

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | JULY 2017



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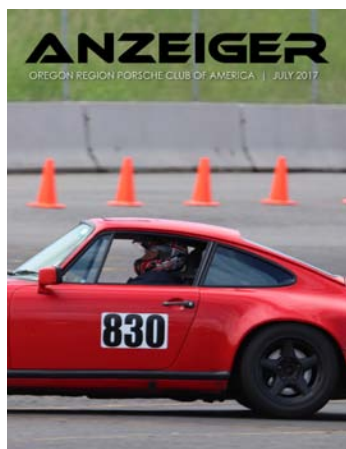
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ON THE COVER

A fast Porsche with some of the cones that stayed upright during Autocross #4! See story on page 15.
Photo by Eric Lewis.

ANZEIGER

Noun, German

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

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CLICK HERE

for the latest ORPCA Board of Directors Minutes (May 2017; no meeting was held in June)

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Porsche recommends **Mobil 1**



PORSCHE

OREGON REGION EVENTS

JULY, 2017

- 5 Board Meeting
- 8-9 Corral—Rose Cup Races
- 9-15 Porsche Parade Spokane
- 16 Corral—Forest Grove
Concours d'Elegance
- 19 Monthly Club Social & Dinner
- 23 Autocross #5
- 29-30 Corral—Vintage
Racing Festival
- 30 Summer Picnic



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
Planning Meeting

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

WELCOME PORSCHE ENTHUSIASTS

Do you own a Porsche?

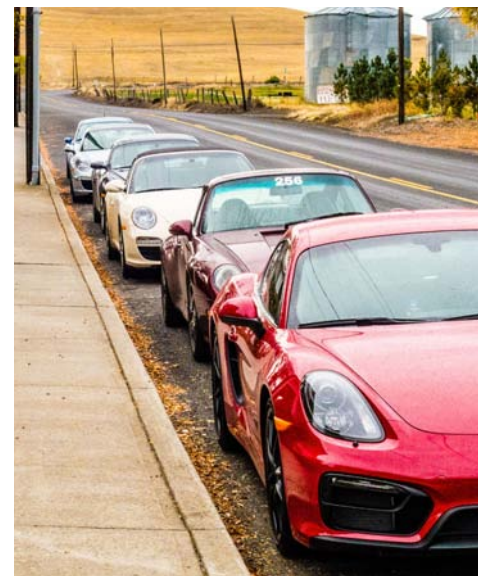
If so, you are invited to join the National Porsche Club of America and our local Oregon Porsche Club of America, covering Northwest Oregon and Southwest Washington.

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 (<https://www.oregonpca.org/renew/>).

AUGUST, 2017

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





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NEW MEMBERS

Richard DeCarlo
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Lisa Richardson
Portland, OR
2014 Boxster S

Mark English / Julene English
Brookings, OR
1965 356 Coupe

Christopher Riha
Portland, OR
1991 944 S12

Robert Goldman
Portland, OR
2015 Macan S

Albert Szal / Mary Szal
Lincoln City, OR
2009 911 Carrera S

Rod Landes
Portland, OR
1988 911 Carrera

CONTRIBUTE TO ANZEIGER

We are always looking for articles and pictures for the Anzeiger. If you have done something fun with your Porsche—let us know. If you don't have time to write an article, at least pass along the highlights and any photos you took. Our editing team, can make it look great!

Other ideas include:

■ Travel stories with your Porsche. Have you traveled somewhere fun? Have you picked up your car in Europe and driven around?

■ Do you have ideas on someone we could interview? If you can put us in contact with that person, it would really help.

■ Car museums – have you visited a car museum recently. Let us know where you were and what was fun about it.

■ DIY (Do-It-Yourself) articles – let us know what Porsche project you are working on (large or small).

■ Why I love my Porsche—include a picture of you with your car and why you love it so much!

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.

ANNIVERSARIES

35 YEARS

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15 YEARS

Berry/Darlene Owen
Don/Denise Peterson

30 YEARS

Michael Bartos

10 YEARS

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20 YEARS

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If only every Porsche had one of these.



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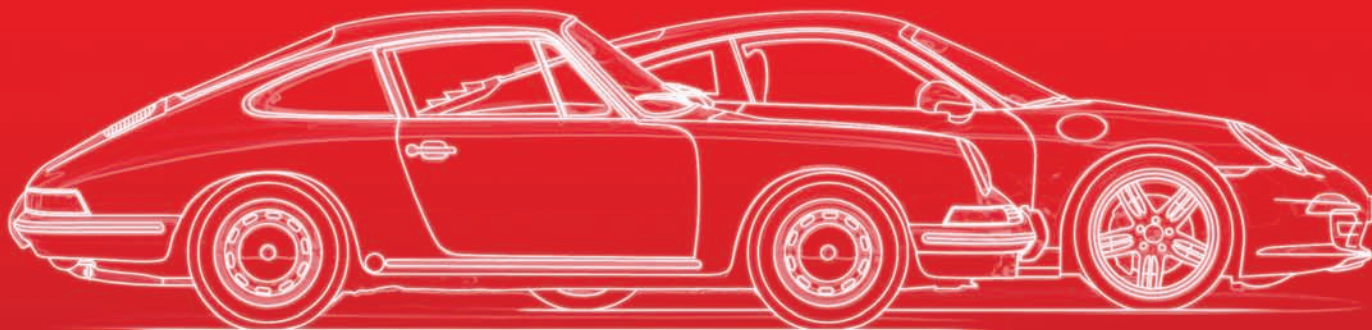
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PRESIDENT'S MESSAGE

Larry Hannan

I Didn't Expect That ...

