



Anzeiger

November, 2015





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Anzeiger

Volume 55 No. 10
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ON THE COVER

Autumn leaves fell strategically around the badge of the Sahli's 2006 911 Carrera S while parked on a side street in McMinnville, Oregon. Photo by Melinda Sahli.

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, and see page 33.

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. 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

Commercial Advertising

Looking for exposure to an audience of high-end car enthusiasts? *Anzeiger* welcomes your advertising. Our annual rates are shown below; the per-issue rate is obtained by dividing the annual rate by 11.

All advertising is to be provided in a digital format. Please contact marketing@oregonpca.org for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

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Inside full page	\$2,502
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Oregon Region Events



November, 2015

- 1 Autocross #9 at PIR
- 11 Board Meeting
- 18 Monthly Club Dinner and Social
- 29 Holiday Party

December, 2015

- 10 Board Meeting

See www.oregonpca.org for the latest schedule of all activities

ORPCA 2015 Holiday Party

One Enchanted Evening

Sunday, November 29, 5:30 – 11:00 p.m.
No-Host bar at 5:30 p.m.

See details on page 30



New Members

Joshua Baumgartner
Silverton, Oregon
2000 Boxster

Michael Cobb
Lake Oswego, Oregon
2006 911 Carrera S

Taylor Davis
Wilsonville, Oregon
2012 911 Carrera S Cabriolet

Pat Heffron / Sandy Heffron
Vancouver, Washington
2005 Boxster S

Carl Hoefer
Tigard, Oregon
2011 Cayenne Turbo

Zachary Hull
Portland, Oregon
2008 911 Turbo

Pete Libke
Portland, Oregon
1983 911 SC

Joseph Safirstein
Portland, Oregon
2015 Cayman S

Thomas Smith
Portland, Oregon
2012 911 Carrera S

Aamir Zakaria / Rania Zakaria
Beaverton, Oregon
2012 Cayman R

Anniversaries

5 Year Anniversary

Eric Hoff / Mickie Hoff
Richard Denny
Eric Wishan / Karin Wishan

10 Year Anniversary

Dwight Matney / Carolyn Matney

PRESIDENT'S RAMBLINGS

Joe McQueen



The ORPCA Scholarship in the Automotive Arts

Over the years the ORPCA has struggled to maintain a continuous link to the community. We've engaged in a number of charities and community activities; most of the efforts were welcome and we hope effective. The key issue has been sustainability.

The BOD and I have struggled with this for as long as I have been on the Board; the results have not been satisfying. We've been hit-and-miss in our attempts to form a lasting bond to any agency or foundation—the toy collection for Raphael House and the Sunshine Division Food Pack continue to be our most successful efforts, and both are holiday season-focused.



Photo courtesy Portland Community College

Last year I attended a fundraiser for the American Association of University Women's scholarship program. This program has been in place for many years and is part of the fabric of the Association; it is sustained by donations from members. The Portland branch sustains one or two scholarships at \$1,500 or \$1,000 every year.

I considered the impact of a scholarship on the community and ORPCA, and asked the BOD to let me form a committee to investigate. The BOD voted unanimously to move forward, and we formed a Scholarship Committee early in the year. The Committee began an investigation to determine the scope, cost, and sustainability of an ORPCA Scholarship. The committee, now led by Gary Koppang, is comprised of Gary, Eric Underwood, Jim North, Jeremy Williams, Larry Hannan, Mike Branam, and me.

To keep the scope and cost manageable, we decided upon the Automotive Arts at the community college level. We found three schools that were interested in working with us, and so we engaged Clackamas, Mt. Hood and Portland Community Colleges. The scholarships are for \$1,500 per school per year, and we are providing one high school equipment grant for \$500. That amounts to \$5,000 a year the club can budget and sustain. The initial contribution for 2016 will be \$9,000 to establish administrative costs and meet school scholarship requirements.

ORPCA has received an increased share of the PCA National budget for the past two years, which has put us in position to subsidize events like the Summer Picnic and Holiday Party. Look at the monthly financials to get an appreciation of our position. Our share of the 2006 Parade income put us in a favorable position and we have invested a portion of our treasury to sustain the club and now the scholarships. If in the future we run into financial prob-

lems, we can cease the scholarships at anytime. ORPCA will benefit from the exposure and we hope to invite scholarship recipients to our events.

The Committee had a road show in October and visited the three schools' automotive programs and met their chairs. We learned that each school has a different focus and the facilities are quite interesting. A key learning

was that there is a severe shortage of auto technicians countrywide. Each school has 100% placement of graduates, they make good money, and can grow into other positions.

The BOD would like to thank Gary Koppang for his subtle leadership early in the investigation, and for now taking the reigns as Committee Chair. His knowledge and relationships with academia were essential to developing the program. Gary kept us on track, provided the data, and linked us to the right people. Also, we want to thank Mike Branam for his efforts to get the high schools involved, and sharing the state of automotive training in those schools.

In January we will receive letters from the schools asking to send checks to the foundations to kick-off the scholarships. The high school grant applications will come later. The committee will periodically report on the program's progress.

In a few weeks we'll have a Scholarship page on the website—stay tuned.

Happy Motoring!

Joe ■



Photo courtesy Portland Community College



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SPINNEN

Randy Stolz



“A Little Traveling Music, Ray”

That's the signal Jackie Gleason gave to conductor Ray Block for a commercial break during live TV way back in 1954. What followed was a brief rendition of “That's a Plenty,” a boisterous tune from the roaring 20's that could only have been appreciated by my grandparents as we sat watching the beam of electrons on the old Dumont. Other times I'd listen to Grandad go on about the Dukes of Dixieland being played on his Blaupunkt console. Porsche had just rolled out the Speedster (with Telefunken instead of Blaupunkt) but I didn't know or care. I had my bicycle and was happy as a clam at the ripe old age of nine.

