

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | NOVEMBER 2017



CONTENTS

ANZEIGER | OREGON REGION PORSCHE CLUB OF AMERICA | VOL. 57, NO. 10 | NOVEMBER 2017

COLUMNS

11
**PRESIDENT'S
MESSAGE**
Thank You!



12
TECH TALK
Winter Tech, Part One

14
REARVIEW MIRROR
A Hot August
(1987) Auto-X

FEATURES

15
**AX #8: AN EXCITING
END TO THE SEASON**
Results are close for the
upcoming championships



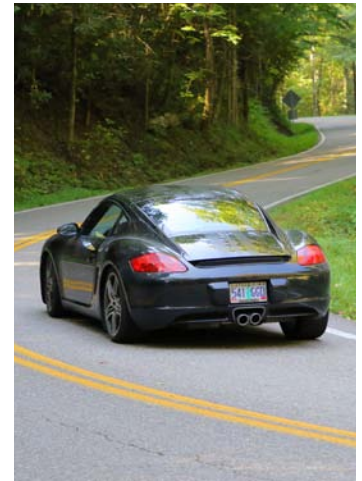
17
**THE SAUSAGE RUN
2017: ARRIVED,
DRIVEN, AND DROVE**
Beautiful day on the
backroads to Mt. Angel

20
**OCTOBER MIDWEEK
CASUAL DRIVE
PHOTO GALLERY**



22
**CHAMPAGNE
YELLOW, RUBY RED
AND BALI BLUE**
The 356 Tech Session
included a great story
about a one-owner '64 C

26
**CAR IS KING AT
MARYHILL: LOOPING
ROADS WITH OLD
AND NEW CARS**
A first-hand report on the
popular annual event
across the Columbia



30
**FALL TREFFEN IN
ASHEVILLE:
THE JOURNEY**
Narrative of the cross-
country road trip to the
national event

34
**OCTOBER SOCIAL AT
CHEVY'S TEX MEX**
Buffet and Margaritas in a
pleasant private room

COMING EVENTS

35
**NOVEMBER
BOARD OF
DIRECTORS MEETING**
Wednesday, November 8

35
**TECH SESSION AT
503 MOTORING**
Wednesday, November 15

36
**NOVEMBER
SOCIAL AND DINNER**
Wednesday, November 15

36
HOLIDAY PARTY
Sunday, December 3

37
**SUNSHINE DIVISION
FOOD BOX
PACK NIGHT**
Monday, December 11

37
**SUNSHINE DIVISION
FOOD BOX
DELIVERY DAY**
Saturday, December 16

IN EVERY ISSUE

6
**OREGON REGION
EVENTS**

8
ADVERTISER INDEX

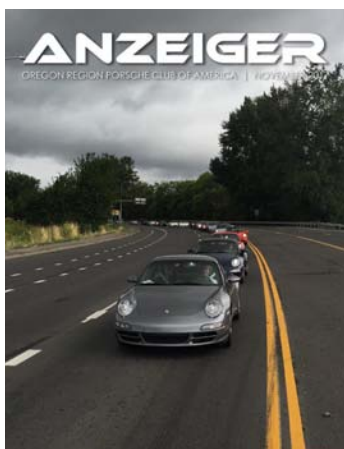
8
MEMBERSHIP

40
MARKETPLACE

HELP WANTED

6
COVER PICS NEEDED

8
**CONTRIBUTE
TO ANZEIGER**



ON THE COVER

Porsches on an Arrive and Drive are the only bright spots on this grey Northwest day. Photo by Bob Schatz.

ANZEIGER

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

VOLUME 57 | NUMBER 10 | NOVEMBER, 2017

EDITOR/DESIGNER

Nancy Scott
503.997.2230
nanscottdesign@gmail.com

PHOTO EDITOR

Harold Klein
photoeditor@oregonpca.org

Oregon Region Porsche Club of America **BOARD OF DIRECTORS 2017**

PRESIDENT

Larry Hannan
503.504.0806
president@oregonpca.org



MARKETING DIRECTOR

Lori Brown
503.703.7440
marketing@oregonpca.org



VICE PRESIDENT/MEMBERSHIP DIRECTOR

Steve Miller
503.313.6908
vicepresident@oregonpca.org
membership@oregonpca.org



PAST PRESIDENT

Joe McQueen
503.807.8718
pastpresident@oregonpca.org



SECRETARY/COMMUNICATIONS DIRECTOR

Peg Ryan
503.807.0035
secretary@oregonpca.org
communications@oregonpca.org



DIRECTOR

Phyllis Thiemann
503.233.4809
socialevents@oregonpca.org



TREASURER

John Brams
503.781.1465
treasurer@oregonpca.org



**CLICK HERE for the latest
ORPCA Board of Directors Minutes**

PROGRAMS

AUTOCROSS CHAIR

Eric Freedle
AXChair@oregonpca.org

HISTORIAN

Gary Koppang
historian@oregonpca.org

SOCIAL CHAIR

Cherie Reins
socialevents@oregonpca.org

TECHNICAL EDITOR

Jeremy Williams
techeditor@oregonpca.org

Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc.,
PO Box 25104, Portland, OR, 97298, is published eleven times a year.

The ideas, opinions and suggestions expressed are those of the authors and no authentication is implied by the editors or publisher. Editorial contributions are welcomed. By the act of submission, the author expressly warrants that the submitted material is completely original, that all rights are completely available, and that the material in no way infringes on the rights of any other person. The editor reserves the right to edit all materials submitted for publication. The Porsche Club of America, Oregon Region, Inc., has not authenticated claims and guarantees as offered by advertisers in this magazine and cannot assume liability for any products or services advertised herein.

© 2017 Porsche Club of America, Oregon Region, Inc. All rights reserved.

To place an advertisement in Anzeiger, email marketing@oregonpca.org



The classics never go out of style.

Vintage classics inspire new models, and at Porsche of Bend we embrace and celebrate both. No matter your style, we'll help you find what you love - and that means a great deal.



Porsche of Bend
1045 SE Third Street
Bend OR 97702
(541) 382-1711
www.bend.porschedealer.com

Porsche recommends **Mobil 1**



PORSCHE

OREGON REGION EVENTS

NOVEMBER, 2017

- 8 Board Meeting
- 15 Monthly Club
Social & Dinner
- 15 Tech Session at
503 Motoring



WELCOME PORSCHE ENTHUSIASTS

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

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

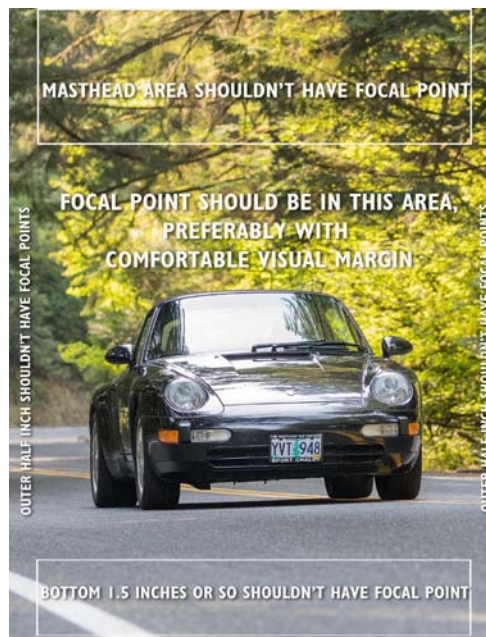
If you are already a member-it is easy to renew your membership. Go to <https://www.motorsportreg.com/events/membership-renewal-orpca-oregon-pca-member-070487>.



