



Anzeiger

April, 2016



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New Porsche Model Road Test

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PORSCHE

Anzeiger

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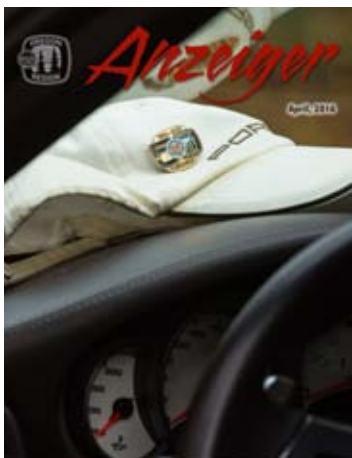
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ON THE COVER

Club President Joe McQueen's hat has seen many great Porsche roads. Photo by Harold Klein.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, contact Photo Editor Harold Klein, photoeditor@orpca.org, and see page 30.

Anzeiger

Noun, German

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

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Classified ads are a free service provided to Oregon Region Porsche Club of America members.

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 15th of the month will be included in the next issue of *Anzeiger*.

Each item is limited to 50 words. When selling a complete car, submit copy in this sequence: year, model, body style, additional features, mileage, price, your name, phone number and an optional e-mail address. Each ad may be accompanied by a single photograph; however, inclusion is subject to the availability of space.

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

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

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

Anzeiger

Commercial Advertising

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

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

Inside front cover	\$2,970
Inside full page	\$2,502
2/3 page	\$2,124
1/2 page	\$1,656
1/4 page	\$1,143
Business Card	\$550



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Sunset Porsche

*See dealer for full details and restrictions.

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purchase. Cannot be combined with
other offers. Will not refund discount;
must be used at time of purchase.



Oregon Region Events



April, 2016

- 9 Spring Clean
- 10 Autocross #2
- 13 Board Meeting
- 20 Monthly Club Dinner and Social
- 30 EVO Skills Clinic

May, 2016

- 1 Autocross #3
- 7 Arrive and Drive
- 11 Board Meeting
- 13-15 Dayton/Walla Walla Cabin
Fever Drive
- 18 Monthly Club Dinner and Social
- 22 Autocross #4

June, 2016

- 8 Board Meeting
- 9-12 Northwest Passage
- 11 Arrive & Drive
- 12 Autocross #5
- 15 Monthly Club Dinner and Social
- 26 Big NW Subaru Event

July, 2016

- 8-10 Vintage Races
- 9 Arrive & Drive
- 13 Board Meeting
- 17 Autocross #6 and BBQ
- 20 Monthly Club Dinner and Social
- 22-24 Rose Cup Races

August, 2016

- 6 Big NW Subaru Event
- 7 Summer Picnic
- 10 Board Meeting
- 17 Monthly Club Dinner and Social
- 21 Autocross #7
- 26-28 Escape to Florence

September, 2016

- 10 Arrive & Drive
- 14 Board Meeting
- 21 Monthly Club Dinner and Social
- 25 Autocross #8

October, 2016

- 8 Arrive & Drive
- 12 Board Meeting
- 19 Monthly Club Dinner and Social
- 30 Autocross #9 and Victory Party

November, 2016

- 9 Board Meeting
- 13 ORPCA Member Autocross
- 16 Monthly Club Dinner and Social

December, 2016

- 14 Board Meeting

PRESIDENT'S RAMBLINGS

Joe McQueen



What's a Waiver?

At every PCA event where cars are moving, the event chair requests that you sign a waiver form. Why? The waiver is the tool PCA uses to implement insurance coverage for moving car events. Without the signed waiver PCA insurance is not in effect.

What does this mean to you? Simply put, you and the Club are protected with a \$10,000,000 liability policy. Here is a quote from the PCA Insurance Chair, Ken Laborde:

“PCA carries event liability insurance with limits of \$10,000,000 per event. The event liability policy is intended to protect PCA and its chartered Regions, and their members, event officials, instructors, drivers, crews, sponsors, participants, as well as event site landowners/managers/lessors and event racing vehicle owners and sponsors, and event sponsors from bodily injury, property damage, personal injury or advertising claims arising out of a covered incident at a PCA moving car or non-moving car (meetings, picnics, Concours, etc.) event. In order to obtain coverage for a moving car (Club Race, DE, autocross, rally, tour, time trial, tech session, etc.) event, the hosting Region must electronically submit a properly completed Event Insurance Enrollment form (see pages 126-127) to the PCA national office three (3) weeks prior to the event (and in the case of a Club Race and DE pay the appropriate fee) and have received back (electronically) from the PCA National Office a Certificate of Insurance prior to the event. In the case of a non-moving car event there is no requirement for notification to the PCA national office, as coverage is automatically in effect. However, if a car is on a lift during a tech session, your event is considered a “moving car event” for which pre-notification is required.

“In order for coverage to be in effect for a “moving car event,” the Region must have in place an effective system for obtaining signatures on Release and Waiver forms from all adults and parents of minors entering the event premises. If the Region does not have such a system in place, coverage for the event is excluded. The importance of having everyone present covered by the correct and current Release and Waiver cannot be stressed sufficiently.”

Another very important element of the waiver collection process is to ensure that every minor is covered. If you wish to take a minor (younger than 18 yrs old) to any moving car event both parents must sign the Minor Release Waiver. This will be provided by the event chair prior to the event; send an email asking for the waiver form.



