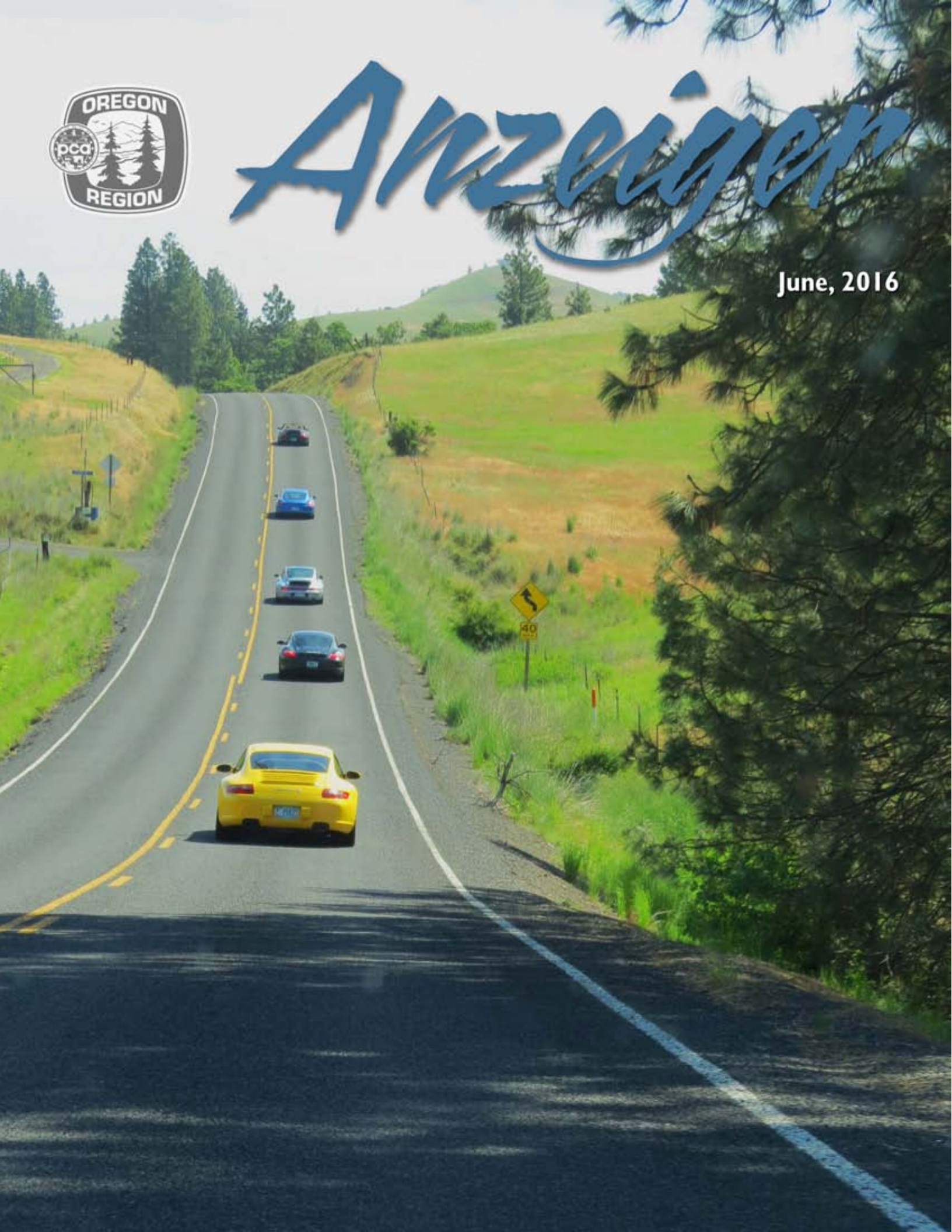




# Anzeiger

June, 2016





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# Anzeiger

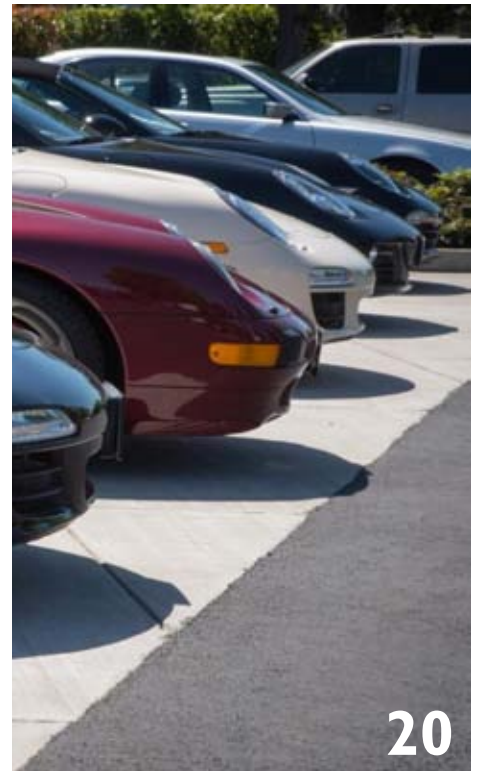
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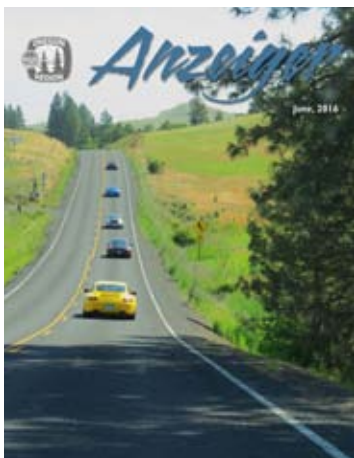
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## ON THE COVER

A procession of Porsches roll through the countryside near Dayton, WA, during the Cabin Fever Tour (see story on page 22). Photo by Joe McQueen.

## Cover Submissions

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

# Anzeiger

*Noun, German*

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

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

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

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

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

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

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

# Anzeiger

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1/2 page	\$1,656
1/4 page	\$1,143
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\*See dealer for full details and restrictions.

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other offers. Will not refund discount;  
must be used at time of purchase.



