

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | DECEMBER 2017



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ON THE COVER

Porsches look especially gorgeous viewed close up.
Photo by Harold Klein.

ANZEIGER

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

VOLUME 57 | NUMBER 11 | DECEMBER, 2017

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ORPCA Board of Directors Minutes**

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PORSCHE

OREGON REGION EVENTS

DECEMBER, 2017

- 3 Holiday Party
- 11 Pack Food Boxes
at Sunshine Division
- 13 Board Meeting
- 16 Deliver Food Boxes
for Sunshine Division



JANUARY, 2018

- 10 Board Meeting
- 17 Awards Banquet
- 25-28 Portland
International Auto Show
- 28 Quarterly No-Host
Social

WELCOME PORSCHE ENTHUSIASTS

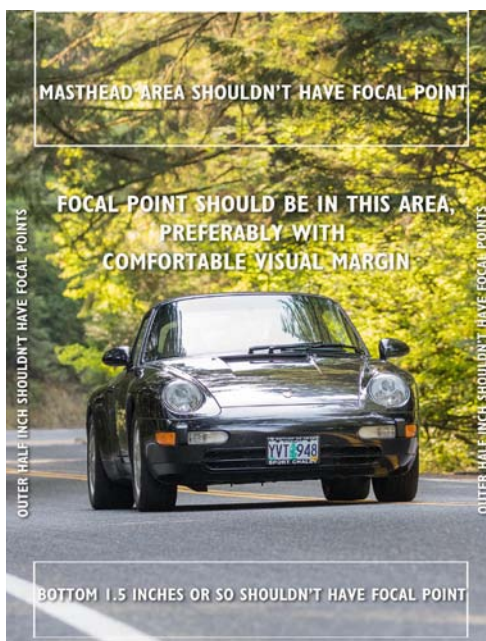
Do you own a Porsche? If so, you are invited to join the National Porsche Club of America and our local Oregon Porsche Club of America, covering Northwest Oregon and Southwest Washington.

Check out our website (<https://www.oregonpca.org/join-us/>) for membership information.

If you are already a member-it is easy to renew your membership. Go to <https://www.motorsportreg.com/events/membership-renewal-orpca-oregon-pca-member-070487>.



ANZEIGER COVER PICS NEEDED!



Every month, we receive many great Porsche pics ... and we need more for covers! When shooting, remember ...

- Pic must be VERTICAL (portrait mode, not landscape)
- There should be a comfortable margin around all edges of the focal point. **Do NOT crop!** The cover "bleeds" off the edges, so please leave a good margin on every side.
- Make sure there is nothing significant in the masthead area.
- Send us the highest resolution possible.

Looking forward to your photos!

Send your Anzeiger cover photos to:
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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!

NEW MEMBERS

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Vancouver, WA
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1989 944 Turbo

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20 YEARS
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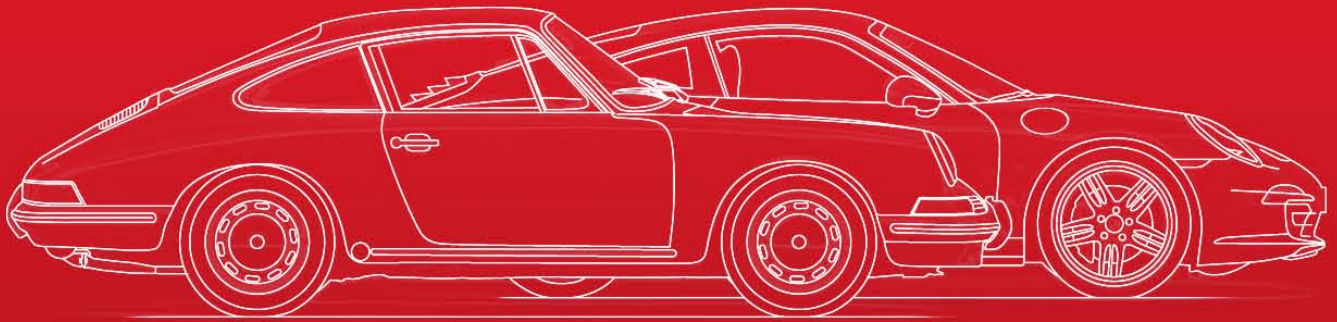
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PRESIDENT'S MESSAGE

Larry Hannan

Happy Holidays from the Board

The Holiday Party on Sunday, December 3, was a great way to end the year. Those that attended generously donated toys to the Boys and Girls Club, enjoyed a great dinner, swapped some stories, and danced along with the Design Band. Some of our members even sat in on a set or two with the band.

Speaking for the Board of Directors, we hope that you took advantage of events that the club presented in 2017. Whether it was dinner meetings, autocross, tours, tech sessions, corrals, or "show and shines" like the Boxsters on the Green, or PCA events like Parade, there were lots of opportunities to play with your Porsche and meet new friends.

The schedule for 2018 is already filling up and it looks to be a busy year.

