

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | NOVEMBER 2018



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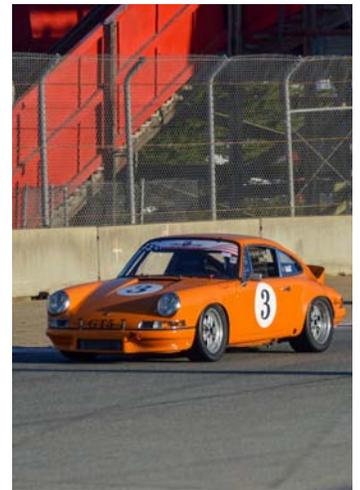
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ON THE COVER

The soaking-wet October Midweek Casual Drive rendered this amazing reflection. Photo by Harold Klein.

ANZEIGER

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

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

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OREGON REGION EVENTS AND BEYOND

NOVEMBER, 2018

7 Board Meeting

14 Monthly Club Social
and Dinner

DECEMBER, 2018

2 Holiday Party

12 Board Meeting

Holiday Party

Sunday, December 2, 2018 | 4:00 p.m. to 9:30 p.m.
Riverside Golf and Country Club
8105 Northeast 33rd Drive, Portland, Oregon 97211

Registration is NOW OPEN for our Annual Holiday Party! The Riverside Golf and Country Club, located at 8105 Northeast 33rd Drive, Portland, is the venue for this yearly party to celebrate another year of great friends and cars. Please join fellow club members for an elegant setting, socializing and scrumptious dinner, and dancing to the Design Band. The cost is \$75.00 per person. Registration is open. For all the information and links to register, please go to: <https://www.oregonpca.org/event/save-the-date-for-the-2018-holiday-party/>

Looking for a Unique Holiday Gift?

Our First Edition private wine label is a great gift for those hard-to-buy-for friends—now available online!

The first edition private wine label for Oregon PCA was announced at our Summer picnic. We all got to taste this Stoller Pinot and it is great. The first production Porsche was the 356, so it's appropriately featured on the first edition private wine label for ORPCA.

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<https://www.stollerfamilyestate.com/product/2016-Porsche-Club-Pinot-Noir-750-ML>





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Vancouver, WA
2003 911 Carrera 4

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Donna Saunders
2019 Carrera S

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Lake Oswego, OR
2015 Macan Turbo

Kevin O'Toole |
John O'Toole
Tualatin, OR
2009 911 Carrera S
Cabriolet

Jim Tower |
Stephanie Tower
Fairview, OR
2003 Boxster S

Michael Freeman |
Marcy Banton
Hood River, OR
2011 Turbo S

Robert Pisha |
Rose Zimnicki
Scapoose, OR
2008 911 Carrera S



Larry Tracewell
Membership Chair

membership@oregonpca.org

Members: 609
Affiliate Members: 412
Total: 1,021

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John Draneas | Carlyn Draneas

10 YEARS

Gary Goss | Denise Goss
Scott Wiesenmeyer

5 YEARS

Steven Groman
Stefan Mullikin | Joy Mullikin

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PORSCHE

There's Still Time to Enjoy the Autumn Roads in Your Porsche



We'll Help You Stay Safe!

PHOTO BY HAROLD KLEIN

You've enjoyed hours on the road this summer, and there's still time to enjoy more! If you've been driving all summer, now is a good time to ensure your car is up to date on maintenance, and keep your vehicle safe, especially if the weather turns rainy. And when you're ready to wrap up your driving season, call us for an appointment and we'll help prepare it for winter storage.



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BOARD OF DIRECTORS MESSAGE

Peg Ryan, Communications Director

Communicating Takes a Multi-faceted Approach

In my role as Communications Director, I always try to think about how I communicate with all of you—whether it is in the weekly email blast, on the web or in the monthly *Anzeiger*. I try to balance giving you enough information to be helpful vs too much information. I do replicate information in places just to be sure I hit the media that you use. I love getting feedback from all of you. Some members point out my mistakes, others provide ideas on things to add; regardless, please don't stop. I feel like it makes us a better club!

This year I have added some help with our website (www.oregonpca.org). Matt Nenninger helps me with the Autocross section and adding events as well as other sections of the website. I totally appreciate everything he does. Next on my list is to work on the menu structure and updating our look and feel with Heinz Holzapfel. Look for some changes coming in 2019. If you could help us with this work, please let me know.

I schedule our email blasts to go out every Wednesday at 9 a.m. I try to add local and other events in



these blasts—from things at PIR, Porsche of Beaverton, or other clubs as well as our club events. If you think you are not receiving our email blasts each week—please let me know. I can research and figure out what is going on!

Once a month I work on the monthly magazine. Many of you have been submitting articles for the *Anzeiger* to me this year. I am so happy to see these come in. It is fun to hear about your stories, and your adventures and your viewpoints. I thank all of you who have taken the time to write these articles. Keep these coming as well. The *Anzeiger* is only available online. It posts around the fifth of every month (except January). I use the same tool for this mailing as the email blasts.

BOARD OF DIRECTORS MESSAGE, CONTINUED

The other place I write for is the "From the Regions" section in the PCA *Panorama*. I thank Joe Kelly for making me aware of that section of the magazine and challenging me to add our stories to it. I have heard from many of you that you like jumping to the back of the magazine each month to see our article. It is fun to find snippets and a picture of things we have done as a club.

The other area we communicate with you on is social media. We have two Facebook pages—one is public and one is private, for club members only. Cristy Johnson and Paul Kust manage these for us. Cristy researched Instagram and made a proposal to the board earlier this year. The Board decided to stick with Facebook for now.

Cristy continues to explore these social media tools. If you want to follow the Facebook page please contact Cristy at johnson31701@me.com.

You can check out our Facebook page at: <https://www.facebook.com/OregonRegionPorscheClubOfAmerica/> (Public) or <https://www.facebook.com/groups/709607615836438/> (Private)

Below is a great example of one of the notices I recently got from one of our members:

From Bruce Jones: "Greetings from Maui! Please let the club know that Pam and I are now married, and that thanks to Maui Roadsters we are having a very Porsche honeymoon!"