ANZEIGER COVER PICS NEEDED!

DECEMBER, 2017

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



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

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

Looking forward to your photos!

Send your Anzeiger cover photos to:
Harold Klein, Photo Editor
photoeditor@oregonpca.org



Porsche recommends **Mobil** 

The line between sports car and sedan. Blurred beyond recognition.

An uncompromised duality of form and performance, the new Panamera contradicts every notion of a sedan. The bold new exterior design and interior advancements, including the connectivity of Porsche Connect, are complimented with a powerful 4.0L V8 twin-turbo engine that delivers 550 horsepower. This is one blisteringly quick duality. Porsche. There is no substitute.

The New Panamera Turbo

Sunset Porsche
4030 SW 139th Way
Beaverton, OR 97005
503.641.8600
www.sunsetporsche.com



Sunset Porsche

DEPARTMENTS

ADVERTISER INDEX

Page	Business	Telephone
	Financial Advisor	
38	Morgan Stanley	503.221.6262

Porsche Service & Repair

38	AR Auto Service.....	503.697.3311
16	Heckmann Thiemann	503.233.4809
9	Marque Motors	503.293.5386
10	Matrix Integrated (Downtown)	503.443.1141
10	Matrix Integrated (Westside)	503.747.5780
39	Stuttgart Autotech	503.635.3098
39	Trackside Motorsports	503.236.2106

New and Used Porsche Sales & Service

5	Kendall-Porsche of Bend.....	541.382.1711
7	Porsche of Beaverton/Sunset Porsche	503.641.8600

Tires & Wheels

39	Wheelkraft NW	360.546.1799 or 360.558.3892
----	---------------------	---------------------------------

CONTRIBUTE TO ANZEIGER

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

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

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

We look forward to hearing from you!

NEW MEMBERS

Anthony Brennan | Gillian Brennan
Tualatin, OR
2004 911 Carrera

Harold Freeman | Madi Freeman
Vancouver, WA
1984 944

Kelly Gossen | Melody Gossen
Newberg, OR
2005 Boxster

Val Gruntkovskiy | Mariya Gruntkovskiy
Vancouver, WA
1999 Boxster

Chris Meier | Betsy Meier
Portland, OR
2015 911 Carrera 4S

Deanne Price
Portland, OR
2012 911 Carrera

Joaquin Salgado | Triccie Barredo
Beaverton, OR
2006 911 Carrera

ANNIVERSARIES

10 YEARS

Julian Dupuis
John Shmilenko | Patti Shmilenko

5 YEARS

Neil D'Autremont
Al Lindner | Brenda West

If only every Porsche had one of these.



Having this on your instrument panel would definitely add to your peace of mind! In the meantime, know that at Marque Motors, we don't just specialize in Porsches—we live them, and we understand them. And in our opinion, the next best thing to working on Porsches is talking about them. Visit our website for tech tips, product updates, information and more at www.marquemotors.com. We specialize in:

- Factory-scheduled maintenance
- Performance modifications
- Pre-purchase inspections
- Large parts inventory
- Over-the-counter sales
- Brakes and oil change
- Four-wheel alignment
- Corner weighting
- Electrical Repair
- Fuel Injection
- IMS Replacement

Valuable offers for ORPCA Members!



Marque Motors, Inc.


Porsche, Audi, BMW,
Volkswagen & Mini Specialists

503.293.5386
7310 SW Macadam Avenue
Portland, OR 97219
www.marquemotors.com

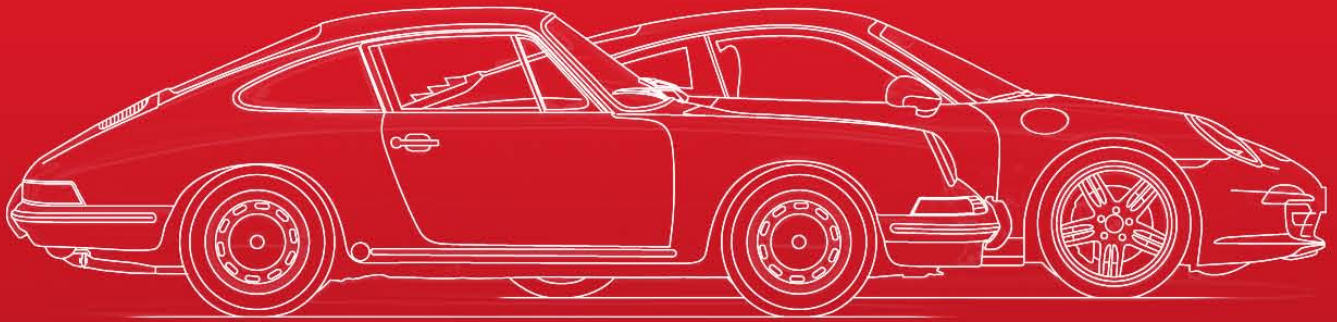
\$20 Off
your next service
of \$100 or more


One coupon per visit.
Coupon must be presented
at time of purchase.

10% Off Labor
your next service
when you show your
ORPCA membership card.


No cash value. One discount per
purchase. Cannot be combined with
other offers. Will not refund discount;
must be used at time of purchase.





FROM VINTAGE TO MODERN PORSCHE

WE'RE HERE TO SERVE YOU

USING GENUINE PARTS & 100+ YEARS OF COMBINED EXPERIENCE,
OUR METICULOUS CRAFTSMANSHIP DELIVERS IMMENSE VALUE.
FROM REPAIRS TO RESTORATIONS TO PERFORMANCE UPGRADES
ON VINTAGE AND MODERN PORSCHE'S, WE'RE HERE TO SERVE YOU.

contact@matrixintegrated.cc

DOWNTOWN: 503.443.1141 • WESTSIDE: 503.747.5780

SAVE 10% ON LABOR BY SHOWING YOUR ORPCA MEMBER CARD.*



PRESIDENT'S MESSAGE

Larry Hannan

Thank You!

I was about to send Nancy Scott, our *Anzeiger* editor, a note telling her that I didn't have a President's Message for the November issue when she sent out the first draft of the November issue for review. Looking through this issue of *Anzeiger* my topic became obvious to me.

Over the course of a year there are a lot of people in the club who take their time to plan, organize, host, run, and report on the events that the Or-

egon Region puts on or participates in. To all of you from all of us who get to participate in your efforts, THANK YOU.