Particularly exciting for racing fans is that IndyCar is coming to PIR Labor Day weekend; also, the Pirelli World Challenge series will be part of Rose Cup weekend.

More information on all club events and even some non-club events will be posted online at oregonpca.org and in the regular Wednesday email blast.

For those of you with two doors that you don't take out this time of year, the weather will change. For those of you with four doors, you get to enjoy your Porsche year around. Regardless, please drive safely this winter!

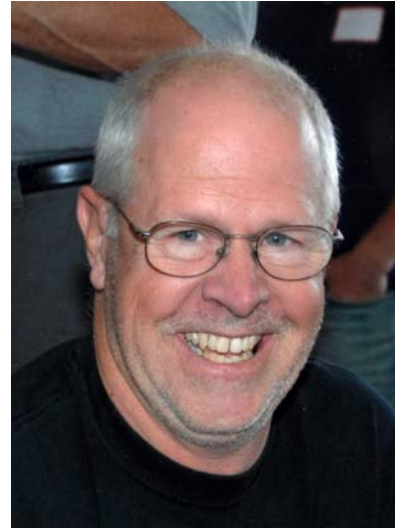
As the new year approaches, you can look forward to receiving your yearly packet of Club goodies in mid-January: the 2017 Anzeiger Annual, the 2018 Calendar, and the 2018 Membership Directory.

On behalf of the Board, we wish you the happiest of holidays, and we'll see you in 2018! ■

Club members having a great time dancing at the Holiday Party. Photo by Dean Monthei.



SPINNEN Randy Stolz



Remembering Rainbonnet

It's November, time for Rainbonnet. "What's THAT?" you ask! Rainbonnet was an annual ORPCA event and at one point our biggest event! Originally a one day Concours with Tech Sessions, it soon expanded to a Friday and Saturday and gained a track day, autocross, and tour. Canadians would come down to balmy Portland to spin their tires and tell us what's wrong with our government. Way back in 2004 I attended my first and last Rainbonnet. The following year, in 2005, I missed the event and then the club geared-up for Parade Portland 2006. Parade was a huge success for the club and obviously that effort took the wind out of our sails for 2007. But for reasons unknown to me, Rainbonnet hasn't happened since.

It was a laid back event. What else could it be when your jeans and ten-

nis shoes are soaked and the sweat-shirt under your jacket is like a sauna. Nobody shaved and chicks had bad hair. Take it. Run with it. It was Oregon, hardcore ... Umbrellas? ... nah. This was a high-speed, low drag event. Check your presumptions at the door because you might hear the rip of a flat-six ... occasionally indoors ... sheepish grins follow. A pole barn, tin-roof sundae; complete with vibrating windows and sound pressure in your chest. People horizontal, under cars, the smell of wax and pizza all conspire to make you want to shout YESSSS!! It was all about having fun undeterred in the face of weather.

Obviously the organizers, participants, even the venue had to be flexible. Try to imagine semi-boneless chicken. No? Well, there WAS a framework and the indoor events The Concours, Tech Sessions, and Banquet (chicken dinners?) were quite firm. But it wouldn't be surprising to hear from a presenter that they'd be late getting to a tech session due to snow. Thus an impromptu activity would emerge. Nothing wrong with that! I just happened to have an RC car in the trunk. Creeper races anyone? Or maybe, we could play Mille Bornes.

Photos from Rainbonnet 2005



Yes, impromptu; organized chaos; call it what you want. I have great admiration for those who made it work. I was a newbie and didn't know anyone ... didn't care. There was so much going on I was all eyes and ears and saw for the first time what the club was capable of. Is it still?

Right now, for this club, it's hard to imagine a track day in the cold, wet mist at PIR with possible ground fog off the slough but that was part of the allure ... driving in the rain. We need some driving instructors to make us whole again. Think we need judges for a show? Nope. A simple vote works just as well. Maybe not as thorough, but it's a start. Whoever heard of a car show in the rain? You might get extra points for dry tires. As for autocross, no problem, we've never stopped doing it in the rain. Rally?

Oh it's not for lack of interest. Two years ago, it was approved as a budget item, plans were made and then we lost the venue. Granted, some of the previous contributors have moved on but so did others before its demise. So what?

Maybe we need to reimagine Rain-bonnet. Maybe we can't get the venue(s) we think we need or the events we used to have. A new generation just might require a new way of thinking. It can be anything we want it to be but, as a club, we need to stop looking aimlessly out the window at the rain and think about a late fall event.

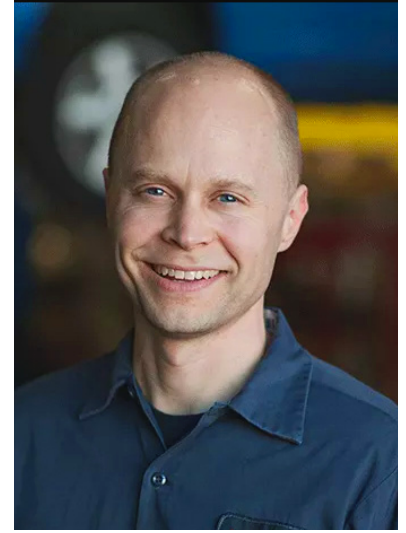
Nope, it won't happen this year. Next year? Light a fire. I've already lit a candle.

