

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | MARCH 2018



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The driver is sufficiently caffeinated to enjoy October's Midweek Casual 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

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## MARCH, 2018

- 14** Board Meeting
- 17** AX Drivers Skills Clinic  
(a.m.); Test & Tune (p.m.)
- 18** Autocross #1
- 21** Monthly Club Social  
and Dinner

## APRIL, 2018

- 6-8** Cabin Fever Tour to Walla  
Walla and Richland, WA
- 11** Board Meeting
- 14** Spring Clean at Matrix  
Integrated
- 18** Monthly Club Social  
and Dinner
- 22** Quarterly Mixer:  
Hopworks Urban Brewery
- 28** Tech Session: AR Auto Service
- 29** Autocross #2
- 25-29** PCA Treffen, Tamaya,  
New Mexico

## MAY, 2018

- 3** Cascade Sports Car Club  
(CSCC) Ground School
- 4** CSCC Novice/Advanced  
School
- 6** CSCC HPDE Only
- 9** Board Meeting
- 12** Arrive & Drive
- 13** Autocross #3
- 16** Monthly Club Social  
and Dinner
- 31** CSCC Ground School

## JUNE, 2018

- 1** CSCC Novice/Advanced  
School
- 3** CSCC HPDE Only
- 9** Arrive & Drive
- 13** Board Meeting
- 17** Autocross #4
- 20** Monthly Club Social  
and Dinner
- 21-24** Northwest Passage

## JULY, 2018

- 7** Arrive & Drive
- 8** Autocross #5
- 11** Board Meeting
- 8-14** Porsche Parade at  
Lake of the Ozarks, Missouri
- 13-15** Corral at Rose Cup  
Races & Pirelli  
World Challenge
- 15** Corral at Forest Grove  
Concours
- 18** Monthly Club Social  
and Dinner
- 28-29** Corral at Vintage  
Racing Festival

## AUGUST, 2018

- 4** Germanpalooza
- 8** Board Meeting
- 12** Summer Picnic
- 15** Monthly Club Social  
and Dinner
- 16** CSCC Ground School
- 17** CSCC Novice/Advanced  
School
- 26** Autocross #6
- 31** Day 1, Grand Prix of  
Portland, Verizon IndyCar  
Series

## SEPTEMBER, 2018

- 1-2** Day 2-3, Grand Prix of  
Portland, Verizon IndyCar  
Series
- 8** Arrive & Drive
- 12** Board Meeting
- 12-16** PCA Treffen, Banff,  
Alberta
- 15** Festival of Cars, Show Day
- 19** Monthly Club Social  
and Dinner
- 23** Autocross #7
- 27-30** Rennsport VI, Mazda  
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- 30** CSCC Ground School,  
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## OCTOBER, 2018

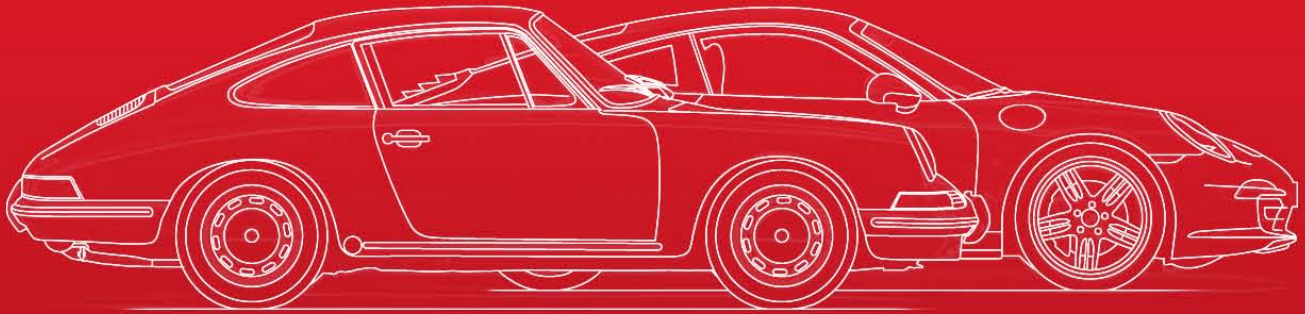
- 7** Autocross #8
- 10** Board Meeting
- 13** Arrive & Drive:  
Sausage Run
- 17** Monthly Club Social  
and Dinner
- 20-21** Escape to ...

## NOVEMBER, 2018

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

## DECEMBER, 2018

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



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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!

## NEW MEMBERS

Anthony Aguirre   Susan Aguirre Vancouver, WA 1963 356 Coupe	Terry Hagberg   Liz Hagberg Battle Ground, WA 2009 Carrera S Cabriolet
Adam Anderson   Brian Anderson Beaverton, OR 2012 911 Carrera	Benjamin Hilbert Michelle Burton Portland, OR 1999 Boxster
Allen Barteld Hood River, OR 2007 Cayman	Dr. Roy Johnson Portland, OR 2000 Carrera Cabriolet
David DeFrain Portland, OR 2001 911 Turbo	David Noland   Krista Noland Salem, OR 2014 Cayman S
Andrew FauntLeRoy Angie FauntLeRoy Portland, OR 2002 Boxster S	Jon Zweiger   William Sturgill Camas, WA 2007 Cayman

## ANNIVERSARIES

### 10 YEARS

Allan Sorensen | Traci Sorensen

### 5 YEARS

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Gary VanNice | Sue VanNice



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## PRESIDENT'S MESSAGE

Larry Hannan

### Zone 6 Meeting Includes Info from PCA on Insurance, Media

One benefit of getting involved in the Porsche Club of America is the opportunity to get to know people who you otherwise would not. One of those opportunities was March 2 and 3, when I went to Boise, Idaho, to meet with the presidents of the other nine regions in Zone 6, which includes the 10 regions in Oregon, Washington, Idaho and British Columbia and represents over 8,600 PCA members.