To all our marketing partners who advertise with us and provide their expertise, THANK YOU.

Finally, to Nancy Scott and Harold Klein, our *Anzeiger* editors, who put together this PCA award-winning monthly magazine, THANK YOU. ■

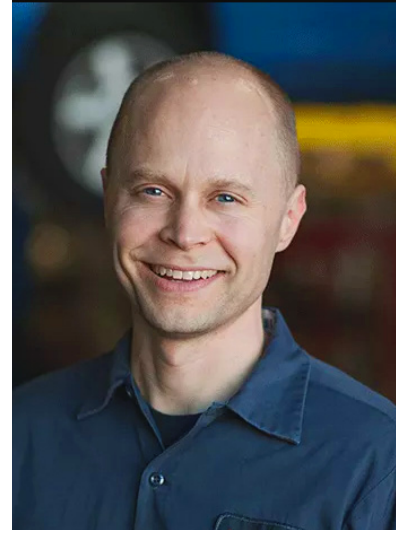
Welcome, Autumn!

Photo by Neil Russell



TECH TALK

Jeremy Williams



Winter Tech, Part One

As we head towards winter, we all need to think about preparing our Porsches for either winter driving or hibernation (that is, unless you're taking it with you to Arizona). Over the next few months in Tech Talk, we will discuss winter related topics, much of it pulled from our previous ORPCA winter Tech Session titled "Fun With Old Man Winter."

Our first topic will be winter tires. There is plenty of information on this topic, so we'll just focus on some key highlights.

If you'll be driving your Porsche this winter season, do you really need winter-specific tires? If your tires are bald 10-year-old summer tires, then you certainly should not be driving any further on them due to their

expiration, winter or not. If you will be headed into the mountain passes, then you'll definitely want to use winter-rated tires for extra safety and security.

If you'll be staying in the Portland/Vancouver metro area only, it's worthwhile to seriously consider winter tires this season. While it's great to have the luxury of staying off the roads when it's snowing, it's even better to have the freedom of movement that winter tires provide. As we've seen in previous years, you never know where you will be when a winter storm hits—maybe at home, at work, or out of town visiting relatives for the holidays. And whomever had an emergency that they could schedule around the weather? Bottom line, is it worth gambling with the safety of your vehicle, yourself and others, especially when your collision deductible and future insurance premiums are at stake?

We all know that tires are a compromise. One tire can't be the fastest on the track, most controllable in the snow, and longest wearing. The ultra-high-performance summer tire that grips the track is incompetent,



as its tread compound becomes like “hard plastic” at below 32°F. Specific winter tires deliver much better slush, snow and ice performance than summer or all-season tires because their tread designs and compounds are engineered to master those colder temps and winter conditions.

How do they do this? New winter tires begin with deeper tread depths and more open tread designs, and they also feature softer tread compounds that remain pliable in extremely cold temperatures. Keep in mind that while the extra tread depth and softer compounds allow new winter tires to provide more traction in deep snow, they also contribute to more tread squirm, and drivers may notice a reduction in handling responsiveness. A recommended 3 to 5 psi increase in inflation pressures increases tire stability and helps offset the reduction in responsiveness.



Photo by Randy Stolz.

ations, you'll find that your vehicle will probably understeer in one condition and oversteer in another. By installing four winter tires, you maintain the most balanced and controlled handling possible in all winter driving conditions.

Should you use the same-sized tires as you do for your summer or all-season tires? Actually no, as a wide and low-profile tire has to “plow” a wider path through snow, which causes more resistance. The

We all know that tires are a compromise. One tire can't be the fastest on the track, most controllable in the snow, and longest wearing.

Are two winter tires enough, or should you use four? Nearly every tire manufacturer recommends four winter tires be used on rear wheel, four wheel/all-wheel, and/or front wheel drive vehicles. This is because if you use two dissimilar types of tires on your vehicle, you'll have a vehicle that has a “split” personality. One end of the vehicle won't react and perform the same as the other in the dry, wet, slush and snow conditions you may encounter before the end of winter. Especially in emergency situ-

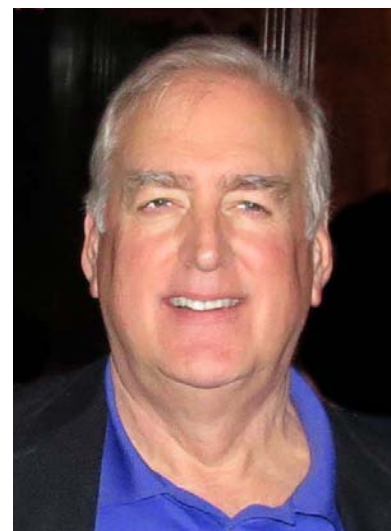
narrower the tire, the easier you can get through snow. So, going with a narrower/taller tire would be the preferred option.

As they say, until next time, keep the shiny side up and the (winter) rubber side down. ■

Jeremy Williams is the Oregon PCA Technical editor. He co-owns Matrix Integrated Inc. (www.matrixintegratedcc.com) with his brother Justin. Jeremy can be reached at techeditor@oregonpca.org.

REARVIEW MIRROR

Edited by Gary Koppang



A Hot August (1987) Auto-X

BY MITCH ENGEL
FROM THE OCTOBER, 1987, ANZEIGER

Hot! You got that right! As a small group of Oregon PCA-ers set out for a big task, to put on an Auto-x for 127 drivers who think they are all the fastest on the course, 19 of which were PCA members. Others included such cars as a Lotus Super 7, Corvettes, a Griffith 400, Sunbeam Tigers, BMW 2002Tii, Datsun 510s, an S10 pickup, and everything in between. Oh yeah, I must not forget a character in an Olds Omega that can smoke his tires almost the whole way through the course and you can still hear Led Zeppelin crankin' from the stereo!

The course was fun to design, since we had the best lot that has ever been used (thanks to Bob Ames and

the Port of Portland), a 12-acre lot with four light poles and one fire hydrant. One thing is that is sure is hard to set up a course that will be about the length that you want when you can't drive the course ahead of time to see how long it takes to get around it. As the course ended up, it was a little short, but it had some challenging turns, a flat slalom, and a poorly-designed finish line, but I didn't have any complaints!

It was a lot of work, but it was still fun. If we could get a few more of you out once in awhile, we could have a real good show.

Just to give you an idea of what a Porsche can do with some practice, here is how some of your members did, most without practicing:

Number	Class	Car	Place
Lorie Kust	W5	914	4th
Cherlyn Engel	W4	911T	2nd
Sharon Hall	W5	914	2nd
John Stanton	AI	911	4th
Tom Karwin	DS	GTI	12th
D.LaCoursiere	DS	912	5th
Mike Carey	CS	914	6th
Paul Kust	CS	914	5th



Bob Ames CS 356Sp 4th
 Gale Hall CS 914 1st
 Michael Byrne Novice 911 Carrera
 Mike Belsky Novice 912
 Mitch Engel BS 911T 1st
 Michael Carey BS 914 3rd
 Charles Foote BS 911T 4th
 Peter Davis AS 911RS 4th
 Dale Heiman Novice 911SC
 J. Heiman Novice 911SC
 Rich Gettman Novice 944

People seemed to have fun, everybody went fast and the club made a couple of bucks. For those of you who missed it, there are a few W.O.W. Auto-x left, September 13 at Clackamas Community College, October 25 at Techtronics in Vancouver, WA.