We all have our own “traveling music” now, whether it's on your phone, MP3 player, or in your car; music has become ubiquitous and the soundtrack to our lives. Depending on the circumstance, we can afford ourselves the luxury of listening to virtually any tune at any time even while riding a bicycle.

Like most people my playlist has evolved over the years. From those pre-teen years of 45s starting with the 1957 hit “The Banana Boat Song,” originally recorded by the Tarriers (not Harry Belafonte), to years of Elvis, surf music, and The Beatles while in high school; my main staple was hard rock to salve those raging hormones. Still, there were other forces at work shaping my interests in music.

My parents were avid listeners to jazz radio KNOB in L.A. Almost every evening brought greats like Jimmy Witherspoon, Wilbur De Paris, Sidney Bechet and Billie Holliday, alternating with contemporary artists like Lambert Hendricks and Ross, Oscar Peterson, Art Blakey, the Modern Jazz Quartet, Anita O'Day, Cal Tjader, Stan Getz,



John Coltrane and Miles Davis ... lots of Miles.

A stint in the Army once again broadened my tastes for country and forgotten bands like Cream, Blue Oyster Cult, Procol Harum, Steppenwolf and Iron Butterfly.

The 70's and 80's came and went without much time for real listening to pop music. In fact it seemed incidental. The 80's were good and I guess I'm hopelessly stuck there for pop music. The 90's saw a real decline, at least for me. Blame MTV.

A few discoveries along the way let me appreciate some light classical, acoustic rock, inspirational instrumentals and an operatic tenor from time to time (especially when cooking Italian). To me it must have a beat, else, sweep me up and keep me there without the need for video gimmicks.

The music here can make you dance or cry. Yes, there are notable absences here. There aren't many quiet passages (park it for those) so if you want to hear that motor you'll have to nail it. Submitted for your consideration, be it ever subjective, my music to drive by. Crank it. ■



A Little Traveling Music ...

That's a Plenty – Jackie Gleason, Champagne,

Candlelight and Kisses

The Banana Boat Song – The Tarriers

Summertime Blues – Eddie Cochran

Little Egypt – The Coasters

Promised Land – Elvis

Green Onions – Booker T. & the M.G.s

Real Wild Child – Chris Ocasek

A Whiter Shade of Pale – Procol Harum

King of the Road – Rodger Miller

Mambo No. 5 – Lou Bega

Upside Down – Jack Johnson

La Grange – ZZ Top

Hit the Road Jack – Ray Charles

Theme from Peter Gunn – Henry Mancini

Owner of a Lonely Heart – Yes

Mustang Sally – Wilson Picket

Bolero – Maurice Ravel

Love Me Two Times – The Doors

South Rampart Street Parade – Dukes of Dixieland

Eastbound and Down – Jerry Reed

Johnny B Goode – Chuck Berry

Smoke on the Water – Deep Purple

Africa – Toto

Ghost Riders in the Sky – Johnny Cash

Stuck in the Middle with You – Stealers Wheel

Cloudburst – Lambert, Hendricks and Ross

The Reason – Hoobastank

Uprising – Alex Ganderton

Take Five – Dave Brubeck

In A Gadda Da Vida – Iron Butterfly

Folsom Prison Blues – Cash

Sack o' Woe – Cannonball Adderley at the Lighthouse

Pastoral Symphony First Movement – Beethoven

On the Road Again – Willie Nelson

Detour – Duane Eddy

Mama Told Me Not to Come – Three Dog Night

Filthy McNasty – Horace Silver

The Man Who Can't be Moved – The Script

The Song of the High Seas – Robert Russel Bennet

All I Wanna Do – Sheryl Crow

Love Me or Leave Me – Anita O'Day

You Can Call Me Al – Paul Simon

Fast Car – Tracy Chapman

B Side Melody – Steppenwolf

For a Few Dollars More – Ennio Morricone

Paint It Black – The Rolling Stones

Filet of Soul – Les McCann

Miserlou – Dick Dale

Desafinado – Stan Getz & Charlie Byrd

Crossfire – Stevie Ray Vaughn

Superstition – Stevie Wonder

Four Seasons – Spring – Vivaldi

Don't Fear the Reaper – Blue Oyster Cult

Beat It – Michael Jackson

El Paso – Marty Robbins

Barracuda – Heart

The Way It Is – Bruce Hornsby

The Heart of Rock 'n' Roll – Huey Lewis and the News

New York State of Mind – Billy Joel

Milestones – Miles Davis (w/ John Coltrane)

Crossroads – Cream

The Vanagon Song – Mica Strong

Drive – The Cars

Nessun Dorma – Luciano Pavarotti

Purple Haze – Jimi Hendrix

Bad Bad Leroy Brown – Jim Croce

Theme from the Pink Panther – Henry Mancini

Sultans of Swing – Dire Straits

The Boys of Summer – Don Henley

Will You Follow Me – Rob Dougan

Graceland – Paul Simon

Goldeneye – Tina Turner

Tush – ZZTop

Now We are Free – Hans Zimmer & Lisa Gerrard

End Of The Line – The Traveling Wilburys

IN THE ZONE

Tim Hagner
PCA Zone 6 Representative



What a Summer for the PCA!

The “Summer of PCA” is winding down—what a summer!

I hope you were able to take your Porsche and enjoy all your Club had to offer you this summer. Did you manage to join some of your fellow PCA-ers in your neighboring regions? From my travels I’ve learned that PCA-ers are the same in all regions: friendly, welcoming and sharing the Porsche passion.

