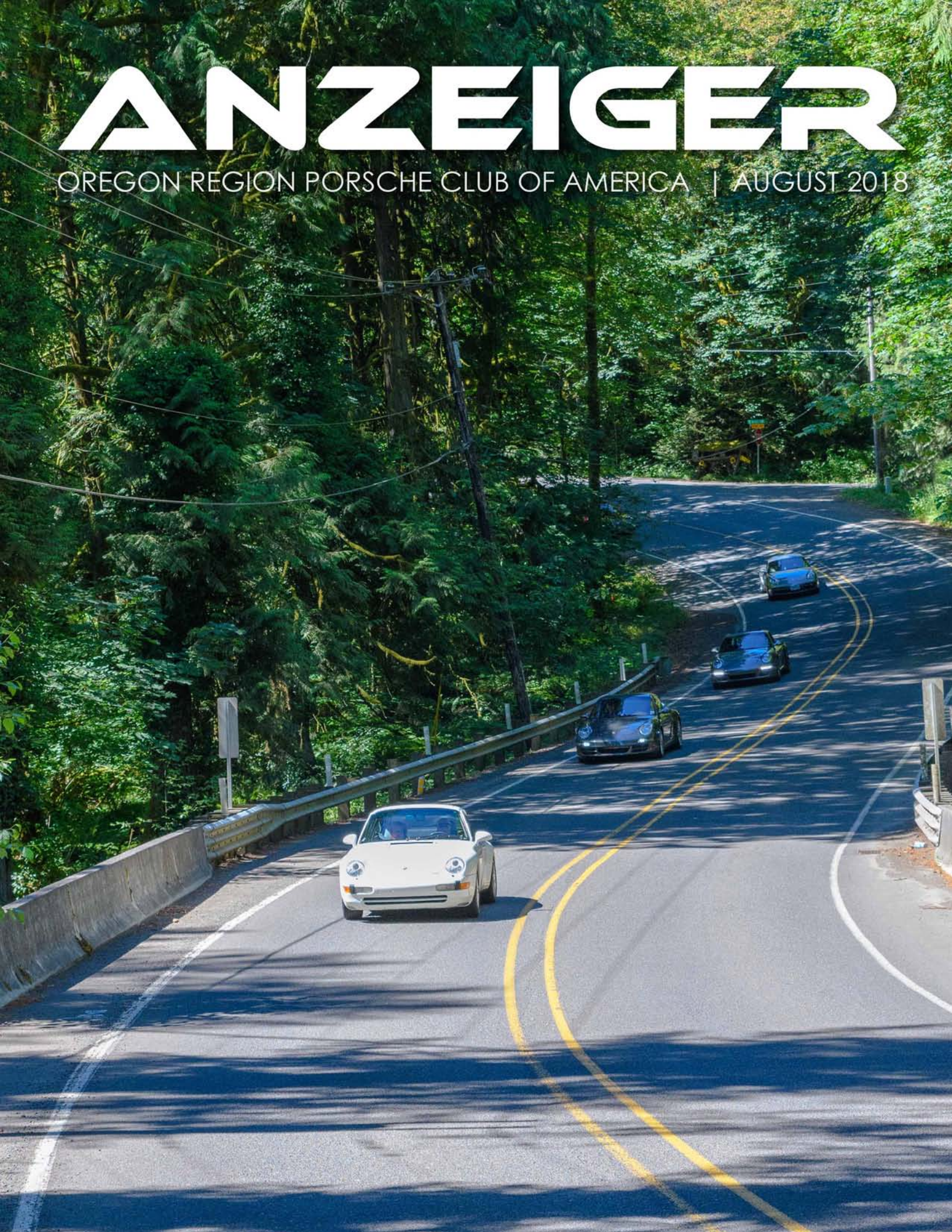


ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | AUGUST 2018



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Twisties on a summer day at the July Arrive & Drive.
Photo by Harold Klein.

ANZEIGER

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

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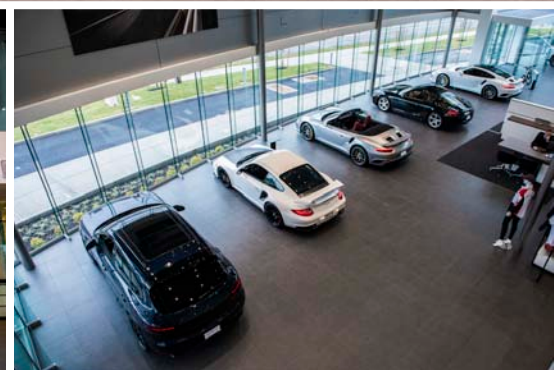
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OREGON REGION EVENTS AND BEYOND

AUGUST, 2018

- 4** Germanpalooza
- 8** Board Meeting
- 12** Summer Picnic
(SOLD OUT)
- 15** Monthly Club Social
and Dinner
- 16** CSCC Ground School
- 17** CSCC Novice/
Advanced School
- 19** Autocross #6
- 21** Midweek Casual Drive
- 28** Hoodland Scenic Tour
(SOLD OUT)
- 31** Day 1, Grand Prix of
Portland, Verizon Indy
Car Series

SEPTEMBER, 2018

- 1-2** Day 2-3, Grand Prix of
Portland, Verizon IndyCar
Series
- 4** Midweek Casual Drive
- 8** Arrive & Drive
- 12** Board Meeting
- 12-16** PCA Treffen, Banff,
Alberta **(SOLD OUT)**
- 15** Festival of Cars, Show Day
- 19** Monthly Club Social
and Dinner
- 23** Autocross #7
- 27-30** Rennsport VI, Mazda
Raceway Laguna Seca
- 30** CSCC Ground School,
Novice/Advanced School
and HPDE

OCTOBER, 2018

- 7** Autocross #8
- 9** Midweek Casual Drive
- 10** Board Meeting
- 13** Arrive & Drive:
Sausage Run
- 14** October Mixer
- 17** Monthly Club Social
and Dinner

NOVEMBER, 2018

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

DECEMBER, 2018

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

CONTRIBUTE TO ANZEIGER

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

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

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

We look forward to hearing from you!