The most important thing is to say thank you to all of you that helped put this event on. Some put in days of work, some hours, but all was very much appreciated! ■



AX #8 (2017): An Exciting End to the Season

BY PEG RYAN, COMMUNICATIONS DIRECTOR

The eighth and final Autocross of the season had 71 participants for a total of 447 runs. For a day that was supposed to be rainy, it was wonderfully dry and very exciting.

Arron Mauldin in his 1997 Honda Del Sol takes Top Time of the Day by .09 seconds over Barry Cogut! David Kosa was the third fastest of the day by .20 seconds behind Barry.

In the NPA class, Nathan Waldbauer beat Don Ameda by .22 seconds.

In the P02 class, William Ibbetson, Jeff Gretz and Eric Freedle were separated by only .15 seconds.

In the S01 class, Max Noxon beat Bryce Byderka by .05 seconds.

In the S03 class, David Kosa Beat Mark Qandil by .001 seconds!

Wow, wow, wow—what a great competition!

The championship points have been updated and winners determined. Check it out at: <https://www.oregonpca.org/activities/autocross/2017-championship-points/>.

Next month will include the Autocross season wrap-up, including class champions and the awards banquet. ■

Class	Driver	Car	Time
I01	Barry Cogut	2015 Cayman GTS	30.719
NP	James Paulson	2016 Ford Mustang GT	32.043
NPA	Nathan Waldbauer	2017 VW Golf R	33.482
NPM	Arron Mauldin	1997 Honda Del Sol	30.628
P01	Ian Davis	1971 Porsche 914	34.694
P02	William Ibbetson	1994 Porsche 968	32.146
P03	Eric Hoff	2008 Porsche Targa 4S	32.173
S01	Max Noxon	1999 Porsche Boxster	32.527
S02	Jon Zweiger	2007 Porsche Cayman	31.223
S03	David Kosa	2017 Porsche Targa 4S	30.921

Porsche Pride

It's Personal



Since 1968

HECKMANN & THIEMANN MOTORS

2327 SE POWELL BLVD, PORTLAND, OR 97202 503.233.4809 WWW.HECKMANNTHIEMANN.COM



The Sausage Run 2017: Arrived, Driven, and Drove

STORY BY BRAD HEDSTROM | PHOTOS BY BRAD HEDSTROM AND HAROLD KLEIN

October 14 marked the last Arrive & Drive of 2017. The famous Sausage Run was a perfect end of the year drive; a fabulous Pacific Northwest Fall day and a great turnout of 43 cars. While it started cool and foggy, the day quickly warmed and cleared. At the at the End of the Oregon Trail Interpretive & Visitor Information Center we met old friends and several new

backroads. My wife, Carole, loves to drive our 997 just as much as I do. We do a pretty good job of taking turns and this was Carole's turn to drive. The drive quickly became quite "spirited," and within about 15 minutes my Dutch Bros latte was having none of it. I think I must have become as white as our Carrera "Kitten" before Carole pulled over and saved our interior. She graciously asked me if I'd

Above: The morning fog quickly gave way to sunshine.

The drive quickly became quite "spirited," and within about 15 minutes my Dutch Bros latte was having none of it.

members. Eric and Peg Ryan were as proud as new parents with their 2017 Black Edition 991, which they brought back from the Oregon Festival of Cars the month before.

After the usual debrief, we headed southwest out of Oregon City and quickly found ourselves on twisty

rather drive and I took the wheel. I promise, this wasn't a ruse so I could drive! Really! (Next time I'm the passenger it's Dramamine!)

After my stomach settled down we carried on in sunshine, blue skies, and cool weather perfect for a weekend drive. A little over 50 miles

THE SAUSAGE RUN, CONTINUED

in was our rest stop at Hardy Creek. It was quite impressive to see nearly every era of Porsche represented in the 43 cars in the beautiful forest setting. An impressive line for the restroom also formed. We loitered for quite a while chatting, looking at the cars, and enjoying the fabulous Fall day. I also found out that I was not the only one could have benefited from some Dramamine.

Refreshed and relieved, we departed from Hardy Creek for a fabulous 25 mile backroads drive to Mount Angel. It could not have been a more beautiful day. The roads were clear and the various groups of 43 cars got to enjoy some great driving. Our group missed the sharp left onto Leabo Road, so a

number of us had to U-turn on Sawtell and high-tail it back.

We arrived at Mount Angel right around noon for lunch at The Glockenspiel Restaurant. This was Carole and my first visit to Mount Angel and we figured out the "Sausage Run" moniker. One might imagine that one were in a village near Stuttgart, especially with Porsches parked all over the place.

Our group of nearly 70 filled the restaurant. The staff was attentive and the food and beer was very good. After a leisurely lunch, some folks walked around the town and everyone made their own way home. It was a great conclusion of the 2017 Arrive and Drives. ■



Above left: October at The Glockenspiel. Above: ... And a Stunning Classic.

Opposite, Clockwise from top: Clear day, clear roads. What else could we ask for? Lunch at The Glockenspiel Restaurant; a nice line of rear ends; ORPCA takes over the restaurant; a nice line at Hardy Creek.