You can file what has happened in the last two months in the folder "I didn't expect that,"

"Nothing goes as expected" or "That sure changes things—" take your pick!

Allow me to explain. While I have always been a car guy, and had always wanted a car to play with, it wasn't to be until 2005. When the stars finally aligned, my wife Cathy and I went out to look at a car (not a Porsche) at Grand Prix Imports in Wilsonville. We test drove the "other" car that we came to see, but what caught our eye was a 1995 Guards Red Carrera Cabriolet. After taking the Porsche out for a test drive, Cathy and I agreed that the Porsche was the car to take home.

Joining the Porsche Club of America and the Oregon Region seemed like the logical thing to do to meet other Porsche owners. Cathy and I started attending dinner meetings, going on Arrive & Drives and volunteering to help with events, including hosting some Monthly Club Socials and Dinners. We found that while it is the Porsche that brought us together, it is the people that make the Club what it is. So, in 2015 when I received a call from John Draneas of the Nominating Committee asking if I would be

willing to join the Board of Directors, I said yes. It wasn't the logical thing to do, but something I wanted to do.

My term on the Board started in January, 2016, and my term as Vice President began this year. Club Presidents historically serve two years, but six months into his first year, Eric Underwood resigned (see June *Anzeiger*). The ORPCA Bylaws are clear on what happens: the Vice President assumes the duties of President. As I said earlier, "I didn't expect that."

While I am still learning my duties, be assured the club is in great shape both financially and with great volunteers.

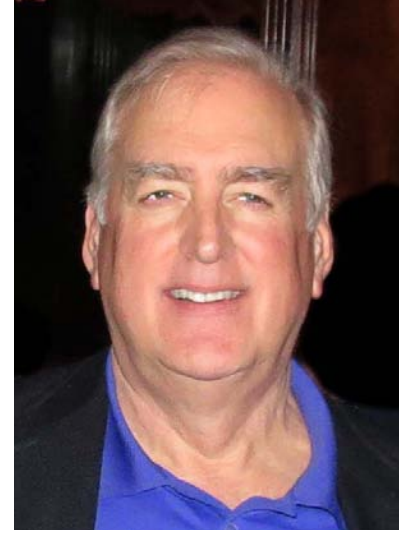
On the Board, Steve Miller is moving to Vice President, Peg Ryan is taking on the additional task of Secretary, John Brams continues his excellent work as Treasurer, Lori Brown is our Marketing Director, Joe McQueen is our Past President member, and last but not least, Phyllis Thiemann has agreed to join the Board.

With their help and all the other members that are volunteering their time, I have great support.

Please feel free to contact me with questions, suggestions, constructive critiques or just to say hi. ■

REARVIEW MIRROR

Edited by Gary Koppang



Summer Tour to Leavenworth

BY BILL SHORES
FROM THE SEPTEMBER, 1992 ANZEIGER

Thirty-one Oregon Region members in 15 shiny Porsches and one BMW met at the first northbound rest stop just past Vancouver on I-5. This was the 8 a.m. start of our trip to Bavaria, Washington style.

Chuck and Judy Hervey chaired the event and were very organized (as usual), passing out maps and instructions before we started the tour. Armed with radar detectors, laser detectors, cellular telephones and a beautiful sunny morning, we began what turned out to be a fabulous weekend.

We cruised onto I-5 in a "Parade of Porsches" with one Beamer bringing up the rear. There was a good mix of

models—several 944s, 944 Turbos, a beautiful black 944S (the Editor's car), a 914, a 914-6, a 911SC Targa, Dr. Baker's great Carrera 4 and two gorgeous 1989 Speedsters—what a sight!

With Bob and Nancy Male in the lead, we motored up the freeway, forsaking rest stops until just past Olympia. That caused some frightful moments, after all the morning coffee. After stopping north of Olympia, we drove past Tacoma and Fife to the Auburn exit on Highway 18. The scenery just kept getting more and more spectacular as we joined Highway 90 heading east past several lakes and ski resorts. Real Porsche country!

Our lunch break was in the famous town of Roslyn as seen on the TV series "Northern Exposure." We explored the town with many other tourists and looked for the moose seen wandering through town on the TV show. Dwane Luckow took our pictures as we drove by the well-known mural on the Roslyn Cafe.