— Peg Ryan, Communications Director ■





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Robert Romanovsky
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Jeffrey Tunick
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Curt Gustafson |
Deanna Gustafson
Vancouver, WA
2009 911 Carrera

Michael Roy |
Judy Jennings
Lake Oswego, OR
2017 911 Carrera 4S

Jim Olson | Jody Olson
Portland, OR
2018 911 Carrera 4S

Steve Tinney
Cornelius, OR
1997 911 Carrera



Larry Tracewell
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membership@oregonpca.org

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10 YEARS

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15 YEARS

James Barless | Julie Barless
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20 YEARS

Robert Heilweck | Linda Heilweck

25 YEARS

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30 YEARS

Joan Rodgers | Ted Rodgers

40 YEARS

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PRESIDENT'S MESSAGE

Larry Hannan

More Summer Events Ahead

For me, this summer has been speeding by. The Oregon Region has already had more than 20 events so far this year. Luckily, we still have five months left in the year and your club has close to 20 more events on the calendar. Events still on the calendar include Autocross, Arrive and Drives, Mid-week Casual Drives, Tech Sessions, Monthly Social and Dinners, Quarterly Socials and the fall overnight tour.

In addition to ORPCA events, Porsche Club of America is presenting the Werks Reunion Monterey on August 24, a one-day concours and corral.

Porsche Cars North America is holding the Rennsport Reunion VI at the Weather Tech Raceway Laguna Seca. Porsche is expecting over 70,000 people to attend this four-day event of racing, featuring significant Porsche racecars, a car corral and concours d'elegance.

If you missed the recent races at Portland International Raceway, tickets are still available for the return of the Indy cars to Portland August 31 through September 2.

On a somber note, the Porsche

community lost two long time enthusiasts in July. Both David Truitt and Tom Beutz passed away unexpectedly within one day of each other. See below for details.

Members of ORPCA offer our deepest condolences to the families during this difficult time. ■

Remembering Two Friends

IN MEMORIAM: DAVID TRUITT

David Truitt, a longtime member of our Club from Salem, passed away unexpectedly on July 18. He was a passionate, compassionate man who never knew a stranger. He shared his love of travel and adventure with the love of his life, Lullu, to whom he'd been married over 50 years. His favorite Club event was the Northwest Passage where, this year, he drove his Turbo S Cab with the same vigor with which he lived his life. David was a wonderful kind man, a true friend, and a great car guy who loved driving his Porsches, Ferraris, and Mercedes AMGs.

His memorial service will be held at the Salem Golf Club, 2025 Golf Course Rd S, Salem, OR 97302, from 2:00 to 4:00 p.m. on Saturday, August 18. David's friends are encouraged to bring their favorite sports car to the service (special parking will be provided). — Jeff Gretz

IN MEMORIAM: TOM BEUTZ

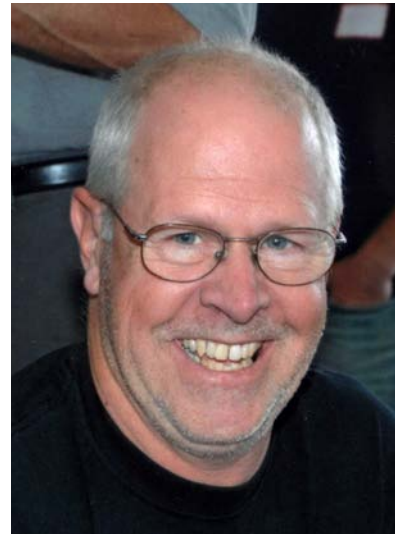
Long time ORPCA member Tom Beutz passed away on Thursday, July 19, while biking near Twin Lakes in Central Oregon.

Both Tom and his wife, Carol, were very active in the Club. Tom was busy with organizing and participating in Autocross; Carol served as a Board Member and then Club President in 2000 to 2001. After they both retired, they moved to Bend in 2009.

There will be a Celebration of Life held for Tom at Porsche of Bend, 1055 SE 3rd St, Bend, OR 97702, in the Club Carrera room. The event will be on Saturday, August 18, from 1 to 3 p.m.

—Mike O'Connor

SPINNEN
Randy Stolz



Summer with James and Elizabeth

It's summer ... 1952. I'm with my grandmother and grandfather at a small cottage on Union Lake in Millville, N.J. The storm windows are open to the lake as a summer breeze drifts across the front room. Newspaper pages rise and fall from a pile on the ottoman with each passing zephyr as my grandad is relaxed on the couch deep into an issue of *Mechanix Illustrated*. A Buick man, "James," as my grandmother called

teen. Her reputation as a great cook sometimes led to uninvited "friends" dropping by and staying late to be included in the evening meal. It's a good thing she was generous to them, for I had experienced her red-faced ire more than once when accidentally knocking out the poles on the clothes line. The story goes she once punched a horse in the nose who stepped on her and the horse never got near her again. Most

ON THE VERGE OF BECOMING A JUNIOR "CAR GUY," RANDY WAS AT HIS CARD TABLE WORKING ON HIS FIRST "HIGHWAY PIONEERS" PLASTIC MODEL CAR KIT ... PUTTING THE FINISHING TOUCHES ON A MODEL T.

him, would spend his time wisely. When not designing laboratory glassware at work he would often be enjoying photography or reading about the latest science discoveries. That is, when he wasn't putting in new pilings under the cottage or replacing boards on the deck.

Meanwhile, Grandmother is back in the tiny kitchen rolling the dough for what would soon be "peach baseballs" for dessert that evening. No stranger to cooking, she helped her mother cook for her dad and seven brothers before she was a

of the time she spoiled me badly, but today she shooed me away from the kitchen which was the source of all things wonderful and yummy.

On the verge of becoming a junior "car guy," Randy was at his card table working on his first "Highway Pioneers" plastic model car kit. It's just a normal Saturday afternoon for this six-year-old taking a break from another week of fishing, swimming, and learning how to row and sail.

I was putting the finishing touches on a Model T Ford. Grandad was my reference on these old cars, likely

making him feel old, but he didn't mind. He was a kid like me when the Model T hopped along the dirt roads of South Jersey.

I asked Grandad, "What was the fastest car around when you were a kid?" He immediately answered, "Well, none of them were like today but I guess the Mercer (Raceabout) was the fastest I ever saw." Maybe 20 years later I got to see one at the Harrah's Collection (the best of which is still in the National Automobile Museum in Reno). So wispy and light, you could see how it would be "fast" compared to other machines of the time. It also had a very reliable T-head motor which contributed greatly to its racing successes.

Continuing, I asked, "What color I should paint this car?" (It was cast in black plastic.) "You don't need to paint it", he said and that's when I learned of Henry Ford's famous old line. "You can have any color you want as long as it's black." I looked at him in amazement and asked why they didn't paint them other colors, only to receive a long explanation about assembly lines and how that would have cost so much more money than a horse. It was hard for me to see horses as "competition" for transportation then ... still is.

Speaking of assembly lines, as I look back on it, I must have had a big appetite for model making, as I built a lot of those "Highway Pioneers." In later years I moved on to the Merit kits from England. The Merit kits had old cars too, like a Panhard and a Renault, but later they also had modern racing cars like Connaught and

Cooper, Vanwall, Maserati, Gordini and Talbot Lago. What a pity I didn't "buy and hold" them ... something I can't do with wine, either.