Did you know you also are covered for personal injury?

Coverage Limit

Medical Expense Reimbursement \$1,000,000

Accidental Death \$25,000

Dismemberment by schedule up to \$25,000

Loss of Income \$100 wk. /52 weeks

Conditions: All claims resulting from injuries arising at PCA sanctioned/organized events must first be submitted to the Participant's personal medical insurer (if any). The PCA Excess Medical coverage will coordinate benefits with the personal medical insurer, but will not pay in addition to it. If there is no personal medical insurer, the PCA program will become primary. Medical treatment must be prescribed by a MD or DO.

So you see that it is very important to clearly print and sign your name on our waiver forms. Event chairs, please note that this is quite a benefit to non-Club participants; when non-Club participants sign the waiver they enjoy the same insurance benefits as club members. When you price an event make it clear to non-Club attendees that this coverage is included.

All event chairs will be emphasizing the importance of clear names and signatures on waiver forms. If someone doesn't wish to sign the form the event chair will complete an exception form, and by that action they are excluded from the event. Also, we will ensure all minors have a release signed by both parents/guardians.

You may say "Yeah, yeah, yeah," but it is important to protect ourselves and the Club in this litigious environment in which we live. Keep this in mind at our next event. My wish is to ensure that you have a good understanding of why we ask you to sign the waiver. 'Nuf said?

Risk Management Uber Alles!

Until next time,

Joe ■



Autocross photos by Harold Klein.

New Members

Daniel Ball
Hood River, OR
2008 Cayman S

Richard Beals / Carol Beals
Damascus, OR
2007 Boxster

John Hinant
Hillsboro, OR
2006 Boxster S

Harold Howells
Vancouver, WA
2008 Boxter S

Christopher Johnson / Jana Johnson
Happy Valley, OR
1987 911 Carrera

Kelly LaFollette
Portland, OR
2006 911 Carrera

Edythe Schlosstein
McMinnville, OR
2010 Carrera

David Story
Camas, WA
2015 911 Carrera

Anniversaries

10 Year Anniversary

Randall Brewer / Kathy Brewer

5 Year Anniversary

Kerma Cook / Ed Cook
Gary Feldmann / Ina Feldmann
David Gerton / Clarisse Atcherson
Richard Lammers /
Allyson Lammers
Rob Pickett / Suzan Pickett

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Wreckreational Fenders: Rolling Your Own

Story and Photos by Eric Freedle

When we start to modify our cars, it all depends on at what age we view these projects, and the value of the cars we tackle. As we have experienced in our youth, we tend to want to “just get it done”—because we want to drive the finished product ASAP. With age comes more patience and trepidation on projects because we realize that, with our youthful exuberance (and often missteps) comes errors.

I have wanted for some time to “roll the front fenders” of my late ‘80s Carrera, but worried about the possible carnage that I might inflict on this fairly nice example of an air-cooled 911. I do recall hearing that all that’s needed is a “baseball bat” placed between the tire and fender, rolling the bat between the 10 and 2 position of a clock dial. It was “that simple”—and you would have rolled fenders. Well, many years ago I gave this supposed simple technique a go, only to move the fender lip from a 90 degree angle to perhaps a 45 degree angle, in a lumpy, scalloped fashion on just one fender. Fortunately, this was not observable to the eye—but I was left with that “I didn’t complete the task” feeling!

Fast forward to more recent conversations at our local ORPCA AX chatter amongst some of the air-cooled veterans, Cary Kutter and Harry Danberg. Cary could fit the 225/50x16 tire under his fender due to extreme fender rolling done at his shop years ago—albeit without the best of tools. Harry, always one to help out a fellow Porsche enthusiast, mentioned that a member named Jim Horton had this super slick fender roller! He claimed that it was used on Jim’s early 911’s and his own ’73 T fenders, with no chipped paint, the bane of fender rolling (this, of course, was my major concern and angst). He stated that Jim was more than willing to lend this fender rolling unit out for other enthusiasts to use, and with his engineering experience guide those in need! I’m in.

So, it was scheduled for a Saturday afternoon for Harry and Barry (a water cooled enthusiast) to come by and “do some rolling!” All that was needed to coax them over was some liquid adult beverages, fresh sandwiches, and clean

Eric and Harry “doing the roll.”



Above: Harry at the task. Below: The roller in action.



garage to work in. It did help that Harry was home alone that weekend, and Barry was looking for an excuse to have some man cave time! After the sandwiches and beverages were consumed, we embarked on the project. You must jack up the car, remove the wheel/tire, and bolt the roller unit on the hub. Position the roller itself under the lip and apply heat from a heat gun to the edge of the fender, and raise the temperature of the paint to 125 degrees. A thermal infrared thermometer to measure the heat of the fender is essential, and you can establish consistent temps along the fender lip. After 15 to 20 minutes of rolling each fender, the work was done—and no paint chips occurred in the fenders! Success and high fives abound. Thanks Harry, Barry and Jim.

For those who might be interested in doing their fenders, please contact Jim Horton, jamesahorton@comcast.net, and he will assist you. ■



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2016's First Autocross: Sold Out Event Plays in NW Sunshine ... Again

By Todd Averitt / Photos by Andy Hsiao, Running Rich Photography

March 13 was another beautiful day for an Autocross—rain, no rain, hail, torrential downpours and a great track layout for us to enjoy in PIR's North Paddock. Sixty-two drivers came out to play; 22 drove Porsches and 40 drove other brands.