The event was organized by our new Zone 6 rep, Mark Prusynski of Boise, and the Silver Sage Region. PCA Secretary Cindy Jacisin came from Chicago to hear our concerns and update us on what the Porsche Club of America is focusing on.

why each club should have multiple ways to communicate, because various generational groups tend to favor one of the systems over the others. I admit that I am of a generation that would rather actually talk to a person than post on Facebook, # or @. However, the club is made up of many generations, and we need to make sure we can communicate with them. There will be more to come, but it will require some careful thought. If you are interested in learning more go to [PCA.org/RegionFocus](http://PCA.org/RegionFocus), where there are presentations of this subject.

After Maggie's presentation, Cindy finished her presentation on insurance and moved to other issues that PCA wants presidents to be aware of,

#### **EACH CLUB SHOULD HAVE MULTIPLE WAYS TO COMMUNICATE, BECAUSE VARIOUS GENERATIONAL GROUPS TEND TO FAVOR ONE OF THE SYSTEMS OVER THE OTHERS.**

The group got together Friday night for a little bonding and dinner, with the meeting starting bright and early Saturday morning. After introductions, Mark gave us a report on the zone. Cindy gave a presentation on the PCA insurance program. She reviewed what insurance does and does not cover, how much coverage is, and the importance of the waivers for events involving moving vehicles.

About 11:00 we joined a Webair hookup for a presentation by Maggie Garnett, PCA social media expert, on using social media as a communications tool. This was broadcast to four different zone president meetings held that day. Maggie detailed

including upcoming events, the PCA Juniors program and the membership survey results.

The meeting finished with an open discussion on various regional issues, events the regions are planning and how PCA can help the regions succeed.

While sitting in a meeting for nine hours is not my favorite thing to do, we received a lot of information, some new ideas, and the opportunity to meet and get to know the officers from the other regions. After all, it is the people, not just the cars, that make up this club of close to 120,000 members.

More to come ... ■

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## SPINNEN Randy Stolz

# Road Trips and Q-Tips, Part Two

*Editor's Note: Part One appeared in the January-February 2018 Anzeiger.*

**I**t's now 5 a.m. in our room at the McCormick Scottsdale Resort. I get up and switch the A/C to "Fan Only" in an attempt to finally get some sleep, but it's hopeless. I lay in bed thinking, "How did I get here?"

After Parade and the ORPCA Boxster 20th Anniversary event, I kept wondering how good my detailing skills really were. How much had I learned from Parade? I began wondering if I shouldn't take the car to another show where there would be more cars in my class instead of the four cars at Parade. The Oregon Festival of Cars had just happened, so I was too late for that—but "competition" beckoned.

I got an email from Bob Frith about Arizona PCA's annual Concours called "Flight." We were close to making our annual trip down to Arizona anyway but the event would happen earlier than our usual departure time. Okay, so it might be a little warm, but it would give us a chance take the "Pearle" down one of my favorite roads ... California's Old Highway 49. It's the road that hugs the Sierra foot-

hills through the Gold Rush country ... It's the road to towns with names like Lotus, and Cool. I first drove it in a Sunbeam Alpine. Good Grief!

We woke up in Redding, California, to the smell of smoke. The morning sun was deep orange as we jammed down I-5. Abandoning plans to join Hwy. 49 at Grass Valley, we set our sights further south on Auburn for lunch. Then, we scooted down a much nicer 49 than I remembered to Placerville, where among the notable events and personalities that





The exterior of the 'VP' belies some of the best cuisine in the Central Valley. Photo courtesy Yelp.com.



passed through town was the site of John Studebaker's shop. The former automobile manufacturer used to build wheelbarrows for the miners. We continued through Sutter Creek, San Andreas, and Angels Camp to Sonora, where we spent the night before pressing on to Mariposa and Oakridge ... the end of the trail.

At Fresno, we picked up Hwy. 99 to Visalia, where Ann's grandparents lived for many years. Ann has so many great memories of the Central Valley where she spent much of her childhood in nearby Lindsay. She still remembers trips with her dad, who would speed up when a farm road would reach a crossover for an irrigation canal or as she calls them, "whoop-de-dos" A trip through Visalia wouldn't be complete without a visit to the Vintage Press restaurant.

From Bakersfield, we crossed the Tehachapi Pass to Mojave, then Palmdale to the Pearblossom Highway and San Berdoo, avoiding L.A.

After an overnight accompanied by dinner at Pacifica Seafood, one of our favorite watering holes in Palm Desert, we finally arrived in Phoenix after 1400+ miles from Portland.

Unless you have a trailer, or some other non-enjoyable way to get your car to a Concours, the obsessive-compulsive behavior that becomes part of showing a car demands temporary road trip protection for that finish you spent so much time/money on.

For years, many have sworn by (and at) blue painter's tape as a way of preventing serious bug/rock/grunge damage to the front of cars. I tried it on the way to Parade, only to have the car look like it was in a parade with streamers of the stuff everywhere. In addition to the old school car-bra, for this trip I used Xpel's Tracwrap, a 13-mil clear plastic film that sticks to the surface without adhesive residue and is super tough.

I used the four-inch wide strips. More expensive than another product called Roadwrap, there's no way it'll come loose like its 3 mil competitor. In the future, to save money, I might try sticking down the leading edges of the thin stuff with 1 inch strips of the good stuff. The advantage of the films over old-school bras is they don't rub under wind pressure and won't create moisture issues when wet.

No matter what you use, just don't be surprised if someone asks what happened to your car. It'll look ugly. You just cannot cover those compound curves without "wrinkles." Think caterpillar to butterfly.

Not surprisingly, it was hot in Phoenix. It being October, I half hoped it would be in the 80s, but 90s and 100s were the norm. We live on well water at our place which must have the world's definition of hard water for which we pay a princely sum every month, even when we aren't there. Damn plants.

Every good detail step begins with washing the car. Turning on the water spigot at the hose bib that bypasses all of our water-processing, something akin to limestone slurry pours forth. This and humidity at about 3%, make water spots the ever-present demon.

