

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | AUGUST 2017



SPECIAL SECTION: PORSCHE PARADE 2017 IN SPOKANE

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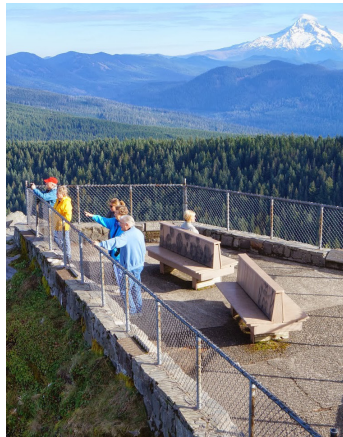
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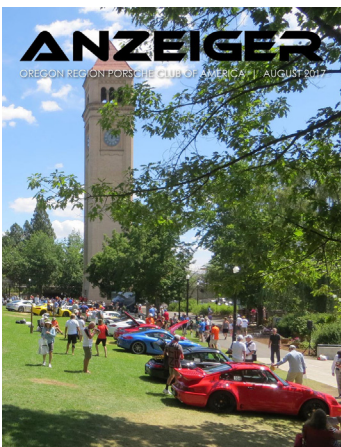
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ON THE COVER

Beautiful day, beautiful Porsches in Spokane at Parade 2017. See Special Section beginning on page 22. Photo by Bob Ellis.

ANZEIGER

Noun, German: 1. One who indicates, shows 2. One who informs

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Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc.,
PO Box 25104, Portland, OR, 97298, is published eleven times a year.

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OREGON REGION EVENTS

AUGUST, 2017

- 9 Board Meeting
- 12 Arrive & Drive
- 16 Monthly Club Social & Dinner
- 20 Autocross #6
- 20 Boxsters on the Field
- 25-27 Escape to Newport



SEPTEMBER, 2017

- 9 Arrive & Drive
- 12 Board Meeting
- 15-17 Oregon Festival of Cars
(Show is September 16)
- 17 Autocross #7
- 20 Monthly Club Social & Dinner
- 21 Board 2018 Event
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OCTOBER, 2017

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

NOVEMBER, 2017

- 8 Board Meeting
- 15 Monthly Club Social & Dinner

DECEMBER, 2017

- 3 Holiday Party
- 13 Board Meeting

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CONTRIBUTE TO ANZEIGER

We are always looking for articles and pictures for the 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 we came up with. Please write something up and send it and your photos to editor@oregonpca.org and communications@oregonpca.org. All photos must be original digital files.

We look forward to hearing from you. If you have questions about this, please contact Peg Ryan, Communications Director at communications@oregonpca.org.



NEW MEMBERS

Robert Dubay
Samantha Dubay
Vancouver, WA
1980 911 SC

Richard DeCarlo
Vancouver, WA
2003 911 Targa

Derek Edens
Clackamas, OR
2000 911 Carrera

Mark R. English
Julene English
Brookings, OR
1965 356

Todd Etchieson
Portland, OR
1980 911 SC Targa

Juliann Evans
Clackamas, OR
2008 911 Carrera

Donavan Harris
Beaverton, OR
2011 Carrera

Jim Hopkins
Mark Thayer
Portland, OR
2006 911 Carrera

Dan LaFlamme
Happy Valley, OR
1986 928 S

Rod Landes
Portland, OR
1988 911 Carrera

Rick Miller
Portland, OR
2006 Cayman S

Michael Polacek
Lynette Polacek
Salem, OR
2013 911 Carrera

ANNIVERSARIES

30 YEARS
Bruce & Dyann Myers

20 YEARS
Steve & Rose Wicke

15 YEARS
Brian Hranka
Patrick McConaughy
& Valerie Klacik
David & Lullu Truitt

10 YEARS
Ted Leno

5 YEARS
Allan & Mary Gross

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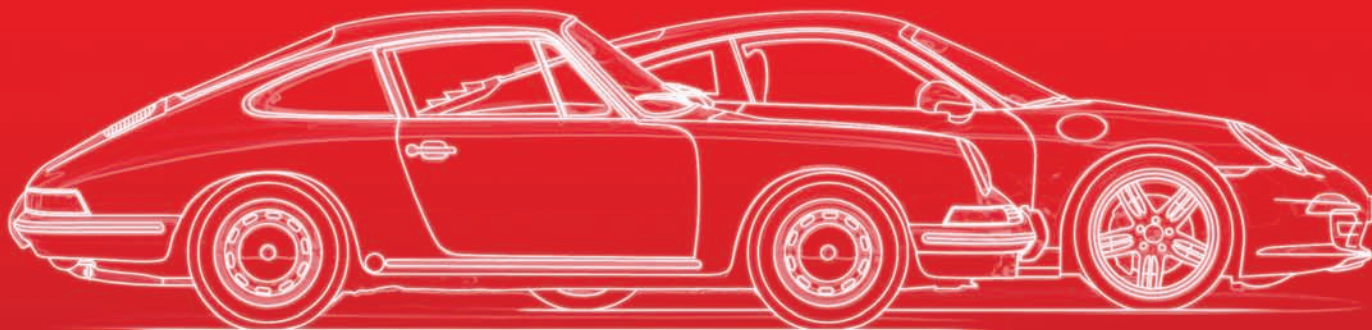
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PRESIDENT'S MESSAGE

Larry Hannan

It's the People

At the Porsche Parade in Spokane last month, the CEO of Porsche AG, Dr. Oliver Blume, the CEO of Porsche Cars North America, Klaus Zellmer, and Wolfgang Porsche were in attendance.

What attracted the executives of Porsche to attend is simple: Porsche Club of America (North America) is the largest Porsche club in the world. There are almost 700 clubs in the world representing 220,000 members, and PCA has almost 122,000 of those members. Yes, PCA represents more than half of all the Porsche club members in the world.

What is most amazing is that this large organization, with the exception of the 13 national staff, is run by volunteers—a fact not lost on Dr. Blume. There are 144 regions in the United States and Canada, all run by volunteers.

The Porsche Parade brought 2,500 people to Spokane, and 750 of them volunteered their time to make it work. Every event that ORPCA presents is organized by volunteers who take their personal time and energy to make the events successful.

At the next event you attend—and there are many opportunities yet this year—seek out those responsible and

thank them.

To paraphrase PCA, while the cars bring us together, it is the people who make this a great club. ■

Anzeiger Wins Top Honor

Wednesday, July 12, during Porsche Parade 2017, was a special day for our *Anzeiger*. I had submitted entries for the National PCA competition for Newsletter, Newsletter Cover Photo, Newsletter Feature Article and Club Website. The Club hadn't entered these competitions for awhile, and then-President, Eric Underwood, encouraged me to enter.

It was tough to pick one cover photo and one feature, then three newsletters to submit, but I picked what I thought were the best. We entered the second-largest category, Class V.

On this Wednesday, I was at a dinner with 600 people listening as winners were announced ... when I heard "First Place for Class V newsletters goes to *Anzeiger* from the Oregon Region, with Nancy Scott, Editor!" Since I was there, I had the honor of accepting the award for the club!

