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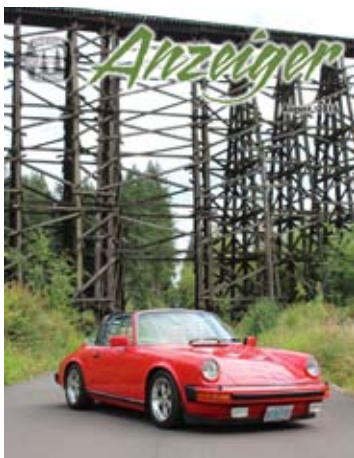


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ON THE COVER

Scott Baines' 1977 911S Targa, taken off Dick Road in the Helvetia area of northwest Hillsboro. Photo by Dallas Ransom.

Cover Submissions

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

Anzeiger

Noun, German

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

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<http://oregonpca.org/>

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

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

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

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

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

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

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Commercial Advertising

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

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

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Inside full page	\$2,502
2/3 page	\$2,124
1/2 page	\$1,656
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Business Card	\$550



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Oregon Region Events



August, 2016

- 6-7 Autocross at Dallesport, WA
- 7 Summer Tour and Picnic
- 10 Board Meeting
- 17 Monthly Club Dinner and Social
- 20 Evo Driving School Phase 1
- 21 Autocross #7
- 26-28 Escape to Florence

September, 2016

- 10 Arrive & Drive
- 14 Board Meeting
- 17 WheelKraft NW Tech Session
- 21 Monthly Club Dinner and Social
- 25 Autocross #8

October, 2016

- 8 Arrive & Drive: Sausage Run with Links
- 12 Board Meeting
- 19 Monthly Club Dinner and Social
- 30 Autocross #9 (Members Day)

November, 2016

- 9 Board Meeting
- 16 Monthly Club Dinner and Social

December, 2016

- 4 Holiday Party
- 7 Board Meeting

Board Nominations Now Accepted

Pursuant to the Club Bylaws, the ORPCA nominating committee is pleased to announce that nominations for the 2017 ORPCA Board of Directors are now being accepted. You can nominate someone, or yourself, for a position on the Board of Directors by sending us your candidates name and the position you are nominating them for. **Positions up for election are: President, Vice President, Secretary, Treasurer, Board Member at Large.**

You can contact any member of the nominating committee via email:

Eric Freedle	mmooter@aol.com
Jim North	james.north@morganstanley.com
John Draneas	john@draneaslaw.com
Jeff Gretz	jgretz@onlinenw.com
Kathleen Ellis	kathleen@kelandscape.com

Nominations will close September 1, 2016. For detailed information on the elections process, see the ORPCA bylaws posted on the ORPCA website.

PRESIDENT'S RAMBLINGS

Joe McQueen



Event Attendance Thrives: “I Want to Attend, Too!”

Our club has grown and matured. When I first joined in 2005, event turnouts were small and we usually went begging for attendees. I once went to a monthly Social where only nine members attended; not so today, as you may have experienced by not being able to attend because the RSVP list is full. Just five years ago a typical Arrive and Drive drew 15 to 20 cars and the lunch crowd was maybe 20.



The crowd at the June Arrive and Drive. Photo by Harold Klein

Recently, we have been drawing 30 to 50 cars and lunch is attended by 30 to 35 members. The Northwest Passage (Mille) was just filling the 40 to 50 car limit as we approached departure; now it is filled the second week of January.

The PCA is experiencing significant growth and participation, our Region is a good example. The PCA is becoming a more social club where members discuss the cars, the technologies, and Porsche Lebensstil (lifestyle). As technology has improved performance and reliability, our world has pressed to also manage the environment. As a result, not only Porsche, but all cars, have evolved to “Black boxes.” Open the engine lid on a 911 circa 1985 and compare it to a current model; see an engine? And so, the enjoyment paradigm has changed.

The enjoyment of our cars is taking a startling direction—we are driving them! We are driving them in Arrive and Drives, Casual Drives, to Socials, on tours, and to the grocery store. The older cars are remaining garage queens because of their increasing value; we see them less at events, but we appreciate the owners who bring them out.

The performance of the newer cars is phenomenal; every generation is a step beyond the previous. Take your new Cayman and eviscerate the competition at an Autocross. Push the envelope with HPDE/HOD and learn to “drive” your car. You see where this is going. With the exception of dedicated tinkers, racing participants, and restoration gurus most of us now fall into the “social driver” category. This is where we are experiencing our growth.

That brings us to the point of my blather; if you want to participate in an event, plan ahead and sign up early. As our club grows we still lack volunteers to create and staff events. We have the tools and instruction to guide newbies through the process and provide backup; we have many suggestions on what to do, but few volunteers to do it. And not to nag, but please don't attend an RSVP event if you haven't RSVP'd; we have limited space and we hate to turn you away. That's the purpose of the RSVP!