Here's to communicating with all of you! ■



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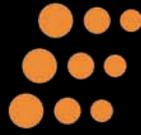
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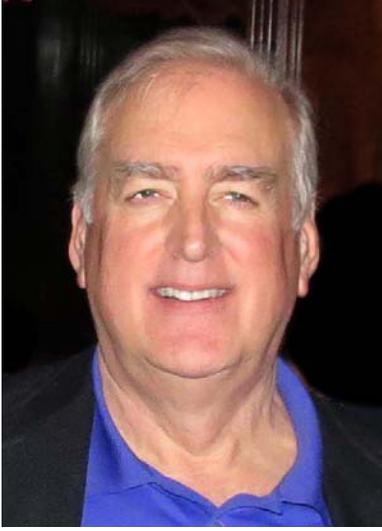


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REARVIEW MIRROR Edited by Gary Koppang

IMSA Weekend at PIR, Part One

BY RUSS LINDBORG

ABRIDGED FROM THE SEPTEMBER, 1993, ANZEIGER

Oregon Region PCA members had lots to cheer for at the PIR IMSA races July 30 to August 1. After a week of cold and rain, the weather turned sunny. Perfect race weather, and slim spectator turnout meant a choice of great seats. On Friday there were fewer than 30 people in the stands, and the few thousand on Saturday were hardly what you'd call a crowd.

Porsche to the Rescue. Those who came to the track on those quiet days were able to view closeup some very unusual and very fast Porsches. On the infield side of the paddock, parked at the track entrance, was the Porsche 928 IMSA emergency vehicle. This Guards Red car with its emergency medical emblem and light bar is staffed by two professional driver/paramedics. This Porsche is the only emergency vehicle allowed on the track while the race cars are still running.

Fast, but Out-of-Date. A few trailers down from the end of the paddock was the familiar, blue #57 Porsche Carrera of Club member Monte Shelton. Shelton was racing the Carrera in the Exxon Supreme GT race as a GTU racer. His turbo engine had

been replaced by a fuel-injected 3.0 liter engine. This car is the same 1979 911 Shelton has been racing for 11 years. He takes great pride that this is a pure-Porsche race car.

Shelton's Porsche, which is old enough to qualify for Vintage races, looked fast but was almost five seconds per lap slower than the GTU class leader. Shelton was pleased with his driving and the car's performance, but described the race as "Basically, I just got my doors blown off."

The other Porsche in the Exxon series was the red 930 of Charlie Goedecke. With its rear body panels off, and the huge turbo hanging off the back of the engine, this car always stopped race fans in their tracks. Goedecke was running his car in the GTS class, where it was competing with some of the fastest and most advanced cars in this series. It was





never close to being competitive, and finished 16th overall, behind Shelton's 911.

Another Porsche that had race fans gathered around all seeknd was the Porsche 966 (?) or Gunnar Porsche. This car has been highly modified, and converted to an open-cockpit form. It had a beautiful new body done in the SONOCO colors. It looked terrific, but its presence was more P.R. than actual racing. Uncompetitive in the modern GTP class, this car was only in the race so IMSA could show the fans a preview of what next year's World Sports Car-class cars might look like. Except that this car will not qualify for the new series. It has an engine that is too big, an illegal turbo, and illegal bottom-panel aerodynamics. Without these, it would be one of the slowest cars in the new series. It was great to watch, though, and except for the winning Toyotas, seemed to draw the most attention. The car was plagued with a number of problems, including the transmission and suspension, but was still running at the finish. J. Paul, Jr., the drive, has not had a lot of luck, and was looking forward to a clean, fast race to add to his resume. Unfortunately, that

didn't happen.

We were disappointed that one of our favorites, the Joest Racing Team with its two Porsche 962s, opted not to show for the race.

Hot Porsches. On the other side of the bridge was what appeared to be a paddock full of Porsches. There were the Brumos Racing 911 Turbo S's, the Kelly Moss 911 Turbon S, the Rohr Racing 911 Carrera 2, the Lugo-ro Wheels 944 turbo, and the Leigh Miller Racing 944S2s plus their 968. Something for everyone.

In the Brumos paddock tent, we asked team manager Bob Baily if we might take a few pictures while the cars were being worked on. "Absolutely not! Take all you want outside when the cars are buttoned-up, but whatever you do, don't publish any photos of our suspension. Those Corvette racers don't understand that Porsches come from the factory with adjustable suspension. Adjustable suspension is a totally foreign concept to them, and every time they see a picture of our suspension, they think we are breaking the rules and they start filing protests."

(Watch for Part Two in the December *Anzeiger*.) ■

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AUTOCROSS #3, CONTINUED

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AX #8: Slippery Last Event of the Year

BY ERIC FREEDLE | PHOTOS BY HAROLD KLEIN, PHOTO EDITOR

Just a brief two weeks after the AX #7, we are on for the #8! The last one of the season was held in the north paddock due to upcoming south paddock make-over. The weather prognosticators had Sunday as a clear day with the possibility of rain in the afternoon – but it turned out to be cool, wet and slippery ... So much for those forecasters, eh!

We reduced the number of runs to six each to make sure we finished before the serious rain started and everyone left for home wet, but happy.

The competition between classes continued to be close and exciting. Harold Klein was out again to get some great photos, and many are included here. Please check out his wonderful work by going to the link to all the photos.

Anson Lytle's decision to run the Michelin Pilot Sport 4S proved to be a good move in the cold and damp conditions and he snuck away with a 27.59 and Top Time of Day (TTOD). Well-played day. We had some great competition between the two top dogs in the Non-Porsche group, with James Paulson in his 2018 Mustang GT (getting second place overall), and Dan Bullis in his Chevy C5 Corvette (fourth place overall) and we had three Caymans in the top five.

Look for the 2018 Championship results in the December *Anzeiger*. ■



Top left: Eric and Barry explaining—moving it two feet in ...maybe?

Top right: Having so much fun!

Above: Jon Zweiger adding new tires and glow-in-the-dark rims!

Left: Could not miss them on or off!