Nancy does an amazing job collecting materials, proofreading, editing and designing the magazine in a professional and readable manner. My thanks to everyone whose contributions make this a great newsletter, month after month!

—Peg Ryan, Communications Director



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AX #5: 436 Runs at an Enjoyable Event!

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY HAROLD KLEIN AND HUNTER MELAHN

Sunday July 23 was amazing. We had been so hot before this, but Sunday started out with clouds and coolness and by noon the sun was out and warming us. Seventy-one participants showed up and did 436 runs. Again—Barry Cogut was the fastest of everyone in his #1, 2015 Cayman GTS, beating Cary Kutter in his 1977 Porsche Carrera 3.0 by 1.53 seconds!

Top classification drivers of the day were:

I01: Barry Cogut , 2015 Porsche Cayman GTS, #1

P01: Harry Danberg, 1973 Porsche 911T, #6

P02: Eric Freedle, 1986 Porsche Carrera, #61

P03: Anson Lytle, 2014 Porsche Cayman S, #92

S01: Bryce Bederka, 1999 Porsche Boxster, #42

S02: Jon Zweiger, 2007 Porsche Cayman, #187

S03: David Kosa, 2016 Porsche Boxster Spyder, #7L

NP: Danielle Paulson, 2016 Ford Mustang GT, #301

NPA: Don Amedo, 2006 Subaru, #141

NPM: Tyler Hayward , 2005 Subaru WRX STI, #442

This was a very fun event with a many newcomers! It looked like everyone had fun.

To check out the championship points (which are still heating up!) go to: <https://www.oregon-pca.org/activities/autocross/2017-championship-points/>

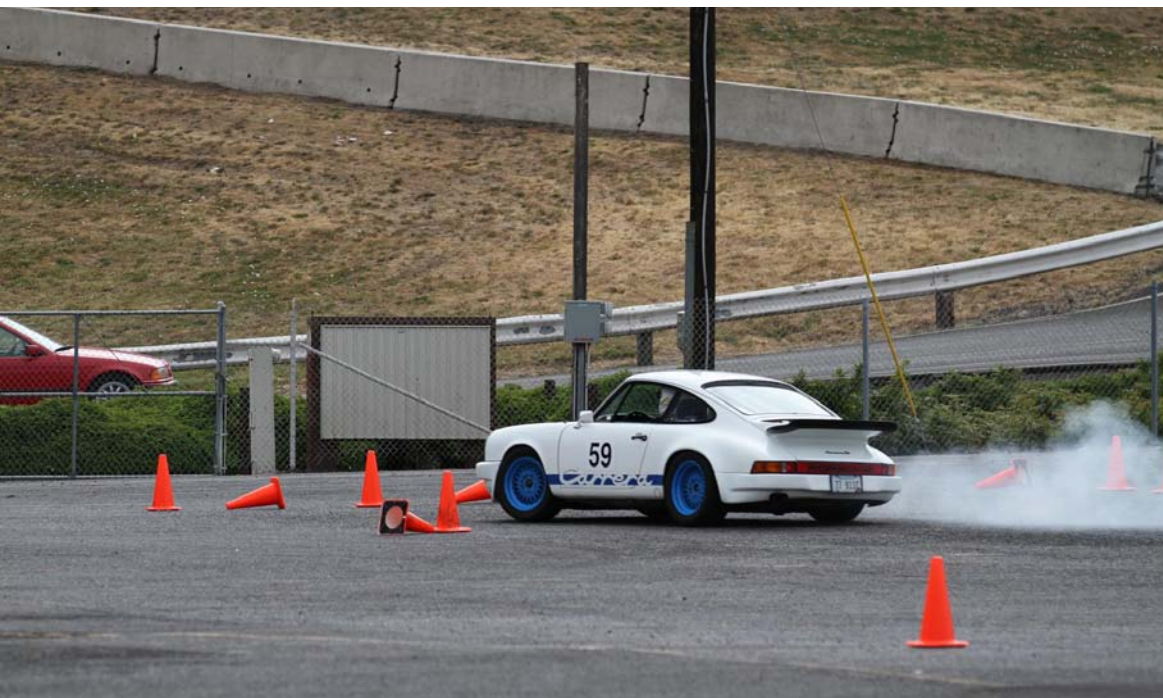
For all the photos go to our smugmug site: <https://orpc-pix.smugmug.com/ORPCA-AX5-PIR-South-July-2017/>

Go to this site and click on the down-arrow at the bottom right of the photo to download the photo.

This month's photos include tilted angles (don't get seasick!) taken by Harold Klein, ORPCA Photo Editor, as well as Hunter Melahn, who was out to watch his dad race. ■



MORE PHOTOS ON PAGES 14 AND 15





Northwest Passage 2017: The Surf to Sagebrush Tour

BY JOE McQUEEN, PAST PRESIDENT, WITH JIM NORTH | PHOTOS BY PARTICIPANTS

The 2017 NWP kicked off with a wonderful kickoff reception on Wednesday, June 21 at the Oswego Hills Winery in West Linn. We ate great appetizers and drank Oswego Hills wines; it was an occasion to get acquainted with old friends, new friends, and fellow trekkers on the Northwest roads.

On Thursday we gathered at the Hallmark Hotel in Newport to complete registration and queue up for the tour. The Welcome Reception was fun and filled with anticipation for the Friday morning launch to Ashland.

Friday proved to be the start of another great drive created by the NWP team. After the drivers meeting, we meandered south on the coast and eventually turned inland at the mouth of the Umpqua River. Driving

up the Umpqua River Valley is a visual experience that even Oregon natives seldom get to experience. The three-hour drive brought us to the Winston Community Center for lunch to recharge and relax.

With blood sugar at optimum levels, we struck out south for a brief ride on I-5 and then east towards Days Creek and eventually to the Tiller Trail Hwy., a most challenging road. We were able to bring the Porsche personality to bear on these afternoon roads that lead us to Ashland via the Dead Indian Memorial Road.

Arriving in Ashland, we checked in and relaxed before our evening reception and chosen restaurants. Your author and party consumed copious amounts of meat at the carnivore's favorite, Smithfields.





In the morning we learned that our Tourmeister's car was ailing and the Kirchems would have to leave us and return home at a leisurely pace. Greg's message to us was a familiar one, "I will not be with you on your journey to the promised land." Alas, but another Boxster bit the dust—three in all.

We returned to The Dead Indian Memorial Hwy., this time in the opposite direction on our way to the Klamath Marsh NWR. On this bit of road, the John Draneas Boxster succumbed to coolant problems, the expansion tank.

After a bit of touring foreplay, we came upon Hwy. 140 and the Volcanic Scenic Hwy.; driving across the Klamath Marsh we experienced some of the most wonderful scenery in Oregon. The roads were ours, straight and curvy, a blast to drive.

Watch out for those cows!