We had enough drivers to run three run groups. The run groups tend to be set up with the stock non-Porsche cars running first, Porsche cars running next, and the modified cars running last. Times tended to be weather-dependent, getting faster as the course dried and a little more cautious as slip, slide, and spin control bested speed as our course got soaked again.

With the drivers having one race session and one work session, it left the third session open for watching the races. This gives drivers chance to see what others are doing right or wrong. The top time of the day belonged to Tom Mill in his All-Wheel Drive VW Golf GTR.

Now let's get on to how each class fared:

M01—First timer Josef West took it in his 924. Well, it was his first Autocross. Good runs, Josef.

I01—Barry Cogut, recently moved up from P03, took the honors in rather convincing style. We have a lot of work to do to catch Barry. Good runs, Barry.

P01—Harry Danberg got a free ride this event, but with his beautiful new (rebuilt) engine, he's ready for all comers.

P02—Eric Freedle can still make his Carrera dance. Great job, since he was playing in the rain..

P03—Clay Horste took Eric Hoff by 0.801 seconds. Great job, Clay.

S01—Who says a Macan S can't Autocross? Joey Yin will tell you something different. Joey did a great job and cruised to victory. Nathan and Aimee are definitely in the game. Good job, all.

S02—Sean Ressler is back. He took the honors in our largest Porsche class. This is a very competitive class with some experienced pros, so who knows where this will end up. For now, Sean is the one to catch. Great job, Sean.

S03 – This class has the cars most of us just dream of having. They may look beautiful at car shows or the local concours, but to see these GT3's, 911-4S, and Cayman GT4s go for it all is just a sensory treat second to none. Tong Qi in his GT3 took top honors by 0.086 seconds with the other two drivers, Mark Qandil and Moses Qandil, within 0.771 seconds of Tong. Fun, fun, fun ...

NPAS—Jemal Mfundshi in his Subaru Legacy took it all! Congratulations, Jemal.

NPAM—Tom Mill got it all right. Congratulations, Tom, on both your class win and Top Time of the Day.

NPFS—Brian Trump in his VW GTI took top time. VW was very well represented.

NPFM—Andres Ferrer in his VW Jetta took a couple of runs and took the class. Think he deserves some bragging rights.

NPRS—Keaton Van Der Sommen in his Miata MX5 walked away with the class honors.

NPRM—Steve Savas' FMII Mazda Miata took the largest non-Porsche Class in fine fashion. There are some excellent drivers in this class, anyone of whom could step up. For now, congratulations goes to Steve Savas.

There is such a wide variety of cars at our Autocross; it is really good to see them all out there. Check out our Autocross schedule in this magazine; even if you are a spectator and just what to hitch a ride, it will be good to see you on Sunday morning, April 10. See you at PIR! ■

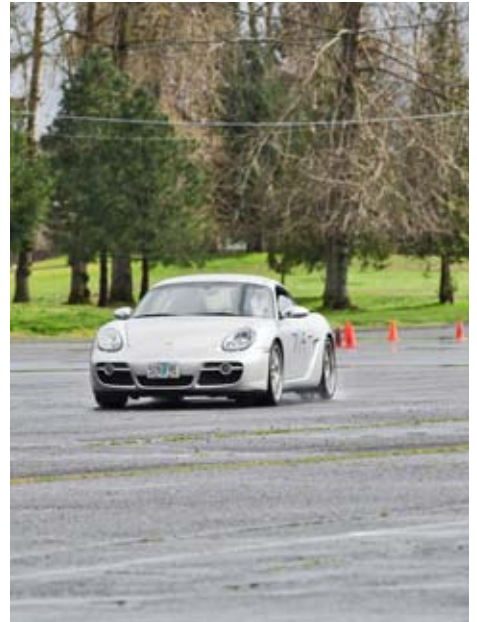
MORE PHOTOS OF AX I ON FOLLOWING PAGES

AX I, CONTINUED



Clockwise from above: Eric Freedle even dances in the rain; Cary Kutter proving the old toys belong; Moses Qandil killed a cone, lost the match; Barry Cogut took the honors in a rather convincing style.





Clockwise from top: Volunteers braved the rain to straighten the cones quickly; David Kosa is trying something other than his Jeep; occasional sunshine helped drivers with some drier runs; Harry Danberg enjoying his rebuilt engine.

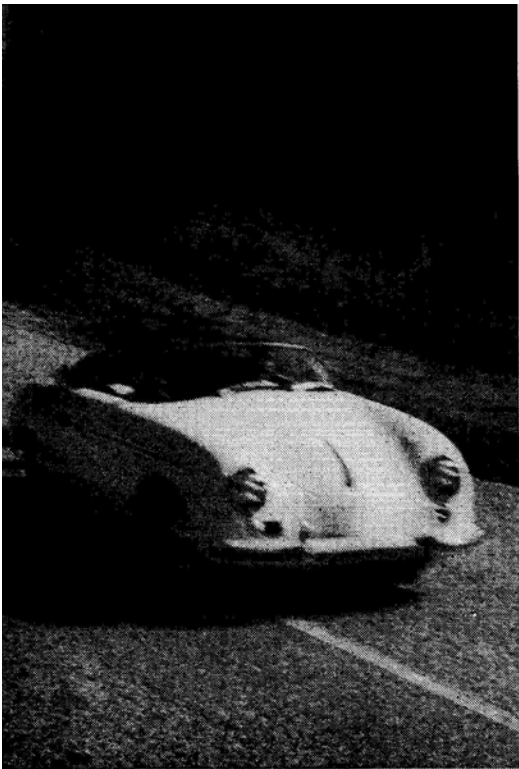


RUNNING RICH
PHOTOGRAPHY

Road testing a production class winner, the . . .