AUTOCROSS #8, CONTINUED

Top in the classes were:

Class	Driver	Car	Fastest Time
I01	Pete Libke	1983 Porsche 911 SC	32.08
I02	Barry Cogut	2015 Porsche Cayman GTS	28.27
P01	Harry Danberg	1973 Porsche 911T	33.39
P02	Jeff Gretz	2001 Porsche Boxster S	30.35
P03	Anson Lytle	2014 Porsche Cayman S	27.59 TTOD
S01	John Johnson	2013 Porsche Panamera GTS	33.08
S02	William Sturgill	2018 Porsche 718 Cayman	30.78
S03	Gary Feldmann	2013 Porsche 911 Carrera	31.88
S04	Moses Qandil	2013 911 4S	30.63
NPA	Ben Mason	2017 Ford Focus RS	29.50
NPM	Arron Mauldin	1997 Honda Del Sol	31.23
NPS	James Paulson	2018 Ford Mustang GT	28.01

To check championship status:

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



Clockwise from top left: Heinz Holzapfel in his LV SUN Cabriolet—not sure how happy he was! Anson Lytle carving a clean line; Chris Rhia getting it light in the front end—and Harold with his excellent eye to capture this! Hunter and Phil Melahn brought out the Cayenne rather than the 911.



To enjoy more photos from this event, go to: <https://orpc-pix.smugmug.com/AX8-PIR-North-Oct-2018/>.

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



Harold Kle



Harold Kle



Top: Even in the rain, the marque is beautiful; Above left: Mark Qandil and David Kosa—yup it was wet, and not wearing their “hoodies”! WHAT? Above right: A time that didn't quite make it to the top; Left: Lots of standing water on the track.

October Midweek Casual Drive: Wet and Wild in the Columbia Gorge

BY TED CIOCHON | PHOTOS BY HAROLD KLEIN, PHOTO EDITOR

The final Midweek Casual Drive took place on Tuesday, October 9. Twenty-two cars gathered at the Lewis and Clark Recreation Area in Troutdale. The weather was cool, damp and drizzling. But all were still looking forward to this last Casual Drive of the year.

With the Casual Drive usual Tourmeister, Joe Kelly, far away on vacation with his wife Nancy in New Zealand, Ted Ciochon stepped in to try to fill Joe's always-capable leadership.

After the drivers' meeting we set out at 9:30 a.m. on the Historic Columbia River Highway along the Sandy River. We went in two groups,

with Steve Bledsoe leading the second group and David Lee as sweep.

Continuing East and South roughly along the Sandy River, we headed in the direction of Sandy and eventually Zigzag where we turned onto Highway 26.

The drive to this point is very twisty and narrow. The drizzle, together with the wet and leaf-covered roads, made for careful driving. But the scenery was still extraordinary, almost mystical at times.

With a rest stop at Government Camp, the drizzle continued. We continued onto the Highway 35 Exit and then to a chain-up area where there is access to NF-48, a road that

Drivers meeting—Ted giving directions and safety info.





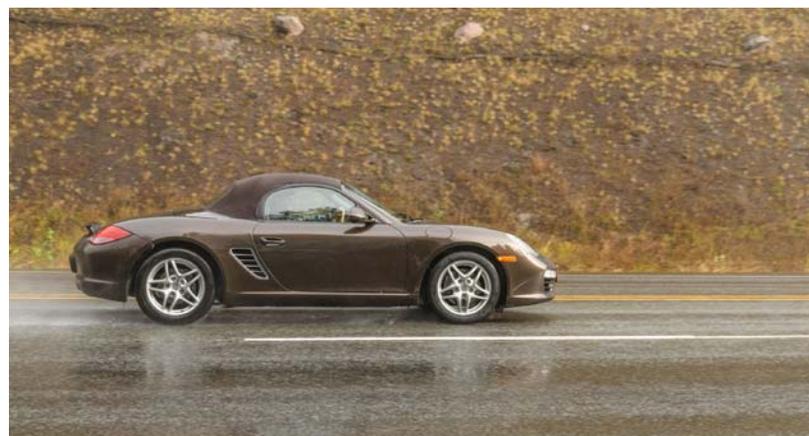
few have traversed. A fast run on a very smooth road to NF-43 and then back to Highway 26 and onto Welches for lunch.

The drive was about 100 miles in total and two and one-half hours. We had lunch at the Rendezvous

Grill which was enjoyed by all. They got us served and back on the road home in just over one hour, a job well done by the restaurant staff.

It was a wet, but still fun drive. Will be more fun to do the drive next year—hopefully, on dry roads. ■

Above: Ahh ... the advantage of rain! Below left: Lovely area for a drive in the middle of the week! Below right: It was wet!



OCTOBER MIDWEEK CASUAL DRIVE, CONTINUED

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

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



Top and Above: Rest stop.
Right: Rain ... and more rain!





Top: A pretty fall day; Left: Lunchtime! Above: Crossing the Sandy River.



With Crisp, Clear Autumn Weather and Great Roads, Escape to Astoria Excelled!

BY CAROLE AND BRAD HEDSTROM WITH NOTES BY TOUR MEMBERS
PHOTOS BY CAROLE HEDSTROM, ERIC LEWIS, HEINZ HOLZAPFEL, DAVID ZWERLING AND JIM OLSON

Lovely shot of the Astoria Bridge.

It was a cool morning start at Sandoval's, off Miller Road in Portland, as 15 cars arrived. We glanced around to see familiar faces and their beloved Porsches. Once it looked as though the whole group was there, Eric Freedle passed out the run sheets and gave a brief overview of the day. Another kind soul passed a box of donuts among the crowd.

A rousing first set of curves and a brief straight on Highway 30 brought us to our first rest stop in Scappoose. We brightened the morning for a small group of pre-schoolers by parking in front of their daycare. We heard oohs and ahhs, and "Wow!

look at that car!"

The second section of the drive also featured rousing twists and turns, but brought us to a quiet overlook in Jewell, Oregon, with elk grazing in the meadow (Jewell Meadows Wildlife Area). A few cars missed that last turn into the rest stop and had to backtrack. The quiet lesson is to not just follow the car in front of you, but rather trust your navigator. (As you, fair reader, are probably guessing, I told him to turn, but he followed the car in front.)

Next up was the best part as we made our way into historic Astoria and the first stop was the Astoria Column on Coxcomb Hill. The

weather gods blessed us with an amazing, clear, fall day, and views were amplified by the bright sun and blue skies. Many of us got our steps in and stepped all the way up column. We were handsomely rewarded with 360 views of mountains, seas, rivers and a lovely ribbon of Porsches.

From the Column we made our way into downtown for lunch at Baked Alaska. What a great spot! It's on the water, the food is great and the staff held a group of parking spots for us! It was a first-rate experience. After waddling out of Baked Alaska, we all headed for Cannery Pier Hotel. Wow! Another

great pick from our tour organizer.