After driving through more mountainous scenery and some large fruit orchards, we arrived in Leavenworth. It looks just like the little Bavarian towns you see in Germany. Most of



the town was within walking distance of our hotels, so we quickly checked in and started exploring. Since we had no organized event until dinner, everyone went at their own pace. Every tourist shop in Germany must be duplicated in Leavenworth. There are lots of restaurants, taverns, beer gardens, bakeries, a clock shop, a new brewery under construction and much more. We kept running into John and Carlyn Draneas on the same block, as well as the Taylors, Drakes, Herveys, and oh yes, the Gotthart ladies doing the chicken dance in the beer garden. What fun!

That evening, we all met at the Bistro Restaurant for a very elegant dining experience. It is always fun when there are Porsche friends enjoying car talk, good food and excellent beverages. After dinner, we left the restaurant to see the "new look" of the town in lights—it is spectacular.

We took a group photo and then retired to a lounge, where we got into the discussion of putting on a Porsche Parade in Portland in 1995. The Herveys, Ashes, Fishers and

Hansens had just returned from the San Diego Parade, where they had met with several of the National people to discuss the possibility of Portland. They were all very excited about it, so our conversation quickly got to the important points—do we want to do it, who will help, and how it could be done. That conversation will go on for some time, and the entire Club will be a part of it.

Sunday dawned another gorgeous day, the mountains as the backdrop of this quaint little town. As there were no group plans for the day or the drive back, we again leisurely shopped and enjoyed the town before leaving. After lunch, we took the long way home, with a quick tour through Wenatchee and then back to Highway 97.

The consensus was that the event was a raving success and should be repeated at least every other year, and, if possible, made a three-day event.

Thanks again, Chuck and Judy, for a great Porsche summer weekend. ■

Remembering Jack Arct, Longtime Club Member

Jack Arct, longtime member of the Oregon Region, died on June 25, 2017. Jack was known as a 356 expert and for his hand crafted, custom, "wooden" 356 steering wheels, which are in many 356s coast to coast. Jack was 89 years old.

Many Club members knew Jack, who has not been active in the Club for about four years because of his health. Chuck Hervey reported that he last visited with Jack at the Oregon of Cars, about four years ago. He had his 356 on the field.

His wife, Pat, invites Club members to his memorial service on **Sunday, July 9, 2017 at 3:00 pm at the Eastmoreland Golf Course Club Room, 2425 SE Bybee Blvd., Portland, OR.**

A full obituary is available at <http://www.wilhelmportlandmemorial.com/notices/Jack-Arct> Sunday is the start of the Porsche Parade, but members can leave a condolence for the family on the website. It would be greatly appreciated.



Jack Arct, 1928-2017

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AX #4: Lots of Action on a Perfect Day!

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY ERIC LEWIS AND DEAN MONTHIE

Sunday, June 4, was perfect for autocross—not too sunny, not too hot. Seventy-three participants showed up and did 411 runs. Overall, Barry Cogut was the fastest of everyone in his #1, 2015 Cayman GTS, beating David Kosa in the #7L, 2016 Porsche Boxster Spyder by .149 seconds!

There are never any losers in autocross, but other top class drivers of the day were:

I01: Barry Cogut, 2015 Porsche Cayman GTS, #1
P01: Harry Danberg, 1973 Porsche 911T, #6
P02: Jeff Gretz, 2001 Porsche Boxster, #11
P03: Anson Lytle, 2014 Porsche Cayman S, #92
S01: Chad Edwards, 2000 Porsche Boxster, #356
S02: Charles Jarvie, 2004 Porsche Boxster S, #43
S03: David Kosa, 2016 Porsche Boxster Spyder, #7L
NP: Dennis Healy, 2015 Ford Mustang GT, #421
NPA: Don Amedo, 2006 Subaru, #141
NPM: Rafael Perez, 1996 Honda Civic, #164

Congratulations to everyone for a great event. To check out the championship points (which are heating up!) go to: <https://www.oregonpca.org/activities/autocross/2017-championship-points/>

For all the pictures go to our smugmug site: <https://orpca-pix.smugmug.com/AX4/>

Here are some fun pictures of the day—apologies to the drivers hitting the cones but these are so fun! We know you have to push to go fast! ■



Below: "Do I keep going?"



MORE PHOTOS ON PAGES 16 AND 17

AX #4, CONTINUED



Top: Caught the cone in the air! Above: Oops—is it still alive? Right: Got two of them!

Photos by Eric Lewis and Dean Monthei.





Top: Another cone in the air!
Above: Tire in the air followed by ... squished cone!
Left: Look closely—the cone is in the air!

June Arrive & Drive: Rain AGAIN?!



BY JEREMY WILLIAMS, TECH EDITOR | PHOTOS BY HAROLD KLEIN, PHOTO EDITOR,
AND CRISTY JOHNSON

The liquid sunshine didn't stop just over 50 faithful Porsche fanatics (including at least one four-legged Porsche fan) from attending the June 10 Arrive and Drive. Meeting again at Miller's Homestead, Eric Freedle and Larry Hannan kept the pre-drive formalities light, thanks to a few jokes, many laughs, and a few new member introductions (note; the jokes weren't about the new members). After we all put hand to paper for the event waiver, including my dog and trusty navigator Boo, Tourmeister Bryan Farley released us to our

vehicles and we were off like a LeMans start set in slow-mo.