We are planning 2017 now; email the Board of Directors to express your willingness to participate.

email@oregonpca.org

See you out there.

Joe ■



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Just for Fun

It was getting to me. It seemed the world had gone mad. The senseless terror abroad and all the lives being killed at home, the non-stop, tick-tock of politics in the media and all the financial oracles giving us their take on “Brexit.” Something had to be done. I had to turn away, if only briefly, to fulfill a promise to myself, and restore my faith that there are still people like me that can have a laugh and just have fun. As usual, I turned to the world of motorsport.

There’s a common conception that the amount of “fun” in competitive motorsport is dependent upon how badly you can beat the other guy ... at least, on the surface. Anyone who has actually done it will tell you there a whole lot more to it and that “fun” becomes a measure of much more. Witness my own attempt at autocross with what some have tagged as the “Porsche of minivans.”

Now that you’re done groaning from this introduction to a theater of the absurd; let’s take a look at what led to this preposterous idea.

In the not too distant past, the ORPCA Autocross program was streamlined and opened up to non-Porsche vehicles, leading to one of the most successful programs (i.e. makes money) the club has ever run. A series of odd vehicles entered by the public had always piqued my interest and provided some comedy-relief during those days when I was chasing points. One vehicle in particular, a late 60’s-early 70’s Dodge Polara station wagon with a purported Hemi engine, captured my imagination.

Blasting around the course, this Iowa-class battlewagon with what passed for a muffler, and adorned with life’s scars, swayed through the slalom until it was time to “come about.” At the pivot cone, the squeal of “cheater slicks” and a lean angle that defied rollover elicited cheers from the crowd. At that moment, I thought, “Someday I’m gonna do that ...” Fast forward to the here and now.

It’s Thursday and I’ve missed the deadline for online registration. A short note to Todd Averitt has me in and listed as #62 2001 VW Eurovan Weekender; Color: Dunklerot (Dark Red). Friday comes and goes and I discover that I have a full tank of gas!

To the uninitiated, a full tank of gas is a good thing. To an experienced autocrosser, it’s the worst (more gas equals



The Westfalia Weapon at full chat. Photo by Harold Klein

more weight to push through the course with slower lap times). Over 21 gallons of gas in my tank simply won't cut it. What to do?

As part of my penance for enjoying all things motorsport, I usually treat my better half to a delight of some sort. So why not do it ahead of time? I explain the situation and we decide a short road trip on Saturday is in order. Up the Gorge to Hood River, then 'round the mountain to Sandy seemed like a good route. Some sandwiches, cold drinks, and a picnic of sorts will allow us to stop anywhere along the way. No need to find a dirty picnic table as the Weekender has club seating and a table inside that swings out of the way. Try THAT in your Cayenne!

Home by two-ish and gas pains gone, I busy myself prepping the car for the following day. Let's see. I gotta get through technical inspection. So first, let's remove those loose items. I wouldn't want to be hit in the head with a paper plate while negotiating a Chicago box. The following items were removed:

- One bed support board and pad
- One 2'X3'X2' woven basket
- One rear hatch insect screen
- One small trashcan
- One box of plastic trashcan bags
- One first aid kit
- One small electric heater
- 15' of heavy duty extension cord
- Three headrests
- One case of 15 cassettes (for the original sound system)
- One AC/DC converter
- One roll of paper towels
- One tube of sunscreen
- One bubble level
- One spare gas cap
- Three sunshades
- Two umbrellas
- One whisk broom
- Two pillows, one of which reads: "Chocolate isn't a vegetable?"

I also removed the Garmin with cup holder mount. I know my way to the track, but the way 'round the course would be another matter. Lastly, I checked the lug bolt mounting torque at 130 ft./lbs. and grabbed my helmet.

Awake at dawn Sunday morning, I wolf down some cereal, fill my thermal cup with coffee and throw a few cokes and granola bars in the cooler. I curse the suggested 7 a.m. arrival time, but at least the traffic is light getting out to the track. After the trip yesterday, the van is running great.

As this was mid-season for autocross, most all of the regulars had been inspected already with only spot checking left to do. My vehicle, on the other hand, generated a perplexed look by the official and he asked, "Can I see your your battery?" I replied "Which one?" (grin). We chatted for a while as he looked over my helmet and he said "Lose the thermal cup (of coffee) before you start. I'll take your word on the wheel lug torque." I was done.

Next was check-in at registration, where I surrendered a paltry sum, considering the bang-for-the-buck. The toughest part was installing the wristband signifying I had signed the waiver. As my work assignment was manning the waiver desk, I got to meet (and greet) everyone. Cool.

As old friends dropped by they said "Brought out your Boxster, eh?" I pointed to the van and said, "Nope." They all grinned, wishing me well. That alone was worth coming out for. I asked, "Do you think drawing the interior curtains would make a difference? You know, more even weight distribution." *(Continued on next page)*



The author at the start line. Photo by Harold Klein

SPINNEN, CONTINUED

(Continued from previous page)

Let's take a closer look at some often-overlooked performance features of the Weekender.