With the afternoon free and really just a few hours until we were scheduled to feed ourselves again, many folks strolled into town and explored, while others strolled to their gorgeous waterfront rooms and napped. Either way, it was a perfect afternoon.

We closed out the day with dinner at Bridgewater Bistro. Again, great food and service. Doug Naef and Christine had a fun trivia contest on the number of production Porsche models and number of race models (not sub models)! This was very fun. Conversations then turned to planning our routes back inland.

Below left: Drivers meeting at Sandoval's parking lot; Below right: Peg Ryan and Jodi Olson in Scappoose laughing at Peg's navigation techniques! Bottom: Elk in Jewell Meadows Wildlife Area.



ESCAPE TO ASTORIA, CONTINUED

The amazing fall colors and weather signaled taking the long way home and savoring every minute in our favorite cars.

There were many options for the return, but my driver took the advice of his navigator and set out on the northern route along Hwy. 101 with stops at Cape Disappointment, Long Beach, and Willapa Wildlife Refuge. The clear, crisp fall day did not disappoint, the driver drove and really, no navigation was required as the 911 found beautiful roads and scenery on an easy, autumn escape.

Our thanks to Eric Freedle and Cheryl Carpentier for the hard work and long hours to plan this adventure.

Here are some comments from people on the tour including interesting routes home!

Randy and Ann Stolz

Beyond the obviously great accommodations and good restaurants, the route was "an apex-rich environment." Add to that, weather that was extraordinary.

As we stood atop Coxcomb Hill and gazed to the south, Doug Naef asked about the rivers that flowed into Young's Bay and for a moment I think we both felt like Lewis and Clark. In our case I think it was re-discovery of a familiar landscape all too oft forgotten in our proverbial backyard. That was but one of many great memories I'll take from this trip.

Speaking of discoveries, today (Saturday), Ann and I bugged out south towards 26 via Cannon Beach but first it had been 10+ years since we visited Ft. Clatsop (I know it's kind of a nuthin' for most folks but the kid

View of Astoria-Megler Bridge and the mouth of the Columbia river from Coxcomb Hill.





Left: View from the top of the Astoria Column. Below: Dinner location just steps from the hotel.

in me loves it). It was on the way so we stopped by. It's now better than ever after the fire. Leaving the Fort, we could have gone back to 101 but I thought "Hey let's go down Lewis and Clark Road." The road parallels the river for quite a few miles then crosses it to head towards Seaside ... all this time, some 35+ years, laying un-driven by yours truly. Next time you're going from Seaside north to Astoria or vice-versa I highly recommend it.

Peg Ryan

A group of us went to the Maritime Museum on Saturday. What a blast—I had no idea of the history of Astoria and the dangers of the mouth of the Columbia River.

Larry & Cathy Hannan

What a wonderful trip. The club is really lucky to have members like you two that like to organize these adventures for the rest of us. When we left Astoria, we went up to Long Beach to see if anything had changed, it hadn't. Instead of coming back to Astoria, we took Hwy 101 north then took Hwy. 4 east to Longview then home. I don't recall ever driving that stretch of roads, but I would highly recommend the route. The roads were much like the ones we drove to Astoria and the scenery was spectacular.

Doug Naef and Christine Pilosi

We took the bridge north and turned right to follow the Washington side home. Having heard about



ESCAPE TO ASTORIA, CONTINUED

a ferry that went to Cathlamet we couldn't resist taking a boat ride with the car! More adventures and it was nice to meet everyone!

Jim & Jody Olson

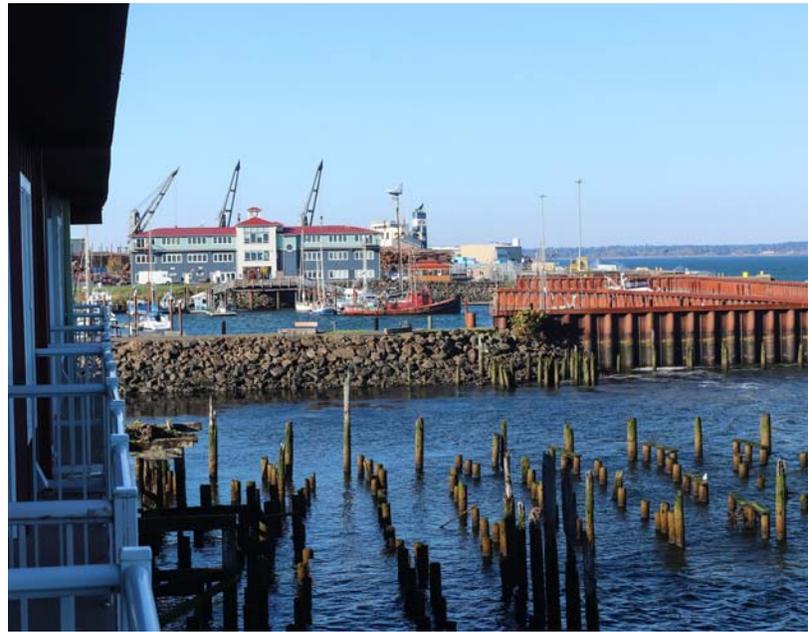
As our first ORPCA event, we can truly say it was AWESOME!! We're already looking forward to the next! Our sincere thanks to Eric & Cheryl and others who made this possible.

Below left: Stephanie Danberg, Jodi Olson, Teresa Farrell Richardson and Sylvia Nesson. Below right: Eric Freedle is ready to take on a RadRover bike; birds-eye view of Club cars.

Eric Freedle

We (the O'Connors, Barry Cogut, Cheryl and I) snuck up to Long Beach to a spot that I had researched earlier that rented e-bikes. A vendor called Rad Power Bikes has sites around the country where you can rent these RadRover bikes —with their 4" fat tires, speeds up to 20 mph and a range of 25 to 35 miles. There was this great asphalt trail that ran parallel to the beach for about six miles. You can sneak off the trail onto the beach and try your hand with the sand! What a hoot this was to do and I would highly recommend this to someone looking for a fun experience. ■





Clockwise from top left: Cars in Cannery Pier Hotel parking lot; View from a hotel room; enjoying dinner; lunch at Baked Alaska; Cannery Pier Hotel.