Heading towards North Wilsonville and then the Scholls-Sherwood area via glistening country roads, our first, last, and only rest stop was at Jackson Bottom Wetlands Reserve. This is a 635-acre wetlands area housing a 12,000 square foot Education Center, aimed at informing visitors about the wetlands and the preservation of environmental and water resources. Located inside the center is a spectacularly intact, approximately 8' X 6' bald eagle nest; the only one believed to be on display



in the U.S. Weighing in at 1500 lbs, it's complete with table scraps from the eagle's last meal, before the tree on which their home was built began to fall down.

After a restroom break, stretching of legs, and high-fives, we were back on wet pavement. This time we were headed north through the back-roads of Hillsboro farmland, across Hwy 26, up to Skyline and onto the switchbacks of Logie Trail. We continued through a one-lane opening

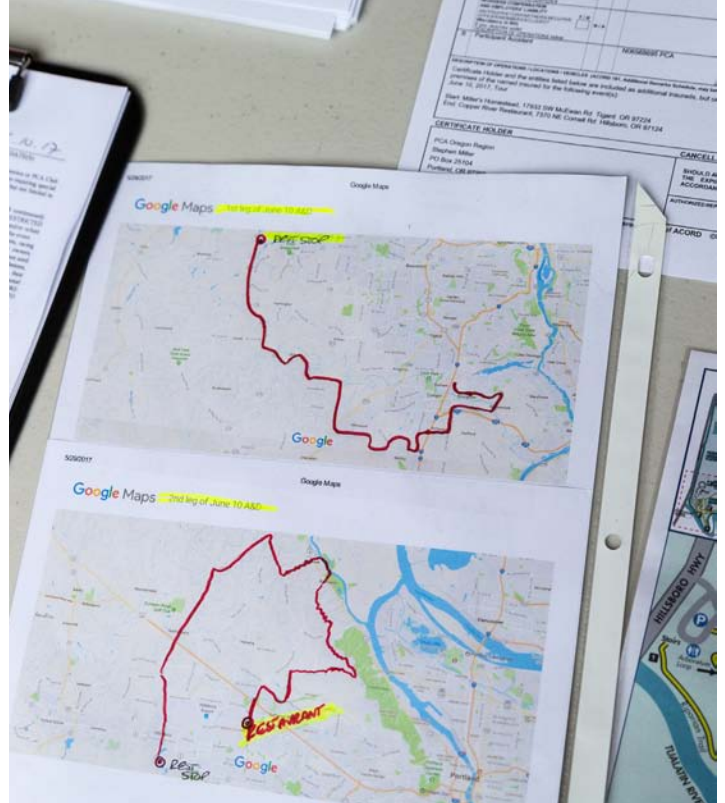
in the bottom of a wooden train trestle, around more curves and bends, and arrived at Copper River restaurant near the Hillsboro Airport. As we shared our driving experiences, we all enjoyed scrumptious meals and cold drinks supported by fantastic service.

Many thanks to Eric Freedle, Larry Hannan, and Bryan Farley for organizing and leading this memorable A&D. ■

Opposite: Cars on the road; Above left: Yes—it was raining! Above: Cheryl Carpenter, Larry and Cathy Hannan, and Linda Read.

MORE PHOTOS ON PAGES 20 AND 21

JUNE ARRIVE & DRIVE, CONTINUED



Top: Bryan still hard at work on the route; Above left: Boo listens intently then decides to sign the waiver; Right: Cars ready to go.





Left: Cars on the road; Bot-
tom left: At the Jackson
Bottoms Wetlands Reserve;
Bottom right: Lunch!



June Midweek Casual Drive Photo Gallery

PHOTOS BY HAROLD KLEIN, PHOTO EDITOR





MORE PHOTOS ON PAGES 24 AND 25

JUNE MIDWEEK CASUAL DRIVE, CONTINUED



Harold Klein



Photos from June Midweek Casual Drive by Harold Klein, Photo Editor.



Harold Klein





Above: That's me in the straw hat as I accompanied the Rothsport team to Baja. Image NORRA.COM.

Inside the Mexican 1000

STORY AND PHOTOS BY DICK THOMAS

Beginnings

Some people will do anything to get out of the rain. For me, it was the 2017 Mexican 1000 off-road race. A Porsche had never finished, but as part of Jeff Gamroth's Rothsport Racing team, I had hope of a better outcome. Besides, what the hell else would an old track junkie do?

This all started at Rennsport IV when, walking with Jeff, we saw a container of cars and equipment from Australia. Jeff started talking about doing the East African Safari Rally. Then, two years ago while at Spa-Francorchamps, Jeff met Richard Tuthill of England, who takes a group of cars to East Africa every other year. Jeff was interested and Richard was eager to share his knowledge. Jeff thought about the Mexican 1000 as this year, 2017, was the 50 year anniversary of the race.

