

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | APRIL 2018



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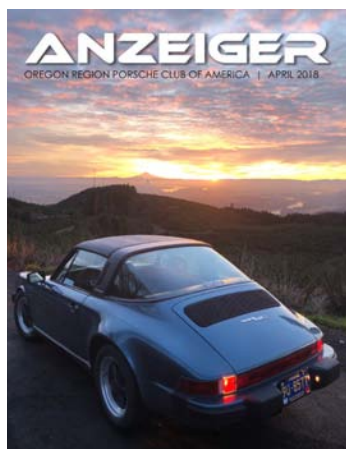
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When he doesn't have time for a long drive, Todd Etchieson will drive his 1980 Petrol Blue SC Targa along Skyline or Cornelius Pass to Scappoose for coffee. He caught this shot on a recent run, with the river and fog in the background. Photo by Todd Etchieson.

# 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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## **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
- 18** Monthly Club Social and Dinner
- 21** Porsche Day at Cars and Coffee
- 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 Raceway Laguna Seca
- 30** CSCC Ground School, Novice/Advanced School and HPDE

## **OCTOBER, 2018**

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

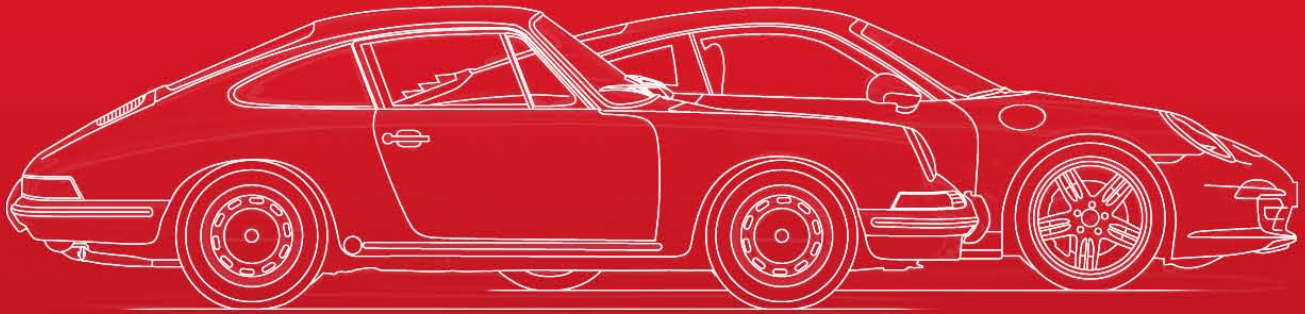
## **NOVEMBER, 2018**

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

## **DECEMBER, 2018**

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





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| 12  | Sports Car Market .....                  | 877.219.2605   |

## NEW MEMBERS

|   |   |
|---|---|
| George Benedicto<br>Salem, OR<br>2009 911 Carrera S                       | Kirk Rowe  <br>Sheri Sundstrom<br>Portland, OR<br>2008 911 Targa 4S |
| Dale Heiman  <br>Austin Heiman<br>Beaverton, OR<br>1981 911 SC            | Pete Sander<br>Portland, OR<br>2016 Cayman                          |
| Heinz Holzapfel  <br>Sylvia Nesson<br>Portland, OR<br>2011 911 Carrera 4S | Bill Sturgill<br>Portland, OR<br>2018 Cayman                        |
| Jung Kim<br>Beaverton, OR<br>2013 911 Carrera 4S                          | Jon Zweiger<br>Camas, WA<br>2007 Cayman                             |
| Jim Reinhart  <br>Masha Demashkevich<br>Washougal, WA<br>2016 Cayman GT4  |   |

## CONTRIBUTE TO ANZEIGER

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

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

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

We look forward to hearing from you!

## ANNIVERSARIES

### 20 YEARS

George Happ  
Frank Stricker | Cortne Stricker

### 10 YEARS

Richard Hincks | Valerie Hincks

### 5 YEARS

Stephen Bledsoe | Kris Bledsoe  
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# It's Spring in Oregon. Is Your Porsche Ready?

Photo by Bob Schatz

The nice weather is just around the corner. It's time to take your pride and joy out of the garage for that first road trip of the year. Wouldn't it be nice to make sure your car is ready?

Make an appointment and we will check your battery, tire pressures, change the oil and check all other vitals. If you've been driving all winter, now is a good time to ensure your car is up to date on maintenance, check for stored fault codes (if applicable), and keep the vehicles safe for you, your family, and other drivers on the road.

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## PRESIDENT'S MESSAGE

Larry Hannan

### Volunteers Sought for 2018 Club Events

The first driving event of this season took place at PIR in March. Our amazing Auto-cross team spent the weekend instructing drivers, running a practice session and setting up and running the first autocross race of the year. There are two articles in this month's *Anzeiger* that cover the events of the weekend.

Last month I ended my article suggesting that members volunteer to help with club events. The reality of a car club like ours is that without volunteers this club couldn't exist. Not all events require the time commitment the autocross team makes, few do. The point here is we need members to step up and volunteer. Maybe it is helping with an existing event, maybe you have an idea for something new.

This summer, for example, the German Palooza will require volunteers. Vice President Steve Miller will have more on that event a little later. Please let me know if you are interested in getting involved and what events interest you.

On the regional front we have a new PCA Zone 6 representative. Mark Prusynski from Boise has taken the reins from Tim Hagner.

I had the pleasure of meeting Mark at the Zone 6 Presidents meeting in Boise last month. If you happen to run into Tim Hagner, thank him for his service. Mark and his wife Linda are planning to visit us this summer, so we will have an opportunity to welcome them aboard. ■

*Our volunteers make all Club events possible, including the popular Northwest Passage. A portion of the 2017 group is below.*





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## WINNEN Al Cantera

# The History of Racing Tanks

In 1942 when Ferdinand Porsche laid down his initial design proposal of a hybrid-drive Tiger tank prototype. He could not have known what fortunes lay ahead for other Porsches using hybrid drives to win Le Mans.

Indeed, his system of two air-cooled 10 cylinder engines powering a single generator feeding two 300 hp electric motors would push the Panzerjäger (tank destroyer) along at a then blazing 19 mph. Still, not bad for a vehicle weighing more than 70 tons.

