

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | APRIL 2017



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ON THE COVER

March showers at the first Autocross of the season.
See story on page 25. Photo by Harold Klein.

ANZEIGER

Noun, German

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

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PORSCHE

OREGON REGION EVENTS

APRIL, 2017

- 8 Spring Clean at Matrix Integrated
- 12 Board Meeting
- 19 Monthly Club Social & Dinner
- 23 Autocross #2



MAY, 2017

- 7 Autocross #3
- 10 Board Meeting
- 13 Arrive & Drive
- 17 Monthly Club Social & Dinner
- 19-21 Cabin Fever Drive

JUNE, 2017

- 4 Autocross #4
- 10 Arrive & Drive
- 14 Board Meeting
- 21 Monthly Club Social & Dinner
- 22-25 Northwest Passage
- 26 Hillsboro Hops Baseball Game and Tailgate



JULY, 2017

- 7-9 Corral—Rose Cup Races
- 9-15 Porsche Parade Spokane
- 12 Board Meeting
- 16 Corral—Forest Grove Concours d'Elegance
- 19 Monthly Club Social & Dinner
- 23 Autocross #5
- 28-30 Corral—Vintage Racing Festival
- 30 Summer Picnic

AUGUST, 2017

- 9 Board Meeting
- 12 Arrive & Drive
- 16 Monthly Club Social & Dinner
- 20 Autocross #6
- 26-28 Escape to Newport

SEPTEMBER, 2017

- 9 Board Meeting
- 12 Arrive & Drive
- 16-17 Oregon Festival of Cars
- 17 Autocross #7
- 20 Monthly Club Social & Dinner
- 23 Board 2018 Event Planning Meeting

OCTOBER, 2017

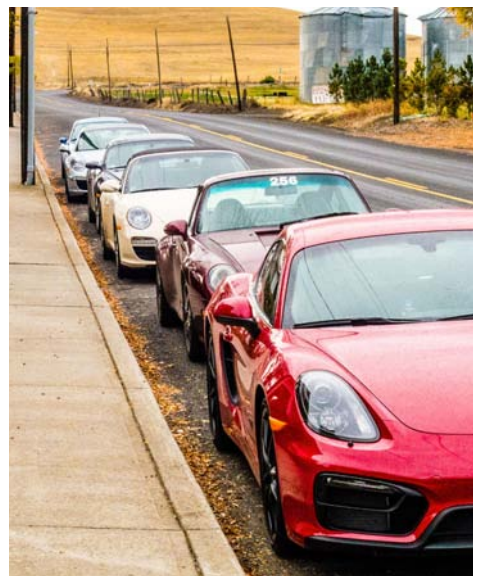
- 11 Board Meeting
- 14 Arrive & Drive (Sausage Run)
- 18 Monthly Club Social & Dinner
- 22 Autocross #8

NOVEMBER, 2017

- 8 Board Meeting
- 15 Monthly Club Social & Dinner

DECEMBER, 2017

- 3 Holiday Party
- 13 Board Meeting





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PRESIDENT'S MESSAGE

Eric Underwood



Collections

Human beings have an innate propensity to collect things. Collections tend to bring us both physical and emotional pleasure while also bringing us a sense of pride and accomplishment. I, myself, have a collection of almost 200 Porsches. One being an actual car and the others consisting of the Hot Wheels variety. Both bring me a sense of pride and joy as well as a certain level of (much needed) therapy.

However, it's not in every situation that our collections consist of Porsches, or of cars, or of anything

else material in nature. In fact, some collections are intangible and don't require upkeep, maintenance or storage space, for that matter. I will even go so far as to say that we all share an intangible collection in common. This collection is a collection of memories. We all collect memories whether we like it or not. Some good, some bad, but a collection nonetheless. I choose to focus on my collection of good memories as they are the ones that hold the most personal value and give me the greatest sense of pleasure.

In recent weeks, the unfortunate event of Marlene MacEwan's passing has given me pause to reflect on my collection of good memories. Specifically, the ones that I created with her through our friendship. Marlene was a special friend, a very giving person and cherished Club member. Marlene's giving nature was exemplified in the way she contributed to ORPCA. She enjoyed volunteering whenever she could, participated in many events, she served as the Club Treasurer from 2010 through 2011 and for several years was the driving force behind the planning of the annual Holiday Party. In recognition of her





service to the Club, she received the President's Award in January, 2017, for her above and beyond efforts. She always had a smile and a laugh and you couldn't help but feel special when you were in her presence.

A celebration of life event for Marlene was held on Saturday, March 18 at the Sherwood Center for the Arts. It was a beautiful ceremony with a standing room only crowd. The Club sent flowers in condolence to the family and contributed a flower arrangement to the ceremony. Additionally, the Club will donate to Make a Wish Foundation, one of her favorite charities. It was humbling to see how one person could have such a positive impact on the lives of so many people who also shared

a collection of good memories of Marlene. She may be gone in presence, but our shared collection of memories of her will be treasured for a lifetime.

As Club activities begin to pick up the pace, there is a collection of opportunities for everyone to enjoy. The Spring Clean event will spring upon us on April 8 from 9 a.m. to 1 p.m. at Matrix Integrated, the Social Dinner will take place on April 19 from 6 p.m. to 8 p.m. at Stanford's at Jantzen Beach, and Autocross #2 will take place on April 23 beginning at 7:15 a.m. at the South Paddock. I encourage you all to come out to some, or all, of the events this month and enhance your collection of good memories. ■

Marlene MacEwan receives the President's Award in January, 2017, from Eric Underwood, President, Joe McQueen, Past President, and Larry Hannan, Vice President.

If only every Porsche had one of these.