Foreign cars didn't run in my family. So it was quite a day in 1958 when my Uncle Jim (James Jr.) caused quite a stir when he came home with a Volvo PV544. I remember Grandad spending the better part of an hour quizzing his son and repeating, "Made in Sweden, huh?" A tacit approval probably validated my uncle's purchase. Jeeps were his previous transport. He was still single then. The Volvo was soon to be gone in favor of another Jeep and my future Aunt Jeanne. Like me, before the Volvo, she endured endless off-road excursions through the hot and sticky pine forests of South Jersey in the summer.

On the other hand, my mother, being divorced, thought it would be great to own something sporty but domestic; which passed for reliable

Randy at the lake.



in those times. A 1955 Pontiac Chief with the then new V8 was our ride then. Later she'd marry an engineer at RCA with a Jag XK-140 (and a '56 Corvette for herself). Thus began my interest in sports cars that lasts to this day.

I suspect that sports cars for Grandad were always just a bit out of reach, a bit too impractical, and a bit too risky (He refused to get on an airplane all his life). But I do remember him

grille that dominated the dashboard.

Funny, I don't recall him ever using the radio during those drives, but folks in those days used to entertain themselves with songs and conversation. Radios in cars were still "new" then and he probably thought it was distracting ... like cell phones these days. With imprecise pushbutton presets on AM, dialing in the station likely didn't help his concentration.

FUNNY, I DON'T RECALL HIM EVER USING THE RADIO DURING THOSE DRIVES, BUT FOLKS IN THOSE DAYS USED TO ENTERTAIN THEMSELVES WITH SONGS AND CONVERSATION.

looking up from that July 1952 issue of *Mechanix Illustrated* smiling, saying, "I guess that hand built German Porsche is quite a car." Inexplicably, years later he bought a Blaupunkt Valencia stereo console with a multi-band radio that would pick up Europe on short-wave at night. Probably the most German luxury he allowed himself. Still, I guess you might say Grandad pointed me in the right direction.

Still into his magazine, Granddad would, from time to time, look up at a fixed point in space; close his left eye, then open, and close the right, adjust his trifocals, repeat, then back to reading. With about equal regularity I would break from what I was doing to get the glue off my fingers and so it went. I remember him helping me melt the ends of the plastic axles with a hot knife to hold the wheels on. Finally, the car was finished. I

I REMEMBER HIM HELPING ME MELT THE ENDS OF THE PLASTIC AXLES WITH A HOT KNIFE TO HOLD THE WHEELS ON ... I PROUDLY HELD IT UP AND HE GAVE ME A BIG, BROAD SMILE.

For what seemed like the longest time, Granddad owned a 1950 Buick Special Sedanette. You know ... the one that looks like the fastback Caddy with the first tail fins (?). I remember that shape. It was a departure from the traditional box designs of the time and gave a very sporty look. It was at the time a GM concession to "streamline design" so popular in the 30s and continued in the iconic line of the Porsche.

Every Sunday during summer, without fail, James and Elizabeth would go for a Sunday drive ... usually to a restaurant for dinner and that meant yours truly sat between them on that big, soft, bench seat with no seatbelts to get in the way. Barely able to see ahead, I had to crane my neck over the imposing chrome radio speaker

proudly held it up for him to see and he gave me a big broad smile.

Twelve years later, when still in my teens, I drove back to New Jersey in my VW Bug to work a summer job with the state and see James and Elizabeth. On the weekends I'd return to the cottage on the lake. Pulling in through the trees, a '63 Buick Special marked the place of those special summers as a young boy.

Thinking back to '52, I wonder if that's where my love of cars began. Perhaps ... I was lucky to have the encouragement I got from James learning so many things. That and the rewards I got from Elizabeth, especially ... those "peach baseballs."

– KEEP SPINNEN ■

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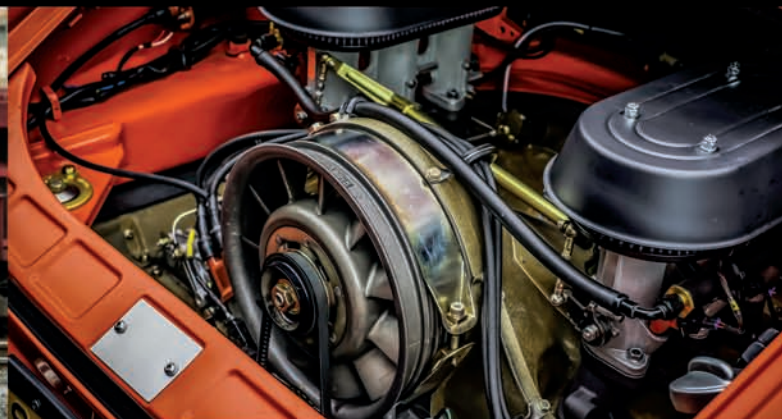
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AX #5: Hot and Close Competition

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY HUNTER MELAHN

We had another beautiful day for the ORPCA Autocross! The competition was hot and close with many of the class top times sneaking by the next competitor by less than a tenth of a second. Hunter Melahn was on hand to take pictures and he captured some good shots.

The Top Time of Day exchanged hands a number of times, with Eric Freedle and Anson Lytle getting into the 34 second range when Eric snuck by Anson's 34.89 with a 34.84—just .05 seconds between them. Dan Bullis, our SCCA Corvette AXer, also managed to get into the 34 second range and he snuck by Eric by .04 sec to claim the Top Time of Day (TTOD)! The top three cars were just .09 seconds apart—can you even blink that fast!?

Peter Libke was "The Dude" in the I01 class, where the top four Porsches were separated by a second! Mark Qandil turned in the top time in the new S04 class—where he snuck by



David Kosa. By the way, they were co-driving a very fast 2018 GT3!

Cone killer!

Thanks again to all that came out and enjoyed another great event—and to the AX team that has been putting on some very good AX's this year. ■



A very tidy 964!

Class	Driver	Car	Fastest Time
I01	Pete Libke	1983 Porsche 911 SC	36.72
I02	Barry Cogut	2015 Porsche Cayman GTS	35.33
P01	Harry Danberg	1973 Porsche 911T	39.49
P02	Jeff Gretz	2001 Porsche Boxster S	37.02
P03	Eric Freedle	2014 Porsche Cayman S	34.84
S01	Bryce Bederka	1999 Porsche Boxster	37.91
S02	Jon Zweiger	2018 Porsche 718 Cayman	35.24
S03	Dan Baker	2007 Porsche Cayman S	37.21
S04	Mark Qandil	2018 Porsche 911 GT3	35.01
NPA	Ben Mason	2017 Ford Focus RS	35.67
NPM	Arron Mauldin	1997 Honda Del Sol	36.24
NPS	Dan Bullis	1999 Chevrolet FRC	34.80

There are over 100 pictures from this event, so make sure you check them all out on our Smugmug site. Go to: <https://orpca-pix.smugmug.com/AX4-June-2018-PIR-South/>.