# Oregon Region Events



## *June, 2016*

- 8 Board Meeting
- 9-12 Northwest Passage
- 11 Arrive & Drive
- 12 Autocross #5
- 15 Monthly Club Dinner and Social

## *July, 2016*

- 8-10 Vintage Races
- 9 Arrive & Drive
- 13 Board Meeting
- 17 Autocross #6 and BBQ
- 20 Monthly Club Dinner and Social
- 29-31 Rose Cup Races

## *August, 2016*

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

## *September, 2016*

- 10 Arrive & Drive
- 14 Board Meeting
- 21 Monthly Club Dinner and Social
- 25 Autocross #8

## *October, 2016*

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

## *November, 2016*

- 9 Board Meeting
- 16 Monthly Club Dinner and Social

## *December, 2016*

- 14 Board Meeting

## PRESIDENT'S RAMBLINGS

Joe McQueen



## PCA.org ...A Place for Information or “Getting Lost”

**T**he PCA is the largest single marque car club in the world. Now that's a significant statement, and since we know of no other worlds that have car clubs, let's extend that to the universe. I wonder if Steven Hawking would approve of that statement? We can say that it is the largest independent single marque car club in the universe, impressive. All other country or region Porsche clubs are owned by Porsche AG.

We are all members of this incredible organization with significant resources. Let's take a look at one of those resources, the PCA website ([www.pca.org](http://www.pca.org)). As members, this is one of the resources we have at our disposal; you have access to PCA events, history, PCA videos, club documents, and technical experts.

Although there are the tabs at the top of the page, there is also a line of graphic links on the bottom of the homepage—click on them and see where they take you. A good example is Driver Ed. From there you can scroll down to Autocross, then Autocross Defined. Scroll through that page and you'll be learning driving techniques which can be applied to everyday driving, car setup concepts, and how to get started in Autocross. Our Autocross program is the best in the Portland area.

The other links on that page can take you on a tour of PCA's favored events. HPDE, Club racing, Concours, Rallye, and Treffen (formerly Escape). We have our own Treffen style events: Northwest Passage, Escape, and Cabin Fever; these have been offered to our members for decades. New this year, we are extending the last Arrive and Drive to include a two-night stay in Central Oregon. Those who wish to just do the A&D will stop at lunch, the other lucky 18 will continue on.

Clicking on the Technical graphic takes you on a journey into the minutia of Porsche cars. This phenomenal asset covers every technical problem investigated and solved by the Club experts. It's entertaining reading, regardless of what model you own. If you would like to venture beyond the confines of the Oregon Region, click on the Events graphic for pages of continental Porsche events.

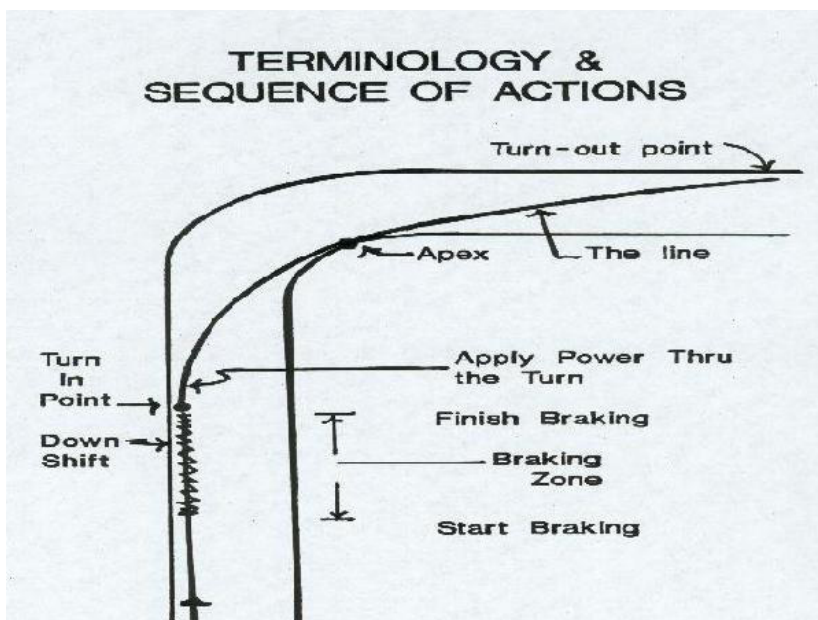
The News tab at the top of the page is where I get lost; one click and I'm drawn into the world of Porsche enthusiasts. Let's crawl under a 718 Boxster, see barn finds, watch Derek Bell driving a RS60, see first drives of new models, etc. It goes on.



From PCA.org

Lastly, I want to make a pitch to those who regularly participate in our driving events. Under the Home tab is the Forms and Documents section; all of the event and post-event documents are found here. Let's say you were asked to be an Observer for and Arrive and Drive—to complete the report, just go to the PCA website and login. In the Forms and Documents section is the Observer's report—it can be filled in online. No mailing or email required. The other documents are there and they are always up to date; fill-in or download is easy.

From PCA.org



The point of my message is to go to the PCA website and explore—I'm sure you'll find it fascinating; you will be back time and time again.

Next month: Driving in Spain.

Keep the rubber side down,

Joe ■

## New Members

Alexander Cawley  
Vancouver, WA  
2001 911 Carrera

Larry Cirotski / Laura Cirotski  
Tigard, OR  
1978 911 SC

Kristin Coppola  
Portland, OR  
2016 Panamera Edition

Michael Huynh  
Portland, OR  
2016 Macan S

Jason Kranitz  
Wilsonville, OR  
2012 911 Carrera

David Krichevsky /  
Nicholaus Krichevsky  
Portland, OR  
2001 Boxster

Paul Riedel  
Portland, OR  
2008 911 Turbo Cabriolet

Chris Riha  
Portland, OR  
1999 911 Carrera

Glenn Shihata  
Beaverton, OR  
2005 911 Carrera S

Shaun Struckmann /  
Samantha Struckmann  
West Linn, OR  
2005 911 Carrera S

Tom Tillema  
Tualatin, OR  
2002 911 Carrera

Robert Warren  
Tigard, OR  
1982 911 SC

Ed Webb  
Stayton, OR  
2006 Cayman S

## Anniversaries

**40 Year Anniversary**  
Gordon Ledbetter / Randi  
Ledbetter

**20 Year Anniversary**  
Michael Wilfing / Leigh Davenport

**5 Year Anniversary**  
Harrison Branch /  
Jacqueline Branch

## SPINNEN

Randy Stolz



## Woodworking

**H**aving lived in Oregon some 36 years, I've become somewhat appreciative of nature. How could I not? While this has given rise to a fair amount of conflict within me in recent years (read global warming) it has also been a source of comfort and relaxation. Just looking at a nice piece of wood reminds me that despite all the technology in our lives and in our cars, humans can still make something of value from nature.

This is perhaps why the recent trend of painted woodwork in homes drives me nuts. I know, it's more affordable and may meet the requirements of a certain look, but why cover up that beautiful grain? To this point, for the past month and a half I've been refinishing our kitchen cabinets. Not a trivial undertaking, it has given



A kitchen base cabinet after hours of fun.

me a greater understanding of what it took to produce some notable cars of the past and present.