Did I mention the dust? It's something like beige talc. With the temps in the 90s and a bit windy, I felt like Lawrence of Arabia crossing Sinai to the Suez. I could only work on the car in the mornings when the air was calm and cool. I was glad I brought a dust cover.

Back in Scottsdale, the alarm finally goes off in our hotel room. Grabbing some coffee, fruit and breakfast bars we make our way out to the car; pull off the cover, and follow a 1987 silver 959 and a 1953 Crème Beige 356 for 3.5 miles down to the "Streets of Scottsdale" laughably called the "waterfront



district" because there's a 50 foot wide concrete-lined flood canal nearby.

To paraphrase the famous motor journalist Henry N. Manney, "Staging was the usual shambles." The schedule had us down for parking at 6:30 a.m. with judging to commence at 9:30 ... three hours. Having experienced these "hours of torment" beforehand at Parade, I decided to leave some final details to fill in during that time. Display cars and accompanying trailers were not supposed to show up until 7 a.m. and be gone at 7:30 to avoid congestion. Naturally, everyone showed up at 6:30.

A certain motorsports vendor with a three-car semi-trailer ran around like "Chicken Little," leaving his rig blocking several other trailers and the main exit. Trying to maneuver around it, I found myself now hopelessly locked between it and the curb, among other cars that had the same idea. A full half hour of hand ringing, teeth clenching, and beseeching anyone who looked like they belonged to said semi passed before we could move to our location. Meanwhile, the competition was already parked with furious flailing of micro-fiber and gloss enhancers. My esti-

*Above: This GT3 displays the "wrinkles" of Tracwrap temporary protection. Photo courtesy Rennlist.org.*



*A 996 Cabriolet undergoes "full preparation" judging. Photo courtesy AZPCA.org.*





Over 100 cars lined the  
"Streets of Scottsdale."  
Photo courtesy AZPCA.org.

mated prep time went from plenty, to not enough. It figured.

One of the many pitfalls to be avoided during the "hours of torment" is distraction from either the public or other entrants. Be it an extremely well put together member of the opposite sex or someone wanting to know what you use to clean your wheels, when time is short and the "to do" list is long, you may want to just shoot yourself in the head. Like for the 50th

"The Perle" at Flight 40.  
Photo courtesy AZPCA.org.



time I answered, "Yes, the hardtop is removable" and "No, the motor is about here, it's mid-engined."

It can be entirely excruciating to watch the cars in your class being judged, especially, if you're last. Due to the staging, the judges passed my car up going in numerical order. As I feared, I overheard, "I'm looking for car #65." whereupon I probably gave a good impression of a Landing Signal Officer on a carrier flight deck. I needn't have worried, the judges were most gracious. I finished second, but I felt like a winner. As Jeff DeRoos said, "Local guys are tough to beat."

After spending the better part of the summer learning to detail my car to what is, for me, an acceptable level, I can say that it's very much like any other pursuit. The more you do the more you learn. But, there's something else. You'll never look at your car the same way again. Indeed, you may not look at anything the same way again. Perhaps Pam Pyska, the owner of a new Cayman GTS next to me at Flight 40 put it best, saying, "I started looking for dirt in my house, I became obsessive and I had to put the brakes on that."

On the morning after the show, at the hotel I met up with AZPCA locals Dennis Crowley and Ron Collier. Longtime Concours participants and judges, I asked them why, with such hard work involved chasing after the constant barrage of dirt, they keep doing it? "It's a PCA cliché, but it really is the people," Dennis says. Ron nodded in agreement, looked at me and said, "It gets easier."

—KEEP SPINNEN ■





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# AX Tech Session: Preparing for a Fun-Filled Season Between the Cones

BY MATTHEW NENNINGER | PHOTOS BY MATTHEW NENNINGER AND PEG RYAN

**O**n the morning of February 10, when the heavy, sliding garage door of Matrix Integrated was rolled back and I was waved inside by Eric Freedle, ORPCA Autocross Chair, I wasn't quite sure how the day would proceed. Would we have a chance to inspect our cars on the lifts? Did I know the correct competition class for my car? Would my car pass the inspection and receive the sought-after window sticker, indicating I was good to go for a season of fun on the autocross tarmac?

Although I had a lot of questions, this was not my first experience with the ORPCA Autocross group. After buying my first Porsche in the Spring of 2017 (a silver 2002 996.2 Carrera manual with a Metropolis Blue interior), I was quick to join the ORPCA.

I've been a Porsche fan since I was about 10 years old, so I was eager to meet some fellow enthusiasts and get closer to some other great cars. I knew I was interested in autocross, but I only had a vague idea of what it was and how it worked. I wanted to spend a little time getting a feel for the club and learning a little more about autocross before I jumped in. Eric Freedle and others that I met at Arrive and Drives, as well as the Mid-Week Casual Drives, were happy to answer my questions and encouraged me to give autocross a try. I ended up attending two of the last three events in 2017, and I had an absolute blast at each one. My lap times were not great compared to some of the other drivers in my class, but they did improve somewhat with each lap, so that

*Cars waiting outside Matrix Integrated.*



Above: The author's car in the inspection line.

Right: Larry Hannan and Peg Ryan thank Jeremy Williams of Matrix Integrated for hosting.

was encouraging. The instructors were very helpful, providing some general coaching, and riding with me to point out things I could do to reduce my times. I decided that autocross was much more challenging than I had expected (lots of empty space between those gates!), but I also knew that I was hooked. I told myself I'd get in early on the 2018 season.

I think I was one of the first to buy the 2018 Season Pass ([LINK](#)), and I was one of the first to arrive at Matrix Integrated for the Tech Inspection Day on that mild February morning. So when Eric rolled back that door, I drove slowly into the garage with a few other early-arrivers, full of questions and excitement for the coming season.

The cars were all single file at first, in the long, soaring garage. There were some amazing customer and Matrix employee cars up on lifts or sitting off to the side. I got my camera out and started taking some shots as I waited for my turn at inspection.

Jeremy and Justin Williams and their team at Matrix Integrated provided access and use of their facilities (big thank you!). There was coffee, cookies, and other refreshments provided by the ORPCA Autocross Team (another big thank you!).