PORSCHE SPEEDSTER

photographs by Poole



THERE IS an automotive saying that "there's no substitute for cubic inches", but the modern Porsche either disproves this completely, or else it is the exception that proves the rule. Actually an abundance of "inches" is very useful in a heavy family car because the average owner uses and appreciates torque, not horsepower.

In a sports car, such as the Porsche, the engine is small, and the torque is proportionate. Yet, as we show in this road test, the latest Porsche 1500S speedster is capable of a very high performance. This result is due to an efficient engine, four useful gear ratios (all synchronized), and low overall weight. Common-sense design, thorough engineering and good workmanship contribute to the overall effect and insure customer satisfaction in terms of reliability.

The Porsche Speedster is available with a choice of engines, the model priced at \$2995 having a 1488 cc engine rated by the conservative German D.I.N. method at 55 bhp. By the American S.A.E. rating this model, whose full name is the Porsche Continental 1500 Speedster, develops 66 bhp at 4400 rpm. However, our test was on the "Super" engine model (the 1500S), an alternative which costs \$500 extra and which provides 70 D.I.N. bhp, or 84 bhp without accessories or exhaust system. By using a 1500S Speedster, with the more powerful roller-bearing type "Super" engine, it is possible to make accurate comparisons with the Super coupe which we road-tested in September, 1954.

Performance-wise, the Speedster being lighter by 70 lbs and benefitting from a revision of 3rd and 4th speed ratios, gives substantially better acceleration figures than those recorded for the Super coupe. Top speed however is about 4 mph less. (See the comparison table at left.)

The drag factor on the Speedster was taken by Tapley meter at 60 mph, with top down. The drag, with top and side curtains installed was not obtained for the simple reason that when 150 miles from home we discovered that the side-curtains were missing. We tried one high speed timed run with top-up and gave up that idea. It (the top) flaps viciously at anything over 70 mph. The average of two timed runs gave 100.5 mph, top down, with speedo reading 110. The factory gives the top speed as 104 mph and we have yet to find a German manufacturer who is not conservative in performance claims.

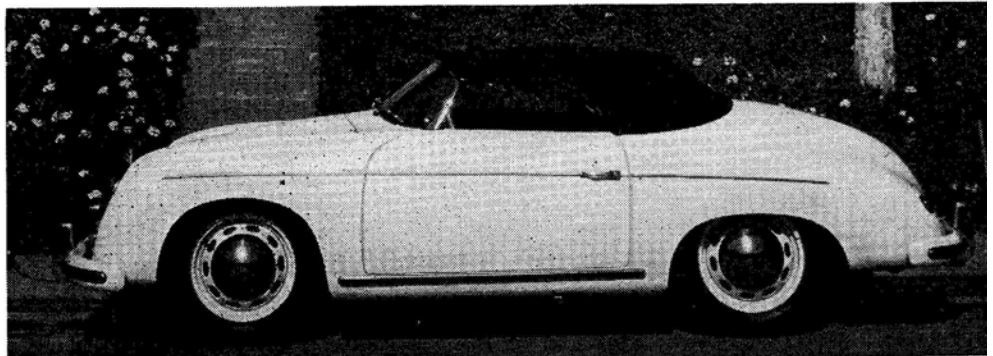
The Porsche has always been an exceptionally comfortable and easy-to-drive car. The Speedster is no exception, even with the rather "lumpy" idle of the Super engine. In town driving the engine revolutions can drop to as low as 2000 rpm in any gear, but 2500 rpm is recommended minimum speed. Engine noise is just a trifle more noticeable than in the coupe, at low speeds. The seats are extremely comfortable and the "squirming" room for legs, feet and elbows is especially noteworthy. There has been some comment on the lack of headroom in the Speedster, but the cars now being delivered have the seat frames mounted on 2" spacers which can be removed for tall persons. Unfortunately, over-6-footers will still find the headroom inadequate. The curved glass windshield is very low but nevertheless gives good wind protection with top down.

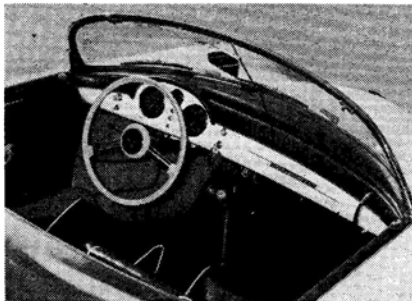
Any car with as much as 55% of the total curb weight on the rear wheels has a natural tendency to oversteer. We have never felt this characteristic was objectionable on any Porsche, nor have we ever found an owner who disliked this tendency. The 1955 Speedster incorporates, for the first time, a torsion

Performance Comparison

	Speedster	Coupe
0-30 mph.....	3.6 secs.....	4.3 secs
0-40 mph.....	5.6 secs.....	6.4 secs
0-50 mph.....	7.4 secs.....	8.7 secs
0-60 mph.....	10.3 secs.....	12.4 secs
0-70 mph.....	14.0 secs.....	16.3 secs
0-80 mph.....	19.9 secs.....	22.5 secs
0-90 mph.....	29.5 secs.....	30.6 secs
ss 1/4 (best).....	17.3 secs.....	18.4 secs
top speed.....	104 mph.....	108 mph
Drag factor, lbs.....	102.....	82
High gear		
perf. factor	39.3.....	34.7

Unique engine placement allows very low seats and roof line, but high-speed cruising with top up and no side curtains is not comfortable.