My interest has always been to be involved with Jeff and the Rothsport team at any event, as I love their energy and the fun factor in and around races. When Jeff started talking about the Mexican 1000, I asked if there was a way I could be involved and was assured that I could participate. I have spent time with these guys at Sonoma, Thunderhill and Circuit of The Americas when I had my track car. I love being with like-minded people I consider my friends.

I really had no assigned job other than to provide a rental car to haul the personal gear of 16 people. I would go out in the mornings while the cars were being prepped for the day and get breakfast from a local market, as well as getting mid-morning snacks and junk food, as no one knew if and when we would have time to stop and eat. I know two words in Spanish, "Pepsi" and "okay."

The Cars

The Porsches were purpose-built from scratch. Jeff brought Richard over from England last August to completely understand what was required and how the cars needed to be prepared. Then Jeff went to work, getting a 964 chassis as the base of the build. The 964 is the best body from a strength standpoint and the way the suspension can be mounted. Two cars were built a yellow car to be driven by Jeff Zwart (of Pikes Peak fame) and Cameron Healy, a local historic racer and collector. The red car was driven by Jeff Gamroth and Carl Van Austen, a business partner and one-time F1 prospect whose only disadvantage was being tall of frame and short on sponsorship.

Cameron Healy came up with the color combination for his car. The basic color was white and the other colors were a wrap. Cameron also came up with the name. Jeff most always has his race car painted red. Nicknamed the "Red Sled," he had an idea what he wanted on his car and worked with the fellow who did the wraps.

Space prevents going on about the technical details here as there's a plethora of pictures and information about the cars and the build on the internet, including a discussion on the Rennlist. Other sites include The Drive, Jalopnik, and the Rothsport FB page. Suffice to say, the cars have 3.6 motors with conservative builds for broad torque and reliability, nine inches of wheel travel, a trick rear hatch ala 911R with an oil-cooling exhaust fan, strengthened shells, FIA roll cages, and skid plates.

Support

No one has a hope of getting through 1000 miles of Baja off-road without a support team and spares. Besides the people involved, there were two chase trucks (both dually) that carried tools and frequently used spares. Outfitted with three five gallon gas cans and driver's gear such as flameproof underwear (in case they needed a change), they also carried the five-foot industrial compressed air bottles for inflating the tires and blowing grit out of parts and any work area being used to keep the cars running. A Ford Expedition pulled a flatbed trailer for use if one of the racers broke down and needed to be towed.

A special vehicle that carried the bulk of the parts, a spare engine, two transmissions and a big floor jack along with cases and cases of water that could go almost anywhere was the Pinzgauer. This bad boy is a 6 X 6 transporter with an air-cooled engine originally built by Steyr-Daimler-Puch in Austria. Yes, its street legal in the States and perfect in Mexico for its task.

(Continued on page 20)

The yellow car was driven by Cameron Healy and Jeff Zwart.



MEXICO 1000, CONTINUED

Jeff and Carl's ride ... the "Red Sled."



Crossing the Border

Getting into Mexico was interesting. Jeff had the two race cars shipped from Portland to Carlsbad, CA, just north of San Diego. That is where we all met on Thursday afternoon. Some flew in from Portland, Jeff Zwart came in from Irvine, and Jeff and Carl drove the chase rigs from Portland. Jeff had the Pinzgauer on a trailer that he towed. Doug Russell drove his Ford Expedition that was also loaded with parts and gear.

Friday morning, with two other guys, I left the hotel and Uber-ed my way to the Amtrak station in Carlsbad for the ride into downtown San Diego. We then got on the trolley and went to the border, got off and walked across into Mexico where we took a cab into downtown Tijuana to pick up the rental car. The rental car, for eight days with one way drop off in San Jose Del Cabo, was \$2900 US. A shock, but it was all we could do at that point.

The trucks with the race cars and chase rigs had to enter Mexico about 10 miles east of where we crossed. We then met up in Ensenada at a house that Rothsport rented. It was about three miles from the tech/start line. Friday afternoon we took the cars to be teched. Going through the tech line took forever, meaning about three hours. So the cars were pushed forward rather than started. This allowed the locals to safely walk among all the cars taking pictures and asking for stickers.

The two guys next to the red car under the banner in the tech line are Spencer and Josh. Both are mechanics at Rothsport. Josh was primarily responsible for Jeff's car and Spence, Cameron's car. They, Josh and Spence, were in the picture as the drivers were attending the meeting.



Above: The first of many refueling stops ... this one outside Ensenada. The next stage was through sandy desert leading to dry lake bed and speeds exceeding 130 mph.



Left: Another stop shows the Pinzgauer in the foreground with the flat trailer hauling tires.

Below: A tire check as Zwart makes adjustments. Cameron is in the background.

The Race

The off-road course more or less follows the highways to some degree, though there are sections where the racers are many miles from the highway and the chase and support vehicles. The "transit sections" are where the racers join the highway to get to the next section of the course. It is here where the cars are refueled and serviced as necessary.