I wandered around taking photos and chatting with a few members that I hadn't met before, like Paul Abbott, who was there to have his red, track-oriented 944 inspected. I also had a chance to visit with some other enthusiastic members that I've had the pleasure of getting to know just a little bit over the past year or so. Peg Ryan saw me taking pictures and wondered if I'd be interested in putting an article together. (Sure! Why not?) Eric Freedle showed me his gorgeous new track day weapon—a 2016 Cayman GTS, in white, with PDK, Porsche Torque Vectoring, Sport Suspension—and, according to Eric, “a big nut behind the wheel.”

As more and more cars showed up, the single-file line in the Matrix







garage turned into a tight, double line, full of people poking around in the cabins, trunks, frunks, and engine compartments of all kinds of cars. Most were Porsches, sure. But all kinds of Porsches, old and new. Track-tuned and bone stock. There were also quite a few non-Porsche cars getting their annual inspections.

I'm told there was a total of 64 cars inspected. When asked about his general impressions of the day, Eric Freedle said that this year showed an "unprecedented surge in early participation," with 20 season passes already sold—a month before our first autocross—and the Driver's Skills Clinic ([LINK](#)) is already full with a waitlist forming. Apparently, there are lots of club members (and others) itching to shake off the cold and hit the cones (well ... hopefully not HIT the cones, but you know what I mean.)

As for my inspection, it went fine. My car passed, with the caveat that I would need to get my battery secured in its box. I wasn't aware that I was missing the little brackets that hold the battery in place. Very im-



portant for those high-G corners, and just the kind of thing that these inspections are meant to catch, so that we can all enjoy a fun and SAFE autocross season with the ORPCA. Those brackets are sitting on my desk as I type, waiting for the snow to melt around my carport.

If you missed the Tech Inspection but still want to get in on the action, have no fear—you can have your car inspected at the start of any scheduled Autocross Event ([LINK](#)).

Thanks again to Matrix Integrated, and the ORPCA Autocross group with their crack team of inspectors, including Eric Freedle, Barry Cogut, Anson Lytle, Eric Hoff, Bryce Bederka, Chuck Jarvie, and Peter Libke.

I'll see you in the paddocks at PIR! ■



Top left: Eric Freedle in his new-to-him Cayman GTS.

Top right: Inspecting cabins, trunks, frunks, and engine compartments.

Above: A 914 exits the garage at Matrix Integrated, to join the other cars that received inspections.

Cars lined up and ready to go!



# Portland International Auto Show Features Club Member's Porsches

BY LORI BROWN, MARKETING DIRECTOR, AND PEG RYAN, COMMUNICATIONS  
DIRECTOR | PHOTOS BY LORI BROWN AND ERIC LEWIS

For the second year in a row, Lori Brown, Marketing Director, assembled a fantastic group of interesting old, new, and race-ready Porsches for the Portland Auto show. From January 25 to 28, the Portland Convention Center was full of great cars, including five from our club.

This event is a huge undertaking. It is not easy to get all the cars to the loft area. First, they have to be driven or trucked to the Convention Center. Then, all the cars (around 50 in the loft we were located in) have to queue up for one elevator. The cars cannot have too much gas in them. We have to line them up and get them looking their best ... Then when the show is done, the cars have to line up again in the queue to get back on the elevator (hoping there is enough gasoline to get home).

We also provide volunteers to mind the booth and the cars each day for four-hour shifts.

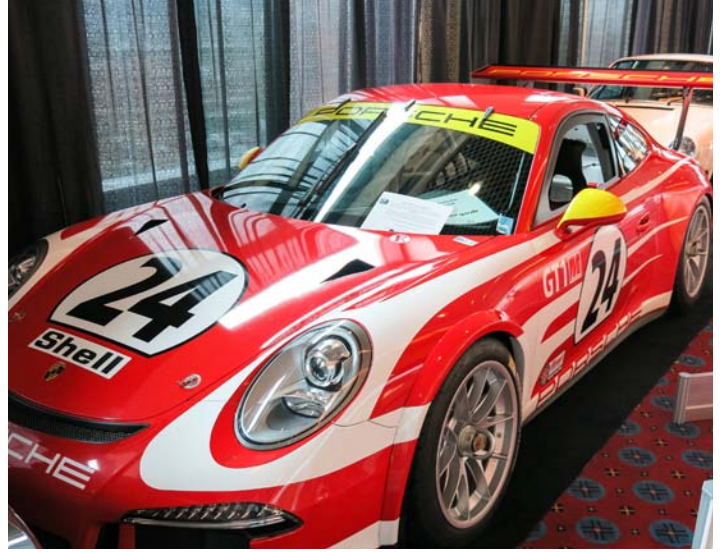
It all seems worth it, as the cars are a highlight for many of the people attending, and we believe we are the most photographed area of the show!

Our thanks to all the car owners and volunteers, and especially to Lori for pulling this all together.

The cars and owners were:

- 2016 Cayman GT4, Agate Grey Metallic "Ginger", owned by Bill & Anne Rasnake
- 2015 Porsche 991 GT3 Cup Car, Spec factory race car, built in Stuttgart, owned by Matt Crandall
- 1978 911 SC (Super Carrera), Restored in 2015, owned by Jim Cummings
- 1968 911 SWB (Short Wheel Base) Hot Rod, owned by Matt Crandall
- 1953 356 (Pre-A), Oldest registered driving 356 in Oregon, owned by Doug Naef ■





Clockwise from top left: Ginger—2016 Cayman GT4; 2015 Porsche GT3 Cup Car; 1978 911 SC; Tom Floyd, one of the booth volunteers; 1953 356 Pre-A; 1968 911 SWB Hot Rod.





# Postcard from Cambodia: A Travelogue and Some Car “Takes!”

STORY AND PHOTOS BY RAVI RAJARAM

**H**ere are my musings—a capture of some of my impressions of Cambodia and Laos during my recent five-week travel sabbatical to south and southeast Asia, with Cambodia and Laos being countries I had not visited before!