First, it's got a 2.8 liter VR6 engine pumping out 201 ponies with a cold air induction port located on the side (see Figure A). Speculation about its location has given rise to the theory of an aerodynamic "bow wave" creating increased pressure at this location, but this cannot be substantiated in practice. Certainly, high water must be avoided. While the engine is normally aspirated, there is an "innercooler" (see Figure B) whose purpose remains a mystery, as there is no direct link to the intake system.

Massive 11" disc brakes front and rear haul this 4300 lb. beast to a stop. As if that isn't enough, a seldom-used feature borne from the heady days of the racing Mercedes Benz 300 SLR (air brake) can be seen in Figure C. Cleverly disguised as a tent, the canvas provides additional straight-line stability (depending on crosswinds).

Refinements are not merely confined to the normal mechanicals. Every detail of the interior has been attended to. Special racing sheepskin surpasses Alcantara for comfort and armrests provide additional lateral support under heavy cornering (see Figure D). With all of these things going for me, I attack the course.

My first run I usually take slow as a "sighting lap." I catch a few course workers yawning. Is it me or is it still too early in the morning? I draw a DNF for missing two gates completely ... My time is 61.069 secs. Apparently, I need some help. Harry Danberg and Eric Freedle, are helping Gabrielle (Gabby) with tire pressure in her Ford Festiva (more about that later). As she is gridded next to me, they alternately help me get the course down. I've never seen such enthusiasm from instructors wanting to get in a car except possibly a Cayman GTS or a 911 GT3. My times were 70.697 +1 cone, followed by 64.492—and another missed gate? Clearly, I have some short-term memory issues.

Speaking of Caymans, Barry Cogut's entry is pushing the low 40 second range. So I ask him to give me a few tips on the next run. At the line, he seemed a bit apprehensive as we wait for the "go" signal. Barry has been terrorizing ORPCA autocross for as long as I can remember—and here is one of the fastest and bravest men on the course, in my car, feeling nervous? I don't understand. Time: 62.527 clean run. Now we're talkin'!



FIGURE A



FIGURE B



FIGURE C

Next, I had all three guys; Barry, Harry and Eric (Curly Joe?), riding at once. The comments ranged from “This doesn’t lean as much as I thought it would,” to “Hey Eric, what’s it like sitting backwards?” A bit heavy and with angst about “roll characteristic” and our safety, I press as much as I dare ... Time: 59.948?! Is weight a “good” thing? My next run is only a half second faster, and my last run was 58.205 but I JUST nicked a cone. So I’m left with a best time of 59.406



FIGURE D

On the grid, I was behind young Tony in his mid-80’s Honda Accord. Not much to look at, with well-worn tires, he says he “Bought it for \$500 ... The motor has 260,000 miles on it, but I don’t care, I’m having fun.” We didn’t talk much; most of the time he leaned on the front of his car, arms folded, checking the action on the track, likely looking for clues to lower his run time. Tony’s best time was a 58.303. He’ll be back. He’s a car guy.

And what of Gabby in her little Festiva? With 63 hp. in a car weighing 1750 lbs. she clocked a 55.094. She has, believe it or not, a worse power/weight ratio than the Eurovan. Tony’s Accord at 86 hp. and 2171 lbs. is a bit better than the Festiva, but still worse than the weapon from Westfalia. So why do they have better times?

Interestingly, the wheelbase of the Festiva, Accord and Eurovan are 90”, 102” and 115” respectively. It helps to have a car with smaller wheelbase/turning circle. It also helps to have good tires, great suspension and a low center of gravity. There’s more; much more, not to mention driver skills. But, that’s all just too serious for today and I just want to have fun.

– KEEP SPINNEN. ■

New Members

Stephen Bachelder
Portland, OR
2004 911 Carrera 2 Targa

Jason Baker
Beaverton, OR
2015 Panamera GT5

Brad Bueermann
Lake Oswego, OR
2017 911 Carrera Cabriolet

Joe DeCarlo
Portland, OR
2017 911 Turbo S

Anniversaries

20 Year Anniversary
David Ross / David Ross

15 Year Anniversary
D Keena / Collene Keena

5 Year Anniversary
Todd Hall / Karen Hall
William Rasnake / Anne Rasnake
John Richards / Chris Richards

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REARVIEW MIRROR

Edited by
Gary Koppang



Remembering the 1976 Rose Cup Races

by John Stanton / From the June, 1976 *Anzeiger*

Rose Cup weekend got underway Thursday evening when a group of us headed for Delta Park and started pounding stakes for the PCA corral.