—KEEP SPINNEN ■



TECH TALK

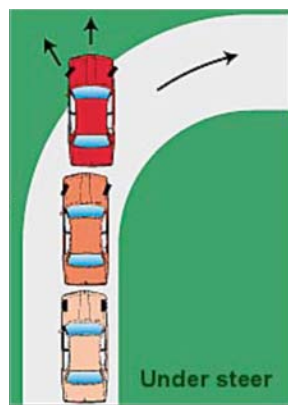
Jeremy Williams



Winter Tech, Part Two: Tires and Traction

Severe weather makes driving treacherous. Snow, ice, freezing rain, fog and even the winter sun can all conspire to make winter driving even more difficult and dangerous. With a little planning and a little training however, this winter doesn't have to be a "white knuckle" winter for you. The two phenomena associated with loss of grip in winter conditions are understeer and oversteer.

UNDERSTEER



Understeer is just what it sounds like; the car is not turning as much as you would like. Understeer is usually caused by entering a corner too fast,

or by braking while trying to turn. Being in a car that refuses to turn can be very intimidating, and understeer is the most difficult situation to control on a slippery road.

So, what can you do in this situ-

ation? First, there are several things driving experts say you should NOT do. Don't increase your steering angle, because the tires have already lost grip and increasing the steering will only make it worse. Don't hit the brakes, because the front tires are already skidding, and more brake pressure will only make it still worse.

Driving experts say that your best chance of correcting an understeer is to lift off the accelerator and stay off the brake. As the car's weight shifts forward, it will load the front tires, improving their grip while you carefully decrease the steering angle. This improved grip and slower speed should allow you to steer smoothly back into the corner.

OVERSTEER



Like understeer, oversteer is exactly what it sounds like; your car turns more than you want it to. Oversteer occurs

when you lose grip on the rear tires in a corner, and the side force pulls the back of the car to the outside of the turn. This is generally the result of excessive speed when entering a corner. However as well, if you suddenly decelerate in the corner, the weight transfers to the front, giving less grip to the rear tires and allows the centrifugal force to pull the back of the car to the outside of the curve. If your car starts to lose grip on the rear wheels because of this weight transfer, driving experts say you should gently accelerate to transfer the weight back to the rear wheels, while you steer in the same direction in which the rear end is sliding. Remember to look down the road in the direction you want the car to go.

All in all, driving experts say to avoid oversteer, adjust your speed before the corner. In rear-wheel drive cars, make sure the oversteer is not coming from simple wheel spin. If it is, adjust your accelerator pressure to eliminate the wheel spin.

WINTER AIR PRESSURE

You can't just set it ... and then forget it!

Maintaining the correct air pressure is a requirement for good handling, traction and durability. The tire pressure recommended in your vehicle's owner's manual or on the tire information placard on the driver side b-pillar is a "cold" pressure, so it should be checked in the morning before you drive more than a few miles.

The fall and early winter months are the most critical times to check your tire's inflation pressures because air is a gas which contracts as the days



get shorter and the temperatures get colder. For every 10-degree Fahrenheit change in outside temperature, your tire's inflation pressure will change by about 1 psi (they'll increase with higher temperatures and decrease with lower temps). If you park your Porsche in an attached or heated garage you will also "lose" pressure when you leave the warmth of the garage and venture into the real world outside. So, add 1 psi of "cold" tire pressure to compensate for each 10 degree temperature difference.

And finally, don't forget to keep your valve stem caps on. If left off, moisture can freeze in the valve and allow the air to escape.

Any and all questions on these topics are welcome, please ask!

Part 3 of Winter Tech will discuss putting your Porsche away in hibernation. Until then, drive safe and alert! ■

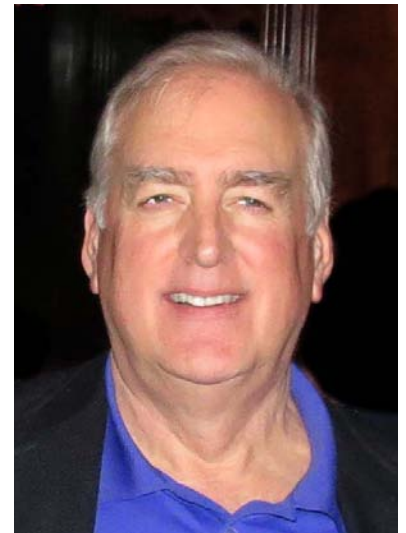
Photo courtesy Porsche.com

REARVIEW MIRROR

Edited by Gary Koppang

International Motor Sports Association in Portland

BY GORDY GROCHAU
FROM THE OCTOBER, 1980, ANZEIGER



The weather proved ideal for the three-day event. A few clouds were evident Saturday, but no rain fell.