(Continued on page 30)





Above: The first day would end like all days. The shocks would need a rebuild as well as a thorough inspection of the cars.

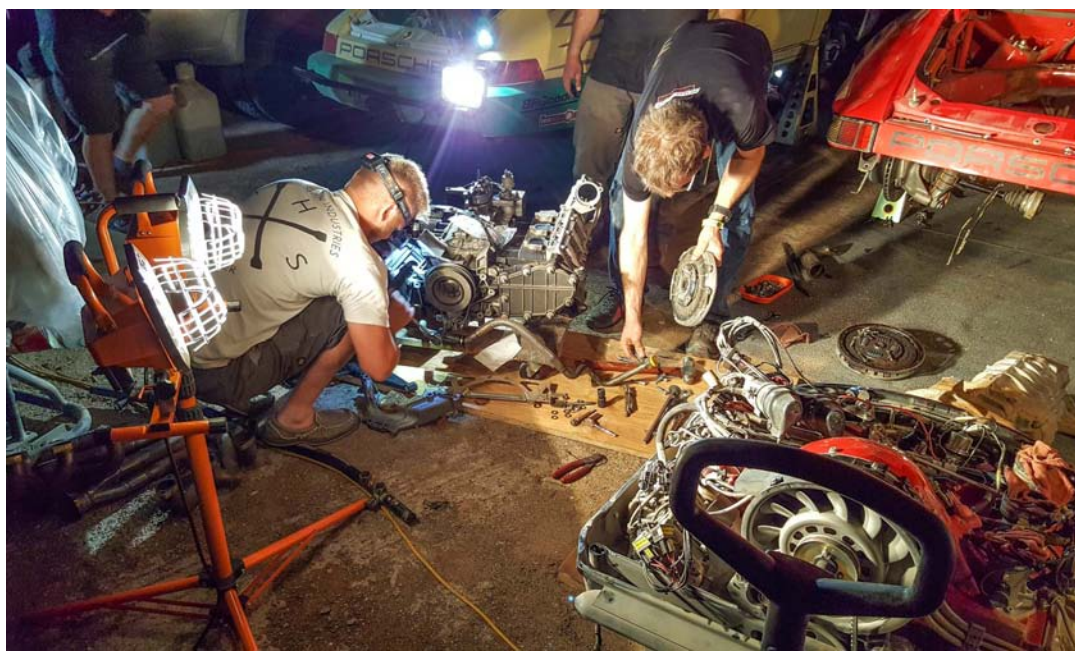
In San Felipe, Jeff found a guy he knew, and went to his shop to use equipment. Who would have guessed that 250 miles from anywhere, Gamroth would know someone who could help keep us going? The two longest days of the race were Day 2, from San Felipe to Bahia de Los Angeles and from there to Loreto on Day 3. The cars got stuck in deep sand several times but were helped out by ... wait for it ... other competitors! Desert people are good people. Additionally, locals would help from time to time for an unfair advantage. Zwart knew from

previous desert races to have a wad of \$100 bills to offer to those providing assistance.

Holding a \$100 bill high in the air would bring locals to their car before some of the others also stuck in the same mess.

On the way to Bahia de Los Angeles, the red car had an oil line come loose and the motor was not sounding very chipper. Fortunately, Jeff had the presence of mind to throw in a quart of oil and cross the line for that day, thus avoiding a 30 minute penalty.

Right: The motor swap. Oh BTW, the replacement has 100,000 miles on it and came from a "total" Jeff bought. Mind the sand, boys.



The wind was strong and ever present while sand was in EVERYTHING at Bahia de Los Angeles. I spent the night in the car while others in tents asked if I was comfortable. Hmmm ... take your pick.

The new motor, now running in the red car; the boys launched towards Loreto; the longest of all legs. They finished at 2 a.m. ... smiling.

In Loreto, Jeff told all the guys to go to bed, get up at six, and work until ten-thirty. This allowed

the cars to be on time for the start, just barely. Then we would have to pack tools and gear into the five chase rigs and head out. This made for some crazy driving. The roads were very narrow in many mountainous areas on the way to La Paz and the "duallys" would have two rear wheels off the pavement. This made for a tight sphincter but Day 4 ended without incident.

(Continued on page 32)



Above: The end of the day at Loreto. Jeff G. Jeff Z., Carl and Cameron. These guys are nuts!



Left: The red car, now with the 100K motor (AKA "the world's fastest anvil") leaves the last check point leading into La Paz.

The Finish

The last day was a short one on time and distance. With places in class well established, the running down to San Jose from La Paz along the coast saw stops to take pictures of the beautiful Sea of Cortez. We wouldn't know if we would be back and wanted to take in the best of it.

It had been a long week, and we thought about the desert (which can be mundane) and the surprises along the way, such as finding a little oasis with palm trees and fresh water lagoons. There were 500 year old missions, beautiful Saguaro cactus for miles at high elevations, dormant volcanos and interesting rock formations. Too, there were copper mining operations that have been ongoing since raw ore was shipped back to Spain on sailing ships.