(NOTE: Download photos with the down-arrow icon.)

MORE PHOTOS ON PAGE 19

Keith Martin's Sports Car Market™

SCM is a proud supporter of the 20th Annual Northwest Passage and the ORPCA



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Our photographer, Hunter, did a great job capturing the wheels off the ground at just the right moment (and the drivers' expressions)!

Twice the fun!



Cary in that very stiff Carrera 3.2!



Harry lifting an inside tire!



Oh ...



July A&D: "Where is the Leader?"

BY RICK CLARK | PHOTOS BY HAROLD KLEIN, PHOTO EDITOR, AND JEFF AND SCHEYENNE TUNICK

Above: At the Start!

I awake to the sound of my phone telling me it is time to get up. Normally I am not a morning person. My girlfriend, Nancy (who I call Red) says: "Don't go near him for a few minutes—let him adjust first." But today is different—we are going to meet up with some friends that we have not seen in a while, and I am excited to get up and get going, so 7:00 couldn't come soon enough.

It is an awesome morning, with lots of sunshine and projected temps in the mid-70s. As we pulled into the parking lot of the Starbucks in Wood Village, there were already 30 or more Porsches parked and it was still 45 minutes to the start. It looks like we are going to have a full group. Thirty minutes later there are 54 cars! The parking lot is like a car show for us, as we wonder around checking

out all the amazing Porsches. The first person we see is Peg with her always happy greeting, even though we had not seen her and Eric since Oregon Festival of Cars last year when they surprised everyone with their beautiful black edition 991. Peg directs us to get signed in. Soon the tour leader, Kurt Fuerstenau, honks a very weak air horn trying to get everyone's attention for the drivers meeting.

After all the safety disclosures, Kurt tells us there will be two groups. One group is for the more spirited drivers. The second group is a more casual group. I already know which group I want to be in! The rest of the driver meeting I had one eye on Kurt (the poor guy must have been thinking, "Who is the weirdo stalking me?") Finally, Kurt heads to his white Carrera as I turn to find Red. She is already

heading to the car (dang, she's good). Leaving the parking lot and trying to make sure you get in the right group is always an adventure. I ask Red to find the white Carrera, as I try to get in position. We find ourselves third in line right behind a killer 911 4S (4.2 liter). That has my attention!

The drive takes us from the Starbucks through Gresham and out some nice two-lane roads towards Damascus. Suddenly, Kurt and the 4S take off from a stop sign and we get stuck behind a Saturday morning driver who is going 30 mph. Just my luck ... now we are leading, after a couple miles the Saturday morning driver pulls into one of those coffee stands out in the middle of nowhere. We take off trying to catch up. I look in my mirror and see a conga line of shiny Porsches following me. It is about here that the road has a Y, and I look to my trusty navigator waiting for the instructions. (Allow me to regress for a moment. Anyone who has done a TSD with their significant other will know how our

conversation went ... Me: "Which way?" Her: "Wait a minute," Me "(Expletive) I am going straight." We have a 50/50 chance and thank God I didn't have to live through the embarrassment of making everyone turn around. We then headed east towards the sleepy little town of Bor-ing; then south on Richey Rd., heading to Eagle Creek. It was about here that Red and I both say, at the same time, "There sure are a lot of nurseries out here, and how nice it would be to live in the country."

I finally see Kurt. He is upfront keeping a nice brisk pace. The group is now back together. We turn towards Sandy and we are greeted by a spectacular view of Mt Hood. We get to our first rest break at the Fred Meyer in Sandy, and I strategically park directly across from the white Carrera so that I can be at the front when we take off! Soon everyone has showed up and it looks like a car show again. Kurt's air horn lets us know we are ready to go and the group takes off. This time, I end



Getting ready to drive ...

JULY ARRIVE & DRIVE, CONTINUED

Left: Joe Kelly and David Lee.



Enjoy more photos from this event at our Smugmug site: <https://orpcapix.smugmug.com/Arrive-Drive-July-2018/>

(NOTE: Download photos with the down-arrow icon.)

up seven cars back, and we are behind a very nice Cayman S with a PDK (dang, those things shift fast). Red says to me: "He drives a lot like you," and I smile to myself because I was just thinking that I liked how he hits the apex of the corners.

We head north to the Sandy river on Ten Eyck Rd. Here we see miles of nurseries! We are lucky to have such an awesome state to explore. We take time to smile and give a thumbs up as we get our picture taken crossing Revenue Bridge.

It was right about here that we start to see the proverbial Saturday morning bicyclists. I must say everyone was very respectful to the cyclists even when we got stuck

behind them. Soon we were at the very narrow Stark Street Bridge crossing the Sandy River, working our way over the Columbia River Hwy. to I 84. Our group opened it up getting on the freeway heading to Troutdale and Lewis and Clark Park, which also was the starting point for last year's trip to Spokane for Porsche Parade.

We cross the Sandy River on the even narrower Halsey Street Bridge and we arrive at our destination: Ristorante Di Pompello in downtown Troutdale. They have a private room and menu waiting for us upstairs. We sit down at the end of a large family-style table right next to Kurt. I am sure he must really think that he can't get rid of me. Turns out he had no idea he was being stalked!

The food was awesome and best of all, we got to hang out with an awesome club that has amazing members. I can't wait for the next Arrive and Drive! If you see a black 996 following you around the parking lot do not panic—it is just Red and I waiting to get to the front of the line as I say to Red "Where is the leader?" ■

Below: Ready to drive!





Opposite, clockwise from top: Rick Clark (author), Peg Ryan, Eric Lewis and Nancy (Red); enjoying the drive; Conga line; more fun on the drive; a great road.



July Midweek Casual Drive in the Mt. Hood Forest, from the “Sweep’s” Perspective

BY ERIC LEWIS AND BELLA SUTTON | PHOTOS BY ERIC LEWIS

What a beautiful day for a drive in a Porsche. Twenty-eight Porsches showed up at the End of the Oregon Trail facility. There were Caymans, Boxsters, 911s and one fast Macan. A lot of the cabriolets already had their tops down and were ready for the coolness of the 55+ mph breeze.