Sadly, or fortunately, the vehicle was maintenance-intensive despite upgrades. And, often found itself mired down and attacked by allied forces from behind due to limited rear visibility.

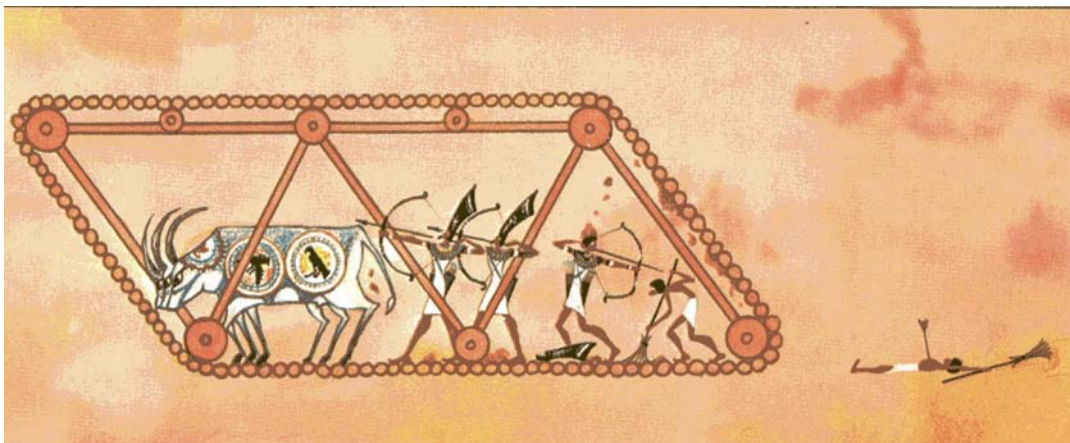
Of course not all tanks were as sophisticated, heavy and slow. There have been some landmark designs

over the years and, to illustrate, I've enlisted the help of one of the great authorities on the subject ... Stan Mott.

You may remember Stan as the progenitor of other famous racing machines, namely, the Pignatelli (see the August 2012 issue) and the Cyclops. So without further foolishness, I give you, "The History of Racing Tanks."

I suspect Stan's last example was the inspiration for a new generation of electric autonomous tanks that would be ideal for commuting in Portland traffic. Racing across town; the latest Uber incident notwithstanding, nothing and no one would stand in its way. Reducing the city to rubble, folks might celebrate the reduction of our collective carbon footprint ... and the end of big cities, tanks, and racing.—KEEP WINNEN ■

**All images and captions (in italics) courtesy of and copyrighted by Stan Mott.**



1. *The First Recorded Fighting Tank (circa 1400 B.C.). This battle machine, found on an early Egyptian wall fresco, was used by Amhose, Lord of Thebes of the XVII dynasty to defeat and reunite Egypt. Treads were logs lashed together with papyrus reeds. Power was oxen; armament was shields; fire power by bows and arrows; exhaust by broom.*



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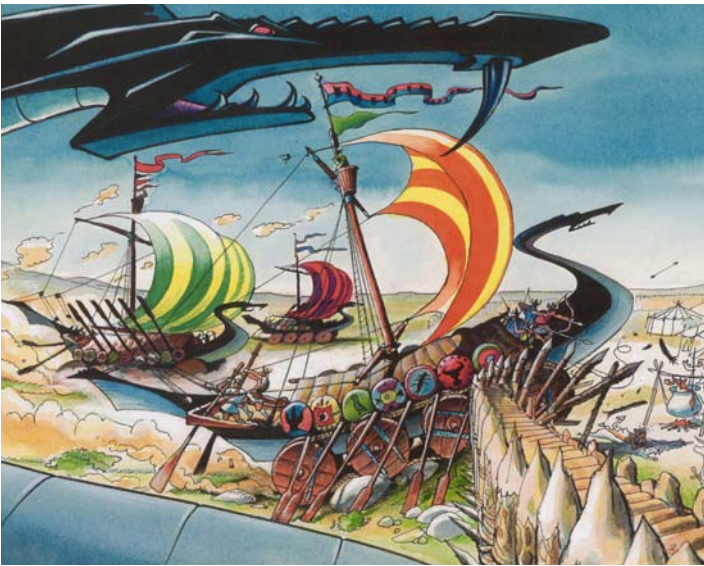
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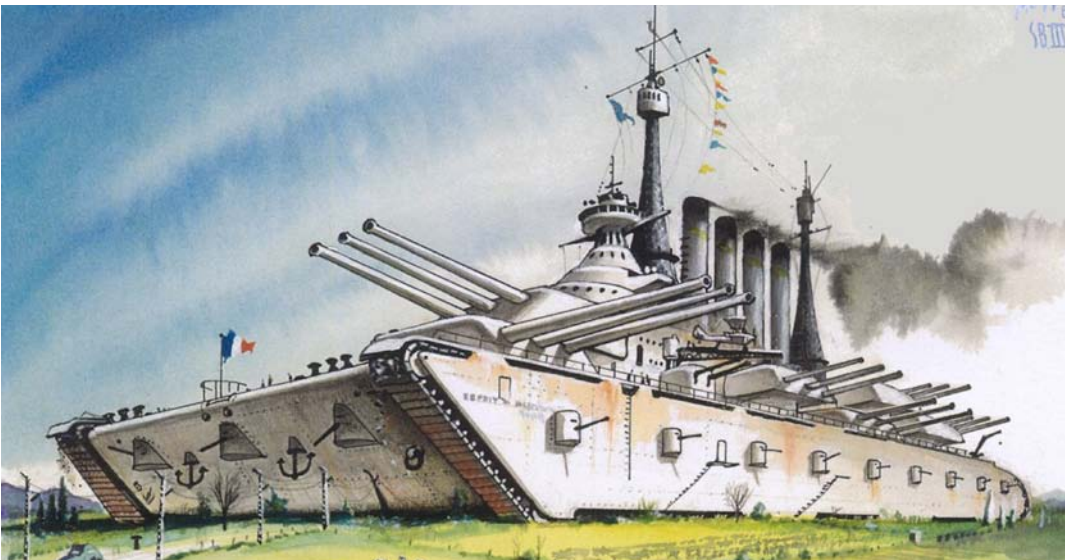