Since 1909, Morgan Motorcars of England has used ash wood frames for the body structure (not the chassis). You can see how it's used here: <http://www.youtube.com/watch?v=p4c9i250pc4>.

Since cars have been racing, the search for a strong yet lightweight body has been important. In 1923, Hispano-Suiza was winning races with its model H6B. With an enormous aluminum engine of 8 liters producing 195 horsepower, Andre Dubonnet (yes, that Dubonnet) asked for a new car (H6C) with coachwork of less than 100 lbs. With a frame of 3/4 inch mahogany ribs covered by a veneer of 1/8th inch thickness, the



A Morgan body frame in the workshop. Photo courtesy Morgan Motorcars.

whole thing was fastened together with brass rivets by the craftsmen at Nieuport Aviation (the folks who built the WWI Nieuport 17 fighter plane). The car was entered in the 1924 Targa Florio where it finished 6th, reportedly without any serious body damage.

Closer to home were Ford station wagons. Or, what's come to be known as "woodies." This rolling lumber was an outgrowth (pun intended) of finding a use for an excess resource. The Iron Mountain stands of hardwood in Northern Michigan, once used to frame the bodies of the Model "T" and Model "A", maple and birch became an option.



A repo of Dubonnet's machine sitting in the Blackhawk Museum.



Above: A 1940 Ford Station Wagon. Photo courtesy canepacollection.com. Below: A Panamera dash in Yachting Mahogany. Photo courtesy Porsche.

So what does this have to do with Porsches? Not much. Except that you have the option to install a touch of nature with trims of Dark Walnut, Natural Olive, Whitewashed Oak, Anthracite Birch, and my favorite, Yachting Mahogany. There's also something called Tineo, a hardwood mainly from Chile, and Argentina.

As for me, I'm still looking for a nice shift knob. 'Till then, I've still got some bi-fold and sliding doors to re-do and then, later, a mid-century coffee table in Pecan.

– KEEP SPINNEN. ■





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## REARVIEW MIRROR

Edited by  
Gary Koppang



# Rose Cup Races—1970 Style

*(Editor's Note: In this issue, we bring back the "Rearview Mirror" column, presenting notable articles from past Anzeigers. We thank Gary Koppang for perusing the stacks for articles current members will find interesting!)*

by Todd Webb / From the June, 1970 *Anzeiger*

**T**his June 14 will be the 10th running of the Rose Cup Races here in Portland.

I recall how it all began 10 years ago. A number of people from both SCCA and Cascade had convinced the city that a road race course could be made from the old roads at West Vanport. As you recall, the 1948 flood had totally destroyed Vanport City leaving only a few paved roads which were at one time city streets. There were several areas that had to be paved and a bridge had to be built over the slough. The pits were located infield on the



concrete ruins of some old buildings. The start-finish was just before what is now turn 3. At first race there was no circus and the hill where everyone watches from was much further back. As I remember, the track was even rougher than it is now. There were a lot of places where concrete blocks still abided just a short distance off the turns! The name Rose Cup, I believe, was thought of by Dan McMahon. He was the Race Chairman for Cascade at the time.

Anyone who was there on June 11, 1961, will remember the devastation that took place. One Corvette belonging to Deck Becke burned right to the ground while the race commenced. Many cars rolled over, and two ended up in the water right before old turn 3.

There were a few names which have since passed on, such as Dick Miller, Harry Kerstings, Bob McLean, Larry Townsend, and others. Some of these men lost their lives in racing. There were a few names which we still see today in racing: G. B. Sterns, Pete Lovely, Pierre Phillips, Gary Blodgett, John Hall, Dan Shervy, Monte Shelton, Everett Hatch, Lew Florence and several more. That first race was won by Jerry Grant in a 3.0 liter Ferrari. He was to win in again in a later Rose Cup with the same car.

There would be many changes in Delta Park. Ditches would be filled, posts removed, culverts filled and the "circus" added (which was laid out and named by Larry Petrey, president of Cascade at that time).

This will be the first year that SCCA has had the Rose Cup. It will be a national race with all classes. I wouldn't be surprised to see it be the largest of all time. The cars are faster, the track is safer, the drivers are better and the field will have a lot of national flavor, with several factory teams up from California.

I hope all of PCA can be at Rose Cup on June 14; it should be a "goodie!" ■

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# ORPCA Autocross #3 : The Looky-Loo

By Todd Averitt / Photos by Josh Hopwood and Andy Hsiao, Running Rich Photography

It was as nearly as perfect a day for Autocross as we ever get here in the northwest. Pleasantly cool in the morning, and warming to a tee shirt and suntan lotion afternoon. It was just what everyone needed.

Our non-Porsche Stock classes took to the course first. They set the tone for the day; driving the tough Andres Ferrer-designed course and giving everyone else a look at just how challenging it would be.

The course demanded full concentration and understanding of your car's dynamics or you were in trouble. There were definitely places where the right foot had to be extended and then just as quickly the left foot had to take over, hard.

Smooth was a key this day; over-driving could get you out of position in a hurry.

After all was said and done, 53 of the 74 participants were within five seconds of Jared Stills' Top Time of Day (TTOD). Barry Cogut, Josh Hopwood, John Juhring, Anson Lytle, and Eric Freedle were all less than a second behind Jared.

It becomes even more fun when you consider the cars each participant drove. We had beautiful Cayman GT4's, 911 GT-3s, Macans, 924s and 944s, an early 914 and 911T, Boxster's of every sort and year doing battle in the Porsche classes. We had VW Gulf Rs, BRZs, a Jeep Cherokee, F150 lightning, BMWs, Integras, Camaros, Neons, Miata MX5s, Subarus of all models, Mitsubishi EVOs and Lancers, RX-7s and too many others to name—except one great classic, a Fiat X 1/9 owned and driven by Dan Massee. Anyone who was alive at that time had what is known in some circles as a flashback.

It was too much fun, and the comradery and driving tails couldn't be beat. It was close to that perfect Sunday.

Thank you to all the volunteers who made this day possible, from Ryan Davis in the timing trailer with Andres Ferrer, Sean Vanderheiden, Colby and Casey Hollingsworth, Chuck Jarvie and Bryce Bederka running our safety program, Eric Hoff and Cary Kutter, without whom we'd have no trailer, the course designers whose designs we have already played on and those who have signed up to contribute later this season. To all the participants who did their fair share by staying and manning corner stations, running tickets for each run group, the starters and grid workers—and last, but certainly not least, the instructors willing to give supporting guidance to novice and experienced drivers alike. A special thanks to Harry Danberg, whose driving skill and expertise avoided an unscheduled offcourse stop at PIR's men's room. Note to course designers and safety that course design should be looked at as a pilot flies his plane: 99 percent boredom, but when things go wrong it happens in a hurry—and always on a path of least probability. The thank you is from Chuck Jarvie and I for saving us the mountain of paperwork associated with an incident.