David Lee took charge and got us through the drivers meeting. A big thank-you goes out to Steve Blesdoe for bringing his loud whistle. My ears are still ringing...

On the road, it felt great to escape the heat of the Portland metro

area and enjoy the luscious green Mt. Hood National Forest nestled in the Cascade Mountain Range. The route followed the winding Clackamas River upstream. There were beautiful areas of white water rapids all along the way. My substitute navigator, my niece, Bella, told me that she had participated in a rafting trip a couple of summers ago over white water rapids that looked very similar to the ones we were seeing. (I thought she was just making conversation.) She was finally waking up and sounding excited. Around a corner we drove

and there was a group of rafters getting out of a big white van. Now, Bella was positive that she had been on the Clackamas River. She recognized the van and the starting point for her trip. Now she was wide awake and having fun!

The Ripplebrook Camp Store was our rest stop. The restroom line was long, but the stop was very welcome. A group of forestry workers must have thought they were in car heaven. They were enjoying all of the beautiful Porsches that had showed up in their parking lot. There were a lot of phones out taking photos and videos of the cars. As Bella and I took off in our customary "sweep" position, I made sure to give them a good subject to video. Ooh, that sweet sound of a naturally aspirated 911 engine. Bella giggles and remarks, "I love that sound."

We finally said goodbye to the Clackamas River as we turned off

of the Clackamas River Rd and on to NF-42. Usually, my sweep responsibilities are pretty boring with not much to do, but on this drive it was not meant to be. Even though the directions were very well written and Bella found them easy to navigate with, we had a few Porsche drivers that had to be helped. Yes, I do admit that NF-4220 does look like NF-42, but you have to trust me, they aren't the same road.

Navigator-less Ravi loves to drive in front of me. He knows I have a navigator and at the beginning of each drive, asks me to flash my headlights, when I see him going the wrong way. This drive, I didn't have to flash my headlights at all. A little way up NF-42, I found Ravi stopped along the road. Ravi had watched two Porsches turn the wrong direction and had stopped to wait. We waited for about five minutes, parked along the roadside. In my

Driver/Navigator:
Eric Lewis/Bella Sutton

Start:
**End of the Oregon Trail
Oregon City**

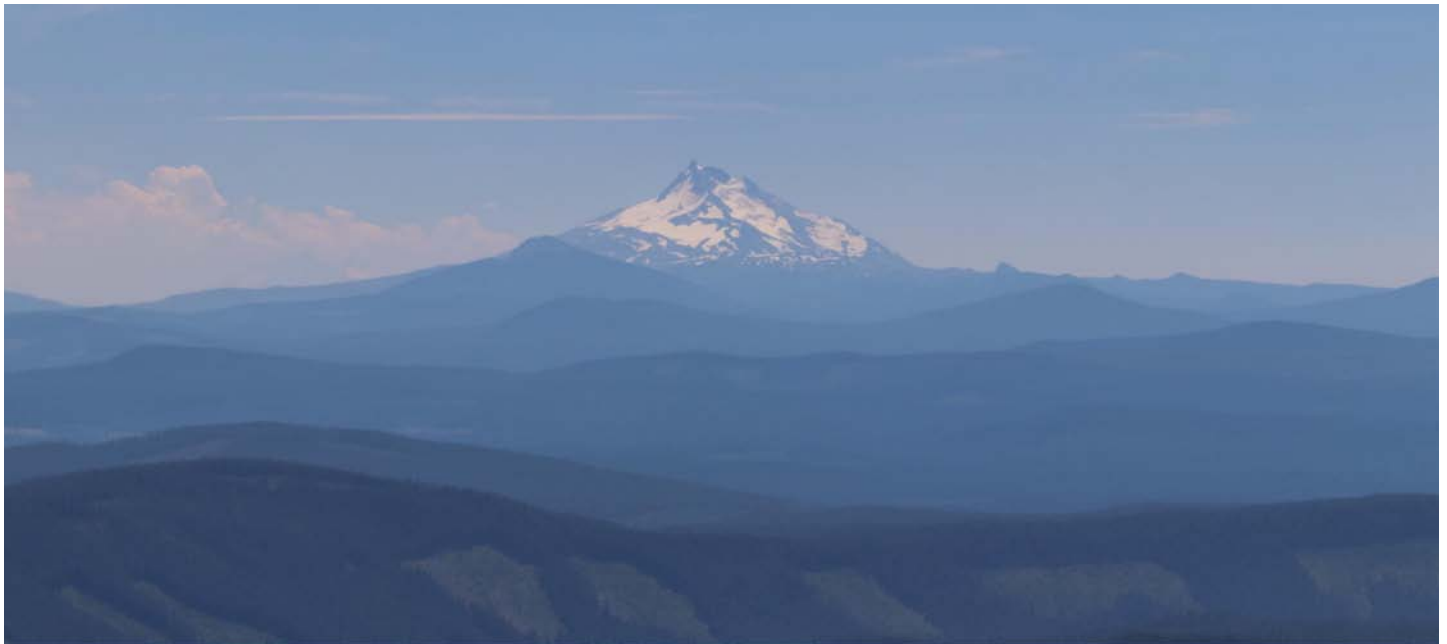
Attendance:
28 Porsches

Route:
**S. Clackamas River Dr.,
S. Springwater Dr., OR
224, Clackamas River
Rd, NF-42, OR 26**

Finish:
**Mt. Hood Brewing Co,
Government Camp**

*Bella Sutton at one of the
stops.*





mind, I was actually thanking the drivers for making me wait. It was a great time to enjoy the beautiful forested location. How quiet it was in contrast to the noisy city we left a couple of hours ago. Eventually, the quiet was broken by the sounds of two Porsches returning to the intersection. I waved them in the correct direction and we were on the road again.

A few miles down the road, as I come up over a slight blind hill, I see Ravi braking really hard. I am not sure what is going on, so I brake also. Within a few seconds, I see a huge tractor/trailer rig coming toward Ravi in his lane! The rig turns right into a makeshift drive about a car length in front of Ravi's front end. The rig barely makes the corner without the trailer wheels hitting the ditch. I think to myself, I am sure glad that I don't tailgate ...

Up the road a ways, two more Porsche drivers need some help with directions. I wave them on and pull

over to let them go by. I think to myself, those NF roads can get a little confusing with all those wonderful corners that Porsches love so much. On to OR 26 and headed for lunch. While we pass the public restrooms on the right, I watch patiently as a couple of Porsche drivers miss the last right turn of the drive. I wonder "Should I chase them down, or just hope they turn right at the east end of Government Camp?" My hoping worked. Thankfully, all participants arrived safe and hungry for lunch at the Mt. Hood Brewing Co.