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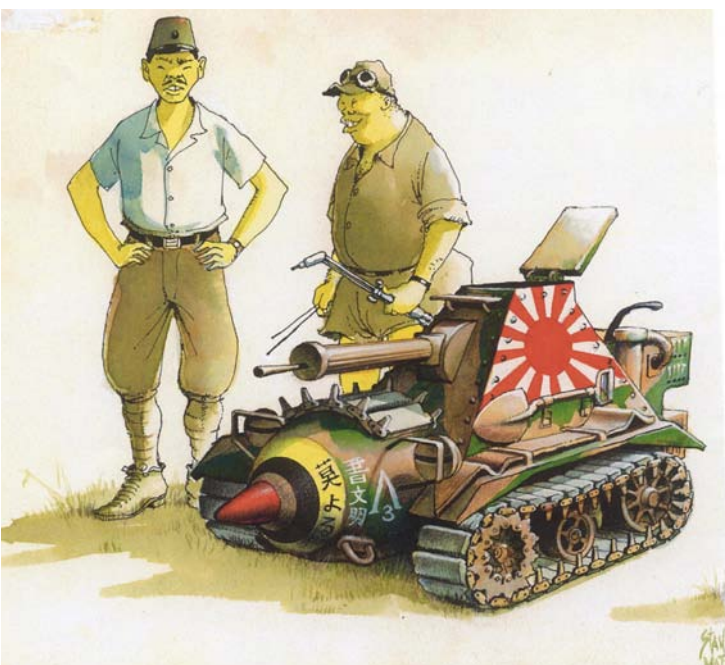




2. The Viking Long Tank (circa 1050 AD.) was actually a variation of the Viking Long Ship, with the addition of eight gigantic wooden wheels and heavy rope treads. It helped Vikings to traverse land and meet people; for as good as they were at sailing, rowing, raping and pillaging, they hated to walk and were rotten conversationalists. Here we see a fleet entering a Polish village, with sails flying, oars clawing and warriors screaming, "Vell, vell, here ve are...ya...um..."



3. L'Esprit de Maginot (1927). This 470,000-ton French behemoth, designed by the famed general Jean Babbiste Estienne, patrolled the full length of the Maginot Line. With its twelve sixteen-inch guns, thirty-two eight-inch guns, three hundred machine gun nests, and 1,500-man crew, it could arrive, by racing at top speed of 1.2mph, at any point along the line within a month. It could then support the retreat of the French army at any point along the Maginot Line.

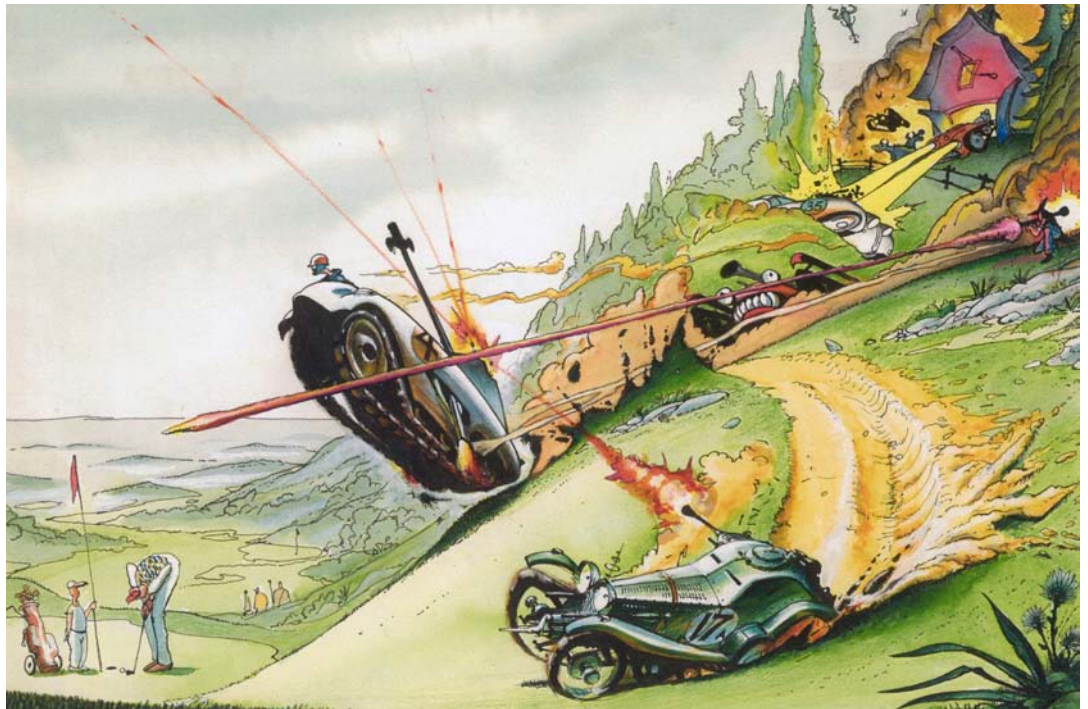


4. Midget Japanese Kamikaze Tank (1945). A one thousand-pound bomb with engine, treads and hull, driven by volunteer Japanese midgets. Designed as a last ditch attempt to destroy American forces invading mainland Japan, they were a total failure. This was due to the fact that while getting ready to weld the hatch shut to prevent a volunteer midget (shown in the lower right of the illustration) from escaping...hmmm... that's funny. He was here a second ago.