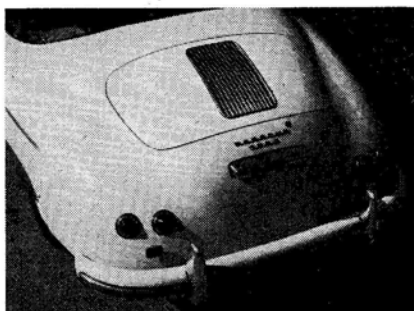
Roomy cockpit and neat instrument layout.

type anti-roll bar. The front springs, which consist of laminated torsion bars, have been softened slightly by the removal of one leaf. When both front wheels strike a bump at the same time the resultant shock is slightly reduced as compared to earlier models. But when only one front wheel encounters a bump the anti-roll bar is also twisted. The result is a ride that is substantially the same as before. When the car starts to roll, as in a sharp corner, the bar twists, reducing the roll angle. At the same time the load carried by the outside tire is increased, which gives an understeering force.

The net effect of the new anti-roll or stabilizer bar (often erroneously called a "sway-bar") is that the new Porsche becomes a near neutral-steerer. Under some transient conditions our impression is that there is still a trace of oversteer, and like so-called conventional cars, the rear-end will break-away first when cornering beyond the limits of tire-to-road adhesion. The above applies only when the tires are inflated per factory recommendations with 4 to 5 psi more air in the rear tires than in front. Equal tire pressure front to rear, will convert the neutral-steer to a slight but noticeable oversteer. Adjusting the rear torsion bars to give one or two degrees negative camber is said to give a slight understeer. We did not try it, but can believe it. In short, the steering characteristics of the Porsche can be varied to suit the owner's own desires, a unique and most desirable feature.

The car used for this test was supplied to us by Competition Motors, Porsche distributors for eleven Western states. Just three days before, it had won the 1500 production race at Willow Springs, driven by Erich Bucklers (see page 25).

In conclusion, the Porsche Speedster with either powerplant is a most desirable machine. Its new low price will make it possible for a host of long-time admirers to step-up and buy.



The rear-mounted flat-4 engine is air-cooled.

ROAD AND TRACK ROAD TEST NO. F-4-55

PORSCHE 1500 S SPEEDSTER



SPECIFICATIONS

List price	\$3495
Wheelbase	82.7 in.
Tread, front	50.8 in.
rear	49.2 in.
Tire size	5.00-16
Curb weight	1790 lbs.
distribution	45/55
Test weight	2150 lbs.
Engine	flat-four
Valves	poly
Bore & stroke	3.15 x 2.91 in.
Displacement	90.8 cu in. (1488 cc)
Compression ratio	8.20
Horsepower	84
peaking speed	5000
equivalent mph	96
Torque, ft/lbs.	79
peaking speed	3600
equivalent mph	69
Mph per 1000 rpm	19.2
Mph at 2500 fpm	99
Gear ratios (overall)	
4th	3.87
3rd	5.36
2nd	7.70
1st	13.9
R & T performance factor	.393

PERFORMANCE

Top speed	104
average (top down)	100.5
Max. speeds in gears—	
3rd (5800)	85
2nd (5800)	59
1st (5500)	31
Shift points from—	
3rd (5500)	80
2nd (5500)	56
1st (5500)	31
Mileage	20/27 mpg

ACCELERATION

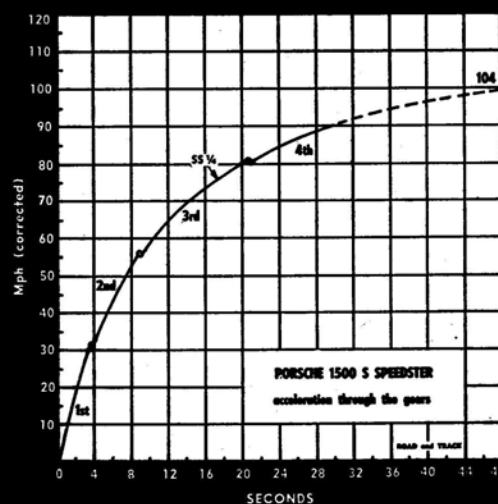
0-30 mph	3.6 secs.
0-40 mph	5.6 secs.
0-50 mph	7.4 secs.
0-60 mph	10.3 secs.
0-70 mph	14.0 secs.
0-80 mph	19.9 secs.
0-90 mph	29.5 secs.
Standing 1/4 mile—	
average	17.4 secs.
best	17.3 secs.

TAPLEY READINGS

Gear	Lbs/ton	Mph	Grade
1st	off-scale	—	—
2nd	470	at 35	24%
3rd	320	at 50	16%
4th	210	at 65	11%
Total drag at 60 mph, 102 lbs.			