We ended the morning drive at Chiloquin and the Train Mountain Railroad Museum for lunch. Train Mountain is unique, and would be even better if we could experience the trains running on their small scale tracks, but we had places to go and the roads awaited us. See it here: <http://trainmtn.org/tmrr/index.shtml>

The afternoon run to Bend was again a mix of great roads and scenery: Silver Lake, Fort Rock, and back to La Pine to cool down on Hwy. 97 before we went to the Bend Hilton Garden Inn for Beer Wash and our banquet. The Beer Wash was one of the best; thanks to Steve Spahr, great beer, snacks, and Griots products (thanks, Neil d'Autremont). Cars all shiny for the ride home on Sunday.

(Continued on page 18)

Opposite: Stunning Coast scenery. Above left: On our way! Top: Enjoying the Wednesday reception. Above: Alan and Muriel Meyer's 2014 Cayman S.

NORTHWEST PASSAGE 2017, CONTINUED

(Continued from page 17)

Our banquet was excellent, as was the brunch on Sunday. Participant awards were announced by Keith Martin's proxy, Thor Thorson of SCM magazine:

1) Car driven the furthest: Peter and Joy Lindsay, Vancouver BC, 2002 911 C2

2) Car longest in the same family: Debbie and Don Clinkinbeard (Debbie's car), 1996 911 Targa

3) Oldest car: David and Robin Gross, 1982 911 SC

4) Newest car: David and Lullu Truitt, 2017 Ferrari F12

5) Sexiest car: Joe Angel and Susan Corey, 2012 Carrera GTS

6) Sexiest Non Porsche: Steve Hunter and Wendy Albert, 2008 Aston Martin Vantage

7) Car you most want to see on cover of Sports Car Market: Pete and Suzi Belluschi, 2008 MB CLK63

8) "Thor's Choice" award: Paul and Linda Adams (for lending John and Carlyn their Boxster to drive back to Portland after their Boxster expired!)

Another great NWP—they just keep getting better!

Same time, next year: June 21 to 25, 2018. Expect the announcement in early December. ■



Above: Enjoying the Thursday reception. Right: Participant car lineup.





Above: Across the Klamath Marsh. Left: Mark Davis' Cayman GT4. Below left: Thursday reception in Newport.



MORE PHOTOS ON PAGES 20 AND 21



Above: Group photo on a gorgeous day. Right: Saturday banquet.





Left: The Beer wash helped cars get shiny for the ride home. Bottom left: Steve Spahr relaxes at Train Mountain, Chiloquin. Bottom right: Lunch at Train Mountain.



62nd Porsche Parade Spokane 2017: People + Porsches = FUN!

STORY AND PHOTOS BY BOB AND KATHLEEN ELLIS



The 62nd Porsche Parade is the fourth Porsche Parade we have attended. This time, rather than trying to “do it all,” which, by the way, is somewhat impossible, we chose a few events and a shorter week. We arrived in time on Sunday to register, see friends and attend the Pirelli Welcome Party that evening. The venue was fun and well managed considering the bazillion people that were in attendance. Dining outdoors by the river with friends and new acquaintances was great, even if the P.A. system was somewhat loud.

MONDAY: We had a leisurely breakfast with some of our fellow ORPCA friends, and then went over to view the cars entered in the Concours event. The cars, along with one Porsche tractor, were beautifully presented on the Riverfront Park lawn adjacent to the river—a picture perfect setting for displaying super cars, including several from the Oregon region. Trees provided shade for rest and conversation, and we even had time to revisit some of our favorite cars. Eventually, we had to tear ourselves away to attend the TSD Rally School at 3:00, hoping to get smarter.

TUESDAY: We had entered the TSD (Time, Speed, Distance) Rally, which is not a race but rather a game on wheels competing against the ideal time. Each team consists of a driver and a navigator and the event combines driving, mathematical, observational, and communication skills (very important between driver and navigator). The primary objective is to follow a set of route instructions that take you on a preset course at prescribed speeds and to arrive at checkpoints in exactly the amount of time calculated by the Rally Master. Staying on course is of primary importance, then managing CAST instructions (Change Average Speed To) in order to accommodate stop signs, traffic, etc. in order to match the time calculated for the leg. The catch is they don't tell you where the checkpoints are or when you will get there, and sometimes the directions for where to turn can be very confusing. For each second that you are early or late in each leg, you receive a one point penalty with a maximum of 300 points per leg. The objective is to get as low a score as possible.

For this competition, there were five classes. The car's equipment and any additional aids you choose to use (no cell phone) determines the class you are to enter: *R05 Unequipped*, which allows only a watch, paper, pencils and original speedometer and odometer; *R04 Unequipped Plus*, the same as R05 and includes all cars with factory computers that are capable of showing average speed (whether or not you know how to use it); *R03 Unequipped Navigational*, same as R04 plus any navigational GPS

system; *R02 Navigational*, allows the addition of maps, prepared tables, slide rules and calculators; *R01 Equipped*, allows unlimited rally equipment. We entered the R04 class, which, along with the R05 class, is also known as a "seat of the pants" class.

We headed out early to the fairgrounds to insure that we would be there in plenty of time to get our route instructions, etc. The 150 cars entered in the event started at 1 minute intervals beginning at 7:30 a.m. We were given our instructions exactly 20 minutes before our out time and absorbed as much as we could before departure.

(Continued on page 24)

Below: Warming up after emerging from a 54 degree tunnel, on the Hiawatha Scenic Rail to Trail.



(Continued from page 23)

Our out time was 9:03, and as we passed the out cone, the fun really began! Our rally route consisted of five legs covering 106 miles and took us into the rural countryside south and east of Spokane. There were several areas where the course came back on itself, and we found ourselves passing many Porsches headed a different direction. This can be worrisome if you are concerned about your last decision at an intersection, because you need to stay on the rally route.

We finished at about 12:40 and were allowed an hour to drive back to the Davenport Grand Hotel where we turned in our paperwork. As luck would have it, we finished in time to attend the afternoon Ice Cream Social (aka lunch for us) and visit with friends. Dinner out later was at the Wild Sage Bistro and in the company of good friends.

WEDNESDAY: We had selected a driving tour for this day—Wallace, Idaho, Hiawatha Trail/Lookout Mountain. This was the first time we have seen a drive and bike option,

and we were intrigued; even more so when we reviewed the online brochure and information. The trail is called the Hiawatha Scenic Rail to Trail. (Here's link if you are curious: <http://www.ridethehiawatha.com/>)

After a 5:30 a.m. get up, we arrived at the fairgrounds early, as the morning drive was over 100 miles to our trail destination. After some waiting in the staging area about 14 Porsches took off, heading east on highway I-90 to Wallace, Idaho, passing through Coeur d'Alene on the way. Fun road, good speed and fine scenery!

We had enough time in the historic town of Wallace to tour the downtown area, as the concessionaire was somewhat slow in delivering our lunches. Once they were collected, we drove into Montana on I-90 to Exit 5 and then drove the two miles on a dirt road to the trailhead. It was a fun sight to see a row of 14 Porsches kicking up a little dust on the road, which, by the way, was in great shape.