In Cambodia, clearly the temple complexes at Angkor, Ta Prohm, Bayon and Banteay Seray were breathtaking, with magnificent Angkor Wat taking the cake! Along with a good tour guide, it helped frame Khmer history and architecture of that 12th century period in perspective. My sketchy knowledge of Hindu mythology helped connect the dots. I expected the climb to the top of Angkor Wat to be more challenging and scary, but was pleasantly surprised that it was tamer than I expected, with railings on the sides and wooden steps in place rather than just weathered rock steps. I did also take a tour of

the floating village area along with the farther out Rolos group of temples via “Tuk Tuk” (on many miles of dusty gravel road). The excursion to the floating village and noisy boat ride on the Tonle Sap lake, the largest freshwater lake in Asia, was a letdown overall (I should have heeded the advice of others/guide book)!

Phnom Penh was nice as well, but had too much of a “Bangkok-like” character for my liking. The visits to the Killing Fields and S21 prison were every bit as eye opening as the Nazi labor and concentration camps—one wonders if humans will ever learn from the past, or are these behaviors just part of our human DNA? Rather sobering! The city of Phnom Penh was easy to navigate on foot and has many areas with touts or idle “tuk-tuk” drivers pushing weed or “boom boom,” massage experiences etc.

*Siem Reap, Cambodia: the author with backdrop of Angkor Wat and at Ta Prohm, one of the locations for the filming of the movie “Tomb Raider.”*







On the subject of cars, one thing I noticed was that the most popular brands of cars are Toyotas and Lexuses, with a great many of them “grey” recon market cars imported from the US (around 2000 model year cars). My tour guide had a 1999 Lexus RX 300 SUV; it's hard to find other older brands of cars. There is a small population of very rich folks (usually politicians or relatives of) that like to show off their wealth, and I did spot more than one Bentley and many BMWs and a fair number of Porsche Cayenne SUVs and Audi SUVs and also saw a Porsche 911 (993 C4). There was a new car dealership located on the way from the airport for Ferraris, Bugattis, Aston Martins, Rolls Royce, so that tells you about the market disparity between the uber rich and the middle class. An income of \$350 to \$500 per month would be considered middle class there, and most service jobs pay poorly, from \$40 to \$150 per month.

The majority mode of transportation for most of the population is a Honda 150cc motorcycle (more like a moped), which is used to transport a family of five (or more) around town. The “tuk-tuks” serve as the most commonly

used mode of transportation for younger (or young at heart) international travelers and is nothing more than a locally fabricated cab with two bench seats and no doors (but has a fabric roof) towed (via a towing hitch mounted on the rear seat of the motorcycle) by the aforementioned Honda motorcycle—it makes for an interesting open-air experience and a very bouncy ride when the roads are not smooth, as is often the case. A full day ride in a “tuk-tuk” would cost \$15. Less adventurous travelers ride in Lexus SUVs for about twice the price.

Overall, Cambodia is noisy, not that clean (no mistaking it for Switzerland) and seems like in a state where India was over 30 years ago. If you like dealing with a chaotic infrastructure and very

*Above, left and center: Phnom Penh, Cambodia: If roadside assistance (left) cannot get you back on the road in time, you would have to fall back on a more pedestrian type “tuk tuk” (right) to get to work.*

*Above right: Phnom Penh, Cambodia: Your Cayenne will need to share the road and parking with other vehicles.*

*Below: A car dealer you would likely visit if you were in the market for a “prestige” set of wheels.*



## POSTCARD FROM CAMBODIA, CONTINUED

friendly and polite people, you may really like it, as many people from the West do and keep returning many times.

Luang Prabang, Laos, was like a breath of fresh (and quiet) air, after Siem Reap. First it was a lot cooler and was in a pretty setting, surrounded by a ring of mountains, with the Mekong river running right through it. The first impression it gives is of being a sleepy little town, very quiet and a lot fewer international tourists—its appeal is its serenity, natural beauty and compact size, with all the town sites being within easy walking distance.

There is a scenic waterfall area to the west of town that is worth a visit (by tour car ... the roads are not great, and the hilly terrain does not make for speedy travel—trains are essentially nonexistent in Laos!), where turquoise waterfalls cascade in several stages; also a popular place to cool off in the water, as some do.

The Buddha caves to the east of the city were not that interesting, but the long, 90-minute boat ride down

the Mekong River, with a stop at a local whiskey village (really a tourist trap) made it mildly interesting. I didn't feel brave enough to try the whiskey, including bottles of whiskey for sale with "pickled snakes" in them!

There are lively evening markets in town where one can have a wide variety of street foods as well as bargain for local handicrafts. I had a couple of really good lunches and dinners in town (not the night market) and the seafood dishes, especially tilapia, were really tasty. Also went to an interesting bar called the Icon (mentioned in my Lonely Planet guide book) run by a Hungarian expat (she has been in Laos for the past 17 years)—one meets an eclectic group of people there from all over the world.

Vientiane, the capital of Laos, is a smallish city, a smaller cousin of Phnom Penh—most of the central old town area and the Mekong River waterfront are easily accessible by foot if you pick a good location. The town has a distinctive French colonial character and has a high

*Below left: Luang Prabang, Laos: a view from Mt. Phousi, overlooking the town.*

*Below, center, top: Phnom Penh, Cambodia: A view from the "open to the world" passenger seat in a "tuk tuk," taking in the sites and sounds and "atmosphere" around you.*

*Below, center, bottom: A cruise down the Mekong River.*

*Below, right: Vientiane, Laos: The striking "all decked in gold" Pha That Luang Stupa, one of the holiest shrines in the country.*





concentration of neat restaurants, both French-themed and local flavor, and the food was generally very good and affordable. Laos is in general noticeably cheaper than Cambodia, and the people are very friendly and polite, too.