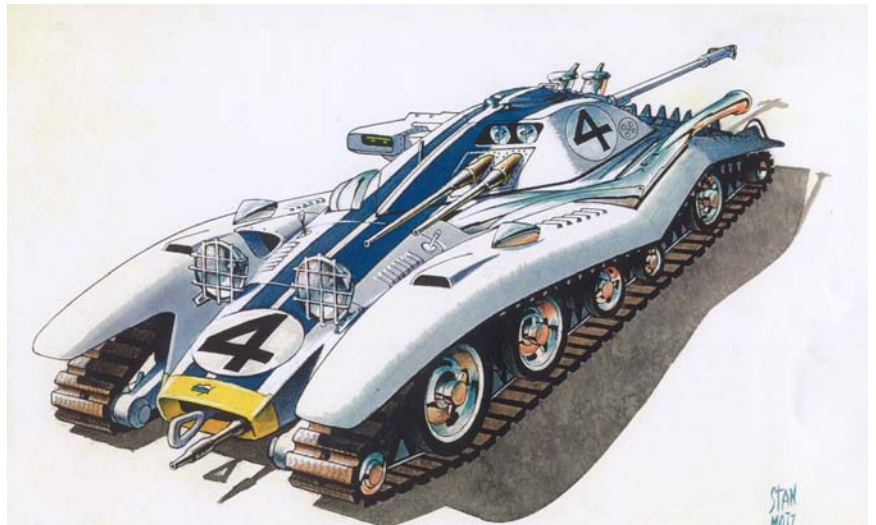


## WINNEN, CONTINUED

5. Those Late Great Sport Tanks of the 1950s! Many young people simply don't realize how much fun it was in the good old days to race a Porsche, MG, or Jaguar sport tank across country! Why, you could fire your guns at competitors, or anyone who got in the way, and smash through farms and forests and have one hell of a good time! Here we see the early Watkins Glen "Point-A to Point-B" club race that really got the movement going. Many young folks today are unaware that by 1962 we had plowed under nearly 5% of the nation's golf courses! But the "Blue Noses" rammed through namby-pamby safety regulations forcing sport tank manufacturers to produce the "cars" and "trucks" we see on the roads today. Disgusting.



6. The Christie-Cunningham Le Mans Sport tank (1962). The ultimate American sport tank, designed by J. Walter Christie and financed by millionaire sportsman Briggs Cunningham, was winner of the 1962 French Le Mans 24-hour no-holds-barred classic. Its low profile, heavy armament, and high speed allowed driver Cunningham himself to knock out most of the competition. To put it in his own words: "It was really gratifying to blast all those foreign bastards to hell. I guess I can go home now."



7. The Checker Taxi Tank (1977-). An incredibly successful design constructed out of the running gear of a Sherman M4A3 tank and the body of an ordinary taxi cab. Hundreds have been used in New York City for over 30 years, and have posted record times getting across town in rush hour. New Yorkers are enthralled with them. So when a friend or colleague gets squashed, they shrug and say "That's the city."





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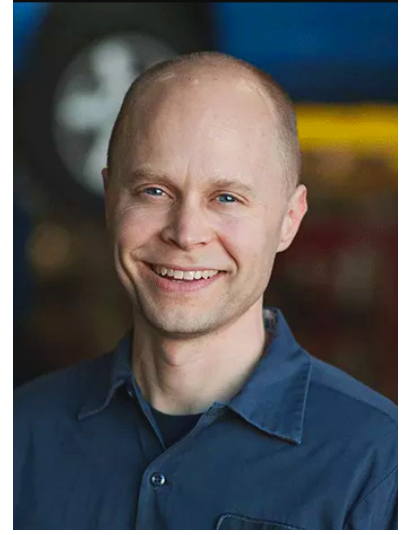
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## TECH TALK

Jeremy Williams



# Pre-Purchase Inspections: What They Do, What to Look For

I've been hearing a lot of questions among members at ORPCA events, socials, autocross, etc., about what to look for in this Porsche or that Porsche. Some have asked if they should spend the money to have a vehicle inspected before purchasing. So, let's talk PPIs (Pre-Purchase Inspections).

We all know that a Porsche is more than a vehicle—it's an investment! And just like when buying a home, it's highly recommended that you have a trained professional inspect the vehicle for any outstanding is-

sues, deferred maintenance, or signs of tomfoolery. While I won't cover every detail of a PPI, a general scope here will give you a solid idea as to the minimum of what you should expect to have covered:

- The Porsche specialist should drive the vehicle to check for any oddities during the road test (engine, transmission, brakes, wheel balance, alignment, etc.).
- With the vehicle on a lift, the technician should check for any fluid leaks (oil, gear/transmission, coolant if not air-cooled, brake, power steering, etc.).
- Check for the conditions of fluids wherever possible.
- Check for rubber related issues, often due to age; belts, mounts, seals, gaskets, boots, bushings, tire tread depth/condition/wear pattern/manufacture date.
- Check outer brake pad depths at the minimum.
- Check/test battery and charging system (i.e. alternator/generator).
- Check for any obvious signs of paint and/or body work.
- Check other systems like lights, wipers, HVAC, radio, etc.





- Check electronic fault codes on '95+ vehicles (also check for signs of mechanical overrevs on 996/997's, as well as camshaft deviation % on 986/996/997 due to a possible timing chain system issues).

- Compression test at the minimum on air-cooled Porsches.

- Check for any notorious and well-known issues specific to the exact model (this could even include cutting open the oil filter on an M96-engine'd 986/996/997 to check for metal and plastic debris from a failing IMS bearing or timing chain guide rails).

If the vehicle is a rare variant or special edition, making sure that the "numbers" (VIN, engine, etc.) match

is very worthwhile, especially if you're looking at spending top dollar for the vehicle.

Information gleaned from the PPI can help you budget for current and future repairs, as well as help you know if the vehicle asking price is fair, inflated, and/or should be adjusted based on PPI findings. After all, this is an investment you're purchasing. ■

*Jeremy Williams is the Oregon PCA Technical editor. He co-owns Matrix Integrated Inc. ([www.matrixintegratedcc.com](http://www.matrixintegratedcc.com)) with his brother Justin. Jeremy can be reached at [techeditor@oregonpca.org](mailto:techeditor@oregonpca.org).*

# Welcome, Porsche Enthusiasts!



## Do you own a Porsche?

If so, you are invited to join the National Porsche Club of America and our local Oregon Porsche Club of America, covering Northwest Oregon and Southwest Washington. Check out our website (<https://www.oregonpca.org/join-us/>) for membership information.