We ate our lunches at the trailhead before getting our bikes and helmets and beginning our adventure. The bike ride is 16 miles long total and includes 10 tunnels and seven trestles. Immediately after starting we entered the Taft or St. Paul Pass Tunnel, which is a mile and a half long. It was dark (bikes had lights) big, cold, 54 degrees and damp in places, with no light at the other end of the tunnel in view. As we progressed through the tunnel, we could hear water dripping into mud puddles and the cold was quite a contrast to the 90+ degree

Below: View of 760-foot-long Clear Creek Trestle from above.



day outside. I did wonder if Sasquatch was in the shadows somewhere.

Once through that first tunnel, the views opened up; forest, peaks and distant vistas. We went through three shorter tunnels before we began to cross the first three trestles, the third one being 850 feet long and 230 feet high. Then it was a mix of tunnels and trestles until we reached the bottom of the trail at Pearson, having dropped about 1000 feet in elevation. The shuttle (school bus) arrived after a short time, loaded our bikes and drove us back up a narrow, steep dirt road to the bottom of the Taft Tunnel. Along the way, I saw Mama moose and two calves in the creek wetlands. We then rode the mile and a half back through the Taft tunnel to drop off our bikes and return to our cars.

By this time, it was late afternoon and we all needed to drive the 100 miles back to Spokane—and for us, make it to the Mobil 1 Checkpoint Rally Banquet. Hustle back we did, although there was NO time to clean up Speedy. We stopped at the hotel long enough to get presentable and drove the eight miles to the casino where the banquet was held. We arrived by 7:00 p.m., just in time to get in line for dinner. While in line, we visited with a couple from the Diablo Region who had entered their winning quilt, hand autographed by a Porsche family member no less, in the Art Show. We planned to visit the Art Show on Thursday before leaving.

The dinner was held in probably the biggest banquet room I have seen, with what looked like 2500 people in attendance. The food



was good, conversations great and our Tuesday effort driving the TSD was pleasantly rewarded! We were very surprised to find out that we had placed third in our class, with 217 points/seconds—just 18 more than the first place finisher.

THURSDAY: This morning we again had breakfast with friends before leaving, and there was a twinge of regret for missing the rest of the week. However, we left Spokane feeling like our Parade choices had been spot on and pleased that we had had time to enjoy people, both new acquaintances and friends and celebrate Porsche. Spokane was a great area to explore as well, and an area that merits further exploration. If you weren't able to attend this year, I am sorry that you missed a unique and super time! ■

Above: Bob Ellis exiting a typical railway tunnel on the Hiawatha Scenic Rail to Trail.

Memoirs of a First-Timer at Porsche Parade 2017

STORY AND PHOTOS BY CAROLE HEDSTROM

Even though it was the 62nd Annual Porsche Parade, it was my first. Geez, the thing is older than I am, so to say I felt somewhat intimidated. Actually, it was my husband's idea to attend and he had to talk me into it. We signed up back in March, and up until the first day I had low expectations. Being a newbie can be a blessing and a curse.

Day Zero for us was the day before the Parade start, when we met up with other ORPCA for the drive to Spokane. This was a great decision on our part and set the tone for the whole week. I keep reading and hearing "It's the people, not the Porsches," and now I'm the one saying it. The drive from Oregon to Spokane via Goldendale and Richland was spirited with just enough food

and drink along the way to keep it moving nicely.

Day One

Once in Spokane, we found Parade check in to be smooth and efficient. The volunteers were great and kept it moving. One fellow checking us in commented in a rather grumpy tone, "Your car is too new." That didn't feel very welcoming and from then on, I had my doubts about how the week would play out. Was this a sentiment harbored by many Porsche fanatics? Was new (by the way, my car is *not* new), really not as authentic, not as pure, not a true Porsche-lover's Porsche? Sure, I don't drive a classic old one or even an air-cooled model that I drool over, but it's a



911 and it's fun; I love it, so why the attitude?

Next up was the Welcome Dinner at the Riverside Terrace. On the upside, it was interesting to see how many people were there and from so many places. I enjoyed hearing the head of Porsche North America speak to the crowd. After the awkward comment about my "too-new" car at registration, it felt good knowing someone appreciated people buying newer cars. It was clear people traveled from near and far to rally around their beloved automobiles.

Day Two

Monday sunshine came bright and beautiful, so we got straight to it by visiting the Concours early in the day. The cars were fabulous, no less than expected. Again I found myself drawn in by the people, the stories of their cars, their love affairs with their cars old or new. People love these cars and it shows. That theme continued when CEO Oliver Blume addressed the Concours crowd, and marveled at the American passion for Porsches. He thanked the ranks for continuing to feed the fires of love of engineering and design.

That afternoon we attended Time Speed Distance (TSD) Rally school. This was our first TSD and we needed some schooling. Prior to arrival, we had briefly reviewed the TSD rules and found it akin to reading Greek. Nothing made sense and the details seemed overwhelming. The crowded room seemed to be about 50/50 newbies to those with experience



and the organizers seemed shocked that so many first time TSDers had turned out. They wished us luck and left it at that. By and large, school helped very little and we decided to show up the next day at TSD ready for fun and learning.

Above: Brad and Carole Hedstrom with their 911.

Day Three

Tricky, Sticky, Diligence ... No, no, it's Time Speed Distance. This is a detail driven event that produces Post-It Notes and swear words scattered about the car, endless reading and re-reading of instructions, and communication-verification between the driver and navigator. It's a fun event that showcased some small farm towns we may not have seen otherwise. Next time, we'll swap spots and I'll drive.

That evening we walked through the parking garage at the Davenport Grand, bottom to top, and it was a fabulous Concours de Parking

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(Continued from page 27)

Lot. This was perhaps my favorite part of the parade. Porsche after Porsche parked cheek to jowl, row upon row of cars that are loved every day, maybe even driven every day. If you had never heard otherwise, you would think these are the "people's car." Cars from far away: Alaska, Ontario, North Carolina, Georgia, New York and cars from near-by: Washington, British Columbia, Oregon. It felt good to be a part of something bigger, respected, earned. In addition to enjoying the cars, many license plates shared a witty fondness from their owners. Porsche people are clever and charming and show their love on their license plates, shown here.

Three days in and we were ready to hit the open road in our Porsche! As much fun as we were having with our new Porsche friends, we took off for Glacier National Park. What a good combination; a Porsche and a National Park. We got in early and had the "Going To The Sun Road" almost to ourselves. I highly recommend taking your favorite Porsche the next time you head out into nature. See America in a Porsche.

Friday took us back to Spokane as we didn't want to miss the Final Bell of the Porsche Parade. We lined up Saturday morning with about 400 other fine cars for the Parade of Porsches. It got started almost on time and off we went like a herd of single-cell amoeba. It was slow going and clumpy. Although the

Police worked to clear intersections, it just didn't move smoothly. It was once again exciting to see so many Porsches all in one spot, but maybe not worth the waiting in 90+degrees for a short, staggered drive back to the hotel. We didn't stay for the Farewell Mixer or social, but instead cruised on back to Portland in a beautiful, happy Porsche.

The drive home found us reflecting on the week. We met great Oregon Club members and plan to tap into the resources and events of our local group even more. For that, the whole week was a success. The PCA events were well organized and attended and did bring people and their cars together. Happily, the comments of one grumpy old man didn't mar the event for us, and having a newer Porsche is fine with me and clearly with many others. ■

Below: Carole and the Michelin Man!