There were so many regional events in our Zone, I can’t list them all—there was something for everyone. Tours: one-day and multi-day, car shows, concours, autocrosses, driver education, driver skills classes, rallies, a fundkana, charity fundraisers, meetings and other things I’ve forgotten. Throughout Zone 6, we had at least one PCA event every weekend—whew! If you couldn’t find that event you wanted, go ahead and put it on and share it with your Club!

At the Zone and National level, we had the Zone 6 Grand Tour (5,200 miles, 15 days), Whistler Weekend in B.C. Canada, Parade in French Lick, Indiana, Escape in South Dakota and Rennsport in Monterey, California. How many of those did you manage to attend? Judging from every event I attended this year in our zone, you made a lot. There were always Zone Sixers to be found. Good job, Zone 6!

Thank you to the volunteers! All of this great fun is made possible by the effort of PCA volunteers. From the National president Caren Cooper down to you. Without them, we wouldn’t have the viable and active club we have today. When you volunteer, your club experience is enhanced and you feel more connected and involved. And I’ve noticed your club satisfaction increases with the understanding of what it takes to run and manage your Club.

Here’s my Zone Rep challenge to you:

First: attend a regional event in another region. You’ll have a great time.

Second: volunteer, help a fellow volunteer with the planning and execution of an event. They’ll gladly share the hows and whys of putting on an event. It’s that time of the year for new club officers to come forward. This would be a great way to give back to your Club as a volunteer.

Are you up for the challenge? I know you are. When I see you next time let me know how it’s going.

I’ll see you in the zone! ■



Photo from Zone 6 Grand Tour by Tim Hagner

The Sausage Run: Outstanding Performances by Porsches and Mother Nature

by Ginny McQueen / Photos by Bob Ellis and Harold Klein



Photos this page by Harold Klein

Rain was forecast, the route set, restaurant menu planned and ... 31 buffed and shined Porsches showed up at Miller's Homestead for the October Arrive and Drive. Mother Nature cooperated and set the stage with SUNSHINE!

There is a German word, *aufbruchstimmung*, which means something like “the joy of departure;” it is what a German feels when he’s setting out on a hike, say, in the company of friends. We took a drive instead. Our Porsches performed a spritely line dance over the river and through the woods to Mt. Angel and the Glockenspiel Restaurant. There were over 50 roads, with lots of chances to hug the pavement through all sorts of turns. Our Porsches, drivers, and navigators performed brilliantly with just a few diversions from the choreographed route, and one flat tire.

Mother Nature was not to be out-performed by our colorful lineup of cars. The trees were multi-shades of green, orange, yellow, red, and brown. Leaves fluttered and danced around our cars through all the twists and turns, ups and downs on the route; not a few of which ended up in our cooling ducts. The sky stayed bright blue, with clouds doing their own slow dance in the sky. The rain held off until after lunch!

All in all, it was a fun Sausage Run with our Porsches, the Glockenspiel Restaurant (out of 53 diners, 48% of them had *wienerschnitzel*), a command performance of the *glockenspiel*, and Mother Nature all putting in five-star performances. Maybe next year we call it “Weinerschnitzel Run”—NOT! ■



MORE SAUSAGE RUN PHOTOS ON FOLLOWING PAGES

SAUSAGE RUN, CONTINUED



Above: Porsches fill the parking lot at the "End of the Oregon Trail." Photo by Bob Ellis. Right and below, photos by Harold Klein.





Left: Left onto S. Dickey Prairie Road. Photo by Bob Ellis. Below: Everyone takes a brief break at the Hrdy Creek trailhead. Photo by Bob Ellis. Other photos this page by Harold Klein.



SAUSAGE RUN, CONTINUED



Above: Pre-drive meeting for participants. Photo by Bob Ellis. Other photos this page by Harold Klein.



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Sand Cruise in Gearhart: A “Casual” Drive and Tons of Fun

Story by Joey Yin / and Photos by Eric Freedle, Joe McQueen and Joey Yin

It is a beautiful Sunday morning in early fall. A small group of Porsche enthusiasts gather at Sunset Porsche Dealership, ready for another day trip. For more than 100 miles, we cruise through twisted mountain roads across the forests of Northwest Oregon, all the way to the mouth of Columbia River at Astoria, then back south along the Oregon Coast.

The sunshine is terrific, and on both sides of the road, leaves begin to fall; such a beautiful view. After a few dozen miles in the forest, it becomes the beautiful Oregon countryside. The roads become straight; the view becomes wide. There comes our chance to hit the gas a little. We can see cows and horses in the meadows beside the road.

We finally reach Astoria, then turn south and hit US 101 and cross the long bridge that spans the blue water of Youngs Bay. After that, we finally hit some minor traffic as we drive through coastal towns.

All we know is that this drive is not designed for the mighty 911s, or nimble Boxsters and Caymans. They are the best on road, but perhaps, not here—on the beautiful Sunset Coast just north of Gearhart.

As soon as it hits the sand, the Macan takes off. Its air suspension lifts the car up by 40mm to optimize off-road capacity. This allows the Macan to completely go wild. Hard on gas, hard on steering, even when stability management is turned off, it always feels under control. With that in mind, the Macan begins to power slide around the beach. Through the flying sand, everyone can see the Macan unleash its sport spirit.

Our fellow ORPCA members bring their SUVs and do a few drag races on the beach. It is a lot of fun until it's time we set off for lunch. We call it a “casual drive” because it is so relaxed—yet still so much fun.

It was a great day enjoying our great cars. As a Macan owner, I really hope there are more events like this for Macan and Cayenne. ■





Photos opposite, above and below by Joey Yin. Above: Joe McQueen. Below: Eric Freedle.



What a Ride! Diary of the COMPLETE Zone 6 Grand Tour

Story and Photos by Tim Hagner, PCA Zone 6 Representative

A journey of 1,000 miles begins with a single step—or so I've heard—and here I am at the first step of a 4,700+ mile, 15 day, Zone 6 Grand Tour journey: Packing the Boxster.