If you are already a member—it is easy to renew your membership—there is a link on the Join Us page!

Tech Inspector Eric Hoff.



# Autocross 1: A Dry Track and New Rules

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY BRUCE JONES

Rain was forecast for our Sunday Autocross, but it was supposed to hold off for most of the day. The north paddock was a bit damp in the morning but cars were all inspected and the orange cones were set up and ready to go by 8:30. After Saturday's downpour in the afternoon, we were all hopeful.

We have some new classes and rules this year. We added a S04 class to move some of the more powerful cars into their own class. S04 now has the following cars: All GT2, GT3 and GT4, 997 and 991 Turbo/Turbo S, All 991 Carrera S, 991 Carrera GTS, and Boxster Spyder (2016 on).

We also added an I02 class for improved Porsches that are water cooled and manufactured in 1997 or later. The new rules include a focus on tires in the Stock classes. Running with R tires or larger tire sizes than the original specified tires will move the car into a different class.

With all of these changes implemented, we were ready to run. Everyone walked the course, and by 9:15 we were off and running. As usual, there were two running groups. If you were assigned to run in the second group, you work the course during the first run and then we switch.

Things were fast in the first group, but even faster in the second group as the track started to dry out. By the end of the day, there were seven cars at the top separated by only 0.82 seconds. Fastest time of day went to James Paulson with a time of 34.17. Close behind was Barry Cogut at 34.27 (that's only .1 second difference!), Jon Zweiger at 34.34, Dan Bullis at 34.46, David Kosa at 34.86, Tong Qi at 34.9 and Anson Lytle at 34.99. Whew!

Thank you to all the drivers for working the course, the volunteers for helping with all the set up and to the AX team for starting off the 2018 season with a great event. ■





Clockwise from top left:  
Chuck Jarvis during the  
Safety Discussion at the driv-  
ers' meeting; Barry Cogut  
ready to go; Anson Lytle, Eric  
Freedle and Harry Danberg;  
Joey Yin's 2015 Macan S;  
Yikes ... David Story hitting a  
cone; Harry Danberg in his  
1973 Porsche 911T; the day's  
top scorers in each class.



| Class | Driver           | Car                     | Fastest Time |
|-------|------------------|-------------------------|--------------|
| I01   | Philip Melahn    | 1987 Porsche 911        | 36.14        |
| I02   | Barry Cogut      | 2015 Porsche Cayman GTS | 34.27        |
| P01   | Val Gruntkovskiy | 1999 Porsche Boxster    | 36.28        |
| P02   | Jeff Gretz       | 2001 Porsche Boxster S  | 37.40        |
| P03   | Anson Lytle      | 2014 Porsche Cayman S   | 34.99        |
| S01   | Bryce Berderka   | 1999 Porsche Boxster    | 37.89        |
| S02   | Jon Zweiger      | 2018 Porsche 718 Cayman | 34.34        |
| S03   | Gary Feldmann    | 2013 Porsche 911        | 36.56        |
| S04   | David Kosa       | 2017 Porsche Targa C4S  | 34.86        |
| NPA   | Nathan Waldbauer | 2017 VW Golf R          | 37.76        |
| NPM   | Arron Mauldin    | 1997 Honda Del Sol      | 35.21        |
| NPS   | James Paulson    | 2018 Ford Mustang GT    | 34.17        |

Enjoy more photos  
from this event at our  
Smugmug site: [https://  
orpc-pix.smugmug.  
com/AX-1-March-2018-  
PIR-North/](https://orpc-pix.smugmug.com/AX-1-March-2018-PIR-North/)

# Brake, Turn-in, Throttle! March 17 Drivers Skills Clinic and Test & Tune

BY MATTHEW NENNINGER | PHOTOS BY MATTHEW NENNINGER AND BRUCE JONES

The clouds looked darkly threatening as I drove out to PIR to attend the Driver Skills Clinic and Test & Tune events on the morning of March 17. I hoped the rain would hold off, but I came prepared, just in case, with my raincoat, umbrella, and waterproof camera.

The day was divided into two separate events, and you could attend one or both. I was looking forward to learning more about car control and autocross driving techniques in the morning (the Driver Skills Clinic), then putting that new-found knowledge to the test during the afternoon Test and Tune—an informal autocross event.

After signing in, all 33 participants in the Driver's Skills Clinic gathered in

a room overlooking the Start/Finish line at PIR. Coffee and snacks were provided, so we all grabbed a little something and settled in. The ORPCA Autocross organizers introduced Dan Bullis, who would be doing the "chalk talk" for the morning. Dan is a recent addition to the ORPCA Autocross team, but he brings with him years of experience running and participating in autocross events with the SCCA.

Dan started by asking the group why we were there. Although the answers varied somewhat, you could boil them all down to this: We all wanted to learn better control of our cars; to learn what we and our cars were really capable of. Dan promised that events like this Driver's

Enjoy more photos from this event at our Smugmug site: <https://orpcapix.smugmug.com/AX-Test--Tune-Mar-2018/>

*Instructors, organizers and participants prepare to hit the track.*







*Left: Clouds of rain and geese over PIR. Below left: Walking the track. Below right: Porsches of all kinds were in attendance.*



## MARCH 17 DRIVER'S SKILLS CLINIC, CONTINUED

Skills Clinic, as well as the autocross events, are designed to do just that—in a controlled environment.

After discussing some safety basics, Dan covered a few things we should NOT do. Things like “don’t drive over your head,” meaning start out at a comfortably quick speed on the courses, then build from there as you get a better feel for how you and your car perform. One important pointer Dan gave us was “If you start sliding, brake!” If your car starts to spin or get out of control on the autocross track, you should apply the brake (or the clutch and brake, if you’re driving a manual), and bring the car to a stop.

Autocrossing can be a sickness, according to Dan. Some people get hooked and start spending big money on upgrades for their cars. Maybe they get to a point where their times are not improving very much, so they start forking out the cash on suspension upgrades, engine tuning and upgrades, better tires, etc., trying to find ways to shave a second or two off. The list of ways you could spend money on upgrading your car is seemingly endless, but you don’t have to do that. You can always get faster just with practice and increasing your skill.