A Family Affair at Parade 2017

BY PHIL MELAHN | PHOTO BY ERIC LEWIS

My wife and I bought our first Porsche, a 2005 Cayenne with a manual transmission in 2009, and immediately joined the PCA. However, with young kids and busy careers we rarely found time for club events. As the annual PCA Panoramas rolled in, I would read in excitement and envy of the hundreds of members enjoying good company and the cars we love. Finally, in 2016 when the date and location for Parade 2017 was announced in nearby Spokane, WA, I knew our moment had come. We were going to parade! I sat anxiously at the computer on registration day, hoping to snag all the activities that caught our eye; driving tours, bike rides, technical quizzes and academies that would teach me more about the cars I love, banquets, and this intriguing thing called the Gimmick Rally. When registration finally opened, I was overwhelmed with the choices and decisions that needed to be made, seemingly on the spot. I had no idea I had to make all my choices at once. Twenty minutes later, though, and I was certain I had checked all the boxes and made all the right decisions.

Above: Philip, Summer, Andrea and Hunter Melahn and their Cayenne.

Day 0: Drive to Parade

We had initially planned to drive up to parade on Sunday, taking the straight shot up the interstates, but when Peg Ryan sent a note about a drive up the day before, taking the scenic and winding back country, we saw this as a great opportunity to meet some local club members and drive some great roads we had never ventured on.

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Upon arrival to the meeting location at Lewis and Clark State Park, I began to wonder if the Cayenne was out of place. In a sea of 911s and Boxsters, a first gen V6 cayenne with four adult size humans and a roof box seemed better suited towards the caboose. When we finally rolled out, I was pleased to find that the pace was very responsible in the populated areas and spirited in the open country. There were places where I certainly had to work that gearbox and engine for everything it was worth, and boy was it fun! After a stop for lunch, we continued on our way to 14 Hands winery for a little wine tasting before making the final push into Richland for the night. Though we had no official dinner plans, we somehow managed to secure a table for 24 at a restaurant walking distance from the hotel, where we shared stories and discovered new friends over a great dinner and a few cold ones.

Day 1: Arrival

The moment we had been waiting for. Arrival at Parade! The Davenport Grand was alive with activity. Porsches of every flavor were everywhere! A beautiful 918 Spyder in GT Silver greeted us in the lobby and a variant of every new model was on display throughout the halls adjoining the lobby. We completed registration and check-in and my daughter hit the first Porsche Kids activity: a pool party. A nice treat after two days in the car and temps in the mid-90s. The welcome dinner that night was overwhelming large. Over 1,100 cars had registered for Parade, and it appeared that nearly everyone had come to the welcome dinner. Surprise for the night was a drive up of the new GT3. I'll take mine with 3 pedals, please!

Day 2: The Michelin Drive and Compare and the Concours d'Elegance

Today was a fun day. Flogging cars, that aren't yours, on a closed course in the name of science? Yes, please! The drive and compare pitted two similarly-equipped 718 Boxster S PDK cars, one rolling on the latest Michelin Pilot Sport 4 and one on sporting a competitor's tire. Both N Spec Porsche tires. Would there really be a noticeable difference? Performance tires are so good these days. First up for me was the Michelin car, while my wife started off in the Continental car. The course had us transition from dry to wet and back to dry in the course of the autocross style lap, and there were two laps per car. The Michelin car handled it all very well. Handling was fairly neutral, with controllable oversteer, both planned and unplanned. Getting power down was relatively easy, and the steering felt rather positive, going more or less where I asked. Lap 2 was a chance to open it up

a bit more and the car and tires did well with what I asked of them. Jumping into the competitor tire car I was met with understeer immediately on the entry of the first corner and oversteer on exit. I thought to myself, "Did I really screw the corner up that bad?" At the next corner the tires were in complete smoke on exit. It was obvious that these tires were no match for the new Michelin. At one point I confessed that I swore we were on snow tires. It was that dramatic. Steering was very vague and slow to respond, and there was almost no traction on the backend. It certainly made for entertainment and giggles. After our fun-filled few laps, it was back to the hotel to gather the kids and head to the concours. With so many great machines on display, even a Porsche tractor, it was fun to dream about which one we would take if we had to choose. We listened to Dr. Blume as he spoke about the importance of the American market and were envious to hear that his daily driver was a 911R.

Day 3-5: The Drives

What we really came for—to experience new areas of the country on scenic roads in iconic cars and meeting the people who drive them. Our first adventure took us to Wallace, ID, for a bike ride on the Hiawatha Trail. A 15 mile adventure down a converted railroad line with breathtaking views off numerous trestle bridges and cooling blasts through the tunnels.

The next day took us to Schweitzer Mountain Resort via scenic drive around Lake Pend Oreille. The views from atop the mountain looked down over the valley with Lake Pend Oreille in the distance. Gorgeous. The kids enjoyed the chairlift ride to the top. My son had the pleasure of riding shotgun in a modified 991.2 on the way to the mountain, and then back in a 991.1. Not only did he make some new friends, but he certainly has an opinion as to which car we should get next.

The final drive for us was the Gimmick Rally. The spacing and go at your own pace arrangement allowed us to drive when the roads called to us and take our time at the checkpoints to explore. The final stop was Wallace, ID, proclaimed by its mayor in 2004 as the Center of the Universe. We found a terrific lunch stop at The Fainting Goat complete with binders on a behind the scenes look at the filming of Dante's Peak. Following lunch, we stopped for shakes and malts before blasting back to the Hotel.

Day 5-6:

Day 5 was a day of leisure and time to catch up with friends new and old. We learned that our daughter had taken first place in Porsche kids Concours on a model car she painted, and that her team won first place on the amazing race scavenger hunt. How cool is that? Our youngest was bringing home

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two first place trophies. The day ended with Porsche kids heading out to a trampoline park and the adults resorting to the terrace bar .

The following morning I took my first tech quiz. I had no idea what I had signed up for, believing it was mid 911s, which covered the 3.2 Carerras. My name appeared instead on the 964 and 993 era cars. Close enough I guess. Fifty questions on everything Porsche, followed by 25 questions specific to the model ("What does the owners manual say about jump starting a 993?"), and five tie breakers. Being multiple choice only led to second guessing. I wasn't surprised when I was one of the early ones to finish.

Following the tech quiz, my son and I made our way to the tech academy. We enjoyed numerous talks and it was hard to pick a favorite. Following the tech academy, we relaxed until the autocross dinner banquet. Lots of awards, but the night started off with a recognition of the Porsche kids. Another first place award went to our daughter for her design of next year's Porsche Kids T-Shirt. I didn't do too bad either, winning a roll of xpel Track-wrap in the raffle and placing second in the tech quiz!

Day 7: The Parade 5k

Our final event would be the 5k run/walk. The weather was a bit off today, with drizzle about at the start, but it soon stopped and we enjoyed our time walking and running along the Spokane river waterfront. Following the 5k, it was time to check-out and make our way home. Our first Parade was under our belt.

Final Thoughts

I can confidently say that this won't be our last Porsche Parade.