Laos appears a lot less economically developed than Cambodia, and has fewer fancy cars, though I must say I saw enough of the “luxury” makes, including a new Bentley, a Ferrari F458 cruising through old town and a Porsche 911 turbo (997 style) along with many Cayennes (did not see a single Macan!) and Audi and BMW SUVs. There was no strong preference for Toyota/Lexus here. I also did see a few Chinese makes, like BYD, Deesan cars and trucks, and most Tuk Tuks seemed to be of poor quality and Chinese made.



In summary, if you are looking for a relatively unspoiled (fewer tourists) experience, Laos is the place for you and Luang Prabang has a lot to offer by way of outdoor activities. If I were staying there a couple more days, I would have done a guided two-day trek or a mountain bike ride). Laos is about seven to 10 years behind where Cambodia is today.

Laos has numerous temples, some exquisite ones in Vientiane, but does not hold a candle to the treasures around Siem Reap! ■

*Where you'd park your 911 Turbo while you spend a day at the office.*

## Miscellaneous Footnotes

Everybody in Cambodia and Laos with any kind of means has a smart phone and is fully plugged into Whatsapp, Facebook, Youtube etc. I used WhatsApp to communicate with my “tuk tuk” driver. Decent quality Wifi is available almost everywhere in hotels and restaurants in SE Asia.

Both Cambodia and Laos (Laos to a lesser degree) have been discovered by international travelers, with large numbers from Europe (including many from France), Australia and Asia, especially large groups from China and Korea (both of whom have a reputation for being rude and boorish, and not a favorite with the local tour guides). In general, locals are very welcoming of tourists in these places and much of the path of upward mobility for the youth is to get an education, learn English and get into the tourist business—“sweat shop” manufacturing jobs pay next to nothing!

I did run across a fairly large number of single travelers, lots of women, especially from France. It was easy to communicate—English is the main language for everyone, including the French. Both Cambodia and Laos in particular seem to be popular destinations with the backpacker crowd and street food and local beer (pretty good quality, too) is especially cheap in these locations.

The greenback (US dollar) is the de facto currency in both Cambodia and Laos and accepted everywhere. In Cambodia in particular, the ATM machines dispense US currency. Most places will give you change in USD or use local money for smaller sums or change. In Laos especially, the greenback goes a long way. Even a one dollar tip really makes their day!

In a nutshell it was an amazing experience, and a region I would like to revisit in the future!



## First Quarterly Club Mixer: It Was the Cars AND the People!

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY ERIC LEWIS

On Sunday, January 28, about 54 people showed up at The Lodge at Cascade Brewing (formerly the Raccoon Lodge Brew Pub) and enjoyed an afternoon of cars, friends, new friends, great conversations, food and beer! This was a great place for our 1st mixer hosted by Phyllis and Ed Thiemann.

Based on feedback from our members, we have added these quarterly mixers on Sunday since there are many who cannot make our monthly Wednesday night social and dinners. Seems like this was a great suggestion! It was fun to see new faces including a number of new members!

We were thrilled to see so many people come by with some fabulous cars. As Porsche club of America always say: "It's not just the cars, it's the people," but this event was a great example of both the cars and the people.

Come join us for the second Quarterly Mixer on April 22 from 2:00 p.m. to 5:00 p.m. at Hopworks Urban Brewery in Southeast Portland. Check out all the information here: <https://www.oregonpca.org/event/quarterly-mixer-please-join-us/>

There are more car pictures here than people pictures! Enjoy! ■







# Members Enjoy Winterhawks Win

STORY AND PHOTOS BY PEG RYAN, COMMUNICATIONS DIRECTOR

**W**hat a fun night we had! Twenty-three of us headed for the Moda Center on Saturday, February 3. We were totally entertained by the Portland Winterhawks versus the Tri-City Americans! It was Mascot Night and the mascots entertained before and during the game. They even hit the ice to play the junior league team for a wild, woolly hockey game. The Winterhawks played well and won 3-2. It got exciting at the end when the Americans pulled their goalie in the last minute to try and tie it up. Whewww—it didn't work! A great time was had by all! ■



*Clockwise from above: Ginny and Joe McQueen; Peg Ryan and friend, Gretchen Sutton; a welcome to us at the end of the second period; John and Shary Brams.*







Top: Mascots playing—it was crazy fun!

Center, left: Eric, Carrie, Elle and Will Brennecke.

Center, right: Doug Naef & Christine Pilosi.

Above left: We had great seats to see the action!

Above right: Mike and Mary O'Connor ... Mike is a Portland Buckaroos enthusiast!

Right: Mike Harvey & Kathleen Brown.



# February Social at Tavern on Kruse

STORY AND PHOTOS BY CAROLE AND BRAD HEDSTROM



**F**or much of the Greater Portland area, February 21 was declared a “snow day.” But not for ORPCA! It also happened to be the monthly ORPCA Social and Dinner, and a little snow was not going to deter our members, so we plowed ahead.

While we decided to keep our 911 in the garage, we were pleasantly surprised to find a few 911s in the parking lot at the Tavern on Kruse. It seemed like a perfect outing for club Cayennes to have their day in the snow, but 911s and Panameras won the day. The drive down to Lake Oswego from SE was quick and easy; there was less traffic than on a Sunday morning! Clearly there are advantages to having the club dinner on a snow day.

We arrived right at 6:00 pm and found that there was already quite a group assembled. Clearly, people had given themselves extra time for the drive and finding the roads empty, arrived plenty early. That left plenty of time to socialize before dinner. While there were a few empty seats, the event was very well attended. We even had some new members attend—Terry and Liz Hagberg. Terry recently bought a 911 and almost immediately joined the club. He's also president of the local Shelby Cobra club.