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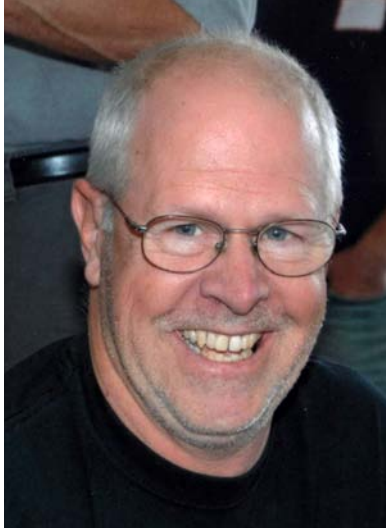
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SPINNEN

Randy Stolz

Midnight in Stavelot

Part 2 of 2

Editor's Note: In the March magazine, Randy began retelling the saga of his time in Belgium, 1967, when he escaped college to work for Gulf Oil, and to associate with some true racing legends. The story continues ...

As I sat in the bar at the hotel Val d'Ambleve in Stavelot, Belgium, the rain which had plagued the 1967 1000 km of Spa began to fall again. But no matter, the race was over and our Mirage team won! I was warm and dry and in great company listening to Dick Thompson and Denise McCluggage reminisce about 1957.

1957

Dick & Denise recalled the year of the World Sportscar Championship. Then, as in '67, unlimited sports cars were allowed and the Maserati 450S "Red Dragons" ruled ... (that's what I called them as a kid). Unlike today, Ferrari fielded a factory sports car team, while the tiny German cars from Porsche poked and prodded; and the ever-opportunistic Americans were stepping into international racing.

As students of Porsche know, '57 was a year of development and tran-

sition from the Type 550 to the Type 718 RSK. At Le Mans, using the same displacement as the 550As, the RSK still accounted itself very well in the hands of Umberto Magioli and Edgar Barth. While running seventh overall and well ahead of the two-litre Ferraris and its class opposition, it was involved in an accident with the ailing Aston-Martin of Tony Brooks in the early morning. Despite this, Porsche managed an eighth overall (first in class) with the 550 of Ed Hugus and Carel de Beaufort. Indeed, the 550 was still very potent and was, perhaps, at the zenith of its racing career, finishing fifth at the Mille Miglia, and fourth at the Nurburgring.

In the States, among the many notable drivers running 550s were West Coast drivers Jack McAfee, Ken Miles and Ruth Levy. In the East, it was Ed Crawford, Ed Hugus, Art Bunker, and Denise McCluggage.

Hushke von Hanstein, Porsche's PR/racing manager, had his hands full. At times he seemed to be plugging holes with many different drivers (including himself) like Umberto

(Continued on page 12)

Magioli, Wolfgang Von Trips, Edgar Barth, Richard von Frankenberg, Wolfgang Seidel and Jean Behra. Porsche as a manufacturer was not yet at a point to command a driver's attention (or loyalty) from the big rides with factories that entered the Grands Prix (Formula 1). Factory sports cars were considered an entry point to a grand prix ride, and Porsche had no GP cars. Similarly, Aston Martin and Jaguar had programs with bigger cars and the latter marque swept Le Mans in '56 with their D-types. Still, a good performance in 550s spoke well of a driver and factory GP teams kept an eye on who was doing what with the "tin" cars. Von Trips and Seidel landed rides with Ferrari; Behra with Maserati.

Meanwhile, back in the States, engineer Zora Arkus-Duntov (a Le Mans

finally got some "respect!"

In Italy, things were not going well for Ferrari. While they had retaken the Grand Prix title and World Sportscar Championship with little competition in '56, Enzo had lost his son Dino that year to muscular dystrophy. For the '57 season, World Champion Juan Manuel Fangio had jumped ship to cross-town rival Maserati as Stirling Moss, in turn, had left for the British Vanwall GP team. While Peter Collins and Eugenio Castellotti remained, the addition of Luigi Musso and Mike Hawthorn still could not win a GP in the now aging Ferrari-Lancia D50s and two cars were wrecked at Monaco.

Not that the World Sportscar Championship was going any better for Ferrari. In terms of cars, the new 335S, a four-litre version of the reli-

THE INCIDENT TRIGGERED MANSLAUGHTER CHARGES AGAINST ENZO FERRARI. AND THE MILLE MIGLIA, AS A RACE, WAS NEVER

class winner with Porsche in '55) and Ed Cole were making progress with the Corvette. With the 265 cid motor now at 283, the old Saginaw three-speed now with a Borg-Warner four-speed, bigger wheels, metallic brake shoes and better suspension, the Corvette had beaten Mercedes 300 SLs and Jag XKs in local races in the hands of drivers like Dick Donahue, Tom Pistone, Jim Jeffords, Fred Windridge and Dick Thompson. With close to 300 hp on tap via tuners such as Don Yenke, the Corvettes, like Rodney Dangerfield's first appearance on Ed Sullivan that year,

able 315, still didn't have the pace of the big new Maseratis. But Musso and Castellotti won in Buenos Aires. The hired gun, Piero Taruffi, won the Mille Miglia but the amateur Count "Fon" De Portago while driving for Ferrari was killed in the same race, along with 10 spectators at Guidizzolo. The incident triggered manslaughter charges against Enzo Ferrari. And the Mille Miglia, as a race, was never run again, coming only two years after the disaster at Le Mans in '55.

Down the street in Modena, things appeared to be going well with Maserati. Fangio was winning his fourth

consecutive (and last of five) World Driver Championship in the 250F. The Tipo 54, a design that had lain fallow after the disastrous 1955 Le Mans was revived in '56. After a year, it was finally able to put its 4.5 liter, 525 hp, V8 to good use ... when it ran. Dubbed the 450S, the "Bazooka" as Fangio called it, was the most powerful car of its day. In addition to the GP World Driving Championship, Maserati was determined to win the Sportscar Championship.

Seeing misfortune at Ferrari, Maserati wanted to win at any cost. Indeed, much of the racing that year was done on credit, but with a Championship win and the race cars pre-sold, there could be a new dawn of success. In addition to team drivers Fangio, Jean Behra, Ludvico Scarfiotti and Harry Schell, they brought in Moss, Joachim Bonnier, and Masten Gregory via the private team of Temple Buell.