Porsche Parade attracts people from all walks of life and from places near and far. The various activities gave us an opportunity to meet the people and focus on them, regardless if they were driving a \$5,000 used model, or the latest super car offering. In fact, the question of "What are you driving?" came up far less frequently than I would have expected at a weeklong event focused on cars. When it did, we all enjoyed telling our stories about the adventures our Porsches have taken us on.

I can't imagine what goes into planning an event of this size and I am thankful to all of the volunteers that help make it happen, both for the main activities and the Porsche Kids. There is just no way to pull off an event like this without the help of willing volunteers. When we do go back to parade, that will be one box I make sure to check on registration day. ■



Above: Winning photo, "Just Waiting."

Stolz Nets Top Photojournalism Award at Parade with "Waiting" Photo

STORY AND PHOTOS BY RANDY STOLZ | INTRODUCTION BY PEG RYAN, COMMUNICATIONS DIRECTOR

Our own Randy Stolz entered two photos into the Art Show contest at Porsche Parade, "Just Waiting" and "Four Shadows." "Just Waiting" won first place in the Photojournalism category! He says he originally intended to enter only "Four Shadows," but his wife, Ann, insisted he enter "Just Waiting" as well.

His comment was: "Needless, to say, I probably have to find a way to take her back to the 'suites' at Laguna."

Here is the story on "Just Waiting" as only Randy can tell it.—Peg Ryan

Some of you have inquired about the photo I entered at Parade. It's basically an "oldie but goodie," like the subject, a 917.

Attending Rennsport IV in the fall of 2011 (already six years ago!) I recognized this would be a "once in a lifetime event" as I ponied up the vast sums required to "do it right." High above the pit straight at Laguna Seca are the "suites" that afford a commanding view of the track in almost any direction and, of course, hot and cold running snacks, drinks, and air-conditioning, all to the delight of my dear wife, Ann. Moreover, the chance to "chat up" with other abandoned wives made

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my forays to other parts of the track of less concern, at least, to her. Ergo, grins at the end of the day for varied reasons.

Standing on the terrace adjacent to the suites a hoard of photogs with appropriate credentials hovered about shooting left, right, and anything in sight. Joining them, the crackling sound of open racing exhausts began to come nearer and cars appeared below on pre-grid. For some reason that escapes me, a mass exodus of the terrace by the hoard began. Apparently, in an attempt to find a better vantage point for the ensuing run.

Being less hard-bitten and more curious about the new-to-me view below my feet I remained ... fascinated by the sights, sounds, smells and the animated hand signals given by the pre-grid marshals, the majority of which were female ... Apparently, they are not immune to testosterone-generating sight of males trying to perform a "Jedi mind trick" of bluster as they feign loss of control of their steeds to the gate ... but I digress.

As the cars slowly arrived at their designated positions the great icon of Gulf blue and orange

appeared, with the accompanying blips of flat-twelve delight.

Closer, closer ... my GOD! He's backing in to the slot just below me!

I had been taking some shots of other cars as they arrived but it was very hard to get a good angle and the Laguna morning "gloom" had not quite lifted.

So when this "gift" appeared below me, I was quite thankful.

Suddenly, the door opened revealing the owner/driver, Chris McAllister, as he spoke and gestured to his mechanic for some time. Finally, the mechanic left and Chris, along with his competitors, began what seemed to be an interminable amount of boredom.

For Parade, a title was required and the Gulf livery prompted the second phrase of McQueen's famous line about racing ... "Anything that happens before or after ... is just waiting."

You can view my recounting of RS4 starting on Page 27 here: <http://www.oregonpca.org/wp-content/uploads/2011/11/Nov-2011-Anzeiger.pdf>



Right: "Four Shadows" by Randy Stolz.





Parade Goodie Bag Items Flummox Attendees!

EMAIL THREAD BETWEEN RANDY STOLZ, BOB ELLIS, PEG RYAN AND BARRY COGUT | PHOTO BY ERIC LEWIS

Randy: Catching my breath from Parade, I start to peruse the "goodie bag" that was hastily sequestered in my room for the duration of Parade. Among some of the baubles, I found the Mobile 1 goodie, which appeared to be the optical sub-assembly from the robot in the movie "Short Circuit." I pondered this for a while as to the possible uses. Hmm ... something to do with my sunglasses? Won't fit. A less than stellar magnifier for spotting splinters in my hand? Nope. Alas, I concluded it's a magnifier for your smart phone screen. Removing the clip, it could be a nice bathtub for a mouse. Add a strap to fit on your head and don some coveralls and you could be "Ray" in Ghostbusters.

Bob: Well that "thing-a-ma-jig" caught our attention also. I think that it was the original prototype for the View Master. I also wondered if it was a cell phone magnifier but after inserting the phone behind the clip, the view was excellent but the touch screen became inaccessible.

For me the big question was, what in the heck were the two tubes of yellowish colored liquid? By chance, an emergency supply of bodily fluids should one face an unexpected drug test? Perhaps an emergency supply of kool-aid?

Peg: I was thinking if you tried to break them they would fluoresce in the dark? Quite flummoxed on the Mobile 1 device

Barry: I think Peg is right about the tubes. If you bend or break the tube it mixes chemicals which then fluoresce in the dark.

Randy: Maybe I'll use them on the deck tonight since I missed the "northern lights" yesterday.

Bob actually searched and found the "thing-a-ma-jig" on Ideastage.com and it is a Virtual Reality Viewer. Who knew?!



Club's Stunning Porsches Shine at Concours d' Elegance Corral

STORY AND PHOTOS BY BRUCE JONES

Several Club members attended the 2017 Forest Grove Concours D'Elegance on July 16 at Pacific University. We had a great spot in the shade, and 19 cars registered for the display-only corral, as well as three cars registered for the S2 (judged) class.

There was a club recruiting booth and some former members stopped by, as well as several new potential members.

Club President Larry Hannan awarded the "Best of the Corral" award to David and Becky Schroeder for their 1966 green 911.

Here are some notes from David Schroeder on this car: "This 911 is the original color, Irish Green. The interior is mostly original unrestored except for the early 911 R type seats with plaid inserts.

"It had one respray about 10 years ago, but most of the underlying paint is original. It has not been restored, but preserved!

"David purchased the car from Chuck West (former OR-PCA Pres) in 2006. During Chuck's tenure, the original 2.0L engine was replaced with a

2.4L, then 2.7L. Rothsport rebuilt the 2.7 in 2008 and it dynos at 230hp with the car weighing in dry at 2084 lbs. It still rides with its original 901 trans, however it has been completely rebuilt to R specs with hill climb gear ratios and tranny cooler.

Underneath, it is mostly 911 SC suspension/brakes sitting on 7" 911R wheels." ■



Opposite: Best of the Corral—David and Becky Schroeder's 1966 911. Left: Our president's 1995 911 Cab. Below left: Jennifer Allen enjoying the beautiful day with two beautiful cars. Hers is the Turbo on the right. Below: David Gerton's 1990 911 has a friendly greeting for our friends in blue. Bottom: Bruce Jones' 718 Boxster. If you take the pictures, you get to have your car in the magazine.