Last Arrive & Drive of the Season: Sausage Run Photo Gallery

PHOTOS BY HAROLD KLEIN, PHOTO EDITOR





To enjoy more photos from this event, go to: <https://orpc-pix.smugmug.com/Arrive-Drive-Oct-2018/>

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



SPECIAL SECTION: RENNSPORT REUNION

“Pilgrimage” to Rennsport Reunion VI, Marque of Champions

STORY AND PHOTOS BY MIKE MADRID



Beautiful 914s.

If Porsche were a religion then the Rennsport Reunion would be considered a pilgrimage to a sacred land. Every three years since 2001, tens of thousands of Porsche faithfuls make their way to the reunion location. They drive their Porsches and they fly in from all points across America and the globe to experience four days of everything Porsche.

This year's Reunion titled "Marque of Champions" was held at the WeatherTech Raceway Laguna Seca, home of the Corkscrew, a blind left hander that drops six stories and is considered one of the hardest turns in motor racing. The facility is perfect for this event, with plenty of area to view the track and also

plenty of area to park Porsches, lots and lots of Porsches. The Chopard Heritage Display, the Hagerty Marketplace, the cars, the pilgrims and drivers all make up the reunion experience.

Rennsport Reunion VI was my first pilgrimage and trying to explain what I experienced is nearly impossible. Others that I spoke with are similarly tongue tied about their experience but we can all agree that it was overwhelming, mind blowing, amazing, awesome, and fantastic. It's something to be experienced at least once in a Porsche addict's lifetime. This trip I was accompanied by my best buddy, Jim, from the Silver Sage PCA in Boise, and owner of a beautifully restored 1961 356B and a

Cayenne TT. Our other companion was my brother-in-law, Neil, who came down from San Rafael, but hasn't owned a Porsche for almost 40 years.

The PCA arranged corrals for every type of Porsche. Lots of 356s, air-cooled 911s, water cooled 911s, 914s and 912s, Boxsters and Caymans, GT2s and GT3s, also Panameras, Macans and Cayennes. You could walk among every color and configuration of Porsche imaginable. At the PCA tent we came across Peg Ryan and Eric Lewis, who were Rennsport Reunion volunteers. They were tasked with showing the Carrera GT and 918 Spyder owners where to park. Grueling work, but it needed to be done.

On display in the paddock was Porsche #1. That's right, the very first Porsche ever produced in 1948 was there, and it was beautiful. All of its younger siblings were also in attendance.

In the Chopard Heritage Display,

History of Rennsport

Porsche Rennsport Reunion is the world's largest gathering of Porsche race cars, renowned drivers, legendary engineers, historians, collectors and enthusiasts. It's an event where we can gather to celebrate racing and pay tribute to the men, women and cars that have helped build the Porsche legacy.

This year's Reunion, the sixth installment of what is now a Porsche tradition in North America, highlights the rich motorsport history of Porsche Champions. RRVi celebrates Porsche motorsports, and evokes history, heritage and tradition of the Porsche brand.

2018 also celebrates the 70th Anniversary of Porsche Sports Cars, and Rennsport Reunion is the perfect opportunity to commemorate the history, success, and innovation with our extended Porsche family.

The celebration continues.

historic race cars that have won at tracks like Le Mans, Daytona, Sebring, and the Nurburgring, just to name a few. Such as the RS Spyder, the 959, and the 356 Carrera. Also present were 904s, 917s, 935s, 908s, and 919s. The list was long and impressive.

But these cars weren't just sitting idle; many were on the 2.23 mile Laguna Seca track putting in lap after

Above and below left: Rennsport Reunion VI Introductions.



Cork Screw left hander
—with 911 RSRs racing
through it.



lap, from the analog, drive by the seat of your pants 356s and 550s to the amazingly technical 919 Hybrid. In a driver's interview segment, Timo Bernhard and Earl Bamber spoke about the 40 page technical document they had to study before getting seat time in the 919.

The cars, as magnificent as they are would just be nice museum pieces if it weren't for the drivers that piloted them around the many historic racetracks over the decades. We listened to early 917 pioneers, Gijs van Lennep, Gerard Larrousse and David Piper reminisce about the old Nurburgring and the performance of the 917 as it gobbled up the track at amazing speeds.

Jeff Zwart spoke about his sub-10 minute run up Pikes Peak in a Porsche 911 GT3 Cup car. He also dropped the news that he has been filming footage for a new movie adapted from the Garth Stein book, "The Art of Racing in the Rain." Great book about racing, dogs and love. Caution, have tissues nearby.

We can thank Patrick Dempsey, actor and Porsche race car driver, for purchasing the story and bringing it

to the big screen.

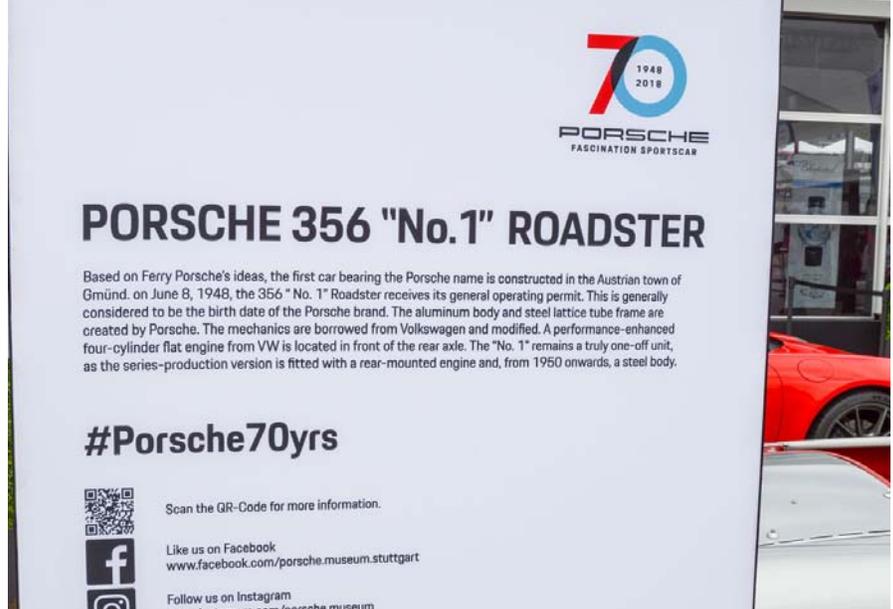
2017 Le Mans champions, Timo Bernhard and Earl Bamber, who drove the 919 Hybrid to victory were on center stage and spoke about the unbelievable feeling of winning 24 hrs of Le Mans, but also about the humility that each experienced.