Above: Instructor and student in action. Right: Safety first!







We were told that the paddock outside the building had been divided in to two miniature autocross courses, where we would all get some drive time in, accompanied by skilled instructors. So when the “chalk talk” concluded, we were all paired with one of the 18 instructors—two students per instructor. While the instructor was riding with one student, the other student would be working that mini track (watching the cars and picking up cones), then we would switch after several laps. After we each had a chance to get some seat time with the instructor on the first mini track, we would repeat the rotation on the second mini track.

We also practiced an emergency braking maneuver when it was time to switch tracks. During all of this, the rain continued to hold off. The tracks were wet from the overnight rain, but

they started to dry out and provide some good traction pretty quickly.

James Paulson was my instructor for the day. James is another recent addition to the ORPCA autocross team. As a previous National Champion with SCCA Autocross, he had a lot of great pointers and coaching to offer as he rode along with me. I learned that I need to work on braking later and harder before the turns, and to look farther ahead on the track.

For lunch, there were some delicious wrap sandwiches, cut in to rounds, as well as fruit and other snacks to re-fuel our minds and bodies. The wraps were the perfect choice. No napkins or plates required!

Another 15 drivers joined us for the Test & Tune after lunch. Now the two mini courses were combined in to one standard-sized autocross course. We were familiar with all the

*This cabrio—with a personalized plate—was not in its happy place during the final lap.*

## MARCH 17 DRIVER'S SKILLS CLINIC, CONTINUED

pieces, now we just had to put it together. James rode with me a few times, and let me fly solo some as well. At some point when I was working the course, someone suggested that I have my instructor drive my car for a lap. I thought that was brilliant. The perfect way to get a better idea of what my car is capable of in the hands of an experienced driver, and maybe pick up a thing or two in the process.

James was happy to take the wheel for a lap, and... WOW! I thought it felt pretty quick when I was driving, but I was wrong. I don't know if I really learned anything from the lap with James at the wheel, but it was a blast! I can't see how he kept track of where we were headed. You know those warp scenes on Star Trek, where the stars kind of blur into lines coming at you? Well that's kind of how the cones

looked to me as we flew around the course. Oh well. At least it gave me a goal to work toward. Like Dan said earlier... you can always be faster (even without upgrades).

But I did learn a lot throughout the day. My times continued to get better, and the rain continued to hold off, until the very last couple of laps. That's when the sleet and deluge of rain turned the track into what seemed like one big puddle. But no matter. We had gotten plenty of good dry(ish) laps to learn some new skills or just brush up. And besides... I was one of the lucky ones who was driving when the rain came, and not working the track.

The ORPCA would like to thank all of the instructors, and the Autocross Team that organized these two fun events. I'm sure everyone learned something, and enjoyed them as much as I did! ■

*A sunbreak on the grid.*







# Twelve Hours of Sebring: A Road Trip to Great Porsche Racing

BY JOE KELLY | PHOTOS BY JOE KELLY AND LAT PHOTOGRAPHY

I met Bill Kohn at the Lake Tahoe Treffen. We chatted about all things Porsche and it soon became obvious that we enjoyed driving our cars. I mentioned attending the 24 Hour Daytona Race, and he stated that he drives to the Sebring 12 Hour Race every two years. He went on to mention that his fellow Porsche friend may not be able to go in 2018. Before he could go on, I jumped in and said, "I'll go with you." Once he realized that I was serious, and probably as crazy as he was, he said "Let's talk." We agreed to split costs, take advantage of the Sebring Porscheplatz, and share driving his Amaranth red 2014 Cayman S. Well, that sounds good to me. "Let's do it!"

We met in Medford on Friday, March 9, in a light drizzle and before sun-up. Darkness was a good omen, as I believe that all great adventures start before sunrise. We encountered snow flurries, rain and limited visibility over the Siskiyou Pass, but nothing to dampen our spirits. Our first day's drive took us to Monrovia, CA (729 miles) with enough time to share stories about ourselves, why we love Porsches, and our other long drives. By day's end we concluded that we could finish the drive to Sebring as friends without "spilling any blood." That prediction proved to be true.

Our daily drives were on the long side (792 miles being the longest) and mostly on interstate highways,

*Bill Kohn and the Cayman S that we drove to Sebring.*

## 12 HOURS OF SEBRING, CONTINUED

Right: Winning Porsche GTLM.  
Photo by LAT Photographic.  
Below right: Sebring Race track map.



as we had reservations in Sebring for Wednesday evening. We spent a day in San Antonio, Texas, visiting the Alamo, the Long Barracks, and a military medical museum within Fort Sam Houston (Bill is a retired doctor so I had a personal guide). Bill kept mentioning great Cajun food in Lafayette, Louisiana. By the time we reached Lafayette, that was all I could think about.

We pulled off the highway, and Bill suggested that we get our motel. I rejected that idea and suggested that we find a restaurant and have a Cajun snack, then find our motel, and after a brief rest go out for a Cajun dinner.

Bill agreed, and we stopped at a Louisiana State Police office for Cajun recommendations. The trooper, who was now operating a "full service" office, gave us a big smile and two recommendations. We chose

Prejean's Restaurant, an award winning restaurant that has been in Lafayette since 1980! We enjoyed a snack, got a rest at the hotel and then had dinner. Dinner included alligator, shrimp, frog legs, oysters, crab, jambalaya, spicy corn, spicy coleslaw, blackened catfish, and French fries. What wonderful food, although it made sleeping difficult that night!

We arrived in Sebring on Wednesday, March 13, and headed out to the track. The Porsche complex was situated at turn 17, and it had a private viewing stand where we could watch the cars bounce over the bumpy tarmac. A few cars lost control there and ended up in the tire barrier.

The weather was sunny and warm, so we went into the Porsche tent periodically for a refreshing drink. Lynn Friedman, Hector Munirez, and Leslie Sikorski orchestrated tech talks, hot pit passes (Bill won one), raffles, cold sodas and water, as well as helping us newbies to the track. Porsche race drivers stopped by to talk to us. Drivers included the Bodymotion Cayman GT4 team, the 911/912 GTLM team, Patrick Long, and Patrick Pilet.

