2016 Porsche Cayenne GTS. These tires have 15k miles on them. My wife hit a pot hole and the fourth tire sidewall blew out. For safety reasons, I decided to replace all four (4) tires. I hate to throw these tires away, so I am offering them for FREE to the first person that takes them. You can pick them up in the Aloha/Beaverton, Oregon area.

eric@stressthenrest.com (9/18)



4 O.Z. Wheels and Michelin tires from a Porsche Macan \$600.00, O.Z. Racing Superturismo Dakar rims with Michelin Latitude HP tires Bolt pattern 5X112, 265/45R20 fronts, 295/40R20 rears, Includes TPMS and center caps, Rims are in great shape and tires about 50%. 503.679.1259 Rguensch48@comcast.net (8/18)



4 Michelin PILOT SPORT A/S 3 Y speed rated tires. The highest rated Ultra High Performance All-Season tire on TireRack. Two 235/45R17 with 8/32 tread and two 255/40R17 with 7/32 tread. \$200 or best offer. Jeff Gretz jgretz@onlinenw.com 503.915.2364 (4/18)



Used Tires for Sale, Michelin Pilot Super Sport, two (2) -front 20" 61% left, 245-35-ZR20, Make offer. Contact Les Schreiber, 408-316-8654, les996@me.com (3/18)

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