Harold Klein

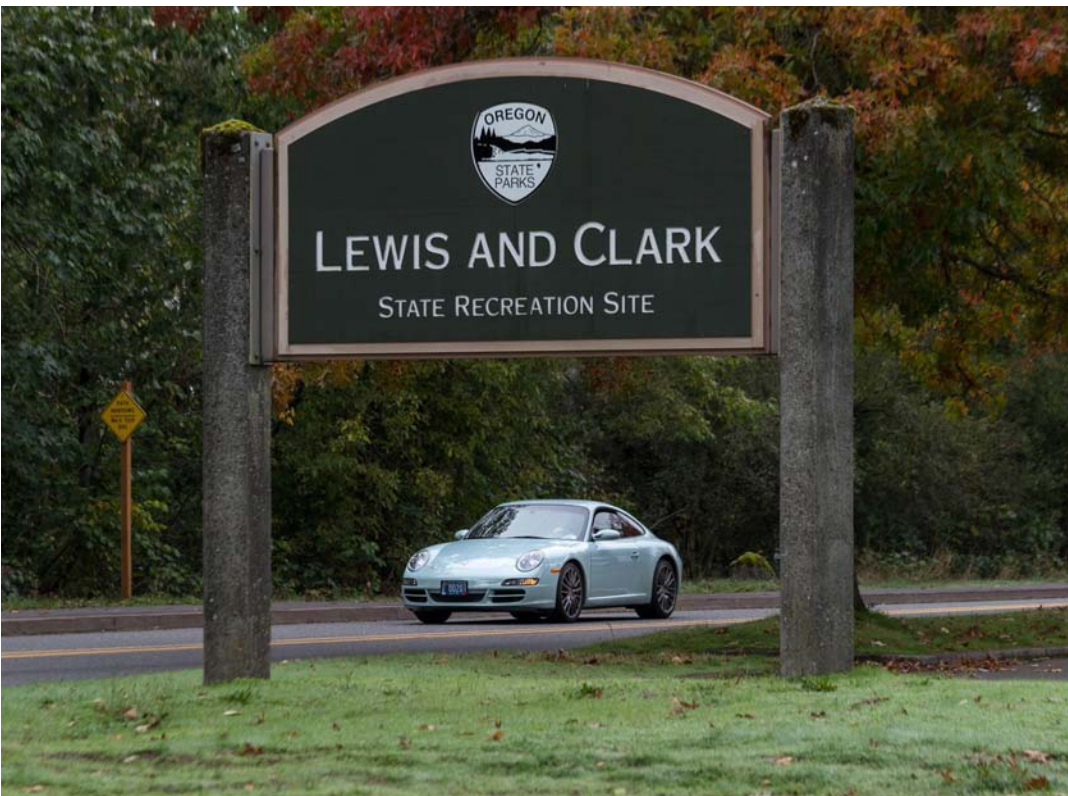
October Midweek Casual Drive Photo Gallery

PHOTOS BY HAROLD KLEIN, PHOTO EDITOR



Enjoy more photos
from this event at our
Smugmug site: [https://
orpca-pix.smugmug.
com/Casual-Mid-Week-
AD-Oct-2017/](https://orpca-pix.smugmug.com/Casual-Mid-Week-AD-Oct-2017/)







356 Tech Session: Champagne Yellow, Ruby Red and Bali Blue

BY RANDY STOLZ | PHOTOS BY HAROLD KLEIN, PHOTO EDITOR

Up she goes ... Kip Hanson's Champagne Yellow '64 SC.

When I heard our Veep, Steve Miller, was going to host a "tech session" for local Porsche 356 owners, I was more than anxious to attend—if for no other reason than to have a chance to gaze at historic Porsches. Every time I see them, I think of racetracks now long gone and my "formative years" as a fanboy. More than that; just a visit to the "Millerdale" is a treat, and Winnie (Steve's bride) is always gracious.

Pulling in past the mailbox adorned with goats, I saw that most of the attendees were already there. This is probably due to the fact that, like the cars, the owners are mature. Like yours truly, they don't want to miss anything, despite an increasing propensity for forgetfulness. What?

Out on the lawn/field/meadow were about seven 356s, a couple of 911s, and a 914. Inside the garage was Steve's 1964 car and on the floor being moved into lifting position was a lovely 1964 SC in Champagne Yellow. The SC is owned by Cliff (Kip) Hanson, our "presenter" for the day.

Also in attendance were: Mike Thornton (President of 356 Group NW) and Rick Carns, who drove in from Long Beach, WA; Ted Rodgers, who has entered his 356 at historic races in Seattle, Portland, and Rennsport; ORPCA's own Paul Kust, and Ed Clarke, both infected with the 356 virus.

Mark Overholtzer and Dave Smith came in from Independence, OR. Kip Hanson also lives there.

That's THREE CARS in that town!

Is it something in the water? Mark rebuilt his silver '63 B from a "basket-case" while Dave is currently restoring his son's '65 SC. John Clemson brought his Ruby Red '61 Super; still with original paint.

After some very careful adjustments, positioning of Kip's car, insertion of wood blocks, and deep breaths; the SC was lifted to reveal the cleanest underside of a driven 50+ year old car imaginable. Fearing an errant fly, I, along with a few others, closed our mouths for a cognitive moment and then the questioning began.

"Tech Sessions" for these guys are different. They don't dwell on general topics like oil and spark plug changes. Most of them have already "been to school" on that stuff. But just ask which oil or plug to use and you'll likely blow the afternoon on JUST THAT in short order. Fortunately, most of them no longer fall into those types of topical sinkholes either. Instead, spirited discussion opened on the merits of installing a supplemental low pressure electric fuel pump, while others remarked at the pristine heater boxes/tubes or alternative material used for oil pump hose.

Most, if not all, of these owners drive their cars. Thus, they are very astute, if not practical, when it comes time to "fix" something.

I remember being that way myself before the curse of modern cars, all-consuming job, and sheer laziness crept into my life. There was something really satisfying about "whanging home" the valve cover retaining spring with a big screwdriver after an adjustment or "snapping in" the clips on the distributor cap after

checking the points. But it's not all about mechanicals.

Strolling outside, I found Donn Snyder chatting with Dave Smith at the rear of his Bali Blue '64 "C." As some folks gathered 'round, Donn began his story about how this was one of his dad's client's cars and ... well ... I'll just use Donn's words:

"I am the second owner. The car was purchased new from Riviera Motors in Portland in April of 1965 by Vince Cooney. He was married the week after he took delivery, and with his new bride headed for Texas for flight training the following week in the car. I am not sure if he was regular Air Force or in the Guard at that time. Later he would fly fighter planes for the guard and was a 747 captain for NW Airlines. The car still

The author, Steve Miller, Paul Kust, John Clemson, Ted Rodgers, Cliff (Kip) Hanson, and Mark Overholtzer



CHAMPAGNE YELLOW, RUBY RED AND BALI BLUE, CONTINUED

has the 1966 Tactical Air Command and NW airlines parking stickers.

"My dad, Jack Snyder, had a shop in the '60s, and Vince was a customer who became a good friend. The car was serviced by my dad exclusively since new. My dad closed the shop in the late '60s and ended up with a career as an instructor at PCC auto shop. While teaching, he continued to serve some of his best customers at home. Through the '70s, Vince would bring the car over for service while he was away flying.

I would help with the easy stuff and wash and wax and generally get it ready for his return.

"I am not sure why he quit driving it, but it sat in his garage in the Overlook neighborhood of North Portland for about 30 years. At one time, I think in the '80s, someone had tried to get it going. They tried to fit a Group 1, 6 volt battery in it and messed up the battery hold down in the process. The ground strap attaches to the battery hold down, but they attempted to

Below: Donn Snyder (blue shirt) looks on as Dave Smith makes discoveries. Below right: John Clemson's original Ruby Red '61 ... with a renegade club badge ... from SoCal. Bottom left: The heart of the matter ... let the questions begin.



ground the battery with a small C clamp to the loop for the spare tire strap. This was not ever going to work, especially with 6 volts. I suspect by then they had other issues as well.