Friday evening, most of the board members gathered at the Quay to meet Mick Williams, PCA president, who had just arrived from Boise for the weekend festivities. Mick drove in his new metallic blue Turbo After dinner, the board and Mick headed for the party at Todd and Mary Webb's, where they met other PCAers and race drivers from all over the country.

On Saturday morning, even before the track opened, several of us braved the early morning drizzle and the effects of Friday night's party to string the banners that fenced in the corral and to lay out space on the hill for PCA members. When the weekend got underway, there was enough racing to satisfy most anyone, plus a look at the Vasek Polak Turbo RSRs. We also got a look at the famed Chevy Monza.

Later the weather began to clear for the Sunday night barbeque, where food and drink were plentiful. As the evening progressed and stomachs grew fuller and beer cups emptier, a few people boogied, swam and took advantage of the sauna; while the rest enjoyed what every Porsche pusher does best: Talk about their car.

Sunday morning dawned grey, misty and cold, but just as the Porsche parade started to form, the sun, right on cue, broke through the clouds and shone the rest of the day. The Parade was led by two Polak team turbos side by side, followed immediately by Mayor Neil Goldschmidt in Jack Jorgeson's famous black speedster and 138 other proud Porsche owners.

Anticipation began to grow as everyone looked forward to the fight for first among the Porsches. Unfortunately, after a fast start by the two Turbos, and some excellent laps that saw Monte Shelton catch them in his RSR, the Turbos were out due to the failure of a 25-cent seal. However, Monte saved the day by winning overall, much to cheers and applause from every PCAer on the hill.

In all, the weekend went really well. THANK YOU to everyone who helped and take a bow—you deserve it! ■





Northwest Passage 2016: Tour de Coeur d'Alene

Story and Photos by Greg Kirchem

The 2016 Northwest Passage tour explored the wide open spaces of central Washington, following the Columbia River, Banks Lake and Lake Roosevelt as we made our way toward northern Idaho to take in the beautiful surroundings of Lake Coeur d'Alene. Aptly, the name of this year's tour was "Tour De Coeur d'Alene." With each new turn in the road came amazing vistas and beautiful scenery.

The tradition continues as Sunset Porsche once again kicked off the Northwest Passage by hosting our Wednesday night reception. Fabulous hors d'oeuvres and drinks were served alongside the beautiful Porsches on display. Past tour participants said hello to each other and new participants were welcomed to the tour.

The tour officially began on Thursday afternoon at Bonneville Hot Springs and Resort in Bonneville. Tour participants had the opportunity to enjoy a mineral bath and massage or relax in the pool and spa. The Northwest Passage team hosted a welcome reception on Thursday evening, giving tour guest another chance to socialize with fellow drivers and navigators.

Friday morning, the tour route wound north through Goldendale and Bickleton, the "Bluebird Capital of the World," where we enjoyed some excellent driving and spectacular scenery as we navigated the back roads of Klickitat County. Alder Creek Grange Hall in Bickleton was the backdrop for yet another fabulous NW Passage lunch, before heading north to Leavenworth.

Friday night, found us at the Icicle Inn in Leavenworth, a Bavarian Village surrounded by snow-capped mountains. We enjoyed a private dinner at Visconti's Italian Restaurant hosted by the Northwest Passage Team.

On Saturday, we drove the scenic, winding roads through central Washington, navigating alongside the Columbia River, Banks Lake and Lake Roosevelt and took in the amazing view of Grand Coulee Dam as we stopped at the Grand Coulee Dam Visitor Center. A delicious barbeque lunch was catered for us at the Helen Marie Community Center in Seven Bays, Washington. The Coeur d'Alene Resort located on the banks of beautiful Lake Coeur d'Alene provided our accommodations for Saturday evening.

What is fast becoming a popular tradition, the Northwest Passage Team hosted its locally famous beer and car wash after Saturday's drive. Participants had the opportunity to wash their car after a great weekend of driving and enjoy a draft beer. A few members of the local Porsche Club joined us for the chance to socialize.

Sunday morning dawned a beautiful day for our farewell Sunday morning brunch at The Coeur d'Alene Resort. Following brunch, those participants who opted to continue on to Walla Walla were treated to a fabulous drive through the hills of the Palouse followed by a Walla Walla Wine Walk. Wine tasting and hors d'oeuvres were hosted by Spring Valley Vineyard and Maison Bleue Winery. ■





July A&D: Perfect Porsche Driving, Rain or (and) Shine

by Patti Shmilenko / Photos by Bob Schatz

It was a beautiful cool summer day for the Arrive and Drive to Larch Mountain. There were three legs to our journey, beginning at Shari's restaurant in North Portland. We headed out on Marine Drive to Historic Route 30, climbing toward Larch Mountain on a road made for Porsches! We were following a 2015 GT4 who tried to leave us in the dust in our 1993 911 air-cooled Targa. The fog, plus sun streaming through the enormous trees was magical, until we noticed a male nature lover peeing on a tree! No, I'm sorry, no photos! A few brave souls walked the short trail to take in the beautiful views, umbrellas in hand. The snow level was at 5500 feet. Today, luckily Larch Mountain is 4000 feet.