Le Mans, they said, was not about racing the other teams as much it was about conquering the 24 hrs of Le Mans. Every team brought their best cars, best drivers, best engineers and best mechanics, but to win at Le Mans all the other things that are out of your control must go your way. Weather, other cars on track and even the smallest debris on track have to be perfectly in your favor or Le Mans will beat you, just like it has tested the best cars with the best drivers, engineers and mechanics for decades.

The Hagerty Marketplace offered everything that you could possibly need for your Porsche and swag for your garage or closet. Everything for making your Porsche go faster, stop shorter, sound louder, shine brighter or a complete customization do over was available.

Two vendors that intrigued me shared a 20' booth. One had almost every Porsche book imaginable plus many that have long been out of print. He had the first 10 issues of *Christophorus*, which launched in 1952. He had already sold the very first issue but he offered me issue #2 for \$450.00 dollars. He wouldn't say how much the purchaser of issue #1 paid.

The other vendor, who came all the way from the UK, had an amazing assortment of Porsche manuals. One that caught my eye was wrapped in a coat of plastic to protect it from the greasy fingers of the Bubbas hamburger-eating crowds. He happily obliged when I asked him if I could take a picture and include it in this PCA article. It was a complete parts manual for a 908 with pictures of the car that the manual was intended. The price tag was a mere \$10,500, which is probably the cheapest part of a 908. I guess you can't find 908 parts manuals on the internet.



Probably my most memorable experience was getting to meet and shake hands with Jacky Ickx. I've watched Jacky race in Formula 1 and Le Mans with Derek Bell, Gilje van Lennep, Hurley Haywood and others. Really nice guy when he's not behind the wheel, and it was a pleasure to meet him.

Will I make the pilgrimage in another three years if there is a Rennsport VII? Probably! As for my brother-in-law who has been out of a Porsche for almost 40 year, by now he is surely a disciple and I think his faith has been renewed. I don't know, but when you really think about it, maybe Porsche is a religion. ■

Above and below: Roadster #1—overview and front and side view of the Porsche.

To enjoy more photos from this event, go to: <https://orpcapix.smugmug.com/Rennsport-VI/>

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

MORE PHOTOS FROM MIKE MADRID ON PAGES 38 THROUGH 41



RENNSPORT REUNION SPECIAL SECTION, CONTINUED



Historic Porsches in the Chopard Heritage Display (Clockwise from top left): Porsche 550, Porsche Indy car, 2015 Porsche 919 Hybrid Le Mans, 1980 936 driven by Reinhold Joest, Jacky Ickx and Bob Wolleck, 1967 Porsche 907.



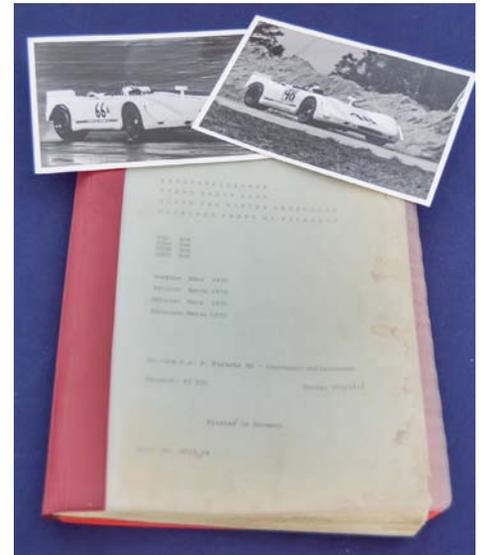
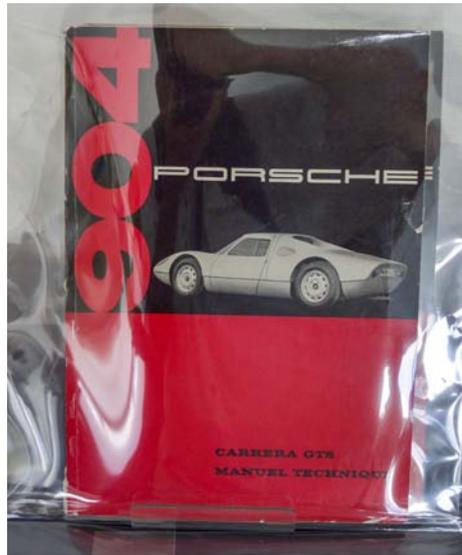
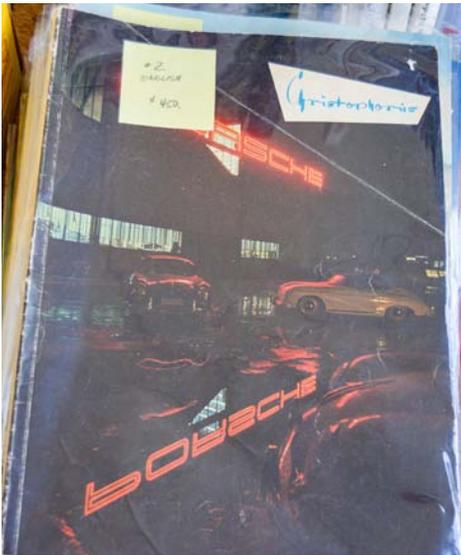


More Historic Porsches in the Chopard Heritage Display, left and below: Unraced 2007 Porsche RS Spyder, Porsche Formula 1 car.

Famous drivers signing autographs and speaking, clockwise from center left: George Follmer and David Hobbs, Jeff Zwart, Gijs van Lennep, Gérard Larousse and David Piper, Timo Bernhard and Earl Bamber, Jacky Ickx.



RENNSPORT REUNION SPECIAL SECTION, CONTINUED



Top row: Issue #2 Christophorus, 904 Manual, 908 Manual with pictures (offered for \$10,500).

Cars on the track, above, clockwise from top left: 1973 911 RS followed by a 1979 911 Euro SC, 1986 Porsche 962, 2008 Porsche RS Spyder, 1998 Boxster making room for a 2009 GT3 Cup car.

Right: Every color you could want!





More cars on the track: Above left, 356 having fun on the track. Above right: 2008 Riley Daytona Prototype. Left: Oregonian Ernie Spada racing. Below: 356s still racing.