See you all soon and may all your roads be dry and twisty. ■



Don Dexter, with Dana Jacobsen in his rear view mirror. Photo by Josh Hopwood.

## FULL RESULTS AND MORE PHOTOS OF AX 3 ON FOLLOWING PAGES

# Autocross #3 Summary Results, May 1, 2016

Pos.	Car #	Driver	Car Model	Total	Diff.	From 1st
<b>STO - 'Student Time Only' Total Entries: 4</b>						
1	3839	David Story	Macan/Turbo	47.074	[-]4.007	-
2	421	Rick Walters	Porsche Boxster	51.081	+4.007	+4.007
<b>M01 - 'M01' Total Entries: 2</b>						
1	17	Greg Olsen	2000 Porsche 911 Carrera 2	40.958	[-]3.822	-
2	82	Josef West	Porsche 924	44.780	+3.822	+3.822
<b>I01 - 'I01' Total Entries: 4</b>						
1	1	Barry Cogut	Cayman	40.151	[-]1.951	-
2	49A	Ryan Davis	Porsche 951S	42.102	+1.951	+1.951
3	59	Cary Kutter	Porsche Carrera 3.2 RS	42.211	+0.109	+2.060
4	25	Todd Averitt	Porsche 914 1.7	44.474	+2.263	+4.323
<b>P01 - 'P01' Total Entries: 2</b>						
1	1942	Bill Scanlan	Porsche 944	42.818	[-]2.152	-
2	6	Harry Danberg	1973 Porsche 911T	44.970	+2.152	+2.152
<b>P02 - 'P02' Total Entries: 1</b>						
1	61	Eric Freedle	1986 Porsche 911 Carrera	40.881	-	-
<b>P03 - 'P03' Total Entries: 7</b>						
1	92	Anson Lytle	Porsche Cayman S	40.794	[-]1.094	-
2	68	Elizabeth Bacon	Porsche Cayman S	41.888	+1.094	+1.094
3	324	Clay Horste	Porsche Cayman S	42.683	+0.795	+1.889
4	68A	Jeffrey Hunt	Porsche Cayman S	44.024	+1.341	+3.230
5	303	Eric Hoff	Porsche 997.1	44.615	+0.591	+3.821
6	46	Dan Ball	Cayman S	44.789	+0.174	+3.995
7	66	Aamir Zakaria	Cayman R	DNS		
<b>S01 - 'S01' Total Entries: 3</b>						
1	42	Bryce Bederka	1999 Porsche Boxster	44.036	[-]3.384	-
2	403	Joey Yin	Porsche Macan S	47.420	+3.384	+3.384
3	24	Aimee Horste	Porsche Boxster	DNS		
<b>S02 - 'S02' Total Entries: 5</b>						
1	1113	Tom Pavlik	Porsche Boxster S	45.312	[-]0.731	-
2	43	Chuck Jarvie	2004 Porsche Boxster S	46.043	+0.731	+0.731
3	35	Sean Vanderheiden	2003 Porsche 911 Carrera 2	46.082	+0.039	+0.770
4	86	Don Dexter	Porsche 996	47.632	+1.550	+2.320
5	913	Tom Pavlik	Porsche Boxster S	DNS		
<b>S03 - 'S03' Total Entries: 5</b>						
1	63	Tong Qi	Porsche GT3	41.419	[-]0.049	-
2	77	Mark Qandil	Porsche Cayman GT4	41.468	+0.049	+0.049
3	37	Dana Jacobsen	Porsche Cayman GT4	41.473	+0.005	+0.054
4	1011	David Kosa	911 4S	42.692	+1.219	+1.273
5	10	Moses Qandil	Porsche 911 4s	43.911	+1.219	+2.492

NPAS - 'Non Porsche AWD Street Tire' Total Entries: 5						
1	241	Collin Hammagren	Mitsubishi Evolution X	42.782	[-]3.081	-
3	70A	Josh Baumgartner	Mitsubishi Evo	46.374	+0.511	+3.592
NPRS - 'Non Porsche RWD Street Tire' Total Entries: 11						
1T	240	Dakota Snow	Nissan 240sx SE	43.368	[-]0.845	-
NPAM - 'Non Porsche AWD Mod (200 and Below)' Total Entries: 4						
1	357	Clive Masee	Mitsubishi Lancer	41.777	[-]0.280	-
NPFM - 'Non Porsche FWD Mod (200 and Below)' Total Entries: 10						
1	999	Chris Mitchell	Honda EG	41.702	[-]1.088	-
NPRM - 'Non Porsche RWD Mod (200 and Below)' Total Entries: 18						
1	126	Jared Still	Mazda RX-7	39.955	[-]0.601	-
NPFS - 'Non Porsche FWD Street Tire' Total Entries: 5						
1	619	Albert Yurong	Mazda 3	47.486	[-]1.088	-

Top Time Of Day	Time	Class	Car #	Driver
<b>Raw time</b>	39.955	NPRM	126	Jared Still

## AX 3, CONTINUED



Jared Still and his TTOD machine. Photo by Andy Hsiao.

**MORE PHOTOS OF AX 3 ON FOLLOWING PAGES**

## AX 3, CONTINUED

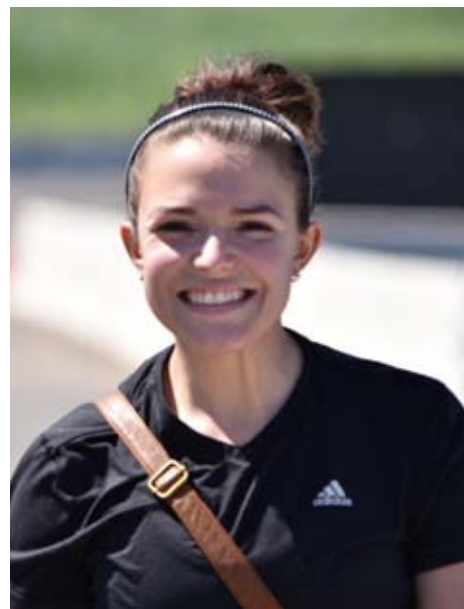


Left: Eric Freedle looking back to the '70's with Dan Massee in his Fiat X19. Photo by Josh Hopwood.

Right: Joey Yin tossing around his Macan. Photo by Josh Hopwood.