SPEEDO ERROR

Indicated	Actual
10	10.6
20	19.2
30	27.7
40	37.0
50	46.6
60	56.0
70	65.0
80	74.4
90	83.5



It's That Time of Year!

Get Ready, Get Set for the 2016 Autocross Season

Autocross (also called “Solo”) is a timed competition in which drivers navigate one at a time through a defined course on a sealed surface. It is a form of motorsports that emphasizes safe competition and active participation.

As the season begins, it's time we spread the word about the many changes for the 2016 ORPCA Autocross season. All the details can be found on our ORPCA website.

1. If you are an ORPCA/PCA member, you can register at any time for any event. You must pay for each event you sign up for online to be considered pre-registered. Also be sure you read up on our Championship Series Pass before you register by clicking [here](#).
2. All ORPCA Championship Points events are limited to 70 pre-registered participants.
3. Without a Championship Series Pass you will NOT be eligible for Championship Points. What's even better is the pass will actually save you money. Click [HERE](#) for all the details on how to purchase yours.
4. Course design, setup, teardown, and control will be performed by a Course Committee composed of a “Course Designer,” an “Adjuster” and a Safety Steward. We would like you to sign up and help. This way we will have a different Course Designer for each event. For more information see “Getting Involved with Autocross” click [here](#).
5. Complete Porsche Car Classing, changes to our car numbering system, 2015 Parade Competition Rules (PCR's), car tech criteria, and working requirements can be found by clicking [here](#).
6. We have set up a Steering Committee, whose charter is to bring fresh ideas to the table, explore new venues, and become expert in all stages of running and maintaining an autocross program.
7. This season there will be multiple two-day events, ORPCA/PCA member appreciation events (events for ORPCA/PCA members only), new venues, barbecues and multi-Porsche Club events.



8. So you have an idea? Contact anyone of our Steering Committee members and get the ball rolling. We already have input for 2017 events in Astoria to events Troutdale and beyond. We would prefer your contact method be via email.

9. Finally, the best news of all is event costs are actually going down. We felt that since maintenance and early Porsche buy-in costs are going through the roof it's the least we could do, really, the least. ■

AUTOCROSS AND DRIVER'S SKILLS CLINICS

EVENT/CPE*	DAY/DATE	MEMBER REG.	NON-MEM. REG.
Autocross #2, PIR (CPE)	Sun., April 10		March 24
Autocross #3, PIR (CPE)	Sun., May 1		April 16
Autocross #4, PIR (CPE)	Sun., May 22		May 7
Dallesport Fun Run	Sat., May 28	Members Day	
Dallesport Fun Run	Sun., May 29	Members Day	
Autocross #5, (CPE)	Sun., June 12		May 28
Big NW Subaru, PIR	Sun., June 26	Need Volunteers	
Vintage Races, PIR	Fri.-Sun., July 8-10	ORPCA Member Corral	
Autocross #6, PIR (CPE)	Sun., July 17		July 2
Rose Cup Races, PIR	Fri.-Sun., July 22-24	ORPCA Member Corral	
Dallesport Fun Run	Sat., August 6		July 14
Dallesport Fun Run	Sun., August 7		July 14
Driver's Skills Clinic, PIR	Sat., August 20		May 28
Autocross #7, PIR (CPE)	Sun., August 21		August 6
Autocross #8, PIR (CPE)	Sun., Sept. 25		September 10
Autocross #9, PIR	Sun., October 30	Members Day	

*Championship Points Event

April Dinner & Social

Wednesday, April 20

REGISTER VIA:

socialevents@oregonpca.org

ASAP (limited to 30 people)

Hosted by Paul and Ming Kust

Los Potrillos

1735 SE 192nd Ave

Camas, WA 98607

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

Social Hour: 6:00 p.m. to 7:00 p.m.

Dinner: 7:00 p.m. to 8:00 p.m.

"We are a family with one goal in mind: To bring you the best food and service! *Mi Casa es su Casa.*"

See you there! ■



Spring Clean at Matrix Integrated

Saturday, April 9, 9:00 a.m. to 1:00 p.m.

REGISTER VIA:

oconnor-m@comcast.net

**Club Contact: Mike O'Connor,
503.320.2447**

**Matrix Integrated
4000 SW Macadam Avenue
Portland, OR 97239**



After great reviews of the 2015 Spring Clean & Detail event, we decided to repeat this event

in 2016. So, take the cover off the Porsche, unhook the battery charger and bring your car down to Matrix Integrated located at 4000 SW Macadam Ave. Portland 97239.

There will be experts on hand to take care of those paint chips, paintless dent removal, a windshield and glass pro and a wheel repair tech for those nasty curb rashes. Refreshments will be onsite.

Bring those Porsches to the pros! ■

May Arrive & Drive: Garage Tour

Saturday, May 7 (First Saturday in May)



Enjoy some of the best driving roads in the five county area with the monthly Arrive & Drive.

A&Ds are typically held on the second Saturdays, but May's event will be on the first Saturday. A&Des extend into October (except for August, when there is no A&D). Each drive is roughly 60 to 100 miles in length and finishes in under three hours. It's a great way to kick off the weekend and a fun way for new members to get acquainted with ORPCA.