And so the season went. Ferrari won the first round in Argentina. Maserati winning Sebring, Ferrari again at the Mille Miglia, and the British stealing both Nurburgring and Le Mans, with Aston Martin and Jaguar, respectively. The penultimate round in Sweden coming at the height of the GP season ... the luster of recent wins still fresh ... saw the Brits stay home and Maserati finished first and third, with Ferrari second and fourth. Only three points separated the two teams going into the last race in Venezuela.

Caracas

As the conversation continued, Denise focused on a slightly balding



Hans Tanner

man with a goatee across the room.

"Hans?" she said.

The man turned towards her smiling and approached. "Bonjour, Denise."

Denise again, "I thought you were in Cuba?"

"No, no, Denise, I'm away for the summer and I'm writing another book; Ford this time."

He looks at Dick for a moment and remembers, "Richard? I haven't seen you since Venezuela!"

"Hans Tanner! Still collecting guns?" Hans nods.

"Denise and I were remembering Caracas."

Another introduction to me and I respond with, "I remember reading your account of that race, Hans. Was it 'Disaster in Caracas?'" He nods affirmatively.

(Continued on page 14)

I turned to Denise, "Did you race there?"

"Yes, Ruth Levy and I shared my 550 and Ed Crawford brought his, with Ed Hugus. Art Bunker and de Beaufort were there too ... a whole passel of Porsches. We flew down with Dick here and the rest of the Corvette team."

Turning to Dick she said, "What was the term Phil used about the course ... surreal?"

We all laughed and Dick says, "Hell, that whole trip was surreal!"

More laughter.

heads in the room turned to us.

"Impossible! That's what the clerk said to us when we showed up and I think your man got us into the Hum-bolt ... We had the same problems with the Corvettes at the port," said Dick.

Denise chimed in, "My Porsche had a crate loaded on top of it, leaving a negative 'impression' of the entire proceedings ... So much I'd like to forget about."

Dick jumps in, "Our hotel was great, but we just about died getting to it."

He went on to describe a terrifying

FEELING LIKE THE VICTIM OF DIRTY TRICKS AND HAVING TWO ILL CARS, THEY RETALIATED BY SWITCHING NUMBERS ON THE CARS TO "QUALIFY."

Then Hans recalled, "For us (Maserati) it was, as I wrote, a disaster. The Junta under Jimenez, and the post-Peronista regime of Argentina were having a hell of a row over what to do with Juan Peron deposed in Venezuela. Fangio's manager, Giambertone, and I couldn't get permission for Juan, an Argentinian, to race. We had Masten (Gregory) but no one to co-drive. I had to spend a fortune getting the cars out of customs from the port at La Guaira to Caracas that was 25 miles away. I also had to get a chauffeured rental car because driving in the city would land me in jail for the slightest violation. And then, the hotel! I wrote weeks in advance, and the clerk, kept saying, 'It's impossible!' Finally, I got a reservation after bribing an official." As Hans waived his arms we all laughed out loud as

VW bus ride through Caracas to the base of a cable car that was to carry them up to some 7000 feet, where a Berghof-type hotel awaited.

"The cable car was about the size of a trolley filled with workers, natives, chickens, baskets of fruit and Spanish conversation. After about a half-mile of elevation gain, the car ground to a halt."

Eventually they got going again only find a chill factor of 40 degrees and another terrifying shuttle ride to the hotel itself.

Dick went on about practice and how the GT class they entered was eliminated, so they had to run against the prototypes. The local auto club officials threw up unfair technical hoops such as having to install mufflers and removal of the hardtops; all of because of anti-American senti-

ment. Feeling like the victim of dirty tricks and having two ill cars, they retaliated by switching numbers on the cars to "qualify."

Hans, Dick and Denise continued the story as I remembered it.

The high speed six-mile course, made up of a superhighway with tight access ramps and cloverleaves, had several layers of sandbags piled on the curbing. The *Paseo de Los Proceres* doesn't convey racers hitting speeds of 180 mph but, looking back to '57, *the way of heroes* might be more appropriate.

Practice saw Stirling Moss in the works 450S Maserati clock laps at

confronted rush hour and a gasoline truck. Surreal ... indeed.

Jean Behra and Harry Schell in the second works 4.5 Maserati, Jo Bonnier and Tony Brooks in a supporting 300S Maser and Mike Hawthorn and Luigi Musso in another 4.1 Ferrari managed to stay out of trouble and fill out the top five.

The Corvettes were gridded ninth, 10th, and 12th. The von Hanstein/Barth 550 was 18th. Both teams faced a long evening of work on the cars. The Crawford/Hugus 550 and Denise and Ruth Levy kept their heads down and qualified 29th and 31st respectively.



Corvette and Ferrari

100+ mph; four secs ahead of the leading Ferrari. Edgar Barth ran over some sandbags, damaging the bored-out works Porsche 550. Peter Collins in a 335S Ferrari ran afoul of the course abutments, dropping several feet of exhaust plumbing, but gained another 400 rpm on top. No muffler for him!

Comically, Phil Hill in the same 4.1 Ferrari missed a turn at dusk on the thinly marked track, carried on down the highway at speed and suddenly

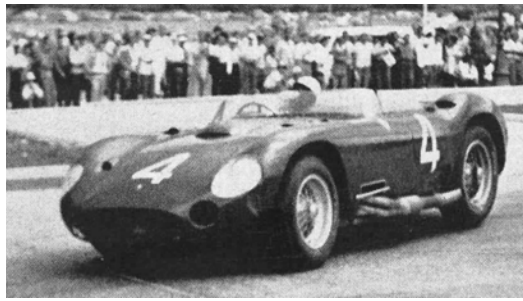
With everything at a high state of disenchantment, race day dawned hot and heavy. After the obligatory greeting of the drivers by the Venezuelan dictator in the broiling sun, the Le Mans start commenced with few cars starting immediately except Dick's Corvette (with fuel injection). He initially led the Ferraris in pursuit.

Masten Gregory, after a pronounced strategy to hold back until

(Continued on page 16)

SPINNEN, CONTINUED

Moss Maserati 450S



half-distance, promptly took the lead. The "Kansas City Flash" then flipped Temple Buell's blue and white 4.7 Maser over and was lucky to walk away as he had a stout roll bar installed the night before. He was drenched with gas but the car did not catch fire.