Sunday was the big day, as all the qualifying was completed on Friday and Saturday.

We all saw the debut of Continental's Porsche 924 "D" producing car in the morning races, and it was doing super until a bit of dueling with fenders, etc., caused it to come into the pits on the final lap, and driving through the checkered flag, losing its position.

In the GTU class, it was all Mazdas, as the RX7s ran away from everything, taking the first three places, and the Derenderf 280ZX running about 36 seconds back in fourth place. The "Racing Beat" team of Jeff Kline and Walt Bohren led the way from start to finish and were virtually uncontested.

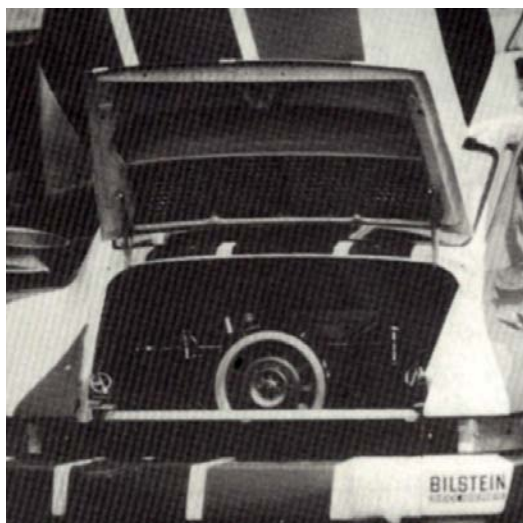
Paul Newman made his debut in Portland, with his 280ZX, but dropped out on the 6th lap with mechanical troubles. He did, however, provide all the gals with glee, by his mere presence (and blue eyes).



The GT race was Porsche all the way. John Fitzpatrick extended his points lead with a wire-to-wire effort. He didn't have a cake-walk, however. Gianpiero Moretti in his MOMO-Electrodyne 935 was on his tail all the way, and never let up on the pressure. Also, not far behind were Skeeter McKillerick, John Paul and Jim Bushy in Turbo-Porsches, for most of the race.

A sidelight to the weekend was a beer and hamburger BBQ in the Porsche corral on Saturday evening. This was a fantastic get-together for the Porsche fans, and we had the pleasure of the John Paul Race Team for company. The BBQ was capped off with a "Street Concours" with about seven cars competing.

As you can see, we all had a fantastic weekend, and we saw some fantastic racing—including a 914-4, which turned a 1:18:56 lap—yes, it was definitely a four-cylinder. ■



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Holiday Party 2017: A Festive Tradition Continues to Delight

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY DEAN MONTHIE

Holy moley, Batman —what a party we had! Phyllis Thiemann and Cherie Reins outdid themselves in organizing this event. The Riverside Golf and Country Club looked festive and bright. The room was set for 112 people, with red and green napkins and an ORPCA gift in very festive gift boxes; the gift was a useful LED light.

By 6 p.m., the room was full, the bar was open and the hors d'oeuvres were being passed. Everyone looked so festive—from fun Christmas ties, beautiful cocktail dresses, handsome suits, tuxedos, and lovely sweaters.

Larry Hannan, Club President, welcomed everyone and presented some awards that were long overdue from our 2016 awards banquet.

Alan and Muriel Meyer were the 2016 Enthusiasts of the Year, and Randy and Diane Homes were the New Members of the year.

Next was the much-anticipated Raffle! Lori Brown, Marketing Director, helped manage the giveaways from two of our sponsors. Marque Motors donated away two wonderful gift baskets. A new sponsor, Kingpin Car & Marine Audio Inc, provided four gift certificates, as well as a coating service and radar detector!

Tables set and ready for partygoers.



HOLIDAY PARTY, CONTINUED



Top: Phyllis Thiemann and Peg Ryan checking in guests; Steve and Winnie Miller, John and Shary Brams. Above: Ina Feldmann.

We are thankful for such generous sponsors. Lori thanked them all for their continued sponsorship and support of the Club.

We had asked everyone to bring an unwrapped toy to be donated to the Boys and Girls Club. The table for the gifts was overflowing, including some radio-controlled Porsches and a kid's GT3. The Boys and Girls Club representative is always amazed at everyone's generosity when he picks up the toys.

Now the food started rolling out of the kitchen—salad, bread, salmon, filet mignon or new this year: a Surf and Turf with smaller portions of both the salmon and filet mignon. There were white and red wines on the table as well. As we finished dinner, a plate of assorted deserts was delivered to the tables. Dean Monthei volunteered to take pictures for us. These are posted on our smugmug page at: <https://orpcapix.smugmug.com/ORPCA-2017-Holiday-Party/>. You can click on the picture(s) you want and save to your computer.

Once dinner was finished, the DesignBand began to rock the house as they have at the Holiday Party for years. They provide a great mix of music from Neil Diamond's "Sweet

Caroline," to Bruno Mars' "Uptown Funk," to "Moon River," to the Rolling Stones, and many, many more.