Thanks to David Lee for organizing such a beautiful and fun drive. I hope he does another one next year.

After lunch, Bella and I decided that it was a shame to be so close to Timberline Lodge and not go for a short visit. The fabulous view of Mt Hood to the north and Mt. Jefferson to the south were worth the extra drive. ■



Enjoy more photos from this event at our Smugmug site: <https://orpca-pix.smugmug.com/Mid-Week-Casual-AD-July-2018/>

(NOTE: Download photos with the down-arrow icon.)



Thoughts on the Midweek Casual Drive

BY BELLA SUTTON (AGE 16)

I was having a lovely dinner with my family when my uncle Eric asked if I would be his navigator because his wife had to work that day. It was for a mid-week arrive and drive for the Porsche Club of America or PCA On July 24th, 2018. So, I thought about it and I said yes. He picked me up around 8am on Tuesday and we went out for an early morning Starbucks run, which he had bribed me out of bed with. After we were done, we were to meet the club in Oregon city at the Oregon trail parking lot. We got our directions and I met a lot of nice Porsche Club people. It was a really nice day to go for a drive! I learned a lot from them and Eric about the engines, models and braking systems, which I found cool. At first, there were about 26 Porsches. Then two more rolled in. I was speechless! 28 Porsches in one parking lot! I was so shocked! They were all very nice and a variety of models and colors. We took off around 9:30 am, Eric and I were what they call, the sweep. We make sure no car gets left behind and no one from the Porsche club is behind us while on this drive. I had fun. I hope I get to go again! . ■

Porsche Day at Cars and Coffee Celebrates "The Little Sportscar from Stuttgart"

STORY AND PHOTOS BY JEREMY WILLIAMS

The force is strong" in the Porsche family ... and by force I mean the support of the Porsche brand in the Portland metro area, as evidenced by the turnout at World of Speed Cars & Coffee event on Saturday, July 21. The special theme day for the event was Porsche, and boy, it did not disappoint!

adjoining spare parking lot on the south side, but even that area was filling quicker than the latest and greatest Porsche GT lapping the Nurburgring (okay, okay, the Aventador SVJ just beat our GT2RS, but we'll be back!).

From lineups of gleaming 356s, to Boxsters and Caymans, to GT3s of various chassis, to both early and late 911s in all different shades, to a lonely Macan, the Porsches of Portland came out in full force.

One of the stars of the event was a very well-patina'd red 356A, looked like a '58 or '59, named Lola's car. (See photos on the next page.) A true barn find from Forest Grove, the current "caretaker" has vowed to not restore it and instead, keep it as-is in all its dusty and original glory. It received lots of attention and lots of smiles. Thankfully no pranksters scribed "Wash Me" onto this lovely timepiece.

Many more Porsches in all flavors came and went into the mid-morning: some bone stock, some highly modified, some appearing to be ready for the grass of a concours. What was certainly unmistakable was the passion and enthusiasm from not only the Porsche owners in attendance, but from all of those checking out the "little sports cars from Stuttgart." ■



My friend Mike and I rolled in just after 8 a.m. in our Cayennes, amidst an ever-growing and very impressive lineup of cars waiting to enter the WOS grounds. All of the parking spots out front of WOS were already filled, as were the spots on the southern side. Attendees were quickly being funneled into the





First Annual Taste of Motorsports:

Exquisite Cars and Exquisite Atmosphere!

STORY AND PHOTOS BY TYLER UM

Above: Avant Garde Collection brought some amazing cars.

If you have ever attended prestigious automotive events such as Monterey Car Week or Amelia Island Concours, you will know there is a premium, exquisite atmosphere to these events that extends further than the millions of dollars' worth of vintage race cars and modern supercars. These events create unique, luxurious experiences through gourmet food, excellent service, and of course, incredible cars that rarely see the light of day. The Pacific Northwest is fortunate to have an extensive and diverse car community, with a plethora of events and clubs. However, what this fantastic community in the

Pacific Northwest has lacked is an event that provides an exclusive, high-end experience that could rival events such as The Quail in Monterey or Amelia Island Concours. Porsche Club of America members Tom & Stephanie Floyd were determined to change that, and provide an event that not only showcased incredible cars, but crafted a one of a kind, luxurious atmosphere worthy of these rare, unique, and expensive machines.

The idea for the Taste of Motorsports Festival came after Tom & Stephanie attended Monterey Car Week in 2016, and witnessed the exquisite atmosphere, gourmet

food, and incredible cars present at all the events. This inspired them to create an event of their own, and they knew the car enthusiasts of Oregon and Washington would certainly support it. Soon after the vision was established, the name Taste of Motorsports was created. However, a celebration of motorsports could not be complete without the sound of engines, smell of rubber, and thrill of doing what these rare, loud, and fast machines were made for. Thus, it was established that driving was a key piece to a celebration of motorsport, and a track driving element must be included in the Taste of Motorsports Festival. However, small run groups and a field of high end cars provided a safe and confidence inspiring atmosphere, allowing those who may not normally feel comfortable tracking their high end sports car pick their run group based

on comfort and experience level, and be surrounded with like minded drivers.

Early Saturday morning, June 23, cars began rolling in to Portland International Raceway, vendors began setting up their booths, and The Hive catering already began preparing breakfast for all of the drivers and attendants. By 8:00 a.m., the vendor booths, including Roadrunner Protective Films and Avant Garde Collection had set up, the Stolen Pony Airstream lounge had opened up to provide guests with a comfortable and cool place to relax, and food was ready to be served. One of the biggest focuses of the Taste of Motorsports is providing a gourmet food experience for the guests, and The Hive Catering did just that with their delicious spread of fruit, quiches, salmon, and bagels, along with plenty of fresh

A stunning assortment of gourmet meats and cheeses.





Right: Vasek Polak and Tom Floyd. Below: Drivers enjoyed piloting their cars around PIR.

coffee and tea. Once guests finished dining on their delicious food, the drivers meeting commenced, along with a brief introduction to the Taste of Motorsports and the premium atmosphere and experience the organizers aimed to provide. Shortly afterwards, tech inspections were completed and the Vintage group began their first track session.

For those not driving during the

event, there was still plenty to see and experience, such as the diverse array of display cars, ranging from a chrome copper Ferrari FF wrapped by Roadrunner Protective Films, to an all original 1966 Ford Mustang convertible, and of course, plenty of Porsches like a Kremer 930 Turbo, 991 GT3 Cup, and Tom's personal car, a 964 911 Turbo. Furthermore, guests could learn about the event's gracious sponsors such as Ron Tonkin Gran Turismo, Summit Mortgage, Sidedraught City, Hagerty Ins and AR Auto Service. Spectators were also invited to try signature drinks created and served by Betsy the Booze Truck and their incredible staff. As guests enjoyed all the Taste of Motorsports had to offer, drivers continued through their morning sessions, with small run groups allowing them plenty of laps. Many drivers got out of their cars excited and joyful of their session, sharing that it is



safe and open for them to drive as fast as they please, without worrying about aggressive drivers or other traffic.