To attend, bring your favorite Porsche (with plenty of fuel) and, ideally, a navigator that doesn't get motion sickness to Miller's Homestead at 17933 SW McEwan Ave., Tigard, OR 97224, 503.684.2831 no later than 8:45 a.m. Drivers' meeting takes place at 9:00 a.m. sharp, but many arrive early at 8:00 a.m. for a no-host breakfast.

With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m. This is a no fee event.

Club Contact: Larry Hannan, secretary@oregonpca.org, 503.712.3718 ■

TECH ED

GT1 “Show & Tell”

**Saturday April 30th or Sunday May 1st
9:00am to 5:00pm**



Presenters:

Andy Pilgrim – GT1 Winning Driver

Tony Callas – GT1 Expert – Crew Chief

Randy Leffingwell – Porsche Author and Biographer

\$48.00 per person • Attendance limited • Registration OPENS March 10

To Register & Pre-Pay log onto... MotorsportReg.com



Event Location
1655 139th Place NE
Bellevue, WA 98005

Read about it in March & April ***Spiel***...click on <http://www.pnwr.org/spiel/spielOnline.asp>

Questions: E-Mail ... Teched@pnwr.org or 425-836-3963

Lake Washington Institute of Technology charity event

356 Tech Session at Matrix Integrated: The Complete 356 Throttle System, Front to Back

Saturday, May 7

9:00 - 9:30 Tour of Shop
and Current Projects
9:30 - 11:00 a.m.
Tech Session

Matrix Integrated
4000 SW Macadam Avenue
Portland, OR 97239



Note: This is an active repair and maintenance shop with concrete floors, so attendees are urged to bring a folding lawn chair to use during the tech session. Coffee, juice and snacks will be provided.

Throughout the many decades that George Humphreys has been working on 356 Porsches, he has noticed that many of the cars that come in for servicing fall short of getting all the performance they are capable of because the throttle system components are worn or incorrectly adjusted. This tech session will focus on the throttle linkage as an entire system, from the throttle pedal all the way back to the carburetors.

The session will primarily cover throttle linkage used

with Zenith 32NDIX and Solex 40P11 carburetors, which applies to the vast majority of the 356s still seen today. Despite some throttle system differences in the engine compartment of early cars using single throat Solex carbs, the remaining linkage is very similar to later styles so there will still be good system information for anyone that has an early car.

The discussion will not be specifically about the carburetors themselves, but more in regards of how to make the carbs open fully and simultaneously, and to make sure that whatever carburetors you are using are giving you the maximum available performance by utilizing settings and adjustments in the throttle linkage system.

George Humphreys is the head air-cooled Porsche technician at Matrix Integrated, with over 38 years of experience. Early in his career, he was fortunate to have been mentored by some exceptionally gifted mechanics including Lukes & Shoreman and now, having become a gifted technician in his own right, is the one sought after to do the mentoring. He is best known for his attention to detail, thoroughness, and a willingness to tackle problems that others have been unable to correct. He communicates extremely well so this tech session will not only be informative, but from the participant's point of view, will be understood.

Matrix Integrated is a full-service repair and maintenance facility specializing in well-loved Porsches and other German vehicles.

For further information contact: Dan George (356 Group NW member)
danbarb@pacifier.com, 360.693.0894 ■

Dayton/Walla Walla Cabin Fever Tour

May 13 - 15

We have reserved 16 rooms at the Weinhard Hotel in Dayton, WA for Friday and Saturday nights. The hotel features historic Victorian accommodations.

Fourteen of the rooms have one queen bed, one room has two queen beds and one room has two twin beds. There is a vacation cottage five blocks from the hotel that has three bedrooms and two baths. The charge for most rooms is \$129/night. Room

10 has the signature suite and has a jacuzzi tub. It is \$185/night. Room 12 has two queen beds and is \$159/night. The vacation cottage is \$195/night.

We plan to leave early Friday morning, and meet at Hood River/The Dalles across the river at 9 a.m. sharp. Meeting place details will be announced later. Then we will follow a nifty driving route that ends at Dayton, WA (designed by Bill Munson—ORPCA master of routes).

Friday night will feature a cocktail party with heavy hors d'oeuvres (BYOB) in the rooftop garden (weather permitting). If weather doesn't cooperate, we'll be in the entry area—plenty of space for all of us to enjoy. There will be some costs for the Friday evening get-together and the Saturday lunch—stay tuned for updates.

Saturday and Sunday mornings offer a continental breakfast in the lobby. Each room has fresh fruit in the mornings. Or you can enjoy breakfast across the street at the Weinhard Cafe. Or you can go to Walla Walla and sample breakfast there. Walla Walla is about 25 miles away.

After breakfast on Saturday, we will tour one of the wineries in the area and have a box lunch there. Afterwards, you will receive a map of some other wineries that only open for appointments. Or, you can go into Walla Walla and visit one of the 20+ tasting rooms located in their downtown area. Saturday night we will gather at the Weinhard Cafe for a group dinner. Details of the dinner to come.

Sunday morning you are on your own. Continental breakfast is available or you can visit one of several restaurants in Walla Walla or stay in Dayton. Drive home at your leisure.

BOOK NOW—there are only 16 rooms available. Call the hotel for booking 509.382.4032, and tell them you are with the Porsche Club.