We were all totally grooving and within a few minutes, the dance floor was crowded.

It was Bruce Reins' birthday, so the band and those present, sang "Happy Birthday" to him—and then Bruce gave us a present—he played



the drums for the band for two songs. It was so fun!

Everyone attending greatly enjoyed the party. Our thanks go to Cherie and Phyllis and to all who attended for making this such a huge success.

See you next year! Save the Date: Sunday, December 2, 2018. ■



Clockwise from top: The room begins to fill; Chuck and Judy Hervey, Robin Shaughnessy; fun and conversation at the tables; Carole Hedstrom wins! Birthday boy, Bruce Reins, playing the drums; cheers!



AX Awards Banquet: 2017 is a Wrap!

BY ERIC FREEDLE AND PEG RYAN | PHOTOS BY ERIC LEWIS

The 2017 Autocross season ended with an awards banquet at Ernesto's Italian Restaurant in Beaverton in October.

About 40 people came to celebrate this AX season. It was a competitive one, with some of the final outcomes just a few points apart.

But first let's talk about the dinner and door prizes. If you have not been to Ernesto's in a while, you need to go. The buffet was great—Barry Cogut and Eric Freedle did a great job picking out a great location and delicious food. Personally, the meatballs were totally awesome.

Then came the door prizes. When you think of door prizes, you don't normally think of torque wrenches,

battery chargers, LED work lights, pneumatic roller seats, jack stands and even a Porsche watch! It was fun to see the autocrossers light up with joy when they won. The best door prize was the red-orange automobile creeper!

Then we needed to recognize the class champions! Total possible points was 70. Notice how many drivers came really close to this perfect number! We even had a tie for first in the S03 class.

Eric also presented some special awards for people who added extra support throughout the year:

Trailer Support: Cary Kutter

Tech Support: Sean Vanderheden

Course Support: James Paulson



AX Final Standings 2017

Class	Place	Driver	Car	Points
Porsche				
I01	1st	Barry Cogut	2015 Cayman GTS	69
I01	2nd	Pete Libke	Porsche 911 SC	51
P01	1st	Harry Danberg	1973 Porsche 911T	60
P02	1st	Eric Freedle	1986 Porsche Carrera	67
P02	2nd	Jeff Gretz	2001 Porsche Boxster S	65
P03	1st	Anson Lytle	2014 Porsche Cayman S	68
P03	2nd	Eric Hoff	2008 Porsche Targa 4S	56
S01	1st	Bryce Bederka	1999 Porsche Boxster	66
S01	2nd	Max Noxon	1999 Porsche Boxster	54
S01	3rd	Joey Yin	2015 Porsche Macan S	48
S02	1st	Jon Zweiger	2007 Porsche Cayman	69
S02	2nd	Chuck Jarvie	2004 Porsche Boxster S	61
S02	3rd	Derek Khan	2012 Porsche Cayman	46
S03	1st	David Kosa	2016 Porsche Boxster Spyder	64
S03	1st	Mark Qandil	2016 Porsche Boxster Spyder	64
S03	2nd	Tong Qi	2015 Porsche GT3	59
Non- Porsche				
NP	1st	James Paulson	2016 Ford Mustang GT	68
NP	2nd	Mitchell Truong	2014 Subaru	56
NPA	1st	Don Amedo	2006 Subaru	69
NPA	2nd	Nathan Waldbauer	2017 VW Golf R	64
NPM	1st	Mckenzie Moorhead	2014 Ford Focus ST	38

Opposite and below:
Attendees enjoying the buffet and refreshments.

Wow, wow, wow—what a great year and what a competition!

Congratulations to everyone. The points have been updated on the web at <https://www.oregonpca.org/activities/autocross/2017-championship-points/>

If you were not at the dinner to get your award, be sure to pick it up at the first race of the 2018 season.

Many thanks to all who participated and helped in the 2017 Autocross season. We appreciate all that have made this year a great success. See you all next year! ■



AUTOCROSS BANQUET, CONTINUED



Eric showing the interesting array of door prizes.



Yeah—jack stands!



It's a creeper! And David Kosa was tied with Mark Qandil for 1st in S03.