Left: Josh Hopwood demonstrates the art of BMW tossing



Above: Greg Olsen—count down to blastoff. Top right: What more needs to be said about autocrossing? Right: Mike O'Connor would be right at home with our Miata pool. Photo by Josh Hopwood.





The crowd at The Ram in Wilsonville, after a great day of driving over Clackamas County country roads.

## May Arrive & Drive: Barns, Cars, and Beers

By Larry Hannan / Photos by Jody Leonard

**T**he first arrive and drive of the 2016 season was a resounding success.

Saturday morning May 7 approximately 55 cars showed up at Millers Homestead restaurant for the first arrive and drive of the 2016 season.

We couldn't have asked for nicer weather to go out and enjoy our cars, and while it took a little extra time to get everyone signed in, no one seemed to mind.

Looking around the parking lot, there were close to 40 years of examples of the 911, as well as Boxsters, Caymans, a Panamera, a Cayenne and a Macan, and even a 944 driven by Ryan Davis. Did you see the husband and wife team driving a GT3 RS and a GT4?! NICE!

Tourmeister Eric Freedle led the group on what turned out to be a great drive out into the back roads where we passed many barns of Clackamas County; who knew that there were so many!

Our mid tour stop was at Ranch Hills Golf course in Mulino, and from there we wound our way back and passed Pat's Acres (an outdoor go-kart facility) and finished our drive at the World of Speed in Wilsonville. Lunch followed at The Ram in Wilsonville.

A big thank you to Eric for putting together a great arrive and drive.

The next arrive and drive is June 11, the second Saturday of the month.

See you there! ■



Left and below: Ranch Hills has never seen so many Porsches! Thank you, Doreen (the owner) for the opportunity. Yes—two brand NEW 2016 Cayman GT 4s in red. Center: A blue bird day welcomes the group at World of Speed. Bottom right: What a bunch of NICE nose jobs. Bottom left: The driver's meeting at Miller's Homestead.



## *Cabin Fever 2016*

# **The Dayton/Walla Walla Tour: Bluebirds and Goats**

Story and Photos by Shary and John Brams / Joe and Ginny McQueen



**N**ine lucky couples rose bright and early on Friday, May 13, 2016, to meet in Hood River for a scenic drive through Washington and Oregon, ending at Dayton, Washington. After about 75 exciting miles, we stopped in Bickleton, Washington for lunch at the Market Deli.

The restaurant was also a treasure trove of memorabilia for this area with many items for inspection and learning. The food was good and the staff very friendly.

Bickleton considers itself the bluebird capital of Washington; on the road into Bickleton, one couple counted about 52 birdhouses. It is estimated that there are about 2,000 bluebird birdhouses in that part of Washington. Bluebird teeshirts could be and were purchased at the museum next to the Deli.

The second leg of the trip was about the same length, but deer were encountered; Bud Lyons was sharp-eyed enough to miss one that tried to ram his Porsche. The trip continued through the Horse Heaven Hills, wheat fields and many new vineyards and the rolling hills of the Palouse. The wheat was about three feet high, almost ready for harvest.

Our second stop was Hat Rock State Park, just south of the Washington-Oregon border and a few miles east of Umatilla. This was a short rest stop with a challenging walk, dodging sprinklers, to the comfort station; we viewed the “Hat Rock” from various viewpoints.

After the stop, we caravanned south through Oregon wheat fields. Traveling through Milton-Freewater, we crossed State Line Road and returned to Washington. A circuitous route took us to our final destination—Dayton, Washington where we checked in to the Weinhard Hotel, a historic marvel.

They have a warm and inviting lobby, a cozy coffee shop, and a rooftop garden where several of us enjoyed the sunset as we sipped wine with cheese and crackers. The hotel was built by Jacob Weinhard, son of Henry Weinhard, the founder of the brewery that has provided the beer many of us have enjoyed. He was sent to Dayton to purchase hops for the beer that was brewed in Portland. He liked the area enough to construct the hotel which

was originally used as an office and production facility for some of the Weinhard products, but more prominently as a saloon to sell the product.

In the early evening we had a catered dinner of chicken piccata with asparagus, roasted potatoes, and Caesar salad in the hotel coffee shop. Dessert was cookies and biscotti. There were a few glasses of wine raised before, during, and after dinner. There our plans for tomorrow's winery visits were made; some late nighters continued the merriment well into darkness.

Saturday morning we visited the Dayton train depot—the oldest surviving train depot in Washington. This was another totally interesting repository of old pictures, train memorabilia, historical maps, etc. The “tech” gentlemen in our group did a thorough inspection of the old popcorn/roasted peanuts/steamed hot dog cart in the depot. The upstairs of the depot had been the home of the depot manager and has been totally restored. Our depot docent educated us about the depot and Dayton; she was a fountain of historical knowledge. Some of our group stepped on the old wooden freight scale in the depot before heading out to inspect an old Union Pacific caboose. We learned much about Dayton at that stop, leading us to conclude that this small town has much more to offer than is immediately apparent. Dayton has two defined historical areas of homes with a guide to the architectural styles of each home and descriptions of who lived in each house in those good old days.

After the Depot tour, we travelled a brisk 25 miles to Walla Walla and visited the Three Rivers Winery where we had a tasting of four of their wines to accompany our box lunches. The weather wasn't cooperative so we didn't try out the three hole golf course; however, the wines were good and provided a prelude to trying more wines at nearby wineries and tasting rooms. The Walla Walla area has been totally revitalized in the past 20 to 25 years by the wine industry. There are now over 170 wineries in this area! The downtown area is vibrant—several areas have been re-imagined from empty storefronts into attractive tasting rooms. The airport has many tasting rooms in old hangars left from the WWII training base!

Saturday evening we all met at the Weinhard Cafe, where we had a delicious dinner and desserts. Of course, there was a bit of wine consumed there as well. Wait staff was very attentive and made us feel very welcome. Although we were having a great time, we didn't chase other patrons out of the restaurant! After dinner, we retired to the coffee shop, where we finished off our bottles of wine, traded car stories, and told tales of the particular tasting rooms we had visited and wines we had enjoyed.

Sunday morning we met in the coffee shop for a continental breakfast and decided to check out and meet at 9:30 a.m. for a visit to the Monteillet Fromagerie, where we were to meet a French cheese maker who would demonstrate his craft. Unfortunately, there was a bit of a mix-up about the time we were to be there and we missed this opportunity; however, the goats were well-entertained. Ah well, they are on the schedule for the next time we visit the area.

We started with bluebirds and ended with goats, what a wonderful weekend. We returned to Portland via various routes, be assured a good time was had by all!