Descending the mountain, the sun began to shine as we headed toward Sandy, passing beautiful fields, farms, wildflowers, barns, alpacas, goats, and cows. Through the windshield, we noticed a Monarch butterfly trying to make its way across the street with about 28 Porsches screaming by.

The temperature was about 64 degrees upon arrival in Sandy at Paola's Pizza. So many wonderful people made this a special event as we laughed, shared stories, and made new friends! The forecast might have made some people forgo the drive, but in my view, the weather made it even more memorable. See you next time—rain or shine!

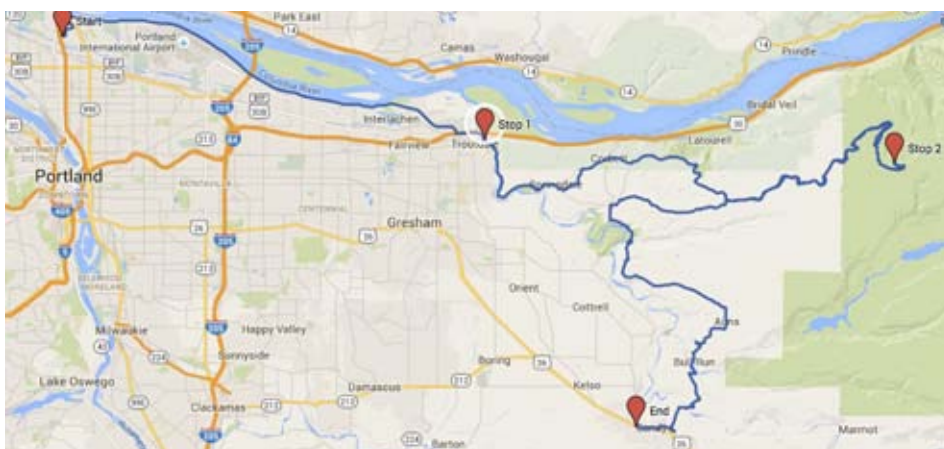
Special thanks to Ginny and Boxster Bob for their contributions to this article. ■



MORE PHOTOS FROM JULY ARRIVE AND DRIVE ON FOLLOWING PAGES

JULY ARRIVE AND DRIVE, CONTINUED





Autocross #6: Challenging Course, Great People, Perfect Day

By Todd Averitt / Photos by Harold Klein

Our course was designed by Steve Brooks. We nicknamed it “All About Town” It was challenging without being impossible. Steve and his adjuter, Sean Vanderheiden, did a great job for a first time team effort.

From the times posted below you can get an idea how competitive most of the classes are.

In the S03 class Mark Qandil edged out Tong Qi by 0.195 seconds. In the P01 class Harry Danberg ran 0.373 seconds faster the Heath Lampee. Not bad for a 1972 911T Targa versus a 911 Turbo. Had to be the lag, right Heath?

Eric Freedle showed what a Carrera can do when you learn to dance with it. Unfortunately, Eric’s competition was our photographer Harold Klein in the P02 class. Eric was a great help to Harold in getting him acclimated to this event and I know Harold not only had a great time but learned a lot.

Check out your times. Not as happy as you wish and know you can do better? Hope you’ve signed up for our Evolution Driving School August 20 at PIR. Last time I checked, there were only three spots left. Be aware that this event only will not accept walkups, regardless of club affiliation.

How about a couple of days to work on those driving skills in an open environment where the speed limit is what you can handle, time restraints don’t exist, and your body and brain will get a great workout? Heard of Dallesport? Check it out here: https://axwaresystems.com/axorm/calendar_main.php?viewevent=12248&selectclubid=39&curmonthindex=6&curyearindex=10.

This event will start Friday afternoon August 5 and run through Sunday afternoon August 7 on different course design each day. There will be a lunch served Saturday August 6. Based on the rave lunch reviews we received at our last Dallesport event, I highly recommend you order it.

This season is fast coming to a close. If you haven’t had the chance to break away from your busy schedules yet, now’s the time to join us. There are only two Championship Point events left, the Dallesport event, the Evolution Driving School, and out last event of the season; a fun run day for our members at PIR on October 30.

Thank you to all our volunteers, from those setting up the courses to the corner workers and refreshment team. Without their efforts our events wouldn’t be possible. Thank each of them when you see them for the great time it affords the rest of us.

May all you roads be dry and twisty. See you in a week. ■

Harry Danberg and his killer 1972 911T taking her to staging.



“It’s tough to be serious when you are having so much fun!”