After a day at the track we went to a '50s retro diner for good comfort food.

Porsche did great in the 12 hour





race, taking first (car 911) and third (car 912) in the GTLM cars. The cars could have finished first and second, but car 912 skidded off the bumpy surface, dipped the rear left wheel into a rut and ripped the entire rear bumper area off the car. The pit stop to replace the body parts put the car behind the second place BMW. The entire Porsche contingent cheered and waved Porsche flags as the winners drove by.

It was a great cross-country drive that concluded in exciting racing at the iconic Sebring race track. Our drive again represents the "it's the people" model, with Bill a member of the Cascade Region and I represented the Oregon Region. Was it fun? I'd do it again in a heartbeat! ■



Clockwise from top: Joe Kelly with Lynn Friedman and Paul Gregory; Porsche Cayman GT4; Porsche GTLM drivers; Line up for tech inspection; Porsche race car.





# PNWR Driver's Skills Class is Fun and Useful

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY ERIC LEWIS

*Above left: Lined up for the tech inspection. Above right: Bremerton Raceway. Big and wide. This was the skidpad. Below: After the Skidpad—our 911 4!*

My husband, Eric, and I joined two club members, Peter Burke and Diane Scott, for a one-day Driver Skills Class held at Bremerton Raceway and organized by the Pacific NW Region (PNWR) PCA. What a blast we had! We drove up Friday and stayed in Bremerton, then left early Saturday to arrive at the raceway by 7:30 a.m.

The day included classroom time while the team inspected the cars, setting the stage for the day.

The Raceway is an old runway that is wide and open. The team sets up five exercises, at about one hour each, to perform with your assigned group. We got in about four or five runs at each exercise, always with an instructor.

We started with the skid pad—they used a water truck to wet down the asphalt. Drivers circled in two directions! I got somewhat nauseous, but I finally felt the car break loose and then correct.

Next was the braking and accident avoidance course. Drivers get the car up to speed, and then stop as quickly; those of us with ABS brakes had an easier time than those without. The second part, on accident avoidance, was challenging and included driving toward a person, turning the opposite direction that the person jumps, and then stopping. I kept yelling “jump, jump” in the car as we approached!

The next exercise was the Figure 8, around cones. It was fun to see what the car could do with this one.

The afternoon was a small autocross exercise and a slalom with 13 cones up a small hill and then back down!

We plan to go and take the class again this spring. Email me if you would like for more information. ■

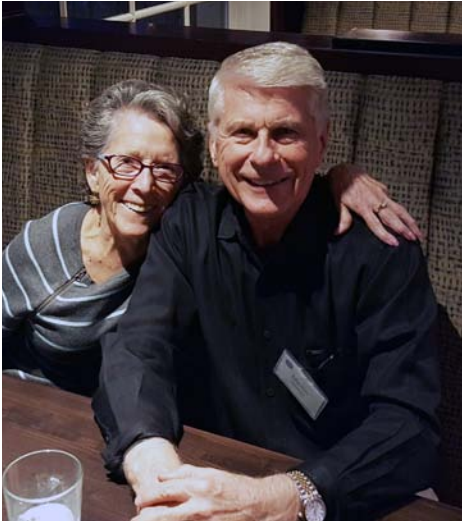




# March Social & Dinner at Stanford's

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY CHERIE REINS

**T**here was a solid turnout for the social and dinner at Stanford's Restaurant in Jantzen Beach. Barry Cogut was our host, and had arranged some great options for our limited menu. It was nice to have E.C. Mueller (PIR General Manager) on hand to give an update on PIR events, followed by Larry Hannan with updates on Club activities. As usual, the Stanford's waitstaff did a fabulous job. ■



# CASCADE SPORTS CAR CLUB DRIVER'S EDUCATION

**C**ascade Sports Car Club will provide Drivers Training and the High-Performance Driver's Education (HPDE) for Oregon PCA in 2018. They have offered us their membership discount. For information on what they offer, links to their web site and how to register with our discount, go to: <https://www.oregonpca.org/activities/high-performance-drivers-ed/>

The Drivers Training program begins with a three-hour "ground school" where you'll have professional instruction in the dynamics of cars and car control. You'll learn about contact patch, weight transfer, and all of the physics of a car in motion that keep you in control. If that's not enough, it's fun! The next day we'll meet at the racetrack to put that knowledge to use with our expert staff of in-car instructors. You'll learn at your own pace and gradually work your way up to more challenging speeds.

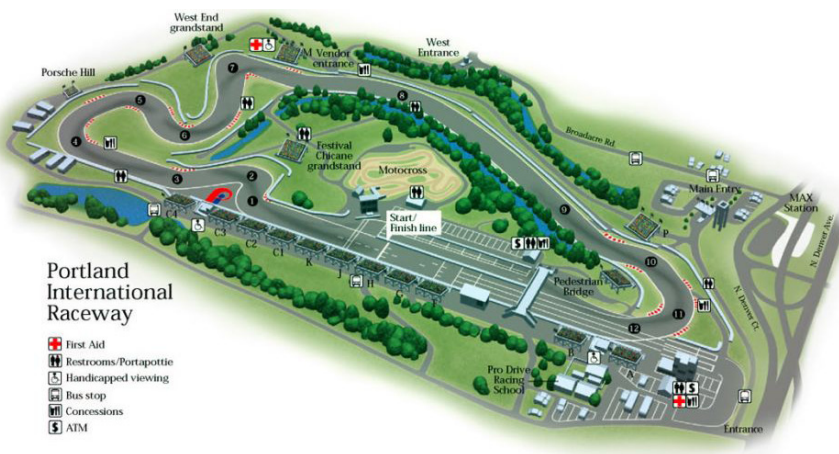
The HPDE program will help you take your driving to the next level. It is a fully sanctioned ICSCC driving school. When you've completed the program, you'll be cleared to enter in a novice race category. After you've done your mandatory novice races you'll be fully licensed and on the road to glory.