As the advanced group's second session ended, the Hive Catering team began preparing lunch. Continuing on the importance of a premium experience for guests, lunch included a fantastic palette of food including roasted beet and citrus salad, prosciutto sandwiches, and shrimp pasta. Guests chatted and enjoyed their lunch and continued to admire the incredible cars present, which had now filled the entire area around the vendor booths. The event's high end atmosphere, with rare, beautiful cars and delicious food left a smile on the faces of many of the guests as drivers prepared for their afternoon track sessions and other guests enjoyed cocktails in the Stolen Pony Airstream lounge.

As the sun continued to shine down on Portland International Raceway, drivers continued through their sessions as the afternoon progressed and spectators continued to trickle in. The event was full of guests of all ages, admiring cars, enjoying cocktails, and learning more about the event's vendors and sponsors. As the event winded down and the final track session had completed, The Hive Catering rolled out a final spread of food for guests to enjoy after a full day of the Taste of Motorsports. Fruit parfaits, a large variety of meats and cheeses, oysters and shrimp cocktails fulfilled the end of the event. However, drivers



They even had fresh oysters on the half shell.

were not left empty handed, with goodie bags and final thank you from the volunteers and organizers.

The event's success is a testament to Tom & Stephanie's hard work and passion to create a vision they knew could be accomplished with the support of the fantastic automotive community in the Pacific Northwest. The Taste of Motorsports Festival has established itself as the northwest's most exquisite track day and celebration of motorsports, with an unmatched attention to detail and desire to create the perfect experience for all guests. From the rare exotics on display, gourmet food and drinks, and every little detail organized to create the best automotive event one could ever attend in the Pacific Northwest.

Dates for 2019 have been requested from the folks at PIR and the planning has already commenced for the 2nd Annual Taste of Motorsports. ■

Racing Report from Der Nurburgring: Ten Minutes on the Racetrack of Your Dreams

BY ROY JOHNSON

This summer I traveled to Europe for a couple of reasons. The first was to see my daughter (Joyce) and celebrate her 19th birthday while an Oxford Exchange student. The second reason was to drive the Nurburgring again.

I should first explain that I bought my "Race Yellow" 2016 Cayman GT4 (you have all seen it with the BIG Oregon "O" on the back window plus sides) and I took delivery in Stuttgart, Germany. At the same time I met Fabia Gross, who was also taking delivery of a 2016 Cayman GT4. Porsche had agreed to sponsor Fabio at Nuremberg and he invited me to visit him later.

In July 2016, Joyce and I dove the Nurburgring together for €15/lap and I met Fabio after our first lap. (I think my knees still knocking.) He agreed to drive one lap with me as the passenger and it was fast ... like 20% faster than mine. Afterwards, he offered to take me in his race car at 20% faster still.

So fast forward to this summer. I catch a train to Koblenz, rent a car, and drive to a BnB just south of the ring.

(You can drive the ring most evenings from 5:30 to 7:30, but not in a rental car.) I paid Apex €120/lap in an automatic (why worry about shifting when there is so much else to worry about!) VW Polo GTI with Fabio as my instructor at €119/hr. This is not cheap, but at this time Fabio was the points leader in the VLN with a 1st, 2 x 2nds and a 4th place finish. He coached me through each run and each line plus recored the road and navigational instructions. I did find a Porsche GT3 RS 991 with other companies from €399 to €539/lap or you can simply take a ride in a Ring Taxi.

The downside is that anyone with any motor vehicle could drive the ring, including trucks, vans, campers, and motorcycles. Yellow warning lights indicated caution or 100K/hr and you only pass on the left. Mostly these warning lights were for cars that went off course. But when they close the track and an ambulance goes out, it is probably a motorcycle that went down.

The upside was a 10:28.0 thrill on the race track of my dreams. Which is not bad when dodging slower traffic and being passed by GT3s, 2 McLarens, a Maserati, and a Lamborghini (I did pass a Rolls-Royce though!).

I'm now in Munich and headed to Berlin ... see you soon in Portland! ■





Great Crowd and Special Guest at July Social and Dinner at Ernesto's

BY PEG RYAN | PHOTOS BY ERIC LEWIS

The July Social and Dinner was hosted by Larry and Linda Tracewell at Ernesto's Italian Restaurant in Raleigh Hills. The meeting was attended by 53 ORPCA members. Mark Prusymski, our Zone 6 PCA representative, had been in Depot Bay for a family reunion and decided to join us for the evening. It was great to see him and his wife and to hear about his plans!

The room was great, food was fabulous, the company delightful! Our thanks to Larry and Linda for all their work on this and to the staff at Ernesto's for taking such good care of us. ■

Above: Enjoying the food. Below, clockwise from left: Cars in the parking lot; Stephanie and Tom Floyd; Mark Prusymski, Zone 6 rep; event hosts Linda and Larry Tracewell.





Gear Up for the 2018 ORPCA Autocross Season!

Autocross (also called "Solo") is a driving event where a driver negotiates a closed course of cones one car at a time to achieve the fastest possible time. It is a form of motorsports that emphasizes competition and learning car control at safe speeds. Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche!

We strive to cultivate an air of camaraderie and fun among our participants. No previous experience is necessary and novices are welcome. All you need is a driver's license, an automotive helmet (SA2010 or M 2010 or newer) and a car that can pass a basic mechanical safety inspection. Loaner helmets and instructors are available. Cars are run in classes against cars with similar performance. Bring any older or newer Porsche, including 911s, Boxsters, Caymans, Macans, Panameras, or Cayennes.

For more information please visit our website www.oregonpca.org/activities/autocross/

Changes for the 2018 ORPCA Autocross Season

1. We are adding an I02 Class: Improved Porsches that are water cooled and manufactured 1997 or later. This is to allow older Improved cars to run separately in I01.
 2. We are adding a S04 Class: This divides the very large S03 class. It moves all GT2, GT3 and GT4, 997 and 991 Turbo/Turbo S, All 991 Carrera S, 991 Carrera GTS, Boxster Spyder (2016 on) out of S03 and into S04
 3. Please register with only 1 account on Motorsportreg to register for these events. Last year we had a number of people who used multiple accounts and this led to a lot of time consuming handwork to combine results.
 4. We are implementing stricter classing regulations. Please see the web site for class requirements.
- Changes that we made last year worked well including limiting events to 60 participants; Balancing Porsches and non-Porsches so we can run in two groups; participants will be either drive first, then work; or work first, then drive. ■

AUTOCROSS

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

#6	August 19	South Paddock
#7	September 23	South Paddock
#8	October 7	North Paddock



Nominations Now Open for Board of Directors Positions

Pursuant to the Club Bylaws, the ORPCA nominating committee is pleased to announce that nominations for the 2019 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 the candidates name and the position for which you are nominating them.