"It then sat until about 2006 when Vince called my dad to see if he would be interested in getting it going again. We went over to look at the car and it was surprisingly like a time warp of about 30 years. It still had a lube sticker in the door jamb that I had filled out years before. But it was going to be a big job recommissioning it. It was more than my dad could tackle at that time, and I was busy working. We recommended that he take it down to Ed Thiemann, but he had it in his mind that he only wanted my dad to work on it. So it sat again until 2010 when I retired.

"I called Vince up and said I now had time to work on the car. He said, 'Come and get it.' It took over a year for me to go through every-



spends some of his time with the car as he did as a kid ... with a polishing cloth in his hand, literally "waxing nostalgic."

While the boys were having fun, our forgiving wives were off having their own version of "Cars and Coffee" and later, a tour of Sandy Amos's cottage garden with its own "tech session." Rain shortened that event, but being next door made the return to Winnie's place fairly dry.

Soon after, we all gathered for a minor banquet in Steve's office. (I like to call it that because there's a desk there. Otherwise, it would be "the cave.") Brats in hand, chili

356ers in Portland/Vancouver ... stay tuned.

Enjoy more photos from this event at our Smugmug site: <https://orpcapix.smugmug.com/356-Tech-Session-October-2017/>

He now drives and spends time with the car as he did as a kid ... with a polishing cloth, literally "waxing nostalgic."

thing it needed. We preserved as much originality as possible while rebuilding the mechanical bits. After all of this, I ended up buying the car from Vince. We had a little party in his back yard with his kids and grandkids getting a last ride before he handed over the keys. My dad passed away in 2014 and I am really glad he was able to see how it all turned out."

Sometimes things come full circle. When not racing his Spec911 car, or prepping his Caterham G7 for next year's races, Donn now drives and

bowls filled, and Winnie's Wonderful Vegan Pizza on the side, we got down to business ... or gorging, if you prefer. Some wonderful other goodies brought by others topped off a casual and cozy scene as some watched the big screen TV and others drifted outside with "thank yous" and "good-byes" to Steve and Winnie.

Hopefully, this group will get together again sometime soon in the Portland/Vancouver area or we can welcome them to an ORPCA event.



Car is King at Maryhill: Looping Roads with New and Old Cars

BY PEG RYAN, COMMUNICATIONS DIRECTOR | PHOTOS BY ERIC LEWIS

I heard about this event last year, but could not find any information on it. So, when our Ford GT friend said he wanted to go and would do the research, I said okay—let's check it out. We found out that Saturday, October 7 would include a car show sponsored by Goldendale Motorsports Association (GMA). It is kind of crazy, because Goldendale is a small town of 3,407 people!

On Sunday, October 8, there would be a Vintage Hill Climb Race on the famous Maryhill Loops Road. The race is sponsored by SOVREN, the Society of Vintage Racing Enthusiasts, an organization out of Seattle.

We decided to spend the weekend and enjoy both events, and found a nice hotel in The Dalles that has cov-

ered parking! The weather was predicted to be perfect, so when Friday came around—off we went.

My husband, Eric, and I spent Friday afternoon at the Maryhill Museum. If you have not been to this museum, it is a must-see. The best room features the history of Sam Hill and how both this museum and the Maryhill Loops Road came into existence in the early 1900s. It was fascinating. My other favorites were the international chess set collection and the Eskimo Native American exhibit.

We met up with the Ford GT owner, David Stein, at the hotel and headed out for dinner. The Baldwin Saloon was David's choice and it was fabulous. It also is an early 1900s establishment with great food and music.

Joe Kelly's and Bill Munson's cars in the parking lot.





On Saturday morning, we headed to the Maryhill Museum, where we registered for the car show and parked in the green next to the museum (\$20.00!). We pulled out our chairs and began looking at the cars. There were about 105 cars — old and new; and makes including Studebaker, Saabs, Corvettes, Lamborghinis, Porsches, Jags, American muscle cars, Ferraris and even some cool old trucks. At noon, the Vintage cars/motorcycles made their way over to the museum—what a kick to hear those engines coming up the hill and then into the museum

area. They were there until around 3 p.m. It was fun to talk to the owners and learn about the cars' history. Also, from 12 noon to 2 p.m. anyone could drive on the Maryhill Loops Road. This road is not often open to the public, so this is a great opportunity. The road is in great shape and quite a few cars from the show, as well as visitors, left to drive it. OR-PCA members Joe Kelly, Bill Munson and Fred Auerbach came out for the show and to drive the Loop. It was great fun to hear the stories as everyone returned. There is food available all day, including food

Above: 58 Corvette in beautiful condition. Below left: 2005 Ford GT. Below right: Corvette vintage racer.



trucks, and awards at the end of the day and a raffle! Well done by the GMA organization!

We had heard that there were two great places to see the vintage races—at the start of the race, and from an overlook on 97 north of Maryhill. Not quite knowing what to expect, David and Eric headed out about 7 p.m. on Saturday to check out the best viewing spot. They found the scenic overlook and decided it would work. Sunday morning, we headed about 8:30 a.m. to be up there about 9 a.m. Well ... lesson learned! Nothing started until 10 a.m. There is a great view of the road and we watched a silver truck drop off turn workers for the first

hour. Brrrr—it was cold and windy.

The overlook parking lot was full by 10 a.m. Then the real fun started. Many of the cars and motorcycles we had seen the day before, plus a few more, were now racing up the hill. It was great. They parade back down the hill when everyone has raced to the top. We decided to try the entrance at the bottom of the hill. That did not turn out so well—there was a lot of gravel on the road and not much to see.

I now know how this event works and I will set up an event for the club to drive up and enjoy this special event. Enjoy the pictures. It was hard to pick which ones to include! ■



911 Speedster racer.



Top left: 1926 Bentley racer. Top right: Ford GT and 2016 Carrera 4—as Bruce Jones always says, you write the article, you can post pictures of your car! Above center: Parade lap back down to start racing again. Left and above: 911 racing up the hill.



Fall Treffen in Asheville: The Journey

BY JOE KELLY | PHOTOS BY JOE KELLY, BLINDKELLY.COM AND KILLBOY.COM

If you know me, you know that I love to drive. Casual drives, the Northwest Passage, the Porsche Parades, A/D, the PCA Treffen. Any excuse to enjoy the wonderful attributes of a Porsche is more than enough for me. Long solo drives really grab my interest. Some people shake their heads and say I'm crazy, while others smile and think I'm adventurous. My wife Nancy knows that I'm both!

My latest long solo drive was from Portland to Asheville, NC, to attend the fall Treffen. Nancy flew into and out of Knoxville, a short drive from Asheville. I started out at the crack of dawn with a road atlas—you remember the old paper map books, with no reservations for lodging and no specific route. Just head east

with the caveat to avoid big cities and Interstates as much as possible. My first night was spent in Burley ID. Each night I review my progress, decide on the next day's general routes, load up with fuel and relax. In the morning, check the oil, clean the windows, enjoy some good black coffee and head out.