Our tourmeisters, Shary and John Brams, travelled home in separate cars, as their Carrera S had to be trailered from Walla Walla to Sunset Porsche. Shary rode home with the Fanz/Gibbons' in their Macan while John stayed the night in Walla Walla with friends. On Monday, John rode home with Don Clinkenbeard in the cab of Don's truck with the “ill” Carrera trailered behind.

A major “THANK YOU” to Don as he drove home to Longview, WA on Sunday, got up at 3 a.m. Monday and drove back to Walla Walla with his truck and car trailer. He and John turned around and drove to Beaverton, dropped John and his Carrera off at Sunset Porsche, and was home by 3:00 that afternoon ... whew.

Three cheers for our Tourmeisters Shary and John Brams! Great drive, good roads, fine lodging, food and wine. ■

**MORE PHOTOS OF THE CABIN FEVER TOUR ON FOLLOWING PAGES**

## CABIN FEVER TOUR, CONTINUED



Clockwise from top: Heading in to Taste—Cougar Creek Winery; Bluebirds of Bickleton; Bickleton Market Street Cafe—Welcome; Here's the plan.



Top left: 1915 Ford Socialability Drive, Dayton. Top right: Weinhard Hotel lobby. Above: Belly up to the wine bar. Left: Bickleton Market Street Cafe.

**MORE PHOTOS OF THE  
CABIN FEVER TOUR ON  
FOLLOWING PAGES**

## CABIN FEVER TOUR, CONTINUED



Clockwise from top: Dayton street walkers; good eats in Bickleton; Depot popcorn, roasted peanuts and steamed hot dog machine; last car home.





Clockwise from top: Passing the time with the Dayton Depot conductor; our Dayton abode—the Weinhard Hotel; rest stop at Hat Rock; Weinhard Cafe Dinner—YUM!



# Porsches at Portland Cars and Coffee

Story and Photos by Harry Danberg

**O**n May 21, the organizers of the weekly Portland Cars & Coffee event at the Wilsonville World of Speed featured Porsche. I decided to get a group of fellow PCA members to bring their cars to the show.

With the assistance of the weekly blast, the call went out. I invited our members to come down and join me. My plan was to show the attendees how our cars have evolved over time. We would arrive as a group and park with the cars arranged by model and date.

As the date drew near, 25 members answered the request. I watched the weather with trepidation as the threat of rain would just not go away. On the appointed day, in spite of the continued threat of rain, the PCA members came through and Porsches started arriving at the meeting place. After all, this is Oregon, and we would not let a bit of rain dampen the fun. Making an appearance were 356's, 912, 914, 911/964/993/996/997/991 family, 944, Boxsters, Caymans, Macan as well as Panameras. As we were arranging ourselves, other Porsche owners heading to the show, unaware of our plans, saw us and asked to join us. We welcomed them, since, after all, the more the merrier.

As we were arranging ourselves, a fellow in a 1952 Split Window Volkswagen saw us and stopped to find out what was going on. After some discussion, I asked if he would like to lead us to the World of Speed as a tribute to the full heritage of Porsche.

Then it was time. We pulled one onto 95th Street to go to the World of Speed. Over 50 Porsches paraded to the event and parked side by side. As you can see by the pictures, a splendid time was had by all.

Thanks to all who participated.

You can see many more pictures of the Porsches at the "Portland Cars & Coffee" Facebook page. ■



The Porsche parade.



Clockwise from top: Porsches on display; getting ready; split bug; looking good at Cars & Coffee; Boxsters.

# It's That Time of Year!

## Get Ready, Get Set for the 2016 Autocross Season

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

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

1. If you are an ORPCA/PCA member, you can register at any time for any event. You must pay for each event you sign up for online to be considered pre-registered. Also be sure you read up on our Championship Series Pass before you register by clicking [here](#).
2. All ORPCA Championship Points events are limited to 70 pre-registered participants.
3. Without a Championship Series Pass you will NOT be eligible for Championship Points. What's even better is the pass will actually save you money. Click [HERE](#) for all the details on how to purchase yours.
4. Course design, setup, teardown, and control will be performed by a Course Committee composed of a “Course Designer,” an “Adjuster” and a Safety Steward. We would like you to sign up and help. This way we will have a different Course Designer for each event. For more information see “Getting Involved with Autocross” click [here](#).
5. Complete Porsche Car Classing, changes to our car numbering system, 2015 Parade Competition Rules (PCR's), car tech criteria, and working requirements can be found by clicking [here](#).
6. We have set up a Steering Committee, whose charter is to bring fresh ideas to the table, explore new venues, and become expert in all stages of running and maintaining an autocross program.
7. This season there will be multiple two-day events, ORPCA/PCA member appreciation events (events for ORPCA/PCA members only), new venues, barbecues and multi-Porsche Club events.



8. So you have an idea? Contact anyone of our Steering Committee members and get the ball rolling. We already have input for 2017 events in Astoria to events Troutdale and beyond. We would prefer your contact method be via email.

9. Finally, the best news of all is event costs are actually going down. We felt that since maintenance and early Porsche buy-in costs are going through the roof it's the least we could do, really, the least. ■

## AUTOCROSS AND DRIVER'S SKILLS CLINICS

EVENT/CPE*	DAY/DATE	MEMBER REG.	NON-MEM. REG.
Autocross #5, (CPE)	Sun., June 12		May 28
Big NW Subaru, PIR	Sun., June 26	Need Volunteers	
Vintage Races, PIR	Fri.-Sun., July 8-10	ORPCA Member Corral	
Autocross #6, PIR (CPE)	Sun., July 17		July 2
Rose Cup Races, PIR	Fri.-Sun., July 22-24	ORPCA Member Corral	
Dallesport Fun Run	Sat., August 6		July 14
Dallesport Fun Run	Sun., August 7		July 14
Driver's Skills Clinic, PIR	Sat., August 20		May 28
Autocross #7, PIR (CPE)	Sun., August 21		August 6
Autocross #8, PIR (CPE)	Sun., Sept. 25		September 10
Autocross #9, PIR	Sun., October 30	Members Day	

\*Championship Points Event

## June Arrive & Drive

Saturday, June 11

Enjoy some of the best driving roads in the five county area with the monthly Arrive & Drive. A&Ds are typically held on the second Saturdays, but May's event will be on the first Saturday. A&Des extend into October (except for August, when there is no A&D). Each drive is roughly 60 to 100 miles in length and finishes in under three hours. It's a great way to kick off the weekend and a fun way for new members to get acquainted with ORPCA.