Bottom: Air Cooled 911s in force.



SPECIAL SECTION: RENNSPORT REUNION

Rennsport Reunion VI: Some of My Favorite Things

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY ERIC LEWIS AND MIKE MADRID



View of the race track from the hill where the motorhomes were located.

Hopefully you have read Mike Madrid's story about Rennsport VI. I just have to say that the whole experience was truly awesome. On the first day, I told my husband Eric that I was in Porsche heaven. With the Roadster #1, the cars in the Chopard Heritage Display, the racing cars, the marketplace, the cars in the corrals and all the fun ORPCA members that we saw, I definitely was in heaven.

I was blown away on Day 1 as we walked into the paddock area of Laguna Seca. We had been to the SBK motorcycle races here in June so I thought I know what to expect but what Porsche did to the paddock was unbelievable. The build-

ings, the stage, the attention to details made you feel transported away.

I wanted to see the 919 Tribute car. So, we searched the paddock to find it. I had been following the exploits of this car around the world, so my goal was to see it and talk to the Porsche people working on it and to see it take laps on the track. We found the car, and in talking to the Porsche people, it turns out the oil and fuel for the car were stuck in customs so we were not going to see it on the track on Thursday. They explained that this car was the 2017 Le Mans car, but without any of the restrictions that the Le Mans puts on the cars.

We explored the Heritage display for hours, there was so much to see and take in. My favorite in that display was the 1939 Type 64 built by Ferdinand Porsche. The sign above it indicated it was sleek, imaginative, well-engineered and fast! Take a minute to read the description. I also loved the #46, a 1951 Porsche 356 SL, that Ron Emory and Cameron Healy had restored. I had seen the movie on the restoration at World of Speed a week before Rennsport, so I was excited to see the car. This car took first in its class at Le Mans in 1951!

My other favorite car was the 2015 919. After talking to the Evo Tribute car people, I now understood the difference between the Evo and this car. This one was exactly the same as it was when it raced.

That evening, Kelly Gossen and his dad, Leroy, had a happy hour at

their motorhome. A number of ORP-CA members found their way to the campsite and enjoyed some hors d'oeuvres and adult beverages.

Day 2 was our day to volunteer. We helped park the 918s, GTs and a GT2 RS. If you get to go to the next Rennsport, make sure you volunteer. You will have a blast and meet some fun people. We worked for almost six hours (was only supposed to be four hours) but finally found someone to take our place.

We then explored the car corrals and paddock. Eric found a tent full of his favorite 959s. He found 16 of these from around the US. We also got to see the 919 Tribute car on the track. It was a rocket. Not too loud, but it hit 191 on the front straight. We saw it on Friday, Saturday and Sunday. Every time it was on the track it was a thrill.

Clockwise from top left: Inside the paddock on day 1—very foggy but you can get a sense of the buildings and set up in the paddock; 919 Tribute car; Chopard Heritage Display tent and #46, a 1951 Porsche 356 SL.



RENNSPORT REUNION SPECIAL SECTION, CONTINUED

That evening Steve and Winnie Miller organized a happy hour. These two are experts at tailgating and happy hours! Winnie prepared some amazing food and there were more adult beverages.

Day 3 and 4 were more of the same—amazing cars, and lots of racing. My favorite race on both days was the Porsche Tractors. There were 17 of these that Porsche found and got to Laguna. Holy Moley batman—these were the best. The pink 917 pig liveried tractor was my absolute favorite. A tractor “dressed up” with pink spoilers on the front and back and other pink

accessories was just fun.

The race had some of the famous drivers hoping on the tractors—like Patrick Long. They used an old time Le Mans, start where the drivers had to run across the track to the tractors, get them started and then race. They raced around four turns. The pink pig came out pulling a trailer with six small pink tractors on it. So clever and entertaining.

I lasted until 4 p.m. on Sunday, when there was one more race, but it was not going to start until 4:30. I finally told Eric I had had enough. It was time to say goodbye. ■

Below, clockwise from top left: Pics 1 and 2, Porsche Type 64—take a minute to read through the description. Winnie and Steve Miller's happy hour; Pink Pig Liveried tractor.

PORSCHE TYPE 64

HISTORY

Everything has a beginning and the diminutive Type 64, or 60K10, was the beginning of what would become Porsche. Three were specially built in 1939 for the proposed Berlin-Rome race that would run 800 miles through the capitals of Germany, Austria, and Italy. Constructed on the KdF Type 60 platform (better known as the VW Beetle) and using the plans of the shelved Type T14, the Type 64 was designed to cruise at 90mph on the new German Autobahn.

Though it looks like a single seater, the car is a two-seater with one seat staggered behind the other. Two spares are also cleverly hidden under the front hood. Its streamlined aluminum body was designed by Erwin Komenda and crafted by Reutter. It was the perfect car for the race, but there was one problem, World War II. The cars would never see the competition they were built for. That doesn't mean they weren't driven. Professor Porsche frequently drove his Type 64 as it was the fastest means to get around during the war.

One of the three cars was lost during the war, but two survived, and one finally got to race. Porsche's Type 64 was sold in 1949 to the Austrian motorcycle racer Otto Mathe and with it he won the Alpine Rally in 1950.

In 1939 Ferdinand Porsche built a car that was sleek, imaginative, well-engineered and fast - and that is the perfect way to begin a legacy.

MODEL
1939 Type 64 / 60K10

SPECIFICATIONS
Engine: 1.1 liter air-cooled flat four, 38/42
Horsepower: 40 hp @ 4200 rpm
Top Speed: 90+ mph
Weight: 1,200 lbs
Transmission: 4-speed manual

DRIVERS
Ferry Porsche





Clockwise from top left: Pink Pig tractor racing with the trailer pulling more pink tractors; another Porsche tractor; cars lined up perfectly in the car corrals (3 pics); Looks like a Type 64? Eric found the 959 tent!

To enjoy more photos from this event, go to:
<https://orpca-pix.smugmug.com/Rennsport-VI/>

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

October Social and Dinner at Gustav's Pub and Grill

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY ERIC LEWIS, DOUG NAEF AND SYLVIA NESSAN



The October social and dinner was hosted by the Phyllis and Ed Thiemann at the Eastside Gustav's Pub and Grill in Clackamas. There were about 50 people who attended the dinner. There were some great German choices for dinner including Fondue, German Sausage, Schnitzel, and one of my favorites: Apple Strudel – YUM-MM! Our thanks to the Gustav staff for taking good care of us and to Phyllis and Ed for another great social and dinner.