Each day I try to enjoy some local tourist spot, drive through very small towns, and visit with people. Meeting people is easy when you're driving a Porsche as they come to you, ask questions, take photos and chat about their own adventures. On the trip I enjoyed visiting President Eisenhower's library, Walt Disney's boyhood home, Walter Chrysler's boyhood home, Shiloh battlefield, Davy Crocket's cabin, a train muse-

um, a Pony Express station etc. Plus I crossed the Mississippi on a ferry. The only car that day. (Why take a four-lane bridge?) I met friends in Chattanooga TN, where we enjoyed some Southern BBQ, including fried pickles. Yeah, I know, but try them if you can.

The Treffen was superb. Fantastic hotel, wonderful food and

change. I drove the Tail of the Dragon four times, the Devil's Whip and the Moonshiner²⁸ once each. Pure heaven for Porsche drivers and café racers. One day I asked Nancy, "What would you like to do today?" Her answer was "Let's drive some twisty roads!" I was ecstatic—my wife wants twisty roads! Before she could reconsider, I was in the car.

Roads had names like Tail of the Dragon, Gambler, Moonshiner²⁸, War Woman, Devil's Whip, Gauntlet Run, and Diamondback²²⁶.

drives beyond my wildest expectations! When roads get local names like Tail of the Dragon, Gambler, Moonshiner²⁸, War Woman, Devil's Whip, Gauntlet Run, and Diamondback²²⁶, you get the idea that these roads are special! Whoa, are they ever! The Tail of the Dragon is 11 miles long and has 318 turns. The Devil's Whip is 12 miles long with 160 curves and a 2,000-foot elevation

After dropping Nancy off at the Knoxville Airport, I headed west. New roads, new routes, new adventures and my driver's license was still intact. A few trip notes follow.

When at the Davy Crocket cabin, a fellow was trying to capture and dispose of an armadillo that was under the cabin's porch. I've never been around an armadillo hunt before! At a rest stop in North Caro-



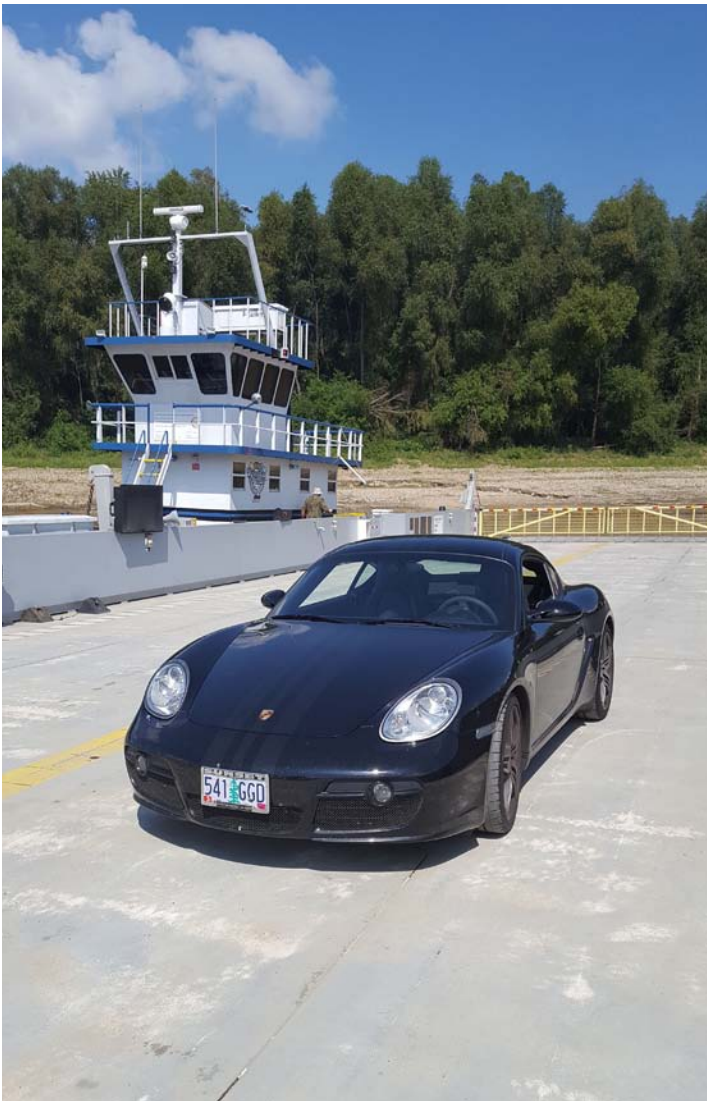


lina we saw an athletic young man chase down a wild boar piglet that he eventually captured bare handed. A rock chip in my windshield made me find a glass repair shop in Rock Springs, WY. The technician was working in the field, but when he received my plea, he dropped his job, came back to the shop and repaired my windshield for \$21. Some hot sauce in Chattanooga, called "Carolina Reaper" left me speechless. I couldn't breathe, talk

or see out of my watery eyes. Dead-ly stuff. When crossing the Mississippi by ferry, the river was so low that the ramp angle was too steep for the low-slung Cayman to board without damaging the front end. No problem. The operators turned the ferry around and loaded me from the opposite end as it had longer ramps. Then they backed into the ramp in Missouri backwards so I could exit. I was the only car! Fee \$14. A motel owner told me that the Porsche was too small and proceeded to tell me that I really needed a Buick Enclave for cross-country trips. No amount of explanation on my part could justify my desire to drive the Porsche. Finally I just drove off.

Back home I reflected on my trip. I was immensely happy and ready to do it again. How could I not want to go to a place that makes my wife want to drive on twisty roads! There's an old saying "that it's the journey, not the destination that counts". In my case I think that they both count! ■





October Social at Chevy's Tex Mex

STORY AND PHOTOS BY LORI BROWN, MARKETING DIRECTOR



Forty-five ORPCA members enjoyed a buffet of delicious TexMex food for our social gathering on October 18 at Chevys. The area set aside for the gathering was great, with room to talk and drink. The wait staff was attentive to our needs. Once the buffet started, things quieted down a bit. These socials and dinners are always a great time to get to know our new members. Larry Hannan, President, wearing the traditional Chevy's sombrero, welcomed three new members. Larry presented them with their own sombreros, which they proudly wore as they shared the information on their cars. Larry reviewed the upcoming events as well. A great event for everyone who attended. ■



NOVEMBER BOARD OF DIRECTORS MEETING

Wednesday, November 8
6:30 to 8:30 p.m.