Suddenly, it was over.

Final Thoughts

The awards party was on the beach in San Jose del Cabo. It was a huge gathering. Each winner got to make a two minute speech. As Cameron Healy and Jeff Zwart went up on stage to get their trophy, there was much fanfare and noise; not just from Rothsport crew but from many of the competitors who became believers of the Porsche story.

It would seem that the cars and the Pinzgauer had seen enough action for one week, but it was decided to share them with the folks at Luftgekühlt, the air-cooled Porsche show near Long Beach harbor. Air-cooled, indeed, they deserved it.

I could go on and on about all the events that took place, but it really is about being with friends and doing what we all really enjoy, sharing stories and laughing and having fun. I want to do this again but I know the first time will always be special. ■

The office at the end of the day ... where's the dust-buster?





Cameron and Jeff Z. prepare for the last push to San Jose del Cabo on the final day. That's Randy Wells (white t-shirt) a well respected photographer/journalist helping them out. Look for an article by him soon.



Above: Five miles from the finish, Josh cheers as Gamroth blows by.



Left: Carl and Jeff at the finish ... Dave Gamroth at left.

Sold Out Social at Golden Valley Brewery

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY ERIC LEWIS AND CRISTY JOHNSON



The Golden Valley Brewery was the location for our June Social and Dinner, hosted By Mike and Mary O'Connor. We were sold out at 64 people, so the place was full. There were great cars in the parking lot, lots of conversations and good food.

Our new Club President, Larry Hannan, reviewed the board changes and all the events coming up. Our thanks to Mike and Mary for hosting. ■



2017 AUTOCROSS SCHEDULE

Autocross Schedule

EVENT	DAY/DATE	LOCATION	START TIME
Autocross #5	Sunday, July 23	PIR South Paddock	7:30 a.m.
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/>



PORSCHE CORRALS IN JULY

ROSE CUP RACES

July 8 and 9

Portland International Raceway

Come and support the Rose Cup racing community and bring your Porsche to the Oregon PCA Corral. Your \$40 Car Corral registration fee includes a 3-day admission ticket for a driver and a guest and 1 corral pass for the Porsche corral on July 8 and 9. The Rose Cup Races continue to be the premier amateur road racing event in the Pacific Northwest. Note: Corral passes are NOT available at the track. For more info: www.oregonpca.org/event/rose-cup-races-porsche-corral/ ■



FOREST GROVE CONCOURS D'ELEGANCE

Sunday, July 16 | 8 a.m to 5 p.m.

(Corral Participants meet at 7:15 at Safeway, 2836 Pacific Avenue)

Pacific University, Forest Grove, OR



The Porsche Corral at Forest Grove Concours d'Elegance is always a fun way to spend a Sunday. **The Corral is full, but come out and enjoy the show.** For more info: www.oregonpca.org/event/porsche-corral-at-forest-grove-concours-delegance. ■

VINTAGE RACING FESTIVAL

July 29 and 30

Portland International Raceway

Aspectacular gathering of vintage and contemporary race cars will create the Portland Vintage Racing Festival at PIR. The flat yet challenging, 12-turn, 1.967 mile track offers a unique driving opportunity. Whether you're a driver, entrant in the Hagerty Show and Shine Car show, or fan there is a unique fun racing experience for you. Porsche Corral at the Vintage Racing Festival promises to be fun!

We will have a Porsche Club Corral at this event on Saturday, July 29 and Sunday, July 30. For more info: www.oregonpca.org/event/portland-vintage-racing-festival/ ■



SUPPORT OUR CLUB RACE CAR DRIVERS THIS SUMMER AT THE ROSE CUPS AND VINTAGE RACES!

BY PEG RYAN, COMMUNICATIONS DIRECTOR

I have learned that several former or current Club members are racing in either the Race Cup Races on July 8 and 9, or in the Vintage Racing on July 29 and 30 (see information on page 36). If you attend either of these races, make sure you cheer for them!

#61 is a 1973 911t with 3.2 engine, driven by **Donn Snyder**, who will be racing in the Rose Cup races in the Vintage group (VP2). The #12 black car in the foreground is **David Barton's** from Vancouver. It is a 1988 Spec 911. Dave will be racing in the Vintage Races. This picture was taken when they were racing down at Thunderhill.

Gary Rigdon will be racing a 1984 Porsche 944, #205, at the Rose Cup Races.

#6 is driven by **David L. Schroeder**, who may be driving this 1970 Porsche 914 at the Portland Vintage Race. (Recent note indicated he might have a conflict). The car was featured in the December 2016 *Excellence* magazine.

Doug Esterbrook, the mechanic technician, is featured here with the car. ■



JULY BOARD OF DIRECTORS MEETING

Wednesday, July 5 | 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! Come and find out the latest news and plans for upcoming events. ■



JULY SOCIAL AND DINNER | **FULL, WAITLIST AVAILABLE**

Wednesday, July 19 | Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.