Barry Cogut: 1st Place, I01



Peter Libke: 2nd Place, I01



Eric Freedle: 1st Place P02 (with Cheryl Carpentier)



Jeff Gretz: 2nd Place, P02



Anson Lytle: 1st Place, P03



Eric Hoff: 2nd Place, P03 (with Cheryl Carpentier)



Eric and Cheryl with Bryce Bederka: 1st Place, S01



Max Noxon: 2nd Place, S01



Jon Zweiger: 1st Place, S02



Eric and Cheryl with Chuck Jarvie: 2nd Place, S02



Mark Qandil: Tied for 1st Place with David Kosa



Tong Qi: 2nd Place, S03

My First Porsche: Memoir of a New Club Member

STORY AND PHOTOS BY KELLY GOSSEN

In August I saw a 1997 Porsche Boxster for sale in Independence, OR. It had 212K miles and was priced at \$5,500. I wasn't really looking for another vehicle, but I was surprised a car that I had always thought was beyond my reach was available at that price. It got me looking online at what else might be available. I had recently received some inheritance from the passing of my aunt, Patricia Gainsforth, who I knew would be pleased that I spent some money on a fun car. After spending time researching used Porsches, I did some research and on Thursday, September 21, I found a black 2005 Boxster, with 99K miles for sale for \$11,500. The only challenge was it was a fair distance away from Portland ... Newport Beach CA! I texted my wife, Melody, that we needed to

talk about a purchase. She asked if I was buying a car. I said yes, and told her about it. Melody immediately referred to it as my "MLC—mid-life crisis" car asked if there was not one closer by! After conferring with Melody that Thursday evening, the next morning I confirmed with the seller, Tom Politowski, that his Boxster was still available. I booked an Alaska Air ticket for LAX the next day. (I would have gone that day, but Tom was busy with friends visiting Jay Leno's Garage!) On Saturday at 5 a.m., I flew out of PDX, landing at LAX at 7:20 a.m., then caught my first-ever Uber from LAX to Newport Beach. As I settled up with my driver, Tom drove up in the Boxster with his friend, Mike. We spent time looking over the car, then went for a test drive. It was great! We stopped at the bank and completed the sale, then back to Tom's place. I changed clothes into more California-appropriate attire and visited a while before taking photos of my receiving keys from Tom, then I drove off on the next leg of my adventure.

I headed down from Pelican Hill toward the Pacific Ocean and grabbed a bite to eat at Ruby's Shake Shack at Crystal Cove (<https://www.rubys.com/locations/newport-coast-shake-shack/>) on Pacific Coast Highway (PCH). I headed



south a bit, got sunscreen, checked out Laguna Beach, then headed back north past Long Beach. I followed PCH all along the coast up to Santa Monica, through Malibu and on up the coast during sunset. Did I mention it was great?! Top down, sun out, beaches on my left ...

I had made no arrangements for overnight but planned to stay at Vandenberg Air Force Base, as I am an Air Force veteran and thought it would be a good stopping place. When I arrived, I was told there was no availability due to a scheduled launch of the NROL-42 spy satellite that evening. I grabbed a bite to eat and set about finding a good viewing location. As it happened, the Ferrari Club Southwest Region had an open event on base earlier that day (<http://www.fca-sworg/calendar/event/546>) and was being escorted to a prime launch viewing area. I asked around and they invited me to join the 30 odd Ferraris, handful of Maseratis, Lamborghinis, a McLaren and one other Porsche! Base law enforcement escorted the line through the dark to the watch area. The Base provided snacks and coffee while we waited in the cold for the United Launch Alliance Atlas V rocket launch at 10:49 p.m. local California time (<https://www.space.com/38229-spy-satellite-nrol-42-launch.html>). What a rush to see, hear and feel the tremendous power of the massive rocket blasting into the atmosphere!

After the launch, I headed north on 101, stopping for the night in Atascadero. Rising early the next



morning, I headed west on CA Hwys 46 then 41 toward I-5. It was a great day for a drive and I made good time to Oregon. In Medford, I grabbed In-n-Out burgers for my family and set out on the final leg of my journey. Along the way, I surprised my daughter Christine with my acquisition when I met her briefly in Springfield by pulling up in a "black convertible" that she had never seen. I finished my adventure by arriving home in Newberg around 11 p.m. to greet Melody and go for quick spin around the neighborhood.

Quite a saga to go from interested buyer to first-time Porsche owner with over 1000 miles in the seat all in less than 72 hours! Since getting home, I joined the Porsche Club of America (PCA) and the ORPCA, attended the October ORPCA board meeting, gone on two Arrive & Drives, attended the October Social and Dinner and watched the final 2017 season ORPCA Autocross at Portland International Raceway. I am definitely hooked on Porsche! ■



Steve Bekefi's 1974 911.

Exploring Collector Car Insurance

STORY AND PHOTOS BY JOE KELLY

As Porsche owners, we are blessed with great cars that in many cases are increasing in value, but in all cases are well cared for. So how do we protect our investment? Regular auto insurance? Collector car insurance? With umbrella policies? Often, we don't spend the time to really assess our insurance needs. Our justification can be the "It will never happen to me" scenario. Or that my Porsche has terrific handling, super tires, and sensational brakes, and besides I'm an experience driver.

Even if all of that is true, what about the other guy? The inexperienced driver? The distracted driver? The driver under the influence of alcohol or drugs? The one that runs red lights, or passes on curves, or that drives a car that is poorly maintained? Let me give you two examples.