Dang's Thai Kitchen

670 N. State Street
Lake Oswego, OR 97034

All members are welcome to join us! ■

**CLICK HERE for the latest
ORPCA Board of Directors Minutes**

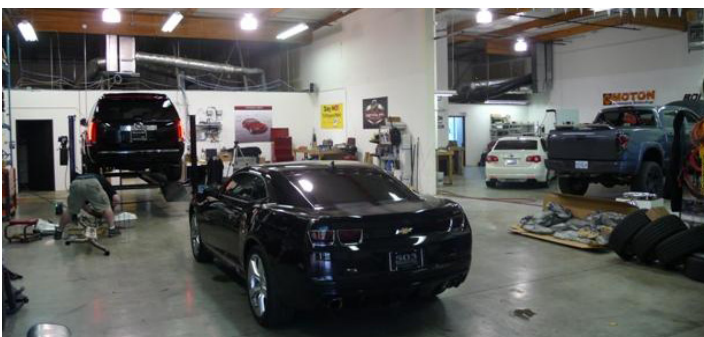


TECH SESSION AT 503 MOTORING

Wednesday, November 15 | 6:00 to 8:30 p.m.

503 Motoring

5703 SW Arctic Drive, Beaverton, OR 97005



Join us for an evening tech session at 503 Motoring in Beaverton on Wednesday, November 15. General Manager Iain Gordon and his crew specialize in a wide variety of aftermarket automotive services including clear masking, vehicle wraps, window tints, wheels and tires, styling and suspension, and, of course, performance upgrades and tuning.

It's football season, so save your weekend and hang out on a weeknight with your fellow Porsche club members. Activities will be held at 503 Motoring, Beverages and snacks will be served.

Please RSVP at: <https://www.oregonpca.org/event/november-tech-session-503-motoring/>



NOVEMBER SOCIAL AND DINNER: FULL, WAITLIST AVAILABLE

Wednesday, November 15 | Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.

Gustav's

10350 SW Greenburg Road | Tigard, Oregon

Hosted by Cheryl Carpentier

We will have a limited menu from which you can order. Total attendance for the Garden Room is about 50 people. For details and how to join the waitlist, please go to: <https://www.oregonpca.org/event/november-social-and-dinner/> ■



Registration closes soon for our Annual Event!

Holiday Party

Sunday, December 3, 2017 | 5:00 p.m. to 11:00 p.m.

Riverside Golf and Country Club

8105 Northeast 33rd Drive, Portland, Oregon 97211

Please join fellow club members for an elegant setting, socializing and scrumptious dinner, and dancing to the Design Band. The cost is \$75.00 per person. **Please bring an unwrapped toy to the event as a donation to the Girls and Boys Club.**

To Register, go to the
Holiday Party Registration Form page,
download and complete the registration form and
mail it with your check to the address indicated.

*We sell out quickly so please RSVP early!
Last day for Reservations is November 24*



SUNSHINE DIVISION FOOD BOX PACK NIGHT

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

Portland Police Bureau Sunshine Division

687 NE Thompson St.

Portland, OR 97227

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

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

Please contact Mike O'Connor at 503.320.2415 or occonnor-m@comcast.net if you are interested in helping. ■



SUNSHINE DIVISION BOX DELIVERY DAY

Saturday, December 16

Portland Police Bureau Sunshine Division

687 NE Thompson St. | Portland, OR 97227



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

Please contact Mike O'Connor at 503.320.2415 or occonnor-m@comcast.net if you are interested in helping. ■



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

A long and successful career should be followed by a long and happy retirement. But it won't happen on its own. You have to be sure you're investing properly to help you reach it, and then follow a solid strategy both now and through your retirement years.

As a Financial Advisor, I have the experience and tools to help you develop a strategy that is right for you, to adjust your investments as needed and to manage your wealth through all the potential changes to come. Call to arrange an appointment today and let us help you keep your wealth working for you.

Jim North

Associate Vice President
Financial Advisor

1001 SW 5th Ave
Portland, OR 97204
503 221-6262
james.north@morganstanley.com
www.morganstanley.com/fa/james.north

Morgan Stanley

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

© 2013 Morgan Stanley Smith Barney LLC. Member SIPC.

GP11-01364P-N09/11 7177651 MAR005 10/12

**FOR THE ENTHUSIAST,
BY THE ENTHUSIAST.**

AR AUTO SERVICE



503 697 3311

ARAUTOSERVICE.COM

16088A BOONES FERRY ROAD

LAKE OSWEGO OREGON



Our Ads Get Noticed!

To place an advertisement in Anzeiger, email marketing@oregonpca.org

WHEELKRAFT
Mobile Alloy Wheel Refinishing **NW**
360.546.1799

info@wheelkraftnw.com · www.wefixwheelspdx.com

100% lifetime guarantee against defects in workmanship

*Don't replace them, **REFINISH THEM***



SCRATCHES • SCRAPES • NICKS • DINGS • BENDS

Trackside Motorsports

A Division of A-n-TIRE AND WHEEL

DRAG • ROAD
AUTOCROSS
RALLY

8131 N. Interstate Ave., Portland, OR • 503-236-2106

*Your Race Tire
Headquarters*

**TIRES
ALIGNMENT
SUSPENSION**

race - street
work - tow



STUTTGART
autotech

SERVICE AND REPAIR FOR

Porsche • Audi • BMW • VW • Mini

503.635.3098

stuttgartautotech.com



17263 SW PILKINGTON ROAD • LAKE OSWEGO, OR 97035

Anzeiger Marketplace

CARS FOR SALE



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



2014 Cayman S Sapphire Blue/Black leather, 22000 miles. Performance focused features: PDK, ceramic brakes, PTV, PASM, 20 inch Sport Techno wheels, sport seats plus, sport chrono, power steering plus, sport design wheel, fire extinguisher. Excellent, one owner, meticulously maintained, always garaged in no-snow area. Warranty through January 2018. \$60,000 Gordon Ledbetter Portland, OR 503 799-7496 early911s@aol.com (10/17)



2007 911 GT3 \$100,000, 16,705 miles, 6 spd manual, Carrera White, black full leather/deviating red stitching, Champion RG5 wheels/Pilot SC 2s, Carrera White Porsche wheels, interior carbon package, interior metal Carrera White, red belts, red gauges, Bi-Xenons, Sound package plus, fire extinguisher, 3M, no smoke, rain or snow. Complete records, window sticker. Neil Hutchinson, 503-227-2359 nhutchinson@comcast.net (6/17)

PARTS FOR SALE

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



The following 2013-2016 Porsche Boxster Accessories are for sale:

1. Covercraft Cover - Gray Custom Ultra'tect Car Cover (Part #: C17539UG)
 2. Heatshield - Custom Windshield Reflector (Item# 1386) SOLD
 3. Front license plate holder - US Mill Works Black Lightened Kit SOLD
- I do not have the 2014 Porsche Box-

The Anzeiger Marketplace has a track record of sales and is a free service provided to members.

To submit, update or renew an ad, email classifieds@oregon-pca.org. Information received by the 25th of the month will be included in the next issue. When selling a car, please include the year, model, body style, additional features, mileage, price, your name, phone number and email. You may submit between one and three photos.

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

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

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

ster S anymore and I would like to find a new home for these accessories. I purchased them all new after purchasing the 2014 Porsche Boxster S in July 2014. Please contact pegryan@frontier.com if you are interested. Asking \$250.00. (11/17)