MORE PHOTOS OF JULY AUTOCROSS ON FOLLOWING PAGES

JULY AUTOCROSS, CONTINUED



Clockwise from above: Moses Qandil in his Carrera 4 at the start, ready to launch; "conehead?" Yep, Eric Freedle's '86 Carrera still looks fantastic; Steve's course "All About Town" was so much fun.





Above: Our photographer Karold Klein and his factory wide-bodied '84 Carrera #73, on his way to the start. Left: 48 seconds but got a cone—yes, but it was so much fun. Below: Dressed to the nines and ready to work! That's the spirit, Douglas Lipski.



Concours d'Elegance 2016: The Allure of the Autobahn

Story and Photos by Peg Ryan

The 44th Forest Grove Concours d' Elegance was on Sunday, July 17. The event celebrated German automobiles with the theme "Allure of the Autobahn: Speed and Style." There were over 300 vintage, sports and collector cars situated on the tree-shaded, lovely Pacific University campus. Sitting among the trees on that campus was an excellent place to show off cars.

Our Porsche corral was full, with 20 amazing cars and was front and center to the main event. With lunch provided by the Porsche club and an extensive variety of models this year, this was a fabulous event. We would like to congratulate David and Becky Schroeder for winning the Best in Corral award with their 1958 (black) Porsche Speedster. It is quite the beauty. For more pictures from the event, check these out at <https://orpca-pix.smugmug.com/2016-Forest-Grove-Concours-de/>

There were three judged Porsche categories at the event: Porsche 1951-1965, Speedster and 356, Porsche 1966-1989, Street cars-911, 912, 914, 930, and the Porsche Competition cars 1951-2015. The senior judge was Miles Collier, noted authority on collector cars, founder of The Revs Institute for Automotive Research in Naples, Florida, which houses more than 100 important historic automobiles.

The presenters were Keith Martin and Donald Osborne. Mr. Martin is the founder and publisher of the monthly Sports Car Market and American Car Collector magazines. Mr. Osborne appraises and consults on classic and exotic cars across the US and Europe. He is also a host on "Jay Leno's Garage."

Thanks to Eric Underwood for "corralling us" for a great show! ■





Opposite: Cars in the corral. Above: A beauty in the corral. Left: The Porsche club provided us lunch! Fun group of people! Below: Showing the way to one of the most beautiful places in the show!



MORE PHOTOS OF CONCOURS D'ELEGANCE ON FOLLOWING PAGES

CONCOURS D'ELEGANCE, CONTINUED



Top: David Schroeder with his 1958 Porsche Speedster.



This page: Some of the competition cars.





July Dinner Social: Like a Concours at the Golf Club

Story and Photos by Stephen Miller

The ORPCA July social was held outdoors at The Oregon Golf Club in West Linn on Wednesday, July 20. The sold out event was hosted by Stephen and Winnie Miller. Attendees enjoyed dinner, beverages and beautiful weather on the Rose Garden lawn. The summer weather also brought out several member Porsches all cleaned and polished as if readied for a concours judging. ■



Lots More Fun to Come in the 2016 Autocross Season

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

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



1. If you are an ORPCA/PCA member, you can register at any time for any event. You must pay for each event you sign up for online to be considered pre-registered. Also be sure you read up on our Championship Series Pass before you register by clicking [here](#).
2. All ORPCA Championship Points events are limited to 70 pre-registered participants.
3. Without a Championship Series Pass you will NOT be eligible for Championship Points. What's even better is the pass will actually save you money. Click [HERE](#) for all the details on how to purchase yours.
4. Course design, setup, teardown, and control will performed by a Course Committee composed of a “Course Designer,” an “Adjuster” and a Safety Steward. We would like you to sign up and help. This way we will have a different Course Designer for each event. For more information see “Getting Involved with Autocross” click [here](#).
5. Complete Porsche Car Classing, changes to our car numbering system, 2015 Parade Competition Rules (PCR's), car tech criteria, and working requirements are can be found by clicking [here](#).
6. We have set up a Steering Committee, whose charter is to bring fresh ideas to the table, explorer new venues, and become expert in all stages of running and maintaining an autocross program
7. This season there will be multiple two-day events, ORPCA/PCA member appreciation events (events for ORPCA/PCA members only), new venues, barbeques and multi-Porsche Club events.
8. So you have an idea? Contact anyone of our Steering Committee members and get the ball rolling. We already have input for 2017 events in Astoria to events Troutdale and beyond. We would prefer your contact method be via email.
9. Finally, the best news of all is event costs are actually going down. We felt that since maintenance and early Porsche buy-in costs are going through the roof it's the least we could do, really, the least. ■

EVENT/CPE*	DAY/DATE	MEMBER REG.	NON-MEM. REG.
Dallesport Fun Run	Sat., August 6		July 14
Dallesport Fun Run	Sun., August 7		July 14
Driver's Skills Clinic, PIR	Sat., August 20		May 28
Autocross #7, PIR (CPE)	Sun., August 21		August 6
Autocross #8, PIR (CPE)	Sun., Sept. 25		September 10
Autocross #9, PIR	Sun., October 30	Members Day	

*Championship Points Event



Summer Tour and Picnic SOLD OUT

Sunday, August 7

*Look for the story and photos in the
September Anzeiger*

For those of you joining the Tour & Picnic, please meet on Sunday morning at 11100 SW Murray Scholls Place (24-Hour Fitness parking lot in Beaverton). Please be at the meeting place no later than 9 a.m., as the driving tour leaves promptly at 9:30 a.m.