*Please verify the following dates on the Cascade Sports Car Club website*

## **Thursday, May 3: Ground School**

### **Friday, May 4: On track non-Chicane event**

- Novice/Advanced School
- HPDE
- Test-and-Tune (race license holders)
- Open Wheel



## **Sunday, May 6**

■ Morning only, 3 sessions Non-chicane event, HPDE qualified drivers only. Must have verified track experience.

## **Thursday, May 31: Ground School**

### **Friday, June 1: On track Chicane event:**

- Novice/Advanced School
- HPDE
- Test-and-Tune (race license holders)
- Open Wheel

## **Sunday, June 3**

■ Morning only, 3 sessions Non-chicane event, HPDE qualified drivers only. Must have verified track experience.

## **Thursday, August 16: Ground School**

### **Friday, August 17: On track Chicane event:**

- Novice/Advanced School
- HPDE
- Test-and-Tune (race license holders)
- Open Wheel

## **Sunday, September 30**

■ Ground School on the day of the event. This is a Chicane event.

- Novice/Advanced School
- HPDE qualified drivers only. Must have verified track experience.





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

### AUTOCROSS

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

|    |              |               |
|----|--------------|---------------|
| #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 |



## APRIL BOARD OF DIRECTORS MEETING

Wednesday, April 11 | 6:30 to 8:30 p.m.

**Dang's Thai Kitchen**

670 N. State Street

Lake Oswego, OR 97034

All members are welcome to join us! ■

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



## 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



Join 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*

There is room for 70 people at this event. Registration is a two-step process—For more information and to RSVP go to: <https://www.oregon-pca.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

This 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.. ■

## AUTOCROSS #2—Limited Openings Remain

Sunday, April 29 | 7:30 a.m.

### Portland International Raceway South Paddock

1940 N Victory Blvd, Portland, OR 97217 | 503.823.7223



**J**oin us for Autocross #2, on Sunday, April 29, 2018 in the South Paddock of Portland International Raceway. We are already half full with Season passes, so please register soon. We are limiting these events to 60 cars and no walk ins. For more info please go to: <https://www.oregonpca.org/event/autocross-2-2/> ■



## ARRIVE AND DRIVES BEGIN MAY 12!

Saturday, May 12 | 8:45 a.m. to Noon

**Meet at Miller's Homestead**

17933 SW McEwan Ave. | Tigard, OR97224

**E**njoy some of the best driving roads in the five-county area. Each drive is roughly 60 to 100 miles in length and usually finishes in under three hours. You have an option to join the group for lunch. These are 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, to our start location at Miller's Homestead at no later than 8:45 a.m. Driver's meeting takes place at 9:00 a.m. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m. For complete information go to: <https://www.oregonpca.org/event/arrive-and-drive-saturday-may-12/> ■



## 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 weekend!

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.

For more information and a link for tickets go to: <https://www.oregonpca.org/event/rose-cup-races-featuring-pirelli-world-challenge-july-13-15/> ■



## PORSCHE CORRAL AT THE PORTLAND VINTAGE RACING FESTIVAL

July 28 to 29

### Portland International Raceway

The 2018 Portland Vintage Racing Festival is scheduled for July 26-29 at Portland International Raceway. The Oregon PCA will host a corral on Saturday, July 28 and Sunday, July 29. Come on out and enjoy the fabulous cars! This festival event showcases cars from some of the most historically significant race series in the world. The Trans Am Series will be making new history at this event.

Tickets are on sale now. For more information and a link to purchase tickets, go to: <https://www.oregonpca.org/event/corral-at-the-2018-portland-vintage-racing-festival/> ■



## HOLD THE DATE FOR GERMANPALOOZA!

Saturday, August 4, 9 a.m. to 3 p.m.

### Portland International Raceway



The GermanPalooza is a festival celebrating German brand automobiles! This new event expands the Rose City Bug In to include all Volkswagen, Audi, BMW, Mercedes and Porsche vehicles, their enthusiasts and car club members! The event includes a car show, swap meet, 1/2 track day and drag racing too! More information will be coming soon. ■

## GRAND PRIX OF PORTLAND—VERIZON INDYCAR SERIES

August 31 to September 2 | Tickets Go On Sale April 17

### Portland International Raceway

Mark your calendars for April 17 to get your tickets! We are hoping to have a Corral, but this is not confirmed yet. In any case, grandstand tickets are encouraged since views from Corrals can be limited. Check out the Green Sovoree / Portland Grand Prix web site: <http://www.portlandgp.com/> ■







## 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.

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Associate Vice President  
Financial Advisor

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“Celette” Dedicated Fixture straightening system. We have factory exact fixtures for most Porsche, Ferrari, BMW & Mercedes models new & old. Few Oregon shops have a Celette or Carbench. Ours have been in use since 1997, most of the others are new. Experience? You do the math.

**Factory Certified Paint**

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

**Factory Certified Wheel Alignment**

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



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



# Anzeiger Marketplace

## CARS FOR SALE



1987 928 S4, 30,000 \$US  
Rare 5 speed, Black on Black, factory GT sport suspension, seats, 40% LSD. Two PCA owners, 10 & 20 years. 123,000 miles. Professionally valuated, proudly enjoyed weekly driver, ready for more PCA cruises. Mechanically & electrically sound, up to date maintenance. Body & interior very good and clean. No accidents, snow, dogs or smoke. Some upgrades and extras, mostly stock. "Never been to the Mall !" Location, Fraser Valley, BC.  
More details from ahusick@shaw.ca (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)

## PARTS FOR SALE



4 Michelin PILOT SPORT A/S 3 Y speed rated tires. The highest rated Ultra High Performance All-Season tire on TireRack. Two 235/45R17 with 8/32 tread and two 255/40R17 with 7/32 tread. \$385 or best offer. Jeff Gretz jgretz@onlinenw.com 503.915.2364 (4/18)



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)



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,



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 (3/18)

## GARAGE SPACE WANTED

Spring is here and just returned the shop/garage to my buddy. Do you have a garage to share or know of one to rent? I was paying \$70/month, but can work with you. I'd like a long term lease (\$840/year) but I'm flexible. Roy Johnson, 971.801.209, roy\_d\_johnson@hotmail.com (4/18)

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

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

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

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