Ristorante de Pompello

177 E Historic Columbia River Hwy. | Troutdale, OR 97060

Hosted by Ed and Phyllis Thieman

This event is full. There is a waitlist started. Please go here for full details on the event and how to get on the waitlist: www.oregon-pca.org/event/monthly-social-and-dinner-july/ ■



TECH SESSION: BASIC UPHOLSTERY, SEATS, INTERIORS & HEADLINERS

Saturday, July 22 | 9 a.m. to 11:30 a.m.

Ross Upholstery Custom Auto Interiors

514 S. McLoughlin Blvd. | Oregon City, OR

Ross Upholstery is a locally owned automotive upholstery shop; specializing in interior restoration. From small seat repairs to full custom interiors Ross Upholstery can help restore your car. Ross Upholstery was established in 2008 by Merle Ross, who has been in the automotive upholstery field since 1973. Since opening, it has grown to be one of the most respected automotive upholstery shops in the Portland Metro Area. RSVP to Steve Miller at SMi8541125@aol.com by Wednesday, July 19 ■



AUTOCROSS #5

Sunday, July 23 | 7:30 a.m.

Portland International Raceway South Paddock

1940 N Victory Blvd, Portland, OR 97217



Join us for Autocross #5. It will be held in the South Paddock of Portland International Raceway. Please register and pay at Autocross #5 Registration on Motorsportsreg. Note: Participation is limited to 60 drivers. No Walk-up allowed, you must be preregistered to participate. ■

DRIVE AND ARRIVE—LUNCH AND WINE

Sunday, July 23 | 1 p.m. to 3 p.m.

Gouger Cellars Winery

26506 NE 10th Ave. | Ridgefield, WA 98642 | 303.909.4707

Come join the fun, sitting outside under the umbrellas and taste some great wine. The food is wonderful, and the ice cream is the best—Gary Gouger makes it himself. What more could you ask for on a Sunny day in July? Maybe a Sparkling Rose or a Semi-sweet dessert wine aged with Brandy? Just to name a few!

This is not a tour, just meet up at the winery around 1:00pm and look for the Porsches!

Cost is \$30.00 per person

RSVP to Cherie at CherieO993@gmail.com

For more info:

www.oregonpca.org/event/wine-tasting-gouger-cellars-richland-wa/ ■



JULY MIDWEEK CASUAL DRIVE

Tuesday, July 25 | Meet 9 a.m., Depart 9:30 a.m.
Meet at Fred Meyer Parking Lot
22075 NW Imbrie Drive, Hillsboro

The next midweek casual drive will be on Tuesday, July 25. The casual drive will go through the coastal hills and will conclude with a lunch stop at Camp 18 or McMenamin's in Gearhart. We go rain or shine. Navigator not required. Let Joe Kelly know if you plan to attend so he can advise the restaurant. Cell phone: 562.587.3090. Email: joekelly@earthlink.net ■



SUMMER TOUR AND PICNIC | FULL

Sunday, July 30 | 9 a.m. to 3 p.m.

Meets at 24 Hour Fitness

11100 SW Murray Scholls Place | Beaverton, OR 97007



Our Summer Tour and Picnic is planned for Sunday, July 30 this year ... **Sorry, but both the event and the waitlist are full.**

Please check here for more information on the event: www.oregonpca.org/event/orpca-summer-tour-and-picnic-july-30/. ■

BOXSTERS ON THE FIELD: CELEBRATING 20 YEARS OF THE BOXSTER

Sunday, August 20 | 8:30 a.m. to 3 p.m.

Portland International Raceway, Westside of South Paddock

1940 N Victory Blvd, Portland, OR 97217

Join us to show your Boxster or just come out to see all the great 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.

You will receive a Dash Placard with your registration. The first 100 registrations prior to August 1 will receive a special Commemorative Dash Plaque. For more info and a link to register:

www.oregonpca.org/event/boxsters-on-the-field-celebrating-20-years/ ■



ESCAPE TO NEWPORT | A FEW SPOTS REMAIN

August 25 to 27

Lodging at Hallmark Resort, Newport

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




Join us for this late summer escape to Newport Oregon, traveling back roads that will provide for some fun and excitement.

This event is limited to 15 cars / 30 people, and is limited to ORPCA members. 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/ ■



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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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Anzeiger Marketplace

CARS FOR SALE



1995 Porsche 911 Carrera 993 52,500 miles Cabriolet, 6sp manual, 3.6L, RWD, air cooled, naturally aspirated, clean car fax, no wrecks, glossy black, full maintenance history, original manuals, always garaged, drives great, \$59,500 Salem, OR call/text 503.910.0234 or email at red333car@gmail.com.(7/17 NM)



2007 911 GT3 \$110,000, 16,705 miles, 6 spd manual, Carrara White, black full leather/deviating red stitching, Champion RG5 wheels/ Pilot SC 2s, Carrara White Porsche wheels, interior carbon package, interior metal Carrara 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

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)



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 2275/40 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. ■

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. ■