Positions open for nominations are:

President

Vice President

Secretary

Treasurer

Board Member at Large



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

Joe McQueen: joeboxster385@gmail.com

Eric Freedle: mmooter@aol.com

Jim North: james.north@morganstanley.com

John Draneas: john@draneaslaw.com

Kathleen Ellis: kathleen@kelandscapedesign.com

Nominations will close September 15, 2018. For detailed information on the elections process, see the ORPCA bylaws posted on the ORPCA website. ■

AUGUST BOARD OF DIRECTORS MEETING

Wednesday, August 8 | 6:30 to 8:30 p.m.

Dang's Thai Kitchen

670 N. State Street

Lake Oswego, OR 97034

All members are welcome to join us! ■

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



AUGUST SOCIAL AND DINNER: **ALMOST FULL**

Wednesday, August 15 | 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 and Justin and Jeremy Williams, Matrix Integrated Inc.

Please RSVP here: <https://www.oregon-pca.org/event/monthly-social-and-dinner-august/>

Please note: We have been invited to Randi and Gordan Ledbetters house, starting at 4pm, if you want to beat the traffic and check out their shop. No food or drinks. Please email Bryan Farley if you want to go at: Bryan@matrixintegrated.cc. ■



AUTOCROSS #6: **ALMOST FULL**

Sunday, August 19 | 7:30 a.m.

Portland International Raceway South Paddock

1940 N Victory Blvd, Portland, OR 97217 | 503.823.7223



Autocross #6 will be held Sunday, August 19, 2018 in the South Paddock of Portland International Raceway. We are again already more than half full, so please register soon. We are limiting attendance at these events and no walk ins are allowed. For links to registration and more information please go to: <https://www.oregonpca.org/event/autocross-6-2/> ■



AUGUST MIDWEEK CASUAL DRIVE

Tuesday, August 21
Be There by 8:30 a.m.

Sunset Fred Meyer Parking Lot
22075 NW Imbrie Dr Hillsboro, OR 97124



We will depart promptly at 9:00 a.m. Note: This is earlier than usual for the midweek drives. Start Location: Fred Meyers parking lot near Cornelius Pass and Highway 26 (22075 NW Imbrie Dr Hillsboro, OR 97124) End: Astoria (~100 miles) Lunch: You will need to RSVP for the lunch to Bryan@matrinxintegrated.cc by Monday, August 13.

Note: If you decide to drive after this date, you will be on your own for lunch.

For more information on the lunch go to: <https://www.oregonpca.org/event/midweek-casual-drive-august/>

CASCADE SPORTS CAR CLUB DRIVER'S EDUCATION

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

Thursday, August 16: Ground School

Friday, August 17: On track Chicane event:

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

Sunday, September 30

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

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



INDY CARS AT PIR: ONE DAY TICKETS ARE NOW AVAILABLE

Friday, August 31—Sunday, September 2
Portland International Raceway

Get your tickets now—One day tickets for the reserved grandstand seats are available now. Check out the Green Sovoree / Portland Grand Prix web site: <http://www.portlandgp.com/> for information. ■



ARRIVE AND DRIVES CONTINUE IN SEPTEMBER!

Saturday, September 8 | 8:45 a.m. to 2 P.M.

Meet at Shari's Restaurant

9730 N Whitaker Rd. | Portland, OR 97217

To attend the September Arrive and Drive, bring your favorite Porsche (with plenty of fuel) and ideally, a navigator, to our start location behind Shari's Restaurant at 9730 N Whitaker Rd. Portland, OR 97217, 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. Arrive and Drives are usually 60 to 100 miles in length and usually finish in under three hours. You have an option to join the group for lunch.



For all the information go to: <https://www.oregonpca.org/event/arrive-and-drive-saturday-september-8/>

The last Arrive and Drive of 2018 is the 7th Annual Sausage Run on October 13th - <https://www.oregonpca.org/event/arrive-and-drive-7th-annual-sausage-run-october-13/> ■



Retirement isn't an end. It's just the beginning.

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Jim North

Associate Vice President
Financial Advisor

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james.north@morganstanley.com
www.morganstanley.com/fa/james.north

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The appropriateness of a particular investment or strategy will depend on an investor's individual circumstances and objectives.

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



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Anzeiger Marketplace

CARS FOR SALE



1997 911 Carrera 4S, \$109,993, Arctic Silver Metallic/Black. 52,400 miles. 2nd owner. All maint current; complete maint records since 2006 purchase at 33k miles; new tires. Window sticker; Clean CARFAX; always garaged. Loaded with original equipment; extras include motor sound, 10-speaker system, rear wiper, full power seat; alum dials & pedals. Never tracked; rarely out in rain. Oregon/California car-no salt. Near perfect original paint. Dave Brezinski dbrezinski@comcast.net 503-970-2261 (8/18)



2009 Boxster, Macadamia Metallic/Sand Beige leather, 45,000 miles, PDK, Sport Chrono, power seats, Bluetooth/Universal audio. Spotless condition, Porsche serviced, garaged, excellent paint, never raced. \$21,500. Call for more details. Doug Knight, Beaverton, OR, 503-645-5761 - DougWKnight@gmail.com (6/18)

PARTS FOR SALE

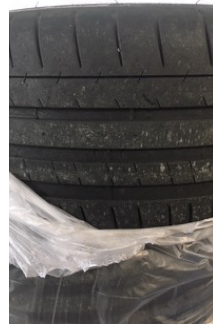


4 O.Z. Wheels and Michelin tires from a Porsche Macan \$600.00, O.Z. Racing Superturismo Dakar rims with Michelin Latitude HP tires Bolt pattern 5X112, 265/45R20 fronts, 295/40R20 rears, Includes TPMS and center caps, Rims are in great shape and tires about 50%. 503.679.1259 Rguensch48@comcast.net (8/18)



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

Used Tires for Sale, Michelin Pilot Super Sport, two (2) -front 20" 61% left, 245-35-ZR20, Make offer. Contact Les Schreiber, 408-316-8654, les996@me.com (3/18)



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@oregonpca.org. Ads will run for three issues and may be renewed upon request, space permitting.

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

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