To register for the tour send an email to treasurer@oregonpca.org with the following information:

Name of attendees

Car year, make, model, color

Cell phone number for on-tour communications

Room confirmation date

Your preferred email address

To learn more about this wonderful historic hotel, visit their website, www.weinhard.com The Weinhard Cafe's website is www.weinhardcafe.com

If you have any questions, contact John Brams: treasurer@oregonpca.org ■



Zone 6 Drivers Education at Oregon Raceway Park

Saturday & Sunday June 18th & 19th

SPECIAL HPDE OPPORTUNITY



Join the Inagural Zone 6 High Performance Driver Education event at Oregon Raceway Park (ORP). All PCA members in Zone 6 invited to attend. A fantastic opportunity to drive ORP and meet fellow Zone 6 members.

Our event will be hosted by Hooked on Driving (HOD) with special pricing available only to PCA members.

The event is open to all drivers and all levels of track experience from novice to instructor. Driver and vehicle requirements are very similar to our PNWR DE requirements.

Oregon Raceway is in Grass Valley, Oregon, about 3 hours from Seattle in north central Oregon, 30 miles south of Biggs Junction and the Columbia River.

Porsche of Bend will provide Saturday Breakfast, Lunch & Dinner and Sunday Breakfast and Lunch. Zone 6 has rooms reserved or stay in Biggs Junction or the Dalles.

Any licensed driver minimum age 18. Drivers with no HPDE experience will be provided an HOD coach at a miminal additional cost. Vehicles: Self-inspection through HOD form (similar to PNWR's). All cars ok. Cabs permitted with roll cage or factory roll-over protection.

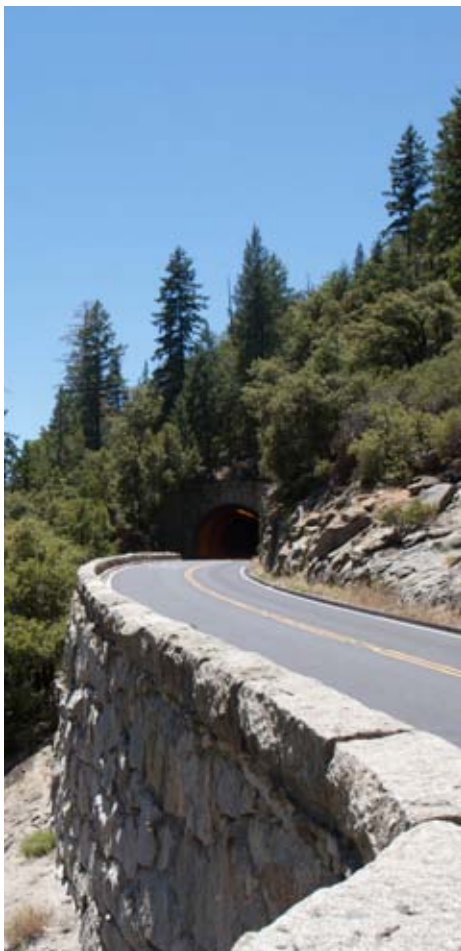
Don't miss this unique Zone 6 opportunity to drive ORP, a very special track built in the rolling wheat fields of central Oregon.

Registration: Special link to HOD website provided in the event listing on the PCA/PNWR calendar. Can register for one or both days.

Cost: PCA Special rate \$250-\$300 per day. For PCA members only.

Maximum Registrants: 60 per day. Sign up soon!

Questions contact: Bill Bauer 206-972-5639 or william.f.bauer@accenture.com



968 West Coast Gathering

July 8 -10

South Lake Tahoe, CA

This is not a PCA-sponsored event, rather it is a gathering for all 968 owners for the purpose of having a great weekend in a spectacular setting with your 968! For more information, contact Bob Frith at bob911@cableone.net. The main hotel is the 968 Park Hotel. Check it out at: <http://www.jdvhotels.com/hotels/california/lake-tahoe-hotels/968-park-hotel/>

To book your room at the 968 Park Hotel, call the hotel at 530.544.0968 and mention the code "Porsche" to receive the exclusive discount rates. Make your reservations early, this is a small property, so book as soon as you can so you can be guaranteed a room. The rates won't apply for the July 4 weekend, however.

Next door is the Park Tahoe Inn that offers lower rates. Check it out at: <http://www.parktahoeinn.com/>

To book your room at the Park Tahoe Inn, call the hotel at 530.544.6000 and mention the code "Porsche" to receive the discount rates.

Start making your plans to join in the fun! ■

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- PIR 4/21 Thu
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- TRMP 7/2 Sat
- PIR 7/14 Thu
- TRMP 8/17-18 Wed-Thu
- PIR 9/10 Sat
- ORP 9/24-25 Sat-Sun
- TRMP 10/8-9 Sat-Sun

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

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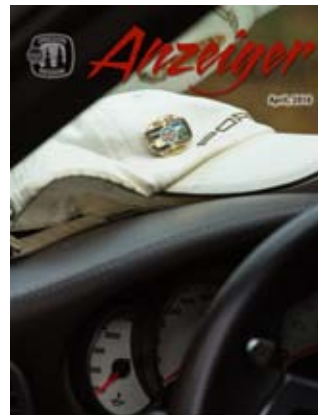
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Announcing the Anzeiger Cover Photo Contest!



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

Details: Picture Format: Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

Remember that many digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, set your camera for its highest resolution. That's the one that uses the most memory.

The fame: Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are.

Send your entries to: Harold Klein, Photo Editor, photoeditor@orpca.org. ■

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