The driving tour will wind its way through some great western Washington and Yamhill County rural roads (all paved!) and end at a beautiful winery in the Dundee Hills. We'll have another exceptional catered gourmet lunch with tastings of Estate-Grown Pinot Noir Rosé, Chardonnay and Pinot Noir. Wine tasting plus wine with lunch is included in the price.

For questions, please contact Jeff Gretz at 503.915.2364 or jgretz@onlinenw.com ■

August Social and Dinner

Wednesday, August 17

Ristorante di Pompello
177 E Historic Columbia River Hwy.
Troutdale, OR 97060

Social Hour: 6:00 p.m. to 7:00 p.m. / Dinner: 7:00 p.m. to 8:00 p.m.

Hosted by Ed and Phyllis Thieman

Cost is \$20 at the door —please bring cash

The meal includes soup or salad and a choice of Lasagna, Spaghetti and Meatballs, Mediterranean Penne, Chicken Alfredo, Tiger Prawns alle Lobster or Greek Salad with Salmon or Chicken. The meal includes iced tea, coffee or hot tea. Alcohol is not included; you can run a tab or pay as you go for this. We will have room for about 60 people.

Please RSVP to socialevents@oregonpca.org by Monday August 8. ■



Two Days of Autocross at Dallesport

Saturday, August 6 and Sunday, August 7

Columbia Gorge Municipal Airport

We are offering two days of Autocross at the Columbia Gorge Municipal Airport in Dallesport, WA across the Columbia River from The Dalles, OR. Our plans have everyone running both in our morning and afternoon sessions, both days. That is the equivalent of four events. We will run the event in a fun run format with timing. Young adults ages 16 and above only need a valid driver's license, proof of insurance and a parental waiver signed by a parent or guardian. These forms are available and can be filled out at the track.

The cost of this event \$25.00 for a single day or \$45.00 for both days. We also are offering lunch at a rock bottom price for both Saturday and Sunday. All you have to do is choose which package you want. We will have instructors and loaner helmets available.

Gates open at 7:30 a.m. Everyone must check-in at the Registration desk. Registration is open 7:30 a.m. to 9:15 a.m. Drivers Meeting at 9:30 a.m. and first car out around 10:00 a.m.

Pre-registration is limited to ORPCA/PCA members and guests. Pre-registration for ORPCA/PCA members opened January 22. Pre-registration for non-members is closed. **Pre-registration for this Two-Day Special closes Thursday August 4.**

For all our registration details including how to pre-register go to: <http://www.oregonpca.org/events/autocross/registration/>. See our Rules & Regulations page for updated information on car classing, tech requirements, and regulation changes at <http://www.oregonpca.org/events/autocross/rules-regulations/>. ■



September Social and Dinner

Wednesday, September 21

Gustav's at Washington Square
10350 SW Greenburg Rd., Tigard, Oregon

Social Hour: 6:00 p.m. to 7:00 p.m. / Dinner: 7:00 p.m. to 8:00 p.m.

Hosted by Joe and Ginny McQueen

Cost per person is \$29 at the door—please bring cash

Please mention in your RSVP if you would like a vegetarian option. Gustav's will provide a vegetarian platter. Heidelberg Feast includes: Chicken schnitzel, Smoked beer sausage with caramelized onions, Pork loin with Madeira sauce, Spätzle noodles, Braised sweet & sour red cabbage and Sauerkraut. Your meal includes: Swiss cheese fondue (one order per 4 guests), House salad, Sourdough rolls with sweet cream butter & pflaumenmus, Apple Strudel, Soda, Coffee. Please RSVP to socialevents@oregonpca.org by Saturday, September 17. ■



Evolution Performance Driving School, Phase I

Saturday, August 20 / PIR South Paddock

Thanks to the Oregon Region of the PCA, the Evolution Performance Driving School will be holding a Phase One Performance Driver's Clinic at Portland International Raceway on Saturday, August 20. This program is great for anyone from seasoned veterans to complete novice driver, and features 24 runs with our team of national caliber instructors. The Phase One program will cover car placement, car control, as well as an exercise on visualization skills.

This event is keyed to autocross. This is not a track event. It will not be held on the track but will be held in the South Paddock of PIR. All Evolution Performance Driving Schools take place rain or shine, and students will use their own vehicle for training. Students' vehicles will undergo a tech inspection the morning of, and all students should be sure to have plenty of fuel, oil, air, etc. for the day. A note; PIR does have air available on the east side of the Fast Track Café.