Moss then proceeded to lap the field, starting almost dead last. On lap 32, in the lead with Behra in the second 450S, an AC Bristol cut across Moss's line into a corner, sending the AC into a light standard and cutting it in half. The Maser's nose was heavily damaged, forcing it out of the race. The AC driver was critically wounded, but would survive. Two Maseratis out at one third race distance!

Four laps later, Jean Behra brings in the leading 4.5 for refueling, which promptly catches fire. Doused with extinguishers and pronounced fit,

Moss takes it out, only to return with the seat cushion on fire and his buns well toasted. Another spritzing of the extinguishers and Harry Schell is dispatched after the leading Ferraris. Riding the last "dragon," Harry collides with Jo Bonnier in the factory three-liter Maserati, whose tire decides to have a blowout. Upon hitting yet another light standard, Bonnier leaps forth to escape the falling pole, crushing the car on the driver's side as Harry's car careened forward into a wall. The last of the fire-breathing dragons expires and is now consumed in its own hot breath. Luckily, Harry escapes the conflagration, jumping out just before the car stops ... inches away.

The Ferraris sailed around, staging a photo finish taking the top four places, giving Hill and Collins the win ... and Ferrari the Championship. The von Hanstein/Barth Porsche 550 finished fifth (first in the two-litre class). The Crawford/Hugus 550 finishes seventh (first in the under-two liter class) and Dick Thompson and Denise McCluggage finish 12th and 13th.

Denise's 550 at Speed
(Tom Burnside Photo)



Badly burned, Behra, Moss, and Schell would live to race again but Maserati never fields another factory race team. The CSI (today's FIA) slapped a three-liter limit on the cars in 1958 as they would again in 1968 after another technical spiral.

As Dick, Denise and Hans bid adieu to one another, I wonder if I'd ever hear other stories like those told by storytellers who are, by themselves, legends.

It was late. The lounge at the Val d'Ambleve was empty. A hush fell over the village of Stavelot and the roar of Spa became a memory. The race run by the Mirage team with Jacky Ickx and Dick, in the rain, was flawless. I hoped I could write it well for Grady. The mechanics were now asleep, as tomorrow was another workday. I trundled to my room with my head was filled with how it must have been in 1957.

Suddenly, Ann calls, and I'm back in 2017! Looking through those old magazines ... still thinking how it might have been ... a decade apart. Does anyone else remember this stuff? I always have. I always will. Those people and cars were and, more importantly, still are ... legends.

Epilogue

Maserati, despite financial troubles, would go on to produce the stunning Tipo 61 "Birdcage" raced only by customers. Had they won in Caracas, their fortunes might have been very different than what we know today.

The Mirage team (JW Automotive) would continue until 1978, with a pause to support Porsche and its

917 during 1970-71. The redesigned Mirage cars and would not win Spa again until 1973.

In '67 the Chaparral team would go on to win once, at Brands Hatch. Thereafter, continuing on in various guises and venues until 1970. Upon winning at Brands Hatch at the end of the '67 season, Phil Hill retired from professional racing and so too would "the Flying Dentist" Dr. Dick Thompson.

The enigmatic Hans Tanner wrote several books and the most memorable account of Caracas I've ever read. He was considered an authority on Ferrari. After being diagnosed with a rare blood disorder, he took his own life with a handgun in 1975.

Denise McCluggage ran her last professional race at Sebring in '67. Winning both the Ken W. Purdy and Dean Batchelor Awards for journalism, she continued as a senior contributor for *Autoweek* (a publication she co-founded) until her death in 2015.

And Ferrari and Porsche? That is left to the reader. Find out what happened in '68 & '69... and '70 ... I hope this inspires you to read about those greats.

As I look over the old books, magazines and articles written by Denise, Dick, Hans and many, many others, I realize that legends live as long as people re-tell those stories ... if they know them. That's why I shared these with you.

Meanwhile, the cars at auction, wait for those who believe.