Considering the vast distance the tour will cover, packing might be the most daunting step — deciding what goes, what stays, and what fits into the front and rear storage areas.

Running from July 25 to August 8, Porsche Club of America members will start the tour in the Seattle area and finish near Portland, Oregon.

We will pass through each of the 16 regions in Zone 6, which are contained in five states and three Canadian provinces, and drive through

mountains, prairies, forests, and deserts, seeing glaciers, rivers, and the Pacific Ocean. Eight Porsches will stay with the tour for the entire distance, though 130 more cars will join at various points. In all, 210 members will experience the Grand Tour.

Here's the route in a little more depth. After leaving Seattle, we will head to the Olympic Region and cross to Vancouver Island by ferry (reservation required) before going east through British Columbia, Alberta, and Saskatchewan. Then we will head south through Montana, west through Wyoming, Washington, and Idaho, and end the journey in Portland. Each region has selected a route which best exemplifies touring in that region.

The idea for the Grand Tour hatched three years ago at a PCA Zone Presidents meeting. With 1.4 million square miles, diverse regions, and some truly great Porsche roads and scenery, Zone 6 seemed the ideal setting for a nearly 5,000-mile drive. For the next two weeks, that idea will be reality.

This tour of a PCA Zone in its entirety is a first in PCA history, not to mention the longest PCA tour in both duration and distance. So join us through words and photos on this epic adventure for the next 15 days. We hope you enjoy it and consider joining us on the next Zone 6 Grand Tour.

Yes, I did pack the camera. And sunscreen, we need more sunscreen ...

Day 1, July 25, 2015: Start of the longest driving tour in PCA history

In the midst of a drought in the Pacific Northwest, the start of the Zone 6 Grand Tour was a wet one. Magical Mystery Tour? That's what it seemed to the drivers of 27 Porsches who launched from Grand Tour ground zero Saturday morning.

We arrived to a rainy welcome at Pacific Raceways road course, where we completed a two-lap tour of the track. From there we drove scenic backroads on a tour through the lush green hills and valleys surrounding the Seattle metro area. Then it was on to our (finally) dry lunch stop at the LeMay Automotive Museum in Tacoma, Washing-



ton. Here our tour group swelled to 36 cars as members signed the waiver and joined the tour.

And then it started raining again, which continued all the way to the top of the Olympic National Park. That evening the walk to dinner and the stroll on the beach afterwards were warm and dry. A perfect end to the perfect day.

We now have 240 miles of the journey complete — only 4,460 miles and 14 days to go.

The host Regions of day one, Pacific Northwest and Olympic Peninsula, did a fabulous job. The roads, views, stops, and food were perfect. Thank you!

Day two starts with an International ferry crossing and ends with a lap of Vancouver Island. Stay tuned for more!

Day 2, July 26, 2015: Day two of the Grand Tour, more of a good thing!

The day started with the International ferry crossing across the Pacific Ocean to Vancouver Island, Canada. Twenty-four bright and shiny Porsches created quite a sight among the RVs and minivans all stashed in the bowels of our ferry. We off-loaded on the Island and visited with the customs officers, then we were on our way to meet the Vancouver Island Region members at the Porsche Centre in Victoria.

We met, exchanged pleasantries, and then held a drivers meeting and signed the waiver (this is a PCA event). Forty-four Porsches rumbled out of the Porsche Centre and headed up the western side of the island, then over the mountains to Nanaimo for dinner. Did I mention it started to rain after lunch? More of a good thing

After dinner, Caren Cooper led us in a rousing edition of “Oh Canada,” and then she was presented a “thank you” from the local Royal Canadian Mounted Police (RCMP, or “Mounties”) for all that PCA has done through the Vancouver Island Region (VIR) in supporting their local cancer charity. VIR has raised over \$40,000 in support of this cause. Well done, Vancouver Island Region!

On a personal note, did you know the Mounties no longer ride horses? So sad...

Day 3, July 27, 2015: Meet the members who are completing the whole tour

What a day it has been! We loaded 24 Porsches onto the ferry and sailed to Horseshoe Bay (north of the city of Vancouver) from Vancouver Island. There we were greeted by our new host, Canada West Region, and waved goodbye to PCA National President Caren Cooper (work is a real pain sometimes!).

Green, overcast, and damp is how to describe our start toward the Whistler ski resort. As we climbed the mountain the skies turned to blue filled with sun. Tops were lowered, children sang, and grown men wept. Also, as we climbed into the mountains we left the dense and lush forests that turned into a more alpine region.

Our lunch stop was in Pemberton, B.C., at the Big Sky Golf Course. What a lovely spot to repose and relax. Shortly after lunch we turned the corner and passed through the mountains and drove into arid desert-like conditions with only 18 inches of rain per year. There were great Porsche roads, spectacular views, and best of all, the Porsche friends on the trip. We started the day with 24 Porsches and ended the day with 24 Porsches — there were some new faces, however, in place of those who left the tour.

I'm happy to report that there was some rain today. Within 20 kilometers of our destination, Kelowna, B.C., you guessed it, a rain shower. We're three for three for rainy days on the Grand Tour.

Members completing whole tour:

Bill Bauer (Tourmaster) Pacific Northwest Region, Boxster S

Tim & Sue Hagner High Desert Region, Boxster S

David and Joan Miller Olympic Peninsula Region, Cayman S

Marvin Ostrom Polar Region, 911 Turbo

Corby Somerville & Jeannie Martin Olympic Peninsula Region, Cayman

Bill Williams Olympic Peninsula Region, Boxster

Roxie Wilson Pacific Northwest Region, Boxster

(Continued on next page)

GRAND TOUR DIARY, CONTINUED

(Continued from the previous page)

Day 4, July 28, 2015: Goodbye Pacific, hello Mountain Time Zone

It's day four of the Grand Tour and we had an early start — meaning before 9 a.m.