Pictured here are a few fun car pictures. Doug Naef brought out his Azure blue 356 (it is a 1953 bent windshield Pre-A and is the oldest known registered and driving Porsche in the State of Oregon). Mike Roy had his brand new 911 right near Doug's. Makes for an interesting contrast! Sylvia Nessian captured a selfie reflection in a shiny hub cap. Eric captured an interesting shot of a beautiful sunset in a Porsche window. ■

Above: Sylvia's hub cap selfie with Larry Hannan and Heinz Holzapfel. Below: Andrea Fuerstenau, Ina Feldmann and Teresa Farrell Richardson. Right: Eric's sunset picture. Bottom left: Doug Naef's 356 and Mike Roy's 911. Bottom right: Larry Tracewell, Ed Clarke, Ravi Rajaram and David Lee.



Club Bylaws Amended; Please Review

BY LARRY HANNAN, PRESIDENT

The Oregon Region Porsche Club of America Board of Directors voted to amend the club Bylaws at the October 2018 meeting and has caused this notice of adoption to be published in the Anzeiger. Pursuant to the Bylaws, Voting Members have 30 days to file written objections to the changes described below. This amendment to the Bylaws shall be effective 30 days after this publication unless, before such date, the Secretary receives written objections thereto by at least 10% of the Voting Members as of the date of the mailing.

If 10% or more of the Voting Members of the club object, the new bylaws are considered rejected and the current bylaws will remain in place until we can hold an election for the whole club membership asking for approval. Please take the time to read the new package of rules and guidelines that govern the operation of your club and let the Board know what you think. The proposed bylaws are linked from the top of this page: <https://www.oregonpca.org/about-us/bylaws/>

The Bylaws were last amended and edited in 2011. A committee consisting of President, Larry Hannan, Past President, Kathleen Ellis and Secretary, Peg Ryan reviewed the current document and offered the following amendments to the current Bylaws to the Board for approval.

1. Cleaned up formatting issues, made sections consistently formatted between sections, fixed spelling errors.
2. Classes of members were updated to match the PCA membership classes. President Emeritus class was added.
3. At-Large members were renamed to Board Members At-Large to better reflect their role.
4. Revised Secretary duties to reflect actual process of recording of votes in Board Meetings.
5. Added Secretary to the list of elected Officers and added required experience.
6. Changed the date of communication of the notice of nominations of Board openings to August.
7. Voting Members definition updated.

You can email your objections to the Club Secretary at Secretary@oregonpca.org ■

NOVEMBER BOARD OF DIRECTORS MEETING

Wednesday, November 7 | Dinner 6:00 | Meeting 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!

NOVEMBER SOCIAL AND DINNER

Wednesday, November 14 | Social Hour: 6:00 to 7:00 p.m., Dinner: 7:00 p.m.

Buffalo Gap Saloon and Eatery

6835 SW Macadam Ave. | Portland

Hosted by Patti and John Shmilenko

The evening's menu on the web site. Please RSVP using the link provided at the end of this ad, with your menu selections. Have your payment ready to give Patti and John at the door. Exact change (or close to) would be appreciated. <https://www.oregonpca.org/event/monthly-social-and-dinner-november-2/>

The January social and dinner will be the Annual Awards Banquet. This will be held on Wednesday, January 16. ■



Holiday Party

Sunday, December 2, 2018 | 4:00 p.m. to 9:30 p.m.
Riverside Golf and Country Club
8105 Northeast 33rd Drive, Portland, Oregon 97211

Registration is NOW OPEN for our Annual Holiday Party! The Riverside Golf and Country Club, located at 8105 Northeast 33rd Drive, Portland, is the venue for this yearly party to celebrate another year of great friends and cars. Please join fellow club members for an elegant setting, socializing and scrumptious dinner, and dancing to the Design Band. The cost is \$75.00 per person. Registration is open. For all the information and links to register, please go to: <https://www.oregonpca.org/event/save-the-date-for-the-2018-holiday-party/>





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Jim North

Associate Vice President
Financial Advisor

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Portland, OR 97204
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james.north@morganstanley.com
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Anzeiger Marketplace

CARS FOR SALE



1987 Porsche 944 Turbo (951) built for the track but is street legal. Custom built by Powerhaus in Arizona. Last surviving of two built. 1989 2.7 liter engine re-bored and re-stroked to 3.0 liter and turbocharged. Dyna test showed 400 bhp to rear axle with 420 lbs. of torque. Completely adjustable Koni dampers, S-4 transmission, light weight alloy wheels, racing 4 wheel disc brakes, limited slip differential, high flow catalytic converter. Asking \$12,000 (negotiable). Marek Rybkowski, 303-887-7965, Polishipmc@gmail.com



2000 Porsche 911/996 Cabriolet, \$20,000, Midnight Blue, Beige Leather Interior, Black Convertible Top, 84,000 miles, Purchased 5 years ago with 70,000 miles and full service at 75,000. Replaced: Front Brakes, Convertible Top & Pistons, IMS Bearing, Flywheel, Clutch, and newish Tires. NO leaks of any kind, Cruise Control, Cassette and CD player, Radio, VERY cold AC, Reupholstered Driver Seat, Porsche Bra, Wind Screen and indoor/outdoor Car Cover. Smoke Free with Clean Title and Carfax Report. Reach me at roy_d_johnson@hotmail, 971.801.2090 (cell) or 971.801.2080 (home). (10/18)



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)



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)

PARTS FOR SALE



27,000 mile triple-black 2005 911 Carrera S Cabriolet
It would be very hard to find a nicer 997 Carrera S Cabriolet for sale. This car needs nothing; everything works as it should with no known issues. All service is up to date. Heavily optioned, the list price was \$105,750. Contact me for more pictures and info. 503.915.2364 jgretz@onlinenw.com



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)

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

To submit, update or renew an ad, email classifieds@oregonpca.org. Ads will run for three issues and may be renewed upon request, space permitting.

Items offered for sale must be the personal property of the member; services are not eligible for advertising in Marketplace.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue and are subject to space availability. Make checks payable to Oregon Region PCA and mail to PO Box 25104, Portland, OR 97298. ■