—KEEP SPINNEN ■

A Summer Reading List

Great Racing Drivers of the World, by Hans Tanner

By Brooks too Broad for Leaping, by Denise McCluggage

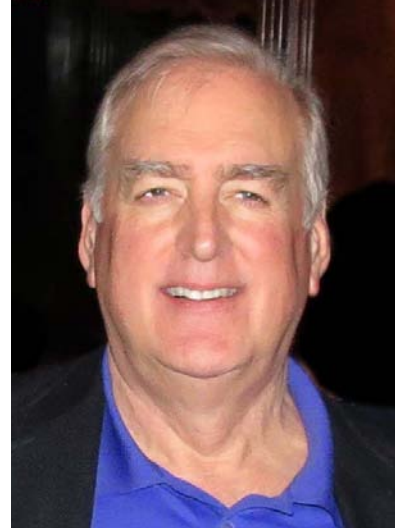
The Corvette Guide, by Dick Thompson

The Certain Sound Thirty Years of Motor Racing, by John Wyer

The Racing Driver: The Theory and Practice of Fast Driving, by Denis Jenkinson

REARVIEW MIRROR

Edited by Gary Koppang

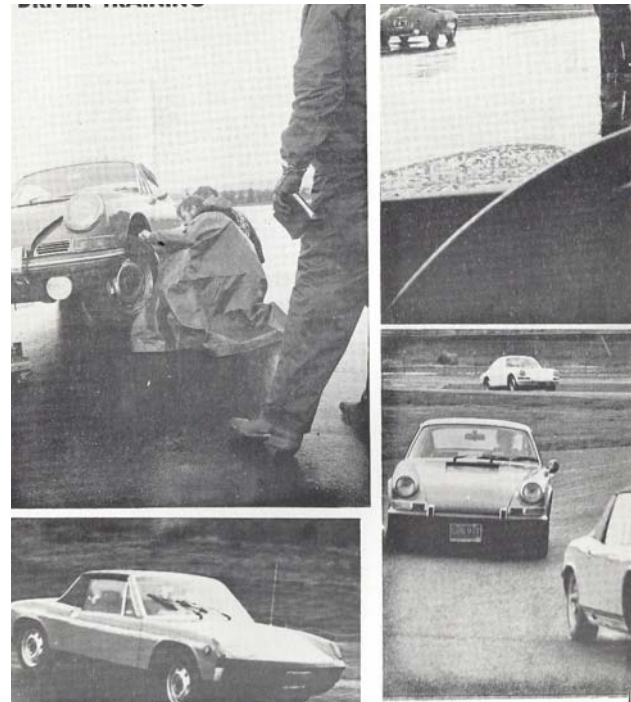


Driver Training, Porsche Style

BY VIC KREIMEYER
FROM THE SPRING, 1970 ANZEIGER

It starts out low key. Skies are grey. A morning that threatens rain. The wind is cold; makes a person wonder if that's the way it was with the escadrille and early morning patrol—cold, shivering. Angels of mercy. Shirley, Gerry, Kip—not in white, but they're cheering on the troops. Small clusters of drivers looking in engine compartments or just talking, sort of huddled up. Soon, they will be out there storming the track. For some, it is the first time. Everyone knows someone is going to spin out. Not quite as bad as "spinning in," but still sort of scary.

It all started before Saturday, really. The Thursday night before at the "chalk talk" with drivers, assembled to listen to a veteran explain the day's events. How to set up for each corner. How to driver for a late apex on this turn, or an early apex on that turn. The difference between understeer, oversteer and neutral handling, and why. About driving flat out, straightening the first turn in the circus and "heel and toe-ing" it from fifth to second in turn two in a rhythm that looks easy on Win Casey or Gary Wright, but makes some feel like they have two left feet. Amazing, though,



what changes take place when there is patience and encouragement offered by competent and experienced instructors. And confidence in the automobile. After chalk talk Thursday, and shivering through turns on foot Saturday morning, changes begin to take place. A half-dozen or more practice runs on all the corners, and before one really knows what has happened, this crop of drivers is eager to test their skill out there on the track.

The instructions have been explicit—only cars of the same capacity are

being allowed on the track. Everyone will be spaced out, so there will be no wheel-to-wheel driving. No crowd-ing on the corners. So it's not a race. But some of the elements are the same. "Adrenal glands, take over!"

And the second the starter's arm goes down, you know that you are going to take that straight flat out. Sure, the first braking and down-shift is all wrong. The apex on that

six inches off the ground, but all of a sudden, something seems to turn everything loose.

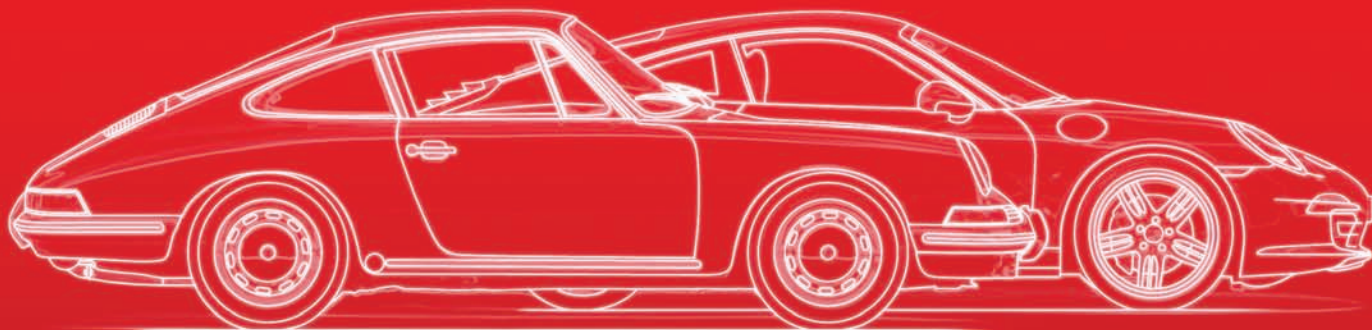
The spin? Incredulous! It all hap-pens in slow motion. You don't know what you did wrong, but the die is cast. What did Todd say? Steer into the spin. Declutch, stay off the brake, keep the engine running. All these things you do, and it keeps sliding. So now just relax, watch the scenery and hope the track maintenance men did a good job, and there are no holes to drop into—an obviously expensive thing, going sideways somewhere between zero and 90 mph!

Seems like several hours later, everything comes to a halt. The engine is still running. You put it in first gear, ease out on the clutch and the Porsche moves! So you square away with the track, take a quick look around to see who was watch-ing, wait for a car or two to go by and roar out to give it another go. Slower this time. A little relieved maybe that you've got that first one behind you and that you've been a little lucky. And very cognizant of the fact that really the only thing you have in common with the pros is your helmet and driving gloves! Just the same, your day is made when later Win says, "Gee, you were turning some fast laps until you spun out!"

So you leave the hubcaps off a few days. Also, you don't rush right out to bathe the Porsche, sort of hoping that maybe its unusual appearance will decoy one of the neighbors into a question like "How come you don't have any hubcaps on?" ■

first turn must have been somewhere around the stockyards, it was that bad! But something inside says "This must be what it's all about." Each turn now becomes more familiar. Heel and toe seems to work better the faster the cadence. Fact is, the brakes seem to be even more responsive than you'd remembered. Confidence begins to build, and this time there are a few more revs on the straight. IN races you've watched Todd and Gary go into this turn with one wheel





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Remembering Our Friend, Marlene MacEwan

BY PEG RYAN | PHOTOS BY DON CLINKINBEARD AND PEG RYAN

Marlene MacEwan, a special ORPCA member and a dear friend, tragically lost her life after injuries sustained in a car accident on Monday, March 6, 2017.

Marlene was a passionate and tirelessly dedicated, long-term member of the Club, who always had a smile for anyone fortunate enough to cross her path.

A beautiful Celebration of Life for Marlene was held on Saturday, March 18. The Sherwood Center for the Arts was overflowing with people—many of whom were Porsche Club members.