43-Year Trade Veteran Presents Informative Upholstery Tech Session

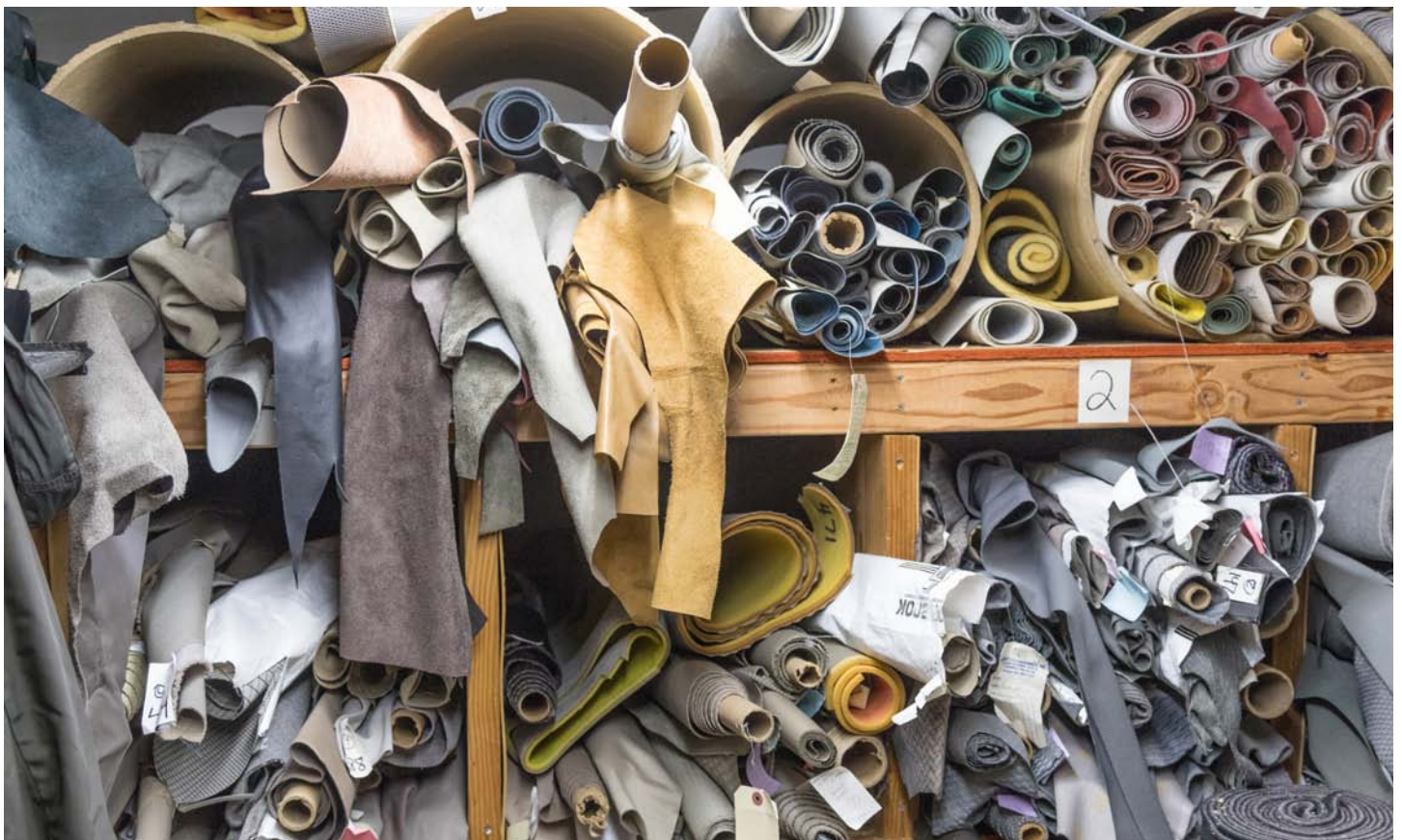
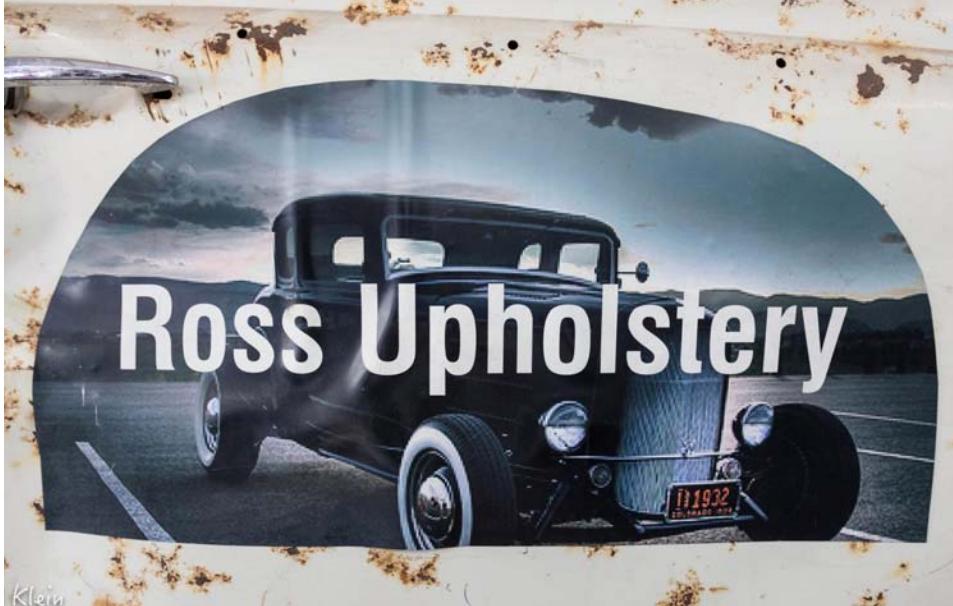
BY STEVE MILLER, VICE-PRESIDENT | PHOTOS BY HAROLD KLEIN, PHOTO EDITOR



A small group of about 30 members gathered at Ross Upholstery in Oregon City for a mid-summer tech session. Attendees listened to the presentation by Merle Ross, a 43-year veteran of the upholstery trade. Topics included routine care for leather upholstery, seat repair, dash recovering, and headliner and carpet replacement.

Ross works on all types of automotive interiors, including Porsches. While much of his work is custom, Porsche upholstery and carpet kits are readily available due to the popularity of the marque. He and his staff will assemble and install interior products available from a variety of familiar Porsche vendors.

After the presentation, attendees took advantage of the beautiful July weather to visit and check out the many Porsches that were awaiting their owners in the parking lot. The event quickly morphed into a mini-bull session. Many new acquaintances were made. ■



Club members enjoying the wine tasting event at Gouger Cellar Winery.