To attend, bring your favorite Porsche (with plenty of fuel) and, ideally, a navigator that doesn't get motion sick-



ness to Miller's Homestead at 17933 SW McEwan Ave., Tigard, OR 97224, 503.684.2831 no later than 8:45 a.m. Drivers' meeting takes place at 9:00 a.m. sharp, but many arrive early at 8:00 a.m. for a no-host breakfast.

With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m. This is a no fee event.

Club Contact: Larry Hannan, secretary@oregonpca.org, 503.712.3718 ■

# June Dinner & Social

Wednesday, June 15

***Sorry, this annual event is sold out for this year!***

**Helvetia Tavern**  
**10275 NW Helvetia Rd.**  
**Hillsboro OR 97124**

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

Hosted by Bryan Farley, Justin Williams and Jeremy Williams

Gordon and Randi Ledbetter have graciously opened their shop for PCA members who would like to beat the traffic and get out to the west side earlier. PCA members are welcome to arrive at their house starting at 4 p.m., until dinner, and then welcome back again after dinner. There will be some refreshments at the Ledbetter's. ■



## Porsche Corral at the Forest Grove Concours d'Elegance: "The Allure of the Autobahn: Speed and Style"

Sunday, July 17



**F**or 2016, the event will celebrate German automobiles with the theme "Allure of the Autobahn: Speed and Style." Porsche takes center stage this year as the celebrated marque, along with new and exciting car classes that include 100 years of BMW, Mercedes-Benz and Volkswagen. Local racing legend Monte Shelton will be honored, and Porsche collector Ernie Spada will be in attendance. Several of Monte's competition Porsches will be on display along with Mr. Spada's 1985

Porsche 962 race car. For additional information about the event go to: <http://forestgroveconcours.org>

We are limited to 20 cars this year for the Porsche corral and registration is required. Please register for the corral by June 1, by contacting Eric Underwood with the following information: Full name, email address, telephone number, and Porsche model, year, and color.

All corral participants will meet at 7:15 a.m. in the Forest Grove Safeway parking lot, located at 2836 Pacific Avenue, and take the short drive over to the event as a group prior to doors opening at 8:00 a.m. All corral participants will be treated to lunch and be eligible for a corral award. ■

# Oregon Region Porsche Club of America NORTHWEST PASSAGE 2016

Event Sold Out! Contact Jim North to join waiting list ...  
and watch for Northwest Passage 2017!

June 9<sup>th</sup> – June 12<sup>th</sup>

## Announcing the 2016 Northwest Passage!

The ORPCA Northwest Passage Team is busy planning another fabulous driving tour with fun roads, beautiful scenery, delicious food, luxury accommodations and an opportunity to renew old friendships and make new ones. This year we explore the wide open spaces of central Washington, following the Columbia River and Lake Roosevelt as we make our way towards northern Idaho to take in the beautiful surroundings of Lake Coeur d'Alene. To add more driving pleasure to this year's tour, we will be offering a Sunday afternoon drive through the fabulous rolling hills of the Palouse.

An event not to miss, Sunset Porsche will again host a pre-tour social event on Wednesday night. We will be treated to a tasty selection of hors d'oeuvres, wine and beer, amidst beautiful Porsches as we say hello to old friends and greet new tour members.



The 2016 Northwest Passage officially begins on Thursday afternoon when participants meet at the Bonneville Hot Springs Resort and Spa. On arrival you will check-in, and then the Northwest Passage Team will host a reception on Thursday evening with hors d'oeuvres, wine and beer to welcome participants and to provide a time for us to meet and

socialize with one another. Arrive early and enjoy a mineral bath and massage or relax in the pool and spa.



Friday, our route takes us through the "Bluebird Capital of the World" as we wind our way north, where we will enjoy some excellent driving and spectacular scenery as we navigate the back roads of Klickitat County. Finding the Bluebird Capital is not easy. It's remote, roads lack directional signs, and once you're there you'd better have plenty of gas in your tank because there's no place to fill up.



Friday night, we stay in Leavenworth, a Bavarian Village surrounded by snow-capped mountains located right here in the Pacific Northwest. Friday evening, the Northwest Passage Team will host a private dinner at a local restaurant.

On Saturday we will drive scenic, winding roads through central Washington, navigating alongside the Columbia River, Banks Lake and Lake Roosevelt. And what would a drive through central Washington be without stopping at Grand Coulee Dam? Saturday

night, we stay at The Coeur d'Alene Resort located on Lake Coeur d'Alene.



Back by popular demand, Northwest Passage Team will once again host its locally famous beer wash following our Saturday drive. This event gives everybody a chance to clean their cars and socialize. A hosted beer keg and snacks will be provided. Saturday evening is on your own to enjoy the many restaurants within easy walking distance of the hotel.

Sunday morning, we feature our traditional farewell brunch. This year, we have added a Sunday afternoon drive through the rolling hills of the Palouse. After the drive, you can either head home or stay at the Marcus Whitman Hotel in Walla Walla.

The cost of the 2016 Northwest Passage will be \$550 per car. Because of the size of the dining and lodging venues, we are limiting the number of cars on this year's tour to 45. The 2015 Northwest Passage filled up very fast, so we recommend signing up early. To secure your place on the tour, send a check for \$550 made out to ORPCA to Jim North. Contact Jim at (503) 221-6262, or [james.north@morganstanley.com](mailto:james.north@morganstanley.com).



# ***Zone 6 Drivers Education at Oregon Raceway Park***

**Saturday & Sunday June 18th & 19th  
SPECIAL HPDE OPPORTUNITY**



Join the Inagural Zone 6 High Performance Driver Education event at Oregon Raceway Park (ORP). All PCA members in Zone 6 invited to attend. A fantastic opportunity to drive ORP and meet fellow Zone 6 members.

Our event will be hosted by Hooked on Driving (HOD) with special pricing available only to PCA members.

The event is open to all drivers and all levels of track experience from novice to instructor. Driver and vehicle requirements are very similar to our PNWR DE requirements.

Oregon Raceway is in Grass Valley, Oregon, about 3 hours from Seattle in north central Oregon, 30 miles south of Biggs Junction and the Columbia River.

Porsche of Bend will provide Saturday Breakfast, Lunch & Dinner and Sunday Breakfast and Lunch. Zone 6 has rooms reserved or stay in Biggs Junction or the Dalles.

Any licensed driver minimum age 18. Drivers with no HPDE experience will be provided an HOD coach at a miminal additional cost. Vehicles: Self-inspection through HOD form (similar to PNWR's). All cars ok. Cabs permitted with roll cage or factory roll-over protection.

***Don't miss this unique Zone 6 opportunity to drive ORP, a very special track built in the rolling wheat fields of central Oregon.***

Registration: Special link to HOD website provided in the event listing on the PCA/PNWR calendar. Can register for one or both days.