In her honor, we have created a page on our website—www.oregonpca.org/member-area/marlene-macewan/, and a folder on SmugMug for photos of her—www.orpca-pix.smugmug.com/Marlene-MacEwan/. If you have photos for these sites, please send them to webmaster@oregonpca.org.

Many of you know Marlene from her years of work as the social chairperson from 2012 until 2015. Her last event was the 2017 Awards Banquet in January, where she received the President's Award, which is given to the member deserving special recognition for service to the club.

We reached out to Don Clinkinbeard, who offered memories of his friend. Don and Debbie



first met Marlene (Mar) around 2001. For them, in the early days, she was always there, but in the background. Around 2008, she came out to her first track day. Always conservative and safe, she did not set any lap records but also never scared her instructor. Soon she was helping with the check-in and member assistance at the track. She helped bring the first track day to Oregon Raceway Park, in 2009. She served the club as Treasurer from 2010 through 2011.

Mar was always willing to help members in any way and loved to party. She had broken her foot for the ORPCA 50th anniversary party, but danced the night away anyway with the help of a chair.

Don said he will always remember her smile and laughter. It could brighten his day anytime. Always a welcoming hug, too.

When I joined Oregon PCA in 2014, I met Marlene at the Holiday Party. What struck me was her beautiful long black gown and her beauty. We got to know each other better as we worked together on various projects. As part of that work, I learned about her late husband, Bob, her grandchildren and her love for her two Porsches. Her hugs were wonderful!

We will miss her so much. ■



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Tech Session Covers Tires, Suspension

STORY AND PHOTOS BY LARRY HANNAN

The first Tech Session of the year took place March 4 at AR Auto Service in Lake Oswego. A big thanks to Eddie Nakato and Gabe Wiley for presenting the event. The topic of the morning was tires and suspension, and Eddie obviously knows this topic well!

Eddie reviewed tire types—what they are best used for, and just as importantly, what they *shouldn't* be used for. The discussion also included how to decipher what is written on a tire's sidewall.

Discussion on suspensions and dampeners (shock absorbers) covered the pros and cons of the various set-ups on cars and what is better for daily driving, all the way through set-ups for the track. The topic included differences between compression dampening and rebound dampen-

ing, and what happens when you make adjustments to either or both. Also covered was wheel alignment, castor, camber, toe in and how each of these adjustments affect a car's handling.

What did I learn from the tech session? You can set up your car to act any way you want, but there is a price to pay. One price is the cost involved; the second price is a change in the way the car behaves. The change could be a harsher ride, more noise, or tire wear, but there will be a change.

Eddie pointed out that car manufacturers spend a lot of time designing suspensions that provide a good compromise of ride and handling, so before you make much of a change, understand the implications of the change to your car. ■

Eddie Nakato describes the changes drivers can expect from changing suspension.

Drivers Skills & Test and Tune:

First Day of AX Season was Sold Out and Sunny ...

BY ERIC FREEDLE

The question remained steadfast in the minds of the Autocross Team: Could we pull this event off!? Given that our autocross trailer and the entire contents were stolen in December, and the former autocross leaders had left to focus on other motorsport interests—we had our work cut out for us! With the diligent work of the new team leaders, we were able to build out a custom AX trailer, order

slaloms, box chicanes, sweepers and even a small skid pad designed within one of the two courses. By having the two courses—the east and west versions—it allowed for more seat time for our students! Once all of the students had completed both of their runs they lined up to do a threshold breaking exercise—where you accelerate up to 60 mph (more for the 911 Turbos) and then test the limits of braking in a controlled sepa-

GIVEN THAT OUR AUTOCROSS TRAILER AND ITS CONTENTS WERE STOLEN IN DECEMBER, AND THE FORMER AX LEADERS HAD LEFT TO FOCUS ON OTHER MOTORSPORT INTERESTS—WE HAD OUR WORK CUT OUT FOR US!

all new cones, new helmets, and new timing system and have it all up and running before the Autocross & Drivers Skills Clinic and AX #1. With all of the pieces coming together, we rallied our entire AX team and pulled in other volunteers to make this SOLD OUT Drivers Skills Clinic (DSC) happen!

On Saturday morning the weather gods finally let us have some well-deserved sunshine that brought smiles to the 30 students that were eagerly ready to improve their driving skills and learn some basic autocross driving techniques. Students were paired up with their instructors that gently helped them navigate the basics of

rate area of the track.

We all took an hour break for a provided lunch and some “bench racing” on the second floor of the north tower pits. After everyone had their last chicken wrap or tasty cookie, we were onto the second part of the day: the Test and Tune. The two courses were linked together, and students were able to apply what they learned from the DSC portion to this much longer exercise! The weather was so good that people stayed out until our final run at 5 p.m. The team did a minor reset to the course and readied ourselves for day two: AX#1. ■

... But Autocross 1 Had “Driving” Rain!



BY ERIC FREEDLE | PHOTOS BY HAROLD KLEIN

Our AX# 1 course was very similar to the Test and Tune—but with the very wet conditions, it changed a lot of the dynamics the drivers experienced just the day before.

Wet autocross courses dampen the big horsepower cars and reward those with good tires and tidy techniques. Some of the older Boxsters and old school 80s 911s and a Subaru BRZ got by the GT3s, newer Caymans, 991s and even a GT4 due to the weather.

A tip of the helmet to Pete Libke for securing the top time of day (TTOD) and to Peg Ryan for the most improved and enthusiastic driver! Even though the rain did play havoc with our timing, our tech team of Anson Lytle and Sean Vanderheiden overcame obstacles to make sure everyone got their runs and went home smiling—even with their wet sneakers!

We welcome everyone who wishes to come out and challenge themselves in fun and safe environment of autocross. Please do it this year – or you'll be another year older next year ... But we offer no guarantees about the weather! ■

MORE PHOTOS AND SIDEBAR STORY ON PAGE 26



AUTOCROSS 1, CONTINUED



Above: "The weather was a bit fowl!" Photo and caption by Eric Freedle.