Around 7:00 Peg, channeled her inner Larry Hannan and quickly gave the announcements, then we tucked in to a quite good dinner at Tavern. ■



*Top: We even had some new members attend—Terry and Liz Hagberg.*







## Club Supports FOPIR at Cash Back Day

**O**n Wednesday, February 7, nine of us met for lunch at Beaches in Vancouver. Joe Kelly organized us all for the Friends of PIR (FOPIR) because it was Beaches Cash Back Day. Fifty percent of our bill was donated to FOPIR! Joining Joe were Doug Knight, Ravi Rajaram, John Thomas, Larry and Linda Tracewell, Ted Ciochon, Peg Ryan and Eric Lewis. So glad to be able to help out FOPIR and enjoy great food. ■

## MEMBER PHOTO SHOWCASE



*New Club member Roy Johnson proudly displays his Oregon duck colors!*

*It definitely brights up our winter roads ...*

**Do you have a photo of your beloved Porsche to share with Anzeiger readers? Submit it to Peg Ryan, Communications Director, [communications@oregonpca.org](mailto:communications@oregonpca.org). We may feature it in a future issue!**



## Gear Up for the 2018 ORPCA Autocross 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. 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.
3. 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. ■

### TECH SESSIONS

Saturday, 3/17, 7:30 a.m. - 12 Noon.: **Driver Skills Clinic (Wait List Only)**

PIR North Paddock

More Info: <https://www.oregonpca.org/event/autocross-drivers-skills-clinic/>

Saturday, 3/17, 1 p.m. - 5 p.m.: **Test and Tune**

PIR North Paddock

More Info: <https://www.oregonpca.org/event/autocross-test-and-tune-2/>

### AUTOCROSS

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

#1	March 18	North Paddock
#2	April 29	South Paddock
#3	May 13	South Paddock
#4	June 17	South Paddock
#5	July 8	South Paddock
#6	August 26	South Paddock
#7	September 23	South Paddock
#8	October 7	North Paddock



# MARCH BOARD OF DIRECTORS MEETING

Wednesday, March 14  
6:30 to 8:30 p.m.

**Dang's Thai Kitchen**  
670 N. State Street  
Lake Oswego, OR 97034

**A**ll members are welcome to join us! ■

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



## DRIVER SKILLS CLINIC (**Waitlist Only**) AND TEST & TUNE

Saturday, March 17 | 7:30 a.m. to 12 noon (DSC) | 1 p.m. to 5 p.m. (T&T)

**Portland International Raceway North Paddock**

1940 N Victory Blvd, Portland, OR 97217 | 503.823.7223



**T**he Autocross **Driver Skills Clinic** is full and we have started a wait list.

Using your own car, drivers will receive instruction about AX techniques ranging from very basic to advanced. The cost is \$75 and is limited to 30 drivers. Loaner helmets are available. The Test and Tune event is free for those doing the Driver Skills Clinic.

The **Test and Tune** event gives you time on an AX sample track to test and tune your car.

For full information on both events go to <https://www.motorsportreg.com/events/orpca-ax-skills-clinic-test-tune-north-paddock-portland-intl-raceway-pca-oregon-622921>.

## AUTOCROSS #1—Limited Openings Remain

Sunday, March 18 | 7:30 a.m.

### Portland International Raceway North Paddock

1940 N Victory Blvd, Portland, OR 97217 | 503.823.7223



**J**oin us for Autocross #1, our first event of the year. We are filling up, so please register soon. We are limiting these events to 60 cars and no walk ins. The Season pass option is also available so you can sign up for all 8 Autocross events at one time, for a discounted price.

For more info please go to:  
<https://www.oregonpca.org/event/autocross-1-2/> ■

## MARCH SOCIAL AND DINNER

Wednesday, March 21 | Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.

### Stanford's Restaurant (Jantzen Beach)

12200 Parker Ave. | Portland, OR 97217

*Hosted by Barry Cogut*

**T**here is room for 50 people with a limited menu. We have it set up to pay your server—please note a tip will be included on your final bill.

For more information and to RSVP go to: <https://www.oregonpca.org/event/monthly-social-and-dinner-march-2/> ■





## PORSCHE SUV GROUP MEET AND GREET

Sunday, March 25 | 7:00 p.m.

**Peachwave Frozen Yogurt (Bridgeport Village)**

7122 SW Hazelfern Rd. | Portland, OR 97224

**D**o you have a Porsche SUV: Cayenne or Macan? As you may have read in the January/February 2018 Anzeiger, ORPCA is forming a Porsche SUV group for future events. Jeremy Williams & Sarah Belamy will be organizing the group spurred by the love of their 2015 Macan Turbo.

So ... are you ready for the longest ORPCA tour ever recorded (18,000 miles across five continents)? <https://www.porsche.com/international/motorsport-and-events/driving-experience/world-expedition/complete-tour/> Okay, okay, ORPCA isn't hosting that long of a tour, but you can still sign up for the Porsche World Expedition as we'd all love to hear about your experience.

In the meantime, our first ORPCA SUV Group event is a laid-back meet and greet. Check the details here: <https://www.oregonpca.org/event/porsche-suv-group-meet-and-greet/> ■



## CABIN FEVER TOUR—SIGN UP NOW

Friday, April 6 to Sunday, April 8

**Tour to Eastern Washington**



**P**ull off the car covers and shake off those cobwebs! Join us for this early spring escape to eastern Washington, traveling back roads that will provide for some fun and excitement. This tour is limited to 10 cars / 20 people and is limited to ORPCA members. You will need to register with the co-tourmeisters Randy and Diane Homes at [Diane.Homes@yahoo.com](mailto:Diane.Homes@yahoo.com). We have a block of 10 rooms reserved the first night at the historic Weinhard Hotel in Dayton, then a block of 10 rooms reserved the second night at The Lodge at Columbia Point. For more info, go to <https://www.oregonpca.org/event/cabin-fever-tour-dayton-and-walla-walla-wa/> ■

## ANNUAL SPRING CLEAN

Saturday, April 14 | 9 a.m. to 1 p.m.