Event Features Great Cars, Friends, Weather and Wines

STORY AND PHOTOS BY CHERIE REINS

It was a great day for the ORPCA wine tasting event at Gouger Cellar winery. The sun was out, the back patio ours, outstanding food and the wine was great with many varieties including four sparkling wines. Very unusual, but good! There were 5 wines to choose from, a hard thing to do. There were really too many to choose from. I just love his bubbles. We dined on baked brie cheese, potato salad, green salad, and turkey or roast beef sandwiches. To top off the great cars, friends and weather was home-made WINE ice cream in several flavors, such as red wine and chocolate, as well as house made brownies and cheese cake. ■



July Social at Ristorante di Pompello

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY ERIC LEWIS

Phyllis and Ed Thiemann hosted a fabulous social and dinner in Troutdale at Ristorante di Pompello on the Historic Columbia River Highway!

Our thanks to Phyllis and Ed for hosting this event! Enjoy the photos.

President, Larry Hannan, reviewed upcoming events. Our thanks to Phyllis and Ed for hosting. ■



AUTOCROSS #6

Sunday, August 20 | 7:30 a.m.

Portland International Raceway South Paddock

1940 N Victory Blvd, Portland, OR 97217



Join us for Autocross #6. It will be held in the South Paddock of Portland International Raceway. Please register and pay at <https://www.motorsportreg.com/events/>. Note: Participation is limited to 60 drivers. No Walk-ups allowed, you must be preregistered to participate. ■

2017 AUTOCROSS SCHEDULE

EVENT	DAY/DATE	LOCATION	START TIME
Autocross #6	Sunday, August 20	PIR South Paddock	7:30 a.m.
Autocross #7	Sunday, September 17	PIR South Paddock	7:30 a.m.
Autocross #8	Sunday October 22	PIR North Paddock	7:30 a.m.

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



AUGUST BOARD OF DIRECTORS MEETING

Wednesday, August 9 | 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! ■

AUGUST ARRIVE & DRIVE

Saturday, August 12 | 9 a.m. to 3 p.m.

Shari's Restaurant

1730 N Whitaker Rd. | Portland, OR 97217

The 2017 Arrive and Drives continue on Saturday, August 12. To attend, bring your favorite Porsche (with plenty of fuel) and ideally a navigator, to the NORTH start location which is behind Shari's Restaurant at 9730 N. Whitaker Rd., Portland. Please arrive 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.

This month, as part of our drive, we will visit the highest road in Multnomah County. There is an optional .2 mile, 7 to 8 minute moderate exertion walk to an observation deck which provides spectacular views of five glacier covered Cascade volcanoes. The Forest Service parking lot requires a parking pass. The use of almost any type of Forest Service, Senior, National Park or State parking permit is allowed. If you have one of these, please bring it or alternately you can pay \$5 for a day use permit.

The next Arrive and Drive is Saturday, September 9. ■



AUGUST SOCIAL AND DINNER | **FULL—WAITLIST ADDED**

Wednesday, August 16 | Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.

Copper River Restaurant

7370 NE Cornell Rd. | Hillsboro OR 97124

Hosted by Bryan Farley

Please note: this event is full. Find information on the waitlist at <https://www.oregonpca.org/event/august-social-and-dinner/> ■



BOXSTERS ON THE FIELD: CELEBRATING 20 YEARS OF THE BOXSTER

Sunday, August 20 | 7:30 a.m. to 3 p.m.

Portland International Raceway, Westside of South Paddock

1940 N Victory Blvd, Portland, OR 97217

Do you have a Boxster? Then come on out to PIR to show it. Or if you don't have a Boxster, just come out to see the cars along with our Autocross #6! We are celebrating 20 years of the Boxster with a car show and



People's Choice Awards. Come on out, bring your own picnic lunch, see Sidedraught City product demos along with an Oregon PCA membership booth. For more info and a link to register: www.oregonpca.org/event/boxsters-on-the-field-celebrating-20-years. ■

ESCAPE TO NEWPORT | ROOM FOR ONE MORE CAR

August 25 to 27

Lodging at Hallmark Resort, Newport

744 SW Elizabeth St. | Newport, OR 97365 | 541.265.2600



This late-August tour still has room for one more car. We will travel some fun back roads out to Newport. The tour will be leaving from a location in the Portland area on Friday morning. This location will be disclosed to the attendees after registration. There is no fee for doing the tour, just the cost of lodging and meals. Register with the tourmeister, Eric Freedle, at anzeiger@oregonpca.org.

The reservation info at the Hallmark Resort in Newport will also be provided to you once you have registered. Please contact the hotel front desk with this information to make your reservation. More information about hotel accommodations and more route info are available at: www.oregonpca.org/event/2017-escape-to-newport/ ■

OREGON FESTIVAL OF CARS SHOW DAY

Saturday, September 16 | 10:00 a.m. to 3 p.m.

Broken Top Club

62000 Broken Top Drive | Bend, OR 97702

Organized by Oregon PCA Past President, John Draneas and his expert team, this is the Northwest's premier enthusiast car show and it's always been a favorite of ORPCA members.

The 2017 Festival Of Cars is featuring Badass cars! – so this should be fun. There are live music, food and drink tent and vendor displays.

You can participate in the whole weekend (Friday, Sept. 15 through Sunday, Sept. 17), or you can show your car on Saturday or other options.

Car registration options are here: OregonFestivalofCars.com/registration.php. You can also take a fun drive to Bend on Saturday and view all the amazing cars. Check out the Festival's website: OregonFestivalofCars.com. ■





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Anzeiger Marketplace

CARS FOR SALE



2007 911 GT3 \$107,000, 16,705 miles, 6 spd manual, Carrera White, black full leather/deviating red stitching, Champion RG5 wheels/Pilot SC 2s, Carrera White Porsche wheels, interior carbon package, interior metal Carrera White, red belts, red gauges, Bi-Xenons, Sound package plus, fire extinguisher, 3M, no smoke, rain or snow. Complete records, window sticker. Neil Hutchinson, 503-227-2359 nhutchinson@comcast.net (6/17)



2006-2008 Porsche Cayman Wheels. Front: 18" x 8", 5 Lug, 130mm Bolt Pattern, 57mm Offset With mounted Nitto NT01 245/40 ZR18. Rear: 18" x 9", 5 Lug, 130mm Bolt Pattern, 43mm Offset With mounted Nitto NT01 227/5/40 ZR18. Wheels are like new. Tires have 3 track days. \$2000. Jim Boone, jim@unibrain.org 503-327-9581 (5/17)

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

To submit, update or renew an ad, email classifieds@oregon-pca.org. Information received by the 25th of the month will be included in the next issue. When selling a car, please include the year, model, body style, additional features, mileage, price, your name, phone number and email. You may submit between one and three photos.

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

PARTS FOR SALE



FIKSE Wheels & Tires For Sale. Fikse FM5 17" forged aluminum wheels with Toyo R888 tires. Off of a '87 Carrera. Should fit any Carrera 82-89. Front: 225/45/17. Rear 255/40/17. Will deliver to ORPCA member. \$1550. Joe Kelly 562-587-3090 or email joekelly@earthlink.net (5/17)

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

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

Remember that the cover is vertical, not horizontal, so shoot accordingly. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

Remember that many digital cameras and software compress the image so much that it becomes unprintable when we enlarge it; set your camera for its highest resolution. That's the one that uses the most memory.

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