The drivers meeting was at 8 AM, and then we were off. From Kelowna, B.C. we headed south then east, back into the dense conifer forests and some really big and impressive mountains. We followed the Crowsnest Highway to our lunch stop in Rossland, B.C., for another great meal.

Then it was back on the road to explore some roads less traveled ending in Fernie, B.C., far enough east that we entered the Mountain Time Zone and had to move our clocks forward an hour.

Thank you British Columbia Interior Region members. You were great hosts and delivered us to some truly great Porsche roads.

Tomorrow we go into the Canadian Rockies and are hosted by the Wild Rose Region. It just keeps getting better and better.

Day 5, July 29, 2015: Driving through the highest paved pass in Canada, and an off-road detour

It was 8:30 in the morning when we held our drivers meeting in the parking lot of a Tim Hortons in Fernie B.C. (per the locals, bring cash). Twenty-two Porsches in a coffee shop parking lot can create quite a stir! Today we are in the capable hands of the Wild Rose Region as we start the next leg of the tour.

Our line of Porsches continued east on the Crowsnest Highway through the Canadian Rockies. As we climbed over Highwood Pass, the highest paved pass in Canada at 7,239 feet, I think the Boxster was gasping for air—I was! We also saw the world's largest truck, too big to imagine and I don't know what to compare it to. It was used in coal mining, not lumber, as I had imagined.

We have now entered Alberta. Turning north we continued to run along the Rockies. At the town of Longview we stopped for fuel and met 14 more Porsches from Wild Rose Region that greeted us and were our escorts for the remainder of the day. That works out to about three kilometers (I've gone metric) of Porsches rolling down the road, led by a 1967 912. A very impressive sight!

Wild Rose Region staged an off road adventure for us, as well, thanks to a bridge that was washed out. After the detour we spent the rest of the day driving through Kananaskis Country, a national park west of Calgary, and watching and dodging Rocky Mountain sheep. They graze on the side of the road and change sides without looking both ways first—bad form. We ended day five of our Grand Tour adventure in Canmore, A.B.

At the risk of repeating myself, I'll say it again: The Grand Tour has been fabulous, unbelievable, with awesome roads and views. I'm sorry you are reading this and not out here driving your Porsche with us. Next time?

Day 6, July 30, 2015: Glaciers in Banff National Park

I have only one word to describe today: glacial. Words and photos really can't describe the splendor of today's drive.

We held our drivers meeting in Canmore, A.B. with 21 Porsches lined up and ready to go. Wild Rose Region started the day as our host and led us through Banff National Park to Lake Louise. What a spot! This is one of those places you need to see to believe (like the Grand Canyon). I've seen photos of Lake Louise, and it's nice. In person it's wow!

After an hour-and-a-half stop for strolling the lake, photo ops, and shopping, we were off for more adventures. You know, 21 Porsches really put on a show everywhere they go. Smiles, waves, photos, and "Nice car!" are common occurrence as we travel, and we are doing our best to be good ambassadors for PCA.

More driving, and then it was onto lunch and into the care of Polar Region, our hosts for the rest of the day. We drove through Jasper National Park to the Columbia Icefields. Everywhere you look there's another glacier. Did you know that Snow Dome Mountain in Canada is considered by some to be a hydrological apex in North America, meaning that melted snow and ice drain to three major oceans, the Pacific, Arctic, and Atlantic? (There is dispute as to whether the Hudson Bay drains into the Atlantic or not, which is why Triple Divide Peak in Montana is also



considered by many to be the hydrological apex in North America.) Google it and be amazed. As we rolled out of Jasper we watched the magnificent Canadian Rockies fade in our rear view mirrors. But we are also looking forward to our stop for the day, Edson, A.B., and all that that lays in front of us on the Grand Tour.

Today was a pivotal day for five of our Porsches: They started heading back to the West Coast and home. Some will be joining us again for the last legs of the tour, and we look forward to seeing them again. Others are changing plans so they can complete the whole Grand Tour with us. Everyone is enjoying each other, meeting new PCA friends, driving their Porsches on great roads, the thrill of adventure, and buying 94-octane unleaded gas. Talk of "The Next Time" has already begun. Word is spreading, and we're now having some "pop-ins" along the way joining in on the Grand Tour adventure. Will you join us?

Day 7, July 31, 2015: Out of the mountains and onto the prairie

It was a 8 AM drivers meeting and waiver-signing frenzy in Edson, A.B., and then we were off. Nineteen Porsches in a row heading down the highway with rock-'n-roll music blasting through the Ttops— well something like that.

Our twentieth Porsche made a side run to the airport in Edmonton to meet his wife, who will accompany him for the remainder of the tour. That's the spirit! It was mostly interstate driving today with few roads to choose from all the way to our evening stop in Saskatoon, Saskatchewan.

When we arrived in town we stopped by the Porsche Centre of Saskatchewan for a meet and greet by the staff and members of the Living Skies Prairie Region. Thank you for the warm reception.

I nearly forgot to mention, the rainy days ended on day six, with big blue skies since. So far on the trip the Boxster is getting 26.6 miles per gallon, which means we've used 85 gallons of gas.

No Porsche left behind is our motto, so what did we pack for the "just in case"? Here's a brief tour of the tool box:

Satellite Phone, OBD II reader, Multi reader, Duct tape, Electrical tape, Porsche coolant, Quart of oil, Flashlights, Gloves, Jumper cables, Metric wrenches, Adjustable wrenches, Tow strap, Some others things I've forgotten.