**Matrix Integrated**

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



**J**oin us for the Ninth Annual Spring Clean Event! Experts will be on hand to take care of all those cosmetic issues that have been eating at you.. Get them all taken care of at once, and at a great price, from our team of pros. Here's the line-up:

**Wheelkraft NW:** Alloy Wheel Repair

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

**Car Medic:** Paintless Dent Removal

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

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

**The Leather Guy:** Interior Leather and Vinyl Repair and Refinishing

When you arrive, sign up for the work you want done, and have fun watching those dings, scratches and chips fade away. Crack open your piggy banks or stop at the ATM, as all services are for cash. Sorry, no plastic is accepted at this event! You will need to RSVP this year and pick the services you want to use, so please go to: <https://www.oregon-pca.org/event/2018-spring-clean-event/>

## APRIL SOCIAL AND DINNER

Wednesday, April 18 | Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.

**Portland Brewing Company Taproom**

2730 NW 31st Ave. | Portland, OR 97210

*Hosted by Steve and Winnie Miller*

**T**here is room for 60 people at this event.

Registration is a two-step process—For more information and to RSVP go to: <https://www.oregonpca.org/event/monthly-social-and-dinner-april-2/>.

Registrations will close April 11 if we are not already full. ■





## SECOND QUARTER SUNDAY MIXER

Sunday, April 22 | 2 to 5 p.m.

**Hopworks Urban Brewery (HUB)**

2944 SE Powell Blvd. | Portland, OR 97202

**T**his year we have begun holding quarterly club mixers on Sundays.

These are no host events. Food will be available to purchase.

You don't have to register for these events—just show up! ■



## TECH SESSION: AR AUTO SERVICE

Saturday, April 28 | 10 a.m. to 12 noon

**AR Auto Service**

16088-A Boones Ferry Road | Lake Oswego, OR | 503.697.3311



**J**oin the technical-minded members of the club on Saturday, April 28 for another informative tech session with the guys from AR (Adrenaline Racing) Auto Service. This event will cover brakes and ECU tuning with a refresher on suspension components covered extensively last year.

Due to space limitations attendance is limited to 40. Reserve your space at <https://www.oregonpca.org/event/tech-session-ar-auto-service-2>

AR Auto Service started in 2006 to aim at being a shop with the principal of "For the Enthusiast, By the Enthusiast" as our mission statement. Eddie Nakato designed AR Auto Service to provide fellow enthusiasts with the confidence that their best interests are in mind at all times. AR Auto Service specializes in everything from simple tasks such as routine maintenance and alignments to custom suspension and performance modifications for the street and track. ■

# PORSCHE CORRAL AT THE ROSE CUP RACES

FEATURING THE PIRELLI WORLD CHALLENGE

July 13 to 15

**Portland International Raceway**

**T**he 58th Annual Rose Cup Races featuring the Pirelli World Challenge! Professional Road Racing returns to Portland International Raceway (PIR) with North America's top GT production-based sports car series! 26 different manufacturers and 44 separate models in four race groups and seven classes. Joining Pirelli World Challenge is a showcase of the finest amateur Road Racers in the Pacific Northwest with four amateur race groups. The Professional Aerial League returns with Drone racing and hands-on experience Non-stop action the whole week-end!

Come and support PIR and the racing community and bring your Porsche to the Oregon PCA Corral. Your \$90 Car Corral registration fee (includes two 3-day admission tickets, special parking and a parade lap on Saturday or Sunday). Make sure you include the Oregon PCA club name when you register.

Note: Corral passes are NOT available at the track.

Tickets are on sale now. Go to: [http://rosecup.com/tickets\\_registration/](http://rosecup.com/tickets_registration/) ■



## GRAND PRIX OF PORTLAND—VERIZON INDYCAR SERIES

August 31 to September 2

**Portland International Raceway**

**M**ark your calendars for this remarkable racecar event! The ORPCA's involvement is TBA, but it's sure to be exciting. More information to follow! ■







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

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

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

### **Jim North**

Associate Vice President  
Financial Advisor

1001 SW 5th Ave  
Portland, OR 97204  
503 221-6262  
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The appropriateness of a particular investment or strategy will depend on an investor's individual circumstances and objectives.

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# Anzeiger Marketplace

## CARS FOR SALE

1987 928 S4, Rare 5 Speed, Black on Black, top notch condition. No crashes or accidents. Lovingly enjoyed and maintained. 198K kms (123K miles). Pending PCA valuation. Fraser Valley, BC  
928s4manual@gmail for details (3/18)



2008 Cayman S Special Design Edition, number 266 of 777 manufactured. Only 250 cars allotted to USA. 50k miles, LSD, short shifter, updated stereo/nav package. Send for email with complete details. \$33k. Joe Kelly 562587-3090. Joekelly@earthlink.net. (3/18)



For Sale - 1997 Carrera 4S  
Arena red, Carrera 4S— this is a 6 speed 993 with 109k miles.  
A 3-owner car with no damage history; sunroof; new paint; ABS; Remote entry theft system and well maintained. Includes: Porsche Manuals library; Turbo Twist wheels; Sport carbon fibre bucket seats; all maintenance records.  
\$85,000 Neg  
Cherie Reins 503.515.5414,  
Blkporscheacar@hotmail.com (12/17)

## PARTS FOR SALE



Hoosier Slicks Including Porsche twist Rims, Two (2) 993 362 140.00, 285-30-ZR18, 10JX18 ET40, GKALS1/12 MOW, FR5750N 9930 362 136.00, 245/35ZR18 6JX18ET52, GKAL6/12, FR4700N \$500.00 Contact Les Schreiber, 408-316-8654, les996@me.com (3/18)



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)

Brand new, unused set of Blizzak DM-V tires and wheels for Cayenne. 18 inch wheels and 255/55/18 sizes. The set includes TPMS sensors. \$1500 phone 360-210-7900 (1/18)

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@oregon-pca.org](mailto:classifieds@oregon-pca.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 the address listed in the masthead under Treasurer. ■



S/4 Fuchs, 2-7X15 & 2-8X15. White center, polished rim, painted crest. Very good condition. I would use occasionally on a '73RS. Mounted Yoko 008's w/useable tread, 205/50 and 225/50 VR15. No added \$ for the tires. \$4,500 set only. Peter 503-810-7533 call or text, [peterdavis168@yahoo.com](mailto:peterdavis168@yahoo.com) (3/18)