Cost: PCA Special rate \$250-\$300 per day. For PCA members only.

Maximum Registrants: 60 per day. Sign up soon!

Questions contact: Bill Bauer 206-972-5639 or  
william.f.bauer@accenture.com



# 968 West Coast Gathering

July 8 -10

South Lake Tahoe, CA

**T**his is not a PCA-sponsored event, rather it is a gathering for all 968 owners for the purpose of having a great weekend in a spectacular setting with your 968! For more information, contact Bob Frith at bob911@cableone.net. The main hotel is the 968 Park Hotel. Check it out at: <http://www.jdvhotels.com/hotels/california/lake-tahoe-hotels/968-park-hotel/>

To book your room at the 968 Park Hotel, call the hotel at 530.544.0968 and mention the code "Porsche" to receive the exclusive discount rates. Make your reservations early, this is a small property, so book as soon as you can so you can be guaranteed a room. The rates won't apply for the July 4 weekend, however.

Next door is the Park Tahoe Inn that offers lower rates. Check it out at: <http://www.parktahoeinn.com/>

To book your room at the Park Tahoe Inn, call the hotel at 530.544.6000 and mention the code "Porsche" to receive the discount rates.

Start making your plans to join in the fun! ■

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- PIR 4/21 Thu
- ORP 5/7 Sat
- TRMP 5/26 Thu
- PIR 6/2 Thu
- ORP 6/18-19 Sat-Sun
- TRMP 7/2 Sat
- PIR 7/14 Thu
- TRMP 8/17-18 Wed-Thu
- PIR 9/10 Sat
- ORP 9/24-25 Sat-Sun
- TRMP 10/8-9 Sat-Sun

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# 2016

## Rocky Mountain High Way

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**For Questions Contact Kathleen Lennon: [kklennon@comcast.net](mailto:kklennon@comcast.net)**

# Evolution Performance Driving School, Phase I

Saturday, August 20

PIR South Paddock

**T**hanks to the Oregon Region of the PCA, the Evolution Performance Driving School will be holding a Phase One Performance Driver's Clinic at Portland International Raceway on Saturday, August 20. This program is great for anyone from seasoned veterans to complete novice driver, and features 24 runs with our team of national caliber instructors. The Phase One program will cover car placement, car control, as well as an intensive exercise on visualization skills.

This event is keyed to autocross. This is not a track event. It will not be held on the track but will be held in the South Paddock of PIR. Everyone who has ever taken this school has shown marked improvement in their driver skills.

All Evolution Performance Driving Schools take place rain or shine, and students will use their own vehicle for training. Students' vehicles will undergo a tech inspection the morning of, and all students should be sure to have plenty of fuel, oil, air, etc. for the day. A note; PIR does have air available on the east side of the Fast Track Café.

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

August 20 Schedule:

- 7:00 a.m.: Site Opens
- 7:30 a.m.: Club Tech Opens
- 8:30 a.m.: Drivers Meeting
- 9:00 a.m.: Instructed Sessions Begins
- 12:30 p.m.: Lunch
- 1:00 p.m.: Instructed Session Continue
- 4:30 p.m.: Wrap-up Meeting

For more detailed information including cost, directions to the site and signup times just click [here](#).

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

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





Introducing Treffen North America, experiencing America's best roads and destinations. Join the Porsche Club of America and Sierra Nevada Region for the inaugural event: Treffen Lake Tahoe—three days of driving, dining and exploring.



PHOTO COURTESY TAHOE SOUTH/ R. DARNOUN

## **TREFFEN LAKE TAHOE**

September 7-11, 2016  
Resort at Squaw Creek  
Olympic Valley, California

For program information and registration details,  
see the Treffen website: [treffen.pca.org](http://treffen.pca.org)  
or email the Treffen North America staff at: [treffen@pca.org](mailto:treffen@pca.org)



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Associate Vice President  
Financial Advisor

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# Resource Directory

## Financial Advisor

Morgan Stanley ..... 503.221.6262

## Performance Driving

Hooked on Driving ..... 503.356.1764

## Porsche Parts

Euro Tech Auto Parts ..... 503.371.6800

## Porsche Service & Repair

Canyon Auto Rebody ..... 877.489.2520

Collision Rebuilders ..... 503.226.6311

Heckmann Thiemann ..... 503.233.4809

Marque Motors ..... 503.293.5386

Matrix Integrated (downtown) ..... 503.443.1141

Matrix Integrated (westside) ..... 503.747.5780

Stuttgart Autotech ..... 503.635.3098

Trackside Motorsports ..... 503.236.2106

## New and Used Porsche Sales & Service

Kendall-Porsche of Bend ..... 541.382.1711

Sunset Imports ..... 503.641.8600

Monte Shelton Jaguar ..... 503.224.3232

## Tires & Wheels

A-n-T Tire & Wheel ..... 503.236.2106

Wheelkraft NW ..... 360.546.1799

## Wheel Polishing & Repair

Skip's WheelWerks ..... 503.641.8001

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# Marketplace



## ■ PORSCHE FOR SALE



2001 Boxster S, This great low mileage Roadster is loaded including a Factory Hard Top; Comfort Package; Sport Package (6 Speed Manual); PSM; 18" Sport Design Wheel. Orient Red Metallic with Graphite Grey leather. Dealer IMS RMS Service. Very fine condition. 43,723 miles, \$13,000, Gary Diers, 503-515-9576, diers6@gmail.com (5/16)

## ■ PARTS AND ACCESSORIES



Sachs clutch kit for 90-94 Porsche 964 \$475

Luk dual mass flywheel for 964 DMF013 \$595

Slave cylinder hose \$25

Flywheel bolts \$25

All parts are new/never used. May also fit other models

Safder, 503-489-8597 (5/16)



Dunlop Direzza Z2 extreme performance summer tires. 255/35/18 fronts and 285/30/18 rears. Fits later Boxster and Cayman models, possibly others. Very little use and almost full tread depth still remains. \$400. Barry 360-210-7900 (2/16)

All Season Tire & Wheel Sale – Brand new Conti DWS-06 205/55ZR16 and 225/50ZR16 w/less than 4K mi. (\$450) mntd on 16 X 7 & 8" Design 90 rims. Fit 944 S2, 964, Boxster (w/10mm spacers@ rear) or ???, invisible curbing, \$850 for all. Also, set of Conti DWS for Boxster (205/50ZR17 frt. and 255/40ZR17 rear) w/ 70% left \$250. Also 2ea 205/50ZR17 Yoko AD07 (Summer Tire) 60% left free to a good home. Contact Randy at (503) 524-8888 (9/15)

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