Day 8, August, 1, 2015: Porsches on the Prairie, or I Can't Believe There're Any Bugs Left

We held a 8 a.m. drivers meeting in Saskatoon, Saskatchewan, then saddled up and headed south to the border on a nice two-lane road through the gentle hills and scenic vistas that make up the heartland of farming in Canada.

(Continued on the next page)

GRAND TOUR DIARY, CONTINUED

(Continued from the previous page)

We arrived at the border crossing and all of us made it across (yeah!). We continued south on the two-lane road, which was broken up by an 11-mile section of dirt and gravel. That brought the average speed down. During a stop in Malta, Montana, at the Hitching Post Restaurant, we attracted the attention of the editor of the local newspaper. She left us armed with photos and Grand Tour information, which we expect (hope) will be used for coverage in the local newspaper.

The drive took us even further south towards Billings, Montana, and the Absaroka Region. What a super reception they put on! A potluck dinner and prime Montana steak grilled to perfection, all provided by the Absaroka Region members. The location was as super as the meal, in the back yard of Absaroka members Herb and Sharla. With green grass, tall trees, and the Yellowstone River flowing through the backyard, it was the quiet, peaceful stop we all needed to catch our breath and enjoy the sunset.

Miscellaneous thoughts:

We did drive into the Central Time Zone. That's three time zones we've driven in.

Canada, please raise your speed limits. You can't fool me, 100 kilometers per hour sounds fast, but it's not (equals 62 miles per hour) and 110 km/h is the max posted speed anywhere — please visit Montana.

We passed some trucks with those big hay rolls on them, then later we saw a random hay roll in the center median of the highway. It must have fallen off the truck — I'm just glad I wasn't around close enough to see it happen. Then, a little while later, we saw someone in the center median making hay rolls. Now that's efficient use of land!

Driving through Banff and Jasper we saw these very cool-looking bridges over the highway. These are just for the wild animals to use to cross the highway. With trees, brush, and plants, the wild critters feel at home and now cross the road in safety — which also helps keeps the road safe.



Day 9, August 2, 2015: The longest day

It was Sunday morning in Billings, Montana, on day nine of the Grand Tour, and it was anything but quiet during the drivers meeting before we started the next leg. There were Harley-Davidsons everywhere, all on their way to Sturgis, Wyoming. We've been told about a million people are riding their motorcycles in an annual motorcycle rally, and it feels and sounds like most of them are in our hotel parking lot. (Observation: the Harley riders we encountered didn't like to move over for faster traffic or go around corners, but I digress.)

We had 21 Porsches headed toward the city of Red Lodge, and from there to the Beartooth Highway pass. Last week it was closed for a day due to snow! This road switchbacks its way to the pass from the valley floor at 5,200 ft., up the side of the mountain, to just under 11,000 ft. in 12 miles. It is an unbelievable road with incredible views.

We stopped at the top to enjoy the view and talk about the amazing drive up, which was once called “the most beautiful drive in America” by the late CBS correspondent Charles Kuralt. Then we turned onto the Chief Joseph Scenic Byway and then over Dead Indian Pass (real name), elevation 8,061 ft. More fabulous Porsche roads took us to Cody, Wyoming where we had lunch and Absaroka Region handed us off to Yellowstone Region, the tour’s host for the next leg. Thank you Absaroka Region, you were great hosts of the Grand Tour.

Since we were touring with a Region named after a famous national park, we all knew where we were going after lunch. Off we went to Yellowstone National Park’s east entrance. This is peak season at Yellowstone, and you could tell. We drove to the West Thumb Geyser Basin to tour the hot springs, watch the geysers, and see boiling mud. Not enough you say? Lucky for you, day nine was our longest one yet.

From Yellowstone, we drove through the Grand Teton National Park to Jackson, Wyoming for dinner. Then we climbed the Teton Pass (8,432 ft.) and the Pine Creek Pass (6,764 ft.) on our way to Idaho Falls, Idaho, and then into our motel room beds (elevation 2.5 ft.) after arriving at 9:45 p.m.

Everyone is having a great time, wish you were here!

Day 10, August 3, 2015: Porsches back on the high desert

At this point we’d moved out of the high country and back into the high desert. As we rolled north through Idaho we saw a building off in the distance with guard gates and tall fences. Area 52? As we neared it, we could make out the building’s sign: Idaho National Laboratory, way out there, away from everything. Nuclear energy research was the lab’s mission back in 1949 when it was founded. Today it seems to have expanded its mission to include energy, environmental, and national security research, according to the website. I wonder if they give tours?

Further down the road, signs for the Experimental Breeder Reactor-I (EBR-I) Museum start to sprout. No time to stop, so I Googled it for you. Amazingly, it was the first nuclear power plant in the world to produce electricity, in 1951, and we drove right past it in the middle of Idaho. It was decommissioned in 1964 and is now a historical footnote.

Forward toward Salmon, Idaho and lunch at the Junkyard Bistro — seems appropriate for a car tour.

We are in a hurry today to reach Missoula, Montana, where we have an important date: It’s the 40th Anniversary celebration for the Big Sky Region. Big Sky planned their celebration to coincide with the arrival of the Grand Tour. It’s a party! Founded in 1975, Big Sky currently has 70 primary and 40 family and affiliate members.

Jim Walsh, one of the founding members of Big Sky, told us about his first Porsche, which will be his last and only Porsche, a 1971 911T. It was in the parking lot waiting to take him home after the party. Jim was an Army Officer in the rice paddy fields during the Vietnam war when he decided to special order a Porsche. He was told there was almost a year wait. But he thought that was okay because he wasn’t going anywhere for the next year. Jim loves his Irish Green 911 and still drives it regularly, though there is a daughter that has been spotted sporting the 911 around town occasionally.