Club member Steve Bekefi had a beautiful 1974 911 (back dated to 1973), on which he spent 11 years making it a great driver and a good "looker," spending years of blood, sweat, tears and money. He was driving to work when a car ran a red light and destroyed his car. Steve was trapped in the car with the smell of fuel, and the other car was resting on top of his fuel tank. He finally laid across the two front seats and kicked a door open. His Porsche pride and joy was dead in the intersection. Steve had collector car insurance; the other driver was 100% at fault, so Steve requested a "value quotation" from an experienced Porsche assessor. He presented that valuation to the other driver's insurance company, and luckily, they paid off. He now drives a very nice 964.

I'm the other example, although thankfully I was not in my Porsche.

I was driving my Nissan Xterra on Highway 26 and I saw a tree falling across the highway. I slammed on the brakes and pulled off the highway to my right. A Jeep (which was either trying to avoid the tree, or was hit by it) came flying across the highway and nailed me. I was pushed off the road by the impact, my glasses and shoes flew off, the air bag deployed—and like Steve, I was trapped in the car. I, too, could smell fuel and my first thought was “I’m not going to die like this!” I pounded on the door until it opened and I fell out onto the road. The other driver had no insurance! Thus, financial recovery fell on my insurance. If my car was under insured I would have been out of luck. You can’t count on the other driver having insurance or sufficient insurance to cover your car.

So how do you protect your investment? If appropriate and your Porsche qualifies, I’d get collector car insurance on an “Agreed Upon Value” policy. My Farmers Insurance agent, Heidi Hogue, offers three dif-



Steve Bekefi's 1974 911 following the collision.

ferent vendors: J.C. Taylor, American Collectors, and Hagerty. There is also Grundy, Leland West and others. Each insurance company has its own terms and conditions on coverage. Some allow no mods. No larger wheels/tires. No non-factory wheels. No added power enhancements like turbo-chargers, exhaust systems, etc. Some have limited mileage allowances. And almost all will not cover a daily driver. For my '87 and '96 Porsches I chose “Agreed Value” coverage with J.C Taylor.

In conclusion, each driver should look over the various companies' offerings, and pick a company and policy that fits their particular car and driving requirements. ■



Joe Kelly's Xterra after the accident.

November Social at Gustav's

STORY AND PHOTOS BY PEG RYAN, COMMUNICATIONS DIRECTOR



Gustav's Pub and Grill, near Washington Square, was the location for our November Social and Dinner. Hosted by Cheryl Carpentier, 51 ORPCA members enjoyed a limited menu of German treats. We had our own area that was a bit tight, but good for conversation. The wine and beer were delicious, as was the food. We welcomed four new members: Valerie and Alex Heredia, Maynard Chambers, and Al Szal. It was great to get to know them! Our thanks to Cheryl for doing all the work to make this happen. ■



Clockwise from top right: Our Room at Gustav's; Larry and Cathy Hannan, Chuck and Judy Hervey, Bill Ellison and Kathleen Ellis; Debbie Clarke with Carole and Brad Hedstrom; Bruce and Cherie Reins; great conversations; delicious beer and wine.

DECEMBER BOARD OF DIRECTORS MEETING

Wednesday, December 13
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! ■

NOTE:

January Board Meeting
will be held on Wednesday,
January 10

[CLICK HERE for the latest
ORPCA Board of Directors Minutes](#)



SUNSHINE DIVISION FOOD BOX PACK NIGHT: **EVENT IS FULL**

Monday, December 11 | 6:00 to 9:00 p.m.

Portland Police Bureau Sunshine Division

687 NE Thompson St.
Portland, OR 97227

Since 1923, the Portland Police Bureau Sunshine Division has been providing food and clothing relief to Portland families and individuals in need. Whether due to the loss of a job, domestic crime, illness, or victims of fire or disaster, the Sunshine Division has built a 93-year legacy of mobilizing quickly and efficiently to assist distressed Portlanders.

The Oregon PCA will help pack food boxes on Monday, December 11. We have filled all 15 spots for this activity.

If you have questions, please contact Mike O'Connor at 503.320.2415 or oconnor-m@comcast.net. ■



SUNSHINE DIVISION BOX DELIVERY DAY: **EVENT IS FULL**

Saturday, December 16

Portland Police Bureau Sunshine Division

687 NE Thompson St. | Portland, OR 97227



Food box delivery day is Saturday, December 16. This is an eye-opening experience and well worth anyone's time that might be interested in helping out. Members may choose to do this in addition to the Monday night box packing or just deliver boxes on Saturday. Any help is very much appreciated.

If you have questions, please contact Mike O'Connor at 503.320.2415 or oconnor-m@comcast.net.

NOTE: This event is full. Thank you for volunteering! ■

INTRODUCING THE GARAGE TOUR SERIES! **FIRST ONE IS FULL**

Saturday, January 6, 2018 | 10:30 a.m. to 12:30 p.m.

Location TBA to Attendees



Photo courtesy Celebrity Car Blog

Neil d'Autremont, from Sidedraught City, has organized the first of several Garage Collection Tours. We will start with one of the finest local collections, Ron Tonkin collection! This is a self-guided tour with our host, Art Smith, curator and former general manager of Ron Tonkin Gran Turismo. Sorry, but this event has filled. Neil is already working on more of these tours.