Reflections of an Autocross Newbie

BY PEG RYAN | PHOTO BY HAROLD KLEIN

One of the fun things about being the webmaster of our Oregon PCA website is that I get to work on updating all the pages on the site and I get to learn about all the events of the club. This winter I worked with the autocross team: Eric Freedle, Barry Cogut and Anson Lytle. We overhauled the whole Autocross section and in the process, I got very interested in this part of our club. I decided it looked like so much fun that I signed up for the Autocross Driver Skills Clinic, Test and Tune and the Autocross #1. I figured I would just jump in and experience it all!

WOW—was this a huge adrenalin rush! The Drivers Skills Clinic on Saturday morning was a great way to get on an autocross course with an instructor and learn how things work. We ran two small versions of a course to get the feel for it. Then in the afternoon, the Test and Tune brought it all together in one autocross course made up of the two smaller ones. I still worked with my instructor to figure out this new layout and after about four times, we decided I could do it on my own. YIKES! I was nervous and ex-

cited ... but I got to the start line and off I went. I talked to myself the whole time—turn, gas, turn, ohhhhhh, (there may have been a few minor swear words in there also)—but I got to the end, did not hit any cones, and it was the fastest time of the day for me!

Autocross #1 was Sunday. Turns out they used the same course as the Test and Tune, so I did not have to learn a whole new course, and that took some of the butterflies out of my stomach. Barry Cogut volunteered to be my instructor for the day. But first I had to work the course while the first group ran. It was pouring rain and a bit cold, but my work partner, Don, who also helped me get the number on my car, explained all the nuances of working the corners we were assigned. Then it was my turn. I got in the grid and Barry gave me some great guidance. Check out my picture above!

If you have not tried Autocross, put it on your list for a fun Sunday event! There are instructors and loaner helmets at every event! Just let them know you are new. ■



People and Porsches Gather at New Member Orientation

BY PEG RYAN | PHOTOS BY ERIC LEWIS

Sunday March 12, was warm (for the Pacific Northwest) and sunny, and about 25 or 30 beautiful Porsches ventured out of their garages for a New Member Orientation. We welcomed members who have joined the club in the last year to meet us for food, beer and conversations. Joining us were **Tommy Smith, Bruce Jones, Steve Wood, Terry and Nathan Bernhardt, Martin Danker, Max Noxon, Steve and Kathryn Bachelder, Aaron Lewis, Ed and Debbie Clarke, John Johnson, Craig Tenney, Alex and John Krueger, Eric Packard, Joe Jedrychowski, David Krichevsky, Larry and Elise Brant, Douglas Laird, Michael Shields, Michael**

Newby, Johann Rode, Dan and Leah Kelly, and Kevin and JâLeane Cole. Welcome!

The private dining area at Portland Brewing Company was the location. This is the home of one of the first craft brewers in the city and created Portland's original Amber Ale. Eric Underwood, Club president, welcomed everyone, and then Past President Joe McQueen spoke about the club structure, our family orientation and the club's history.

We set up tables around the room with board members so the new members could easily find us and ask questions and familiarize themselves with other club members. The room was buzzing with so many questions

and great conversation—especially for our Past President and resident Autocross Guru, Eric Freedle, at the Autocross table.





New members gathered to learn about the Club and its programs, meet other members and share cars and car stories at Portland Brewing.

March Social at Buffalo Gap Saloon: Great Food and Fond Remembrances

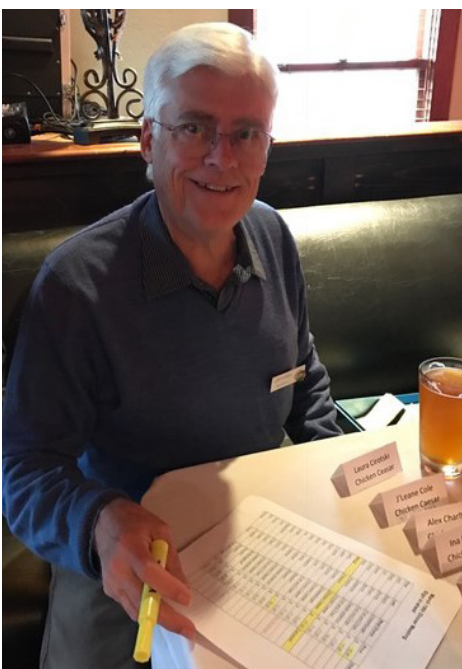
BY LARRY HANNAN | PHOTOS BY CRISTY JOHNSON



Buffalo Gap was the location of the March Social and dinner. Fifty-eight ORPCA members came for an evening of fun, food, car talk and a little club business.

We also took time to remember Marlene MacEwan, a long-time ORPCA member and active volunteer who we lost in a tragic car accident March 6.

Cathy and I want to thank everyone for coming and the Buffalo Gap crew for taking good care of us. ■



PORSCHE PARADE 2017 IN SPOKANE

Sunday, July 9 to Saturday, July 15

Banquet/Event Registration Opens April 3

Registration and Indoor Events: Davenport Grand Hotel
333 W Spokane Falls Blvd, Spokane, WA 99201 | 509.458.3330

The Porsche Club of America (PCA) will hold its annual event, the Porsche Parade, in Spokane, Washington, this year. The event includes Parade-organized driving tours in addition to other events such as autocross, concours, time-speed-distance and gimmick rallies, banquets, regional-specific activities, and more.

The ORPCA would like to get as many people as we can to attend Parade. Our team consists of Joe Kelly, Steve Miller and Peg Ryan. We are planning two different tours; current thinking is that one will leave on Saturday with an overnight in the Tri-Cities area, and one will leave on Sunday to meet with the other group, and we will drive into Spokane together.

Lodging registration opened on February 21 and it looks like there are still hotels available. You don't have to use their hotels—you can complete a registration during the Banquet/Event registration phase that will open on Monday, April 3.

For more parade information, links for registration and other info, please go to our Parade page: <https://www.oregonpca.org/event/porsche-parade-spokane/> ■





Gear Up for the 2017 ORPCA Autocross Season!