Day 11, August 3, 2015: Big Sky to Big City

Our morning in Missoula, Montana started with the obligatory drivers meeting, with new cars and drivers who join the tour everyday. Everyone was ready to go and gassed up, which brings me to a rule about touring: don’t come to drivers meeting without full tank of gas.

Through the valleys, along the rivers and between the mountains we drove. Another scenic day on the Grand Tour has begun. Our lunch stop is scheduled for the Sawtooth Grill in Noxon, Montana. The owner is ready and waiting for us. She even went onto the PCA website to read about us. She then spread the word in town so the locals could enjoy the Porsches, all 21 of them, as we came through.

On to Lake Pend Oreille and to Sandpoint city beach. Here are some Lake Pend Oreille fun facts. It is 43 miles
(Continued on next page)

GRAND TOUR DIARY, CONTINUED

(Continued from the previous page)

long, and 1,150 feet deep in some areas, making it the fifth deepest in the United States. During World War II, it was the second largest naval training ground in the world. It is still used by the Navy's Acoustic Research Detachment to test large-scale submarine prototypes because the depth gives acoustic properties similar to the open ocean. And we just thought it was a very cool looking lake!

Into the city we charged, interstates, stop lights and traffic. Hello Spokane. We have been spoiled by the "road less traveled" the last 10 days and suburbia was a shock. We got over the shock and into old habits quickly. There was a do-it-yourself car wash waiting for us at the hotel, bless you Inland Northwest, and one-and-a-half hours later I got to the room. After a shower and some almost-clean clothes (it's been 12 day on the road for us) it was off to dinner, and then the tour of Dry Fly Distilling followed by a tasting. Owned by a PCA member, it is the first new distillery in Washington state since prohibition, and all products used in the distilling process are grown within miles of Spokane. This is turning into an educational tour, not just another pretty view tour!

We had some Tourers leave us today, a sad moment due to the time we spent making friendships and forming bonds. Here's to hoping they can be at the end of the road and we can get together Saturday in Wilsonville, OR.

Day 12, August 4, 2015: Dancing through time

We started our day in Spokane, Washington, in the Pacific Time Zone, after leaving the Mountain Time Zone yesterday. Still with our host, Inland Northwest Region, we headed south through eastern Washington—wheat country. The scenery is of rolling hills, amber waves of wheat, punctuated by little oases of trees and lawn in front of the wheat farmers' houses. In the distance we could see dust clouds rising from the fields stirred up by the combines—the machines used for harvesting. The farmland in Canada was much flatter and seemed to go on forever, a stark contrast to what's found out here.

We turned east, back into Idaho and Mountain Time, and met our new host Region, Silver Sage. So long and a hearty "Thank you!" to Inland Northwest.

As the drive continued, we started to gain elevation and move back into the trees and the road construction. There is lots of roadwork going on in most of Zone 6 right now, though there is a short window of clear roads when construction ends before winter hits.

We arrived in McCall, Idaho, for the night and enjoyed a fabulous dinner on a deck overlooking Payette Lake. Silver Sage raised the bar tonight on hospitality! (Did you know that McCall has the highest average snowfall in the state of Idaho? Another Grand Tour fun fact.)

We have added two more cars to the "I'm going all the way" list and lost one a while back, bringing the total to nine. We had one couple drive 1,250 miles from Southern California to Seattle to start the Grand Tour and complete the whole thing. However, they headed home early on day nine. Another couple joined us in Canada for three days and decided to stay with us until the end. Some who had to leave early will be back for the final two days of the tour. This is the kind of tour it's been. Nobody wants the journey to end, in large part because of all the great support and hospitality the Regions along the way have shown to us!

Day 13, August 5, 2015: Welcome to Oregon

We were back in McCall, Idaho on Thursday morning, standing in the motel parking lot at 7 a.m. (Mountain Time). It was 48° F during our drivers meeting. We knew we would be traveling through some road construction zones and gave ourselves some extra time. I'd rather try to get back that hour we lost yesterday.

We are starting the day in the high country with conifer trees all around. As we wound our way into the valley we emerged from the forest and into high desert, fertile land where the farmers and ranchers source water from the high

country to irrigate crops and hydrate their cattle. We then climbed out of the valley and back into the next high country conifer forest. We repeat this process at least four times today.

Along the route we saw the “Welcome to Oregon” sign and felt both sadness and excitement. It meant we were nearing the end of the Grand Tour, and we felt like it just started. We traveled onward to lunch in John Day, Oregon, where the gracious hosts of Silver Sage Region pass the baton—16 Porsches—to the High Desert Region, my home region. Smiles and hugs all around. It feels like the end of the tour, but there are still two days left. We fill our tanks, eat lunch, and keep movin’ down the road. With High Desert Region along with us, the group swells to 22 Porsches. We continue the climb-and-descend cycle to our destination in Bend, Oregon.

Today we drove one of the great Porsche roads: Crooked River Canyon. This follows the Crooked River through the farms and pastures and then starts to climb. We climbed along the side of the canyon with drop-offs down to the river on one side and stone cliffs on the other. After crossing the dam, there were more twisty roads before heading back onto flat land with high desert scenery: juniper trees and desert shrubs. Tomorrow we’ll be driving another great Porsche road, the Aufderheide Memorial Drive. This is 60 miles of green canopy, squiggles of tarmac—pure Porsche fun. Another fabulous day on the Grand Tour.



Day 14, August 6, 2015: Into the home stretch

A drivers meeting with a pleasant change: breakfast served. Thanks to High Desert Region and Porsche of Bend for hosting our morning drivers meeting. With a truly fine selection of cars around us, we ate and socialized, two things we’ve become very good on the Grand Tour. With full bellies, we head to the Cascade Mountains for some great driving on fun roads and then lunch.