Some additional items that we would suggest bringing to the event would be rain gear, sun glasses, sun block, a hat, and a note book. You may also want to consider bringing a folding chair, as well as a tarp in case of bad weather.

The performance program ORPCA is offering is the first of three phases. You must take all three phases in order meaning this year complete Phase One and next year it will be possible to complete Phase Two then Phase Three.

For more information on this, as well as other Performance Driving Schools, please feel free to contact Todd Averitt at taverittster@gmail.com or Ryan Davis at: rycdavis@gmail.com. ■



Run to Florence and the Oregon Coast

Friday, Saturday and Sunday, August 26-28



We have three more reserved rooms at the River House Inn in Florence for Friday and Saturday nights. These are river front rooms with king beds, Wi-Fi, flat screen TV, small refrigerators, and great river views. Please call the River House Inn at 888.824.2454 and confirm under Oregon Region Porsche Club. Also, please register for the tour by sending an email to pastpresident@oregonpca.org with the names of attendees, car model and year, and cell phone number.

The tour (designed by Bill Munson) will depart Friday morning from the west side, and the drive will be approximately six hours, with the route crossing the coast range a few times. We will have lunch in Lincoln City and continue into Florence, arriving with time to unwind a bit, take a stroll down into old town before we depart for dinner. Our tentative dinner spot will offer a beautiful view of the Siuslaw River, cocktail hour and tasty meal options.

On Saturday, you can enjoy the complimentary breakfast or stroll into the old town of Florence, where you'll find nice restaurants and unique shops. There are so many fun things to do in Florence.

Saturday night is an open night to explore the town of Florence and its restaurants on your own. Sunday morning complimentary breakfast can be enjoyed at the River House Inn, or you can get breakfast after your departure. The drive home can be done by your own route or by way of some routes that will be available to follow.

This should be a whale of a good time! Any questions, contact Eric Freedle 503.936.0816 ■

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September Arrive & Drive

Saturday, September 10

Enjoy some of the best roads with the monthly Arrive and Drive. Each drive is roughly 60 to 100 miles in length and finishing in under three hours. It is a great way to kick off the weekend and a fun way for new members to get acquainted with ORPCA! We leave from our north location at Shari's Restaurant at 9730 N. Whitaker Rd. Portland, OR 97217. Take the Portland International Raceway I-5 exit and head east to Whitaker, and proceed 1/4 mi. and Shari's restaurant will be on your left; 503.289.2351. Many arrive early at 8:00 a.m. for a no-host breakfast.



To attend, bring your favorite Porsche (with plenty of fuel) and ideally, a navigator; we meet no later than 8:45 a.m. in the rear parking lot. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. Driver's meeting takes place at 9:00 a.m., the first group of cars will depart at 9:15 a.m.

We will be heading north into Washington for this drive.

For questions please contact Larry Hannan secretary@oregonpca.org

The last Arrive and Drive will be in October. ■

WheelKraft NW Tech Session

Saturday, September 17 / 10:00 a.m.

On September 17, get your Porsche rollin' to WheelKraft NW in Vancouver for an all-wheel tech session. WheelKraft NW has over 28 years of industry experience and is a trusted service provider to the Portland area's finest automobile dealerships and collision repair shops. Pat, our host, will teach you all about wheels and provide some useful tips on how to maintain and preserve your wheels.

Light refreshments will be served and information that is sure to get your wheels spinning will be presented. See you there.

Location: 1417 NE 76th Street, Suite F, Vancouver, WA

Please RSVP to: Eric Underwood, Vice President at vicepresident@oregonpca.org. ■





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see the Treffen website: treffen.pca.org
or email the Treffen North America staff at: treffen@pca.org

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Sunday, December 4, 2016

Riverside Golf and Country Club

8105 Northeast 33rd Drive, Portland, Oregon 97211 (NEW VENUE)

Please join fellow club members for an elegant setting, socializing and scrumptious dinner, and dancing to the Design Band. The cost is \$60.00 per person.

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Go online to: Motorsportreg.com and
search on ORPCA Holiday Party
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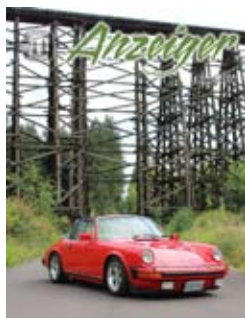
Grab your camera, and take your best shot. Send in your best Porsche-related photo, and it may appear on an upcoming cover of *Anzeiger*, the Oregon Region's award-winning magazine. **These amazing cover photos were submitted by members like you!** You could be next.

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. To not waste your time and perfect photo, set your camera for its highest resolution. That's the one that uses the most memory.

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

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



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