For more information go to: <https://www.oregonpca.org/event/introducing-orpca-garage-collections-tour-series/> ■

ANNUAL AWARDS BANQUET

Wednesday, January 17 | Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.
Old Spaghetti Factory
0715 SW Bancroft | Portland, OR 97239



Photo from 2017 Awards Banquet

Save the date for the Annual Awards Banquet and get in out of the winter rain! Meet the recipients of our 2017 Volunteer Awards, and thank the Board of Directors for their contributions.

Menu choices: 1) Chicken Caesar Salad \$14; 2) Spaghetti & Meatballs Meat Lover's Treat Meal (with sausage) \$20; 3) Chicken Marsala \$18; 4) Meat Lasagna \$19.

Registration will open Wednesday, December 20. For more information go to: <https://www.oregonpca.org/event/2017-awards-banquet/>

Please bring the correct change for your meal to the event. No credit cards can be used for the meals. Credit cards accepted for all drinks (coffee, tea, soft drinks and alcohol). ■

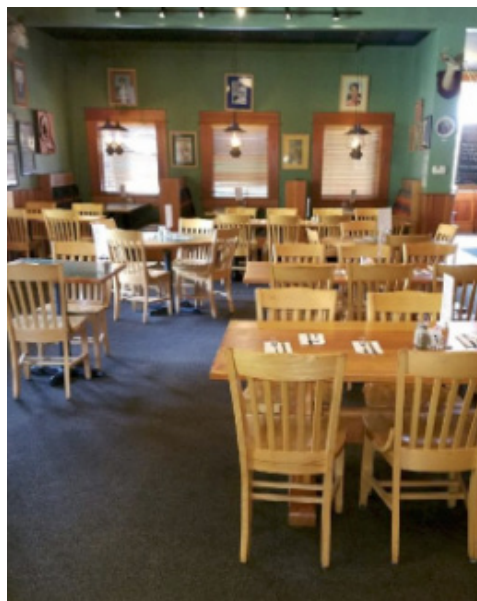
NEW! QUARTERLY SUNDAY MIXERS

Sunday, January 28 | 2:00 p.m.
The Lodge at Cascade Brewing
7424 SW Beaverton Hillsdale Highway | Portland, OR 97225

This year we will start having quarterly club mixers on Sundays.

These are no host events. Food will be available to purchase.

Check the weekly email blasts for more information on this new event. ■



THE LODGE
— AT —
CASCADE
BREWING

REGISTRATION IS NOW OPEN FOR NORTHWEST PASSAGE

June 21 to 24, 2018



The ORPCA Northwest Passage is celebrating its 20th year! Come celebrate with us on this year's tour featuring new roads never ventured on by the tour as we explore southern Oregon and northern California. From beautiful rivers and mountains, to high plains, to volcanic landscapes, this year's Northwest Passage Tour will be a great drive as well as a feast for the eyes.

Follow this link for full details <https://www.oregonpca.org/event/northwest-passage-2018-open-for-registration>.

To secure your place on the tour, contact Jim North at (503)221-6262, or james.north@morganstanley.com.

The Northwest Passage typically fills up very fast, so signing up early is recommend. ■

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

We've redesigned Anzeiger ... 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.

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 Smug-mug page.



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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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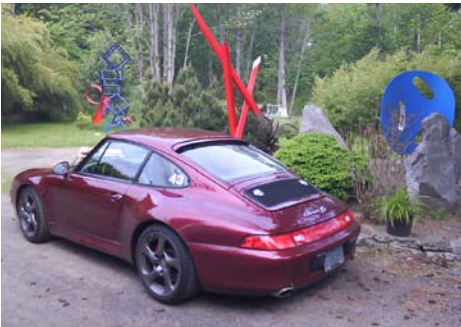
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Anzeiger Marketplace

CARS FOR SALE



For Sale - 1997 Carrera 4S
Arena red, Carrera 4S for sale – this is a 6 speed 993 with 109k miles. This is a 3-owner car with no damage history; sunroof; new paint; ABS; Remote entry theft system and well maintained. Includes: Porsche Manuals library; Turbo Twist wheels; Sport carbon fibre bucket seats; all maintenance records. \$95,000 Neg
Cherie Reins 503-515-5414 (12/17)



2007 911 GT3 \$100,000, 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)



I have a beautiful 1999 Arctic Silver Boxster with 30,300 miles for sale. Black leather, comes with a darker gray hardtop and hoist all for \$11,900. Always garaged, non smoker, never driven in winter. Needs a loving home. George Minow, Boise, Idaho, 208.867.0532 (11/17)

PARTS FOR SALE

2ea Continental DWS-06 225/50 ZR16 92W SL 70% tread remaining. Date code 1115. \$120 for the set. Call Randy @ 503-524-8888 no txt lev mesg. (10/17)

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.

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. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer. ■