At the second rest stop of the morning, High Desert stepped aside as our hosts and Cascade Region stepped in. Thank you High Desert. Goodie bags with fruit, snacks and water were distributed and route instructions discussed before going west, toward the Pacific Ocean. Stop when you see sand!

The drivers’ jewel of the day was the Aufderheide Memorial Drive. Sixty miles of road with no crossings and minimal traffic. We drove lots of great roads on the Grand Tour, but this one is my favorite—a real “driver’s road.”

That night at dinner I felt a slight mood change in the long-distance travelers; we know the end is near, and it’s a bittersweet feeling. The dinner venue afforded great views, great food, great Porsche People ... you get the picture. The President of the Cascade Region gave each of us an Oregon state quarter for continued good luck.

Day 15, August 7, 2015: The Final Day

It was damp and a little foggy for the final Grand Tour drivers meeting in Florence, Oregon. Oregon Region took over as our hosts from Cascade Region, which did splendid job. All the Grand Tourers are proud of the regions and what they have done for us. We felt welcomed every mile of the way.

It happens during your third day of the Grand Tour, no matter when you started: You realize this isn’t another club tour, it something more, it’s something special.

(Continued on next page)

GRAND TOUR DIARY, CONTINUED

(Continued from the previous page)

We had 24 Porsches in two groups headed north along the Pacific Coast. I know there are great views along the way —too bad the fog wasn't cooperating with us! We turned inland and onto a great Porsche road, and then we had lunch with the Beavers, not a Duck to be seen (you college football fans get it).

We drove the roads less traveled toward the grand finale at The World of Speed Museum in Wilsonville. Google this when you have a moment, as it's new and worth the trip. Oregon Region was prepared for us with a finish line and a checkered flag waving as we entered the parking lot. How fun! High fives, fist bumps, hugs, and handshakes all round. The first ever Grand Tour was in the books.

Photo ops were abounding, and then it was off to the hotel to clean up for dinner. Oregon Region had a Grand Tour cake delivered to the restaurant for us all to enjoy and eat, yummy.

As the celebration wound down and members started to leave, I looked around the room, and Grand Tourers who have 6 to 15 days invested were the only ones left. We didn't want to say goodbye, we didn't want it to end, but we all know it can't go on. I kept hearing the words "next time" filter by. This bond was built between new members and long-time members, Region members who will see each other at an event next week. Some we probably won't see until Parade in Spokane.

To all the Regions in Zone 6, and everyone who joined us for one day or 15, thank you!

The Final Count

- 5,203 miles by the Tour Master's odo
- 145 cars
- 210 members
- 1 speeding ticket (bogus: we are fighting)
- 1 Broken Porsche (rod?) will be up and running soon
- 7 DQ stops, there could have been more
- Regions visited: 16. Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West, British Columbia Interior, Wild Rose, Polar Region, Living Skies Prairie, Absaroka, Yellowstone, Big Sky, Inland Northwest, Silver Sage, High Desert, Cascade, Oregon
- As for the next Zone 6 Grand Tour: will you be there? ■



November Dinner & Social

Wednesday, November 18

REGISTER VIA:

socialevents@oregonpca.org
by November 16

Ernesto's Italian Restaurant
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Hosted by John and Shary Brams
Social Hour: 6:00 p.m. to 7:00 p.m.
Dinner: 7:00 p.m. to 8:00 p.m.

Cost: \$26.00 per person including gratuity. Please bring exact bills for payment at the door!

An Italian buffet will be served, including Caesar Salad, Meat Ravioli, Penne Pasta with Marinara Sauce, Roasted Italian Chicken, Italian Sausages, Bread, Coffee, Tea or Soft Drinks.

See you there! ■



Sunshine Division Pack Night

Monday, December 14, 6 - 9 p.m. (Pack Night)

Saturday, December 19 9 a.m. (Delivery)

Come join fellow ORPCA members with our annual trek to the Sunshine Division warehouse to help with the packing of food boxes for local families in need this Holiday Season! This is a great event and a chance to give a little of our time to folks less fortunate.

Pack night is Monday, December 14 from 6-9 p.m. at the Sunshine Division warehouse located at 687 N. Thompson St, Portland 97227.

Club participation is limited to 15 members and spots fill up fast! If you would like to join in the fun, please RSVP to Mike O'Connor at oconnor-m@comcast.net

*Spots are also open to help with food box deliveries on Saturday morning, December 19 at 9:00 a.m. If interested please RSVP to Melissa with the Sunshine Division at melissa@sunshinedivision.org ■



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JUNE 5/7 GOLDEN GATE REGION
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RACEWAY

AUG. 15-16 ROCKY MOUNTAIN REGION
HIGH PLAINS RACEWAY

SEP. 5-6 GOLDEN GATE REGION
THUNDERHILL RACEWAY

SEP. 18/20 INTERMOUNTAIN REGION
MILLER MOTORSPORTS
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Please tell your friends and fellow members to join you for a fabulous evening!

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I have a 1965 German Service Manual for a 911. It was given to me in 1978 when I purchased a 1972 911T. It has been forgotten and I just found it. As new except the plastic back cover is splitting. All pages are perfect. I would like it to go to someone who could use it. I could send pictures if there is interest. Gary LaRue, glarue69@hotmail.com, (360) 608-8328.

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Announcing the Anzeiger Cover Photo Contest!

Grab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of *Anzeiger*, the Oregon Region's award-winning magazine. Enter as often as you like.

Details: Picture Format: Remember that the cover is vertically oriented. 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 try to blow it up to usable size. To not waste your time and perfect photo, set your camera for its highest resolution. That's the one that uses the most memory.

The fame: Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are.

Send your entries to: Harold Klein, Photo Editor, photoeditor@orpca.org.