Autocross (also called "Solo") is a driving exercise where a single car negotiates a closed course of cones to achieve the quickest time possible. 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!

No previous experience is necessary; Novices are welcome. We cultivate an air of camaraderie and fun among our participants. All you need is a driver's license, an automotive helmet (SA or M2010 or newer) and a car that can pass a basic mechanical safety inspection. Loaner helmets and instructors are available in limited supply. 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/

Changes for the 2017 ORPCA Autocross Season

1. Events will be limited to 60 participants so everyone can get more driving time.
2. We will have a balance of Porsches and non-Porsches so we can run two groups rather than three. This will allow less transition time and more "seat time." Participants will be actively engaged as either a "Driver" or "Worker." There will be no idle time.
3. Again, we welcome newcomers and there are always instructors and loaner helmets available. We will teach you how to drive your car better. ■



2017 AUTOCROSS

Autocross Schedule

EVENT	DAY/DATE	LOCATION	START TIME
Autocross #2	Sunday, April 23	PIR South Paddock	7:30 a.m.
Autocross #3	Sunday, May 7	PIR South Paddock	7:30 a.m.
Autocross #4	Sunday, June 4	PIR South Paddock	7:30 a.m.
Autocross #5	Sunday, July 23	PIR South Paddock	7:30 a.m.
Autocross #6	Sunday, August 20	PIR South Paddock	7:30 a.m.
Autocross #7	Sunday, September 17	PIR South Paddock	7:30 a.m.
Autocross #8	Sunday October 22	PIR North Paddock	7:30 a.m.

For more information please go to <https://www.oregonpca.org/activities/autocross/>



ANNUAL SPRING CLEAN

Saturday, April 8 | 9 a.m. to 1 p.m.

Matrix Integrated

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



Join us for the Eighth Annual Spring Clean Event being held again this year at Matrix Integrated, located at 4000 SW Macadam Ave in the South Waterfront District. Experts will be on hand to take care of all those niggling cosmetic issues that have been eating at you for who knows how long. Get them all taken care of at once, and at a great price, from our team of pros. Here's the line-up:

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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

Westside Auto Detail offering advice and answering questions.

Remember to bring cash, as all services are cash only.

For more information including how to register please go to:

www.oregonpca.org/event/2017-spring-clean-event/ ■

APRIL SOCIAL AND DINNER—FULL, WAITING LIST OPEN

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

Stanford's Restaurant and Bar

12200 N Parker Avenue, Portland, OR 97217

Hosted by Cherie Reins and Dirk Pitt

We are sold out, but have started a waiting list. Please go to April Social and Dinner for information on how to get on the list: www.oregonpca.org/event/monthly-social-and-dinner-april/. ■



AUTOCROSS #2

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

Portland International Raceway South Paddock

1940 N Victory Blvd, Portland, OR 97217 | 503.823.7223



Join us for Autocross #2 on Sunday, April 23, in the South Paddock of Portland International Raceway. For more information on this event please go to: <https://www.oregonpca.org/event/autocross-2/>. Please note that Autocross #3 is only two weeks after this, on Sunday, May 7; check out <https://www.oregonpca.org/event/autocross-3/>. ■

MAY SOCIAL AND DINNER

Wednesday, May 17 | Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.

Wassabi

1861 NW 188th Ave. | Hillsboro, OR

Hosted by Cristi and Steve Johnson

You will be able to order off the menu. Open for 35 people.

Please RSVP by **Friday, May 12**, using our new RSVP feature: <https://www.oregonpca.org/event/monthly-social-and-dinner-may-2/> ■



CABIN FEVER TOUR

Friday, May 19 to Sunday, May 21

Tour to John Day, Oregon

Registration Now Open!



We are headed for the dry side of Oregon to John Day for the 2017 Cabin Fever Tour. We will be leaving Friday, May 19th, in the morning and heading east. Bill Munson, one of our Master Tourmeisters, is designing the route to John Day and a fun driving loop for Saturday. Bruce Jones, one of our new members, has volunteered to lead the tour. As part of the trip we plan to visit the John Day Fossil Beds National Monument and the Kam Wah Chung and Company Museum. For more information and how to register – please go to: <https://www.oregonpca.org/event/cabin-fever-tour-john-day/> ■

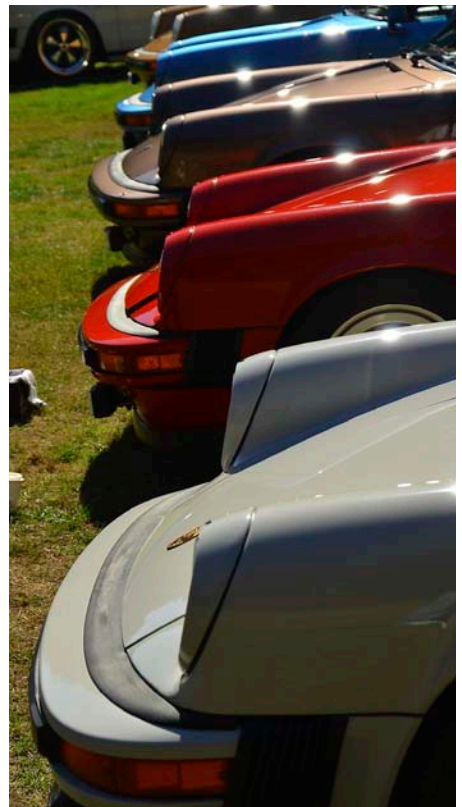
We need your photos ... now more than ever!

We've redesigned *Anzeiger* ... it's now more airy and modern, and will put more emphasis on photos. More than ever, we need photos from members for covers, and to include with articles about events!

Remember that the cover is vertical, not horizontal, so shoot accordingly. 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 enlarge it; set your camera for its highest resolution. That's the one that uses the most memory.

Send your photos to Harold Klein, Photo Editor, photoeditor@oregonpca.org. If you have a number of photos to submit, he'll send you a link to the Club's Smugmug page.



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Dan Kelly/
Christopher Kelly
Beaverton, OR
2001 911 Carrera

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