



Anzeiger

September, 2016





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Anzeiger

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ON THE COVER

The beauty of Doug Naef's 1953 Pre-A 356 in the majesty of the California Redwoods. Photo taken enroute to Rennsport Reunion by R. Kent Squires.

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.

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.

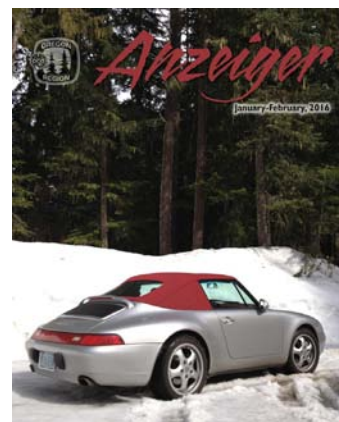
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All advertising is to be provided in a digital format. Please contact marketing@oregonpca.org for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

Inside front cover	\$2,970
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1/2 page	\$1,656
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Oregon Region Events



September, 2016

- 10 Arrive & Drive
- 14 Board Meeting
- 17 WheelKraft NW Tech Session
- 21 Monthly Club Dinner and Social
- 25 Autocross #8

October, 2016

- 1 Tech Session: Paint Recovery and Detailing Skills
- 8 Arrive & Drive: Sausage Run with Links
- 12 Board Meeting
- 19 Monthly Club Dinner and Social
- 30 Autocross #9 (Members Day)

November, 2016

- 9 Board Meeting
- 16 Monthly Club Dinner and Social

December, 2016

- 4 Holiday Party
- 7 Board Meeting



EVENT IDEAS FOR 2017? Now's the time to suggest them ...

The Executive Board is holding a meeting to plan for 2017 Club events on September 18. All interested members are welcome to attend and bring ideas as we gear up for another exciting year. The meeting will be held at 4050 Serango Ct., West Linn, OR from 2 p.m. to 4 p.m. If you are unable to attend and would like to submit a 2017 event idea for the Board to consider, please send your idea to Eric at vicepresident@oregonpca.org ■

PRESIDENT'S RAMBLINGS

Joe McQueen



Lots of Changes in the Last Decade ... What's to Come?

It is said that “Time flies when you’re having fun,” and it couldn’t be truer. My first real engagement with the club was in early 2006. We had moved to Portland in December 2004 and were attending club functions; however, I wasn’t fully engaged. The announcement went out about the forthcoming Parade, it looked like a great opportunity to get active in a club where I had only been on the periphery. The announcement said that all members were invited to attend and participate in the Parade planning meetings. The hook was set.

That was a little more than 10 years ago, and I haven’t stopped being a part of the club. So, what’s happened in the past 10 years?

We had a great Parade in 2006; it also added to the club’s coffers, allowing us to modernize and expand our communications. We created a stunning new website in 2010, and implemented electronic membership management. In 2011, *Anzeiger* went electronic, and I am sensitive to the fact that some members still lament the loss of the precious piece of paper; however, the club would be broke if we were still in the publishing business. Then in 2014 we implemented the *Anzeiger* e-zine—great stuff for members on the go!

Let’s not forget the primary reason for going electronic—timeliness! Some of us remember that we got *Anzeiger* on or about the 10th of the month. That meant that any information on an event falling before the 15th of the previous month (a 25-day gap!) was potentially inaccurate; it usually was. Now the Blast is delivered to your inbox weekly, with up-to-the-minute information regarding our events and the events of our sister regions, other clubs, and car shows nearby. You will also notice *Anzeiger* has more pages and plenty of photos, which would have been cost prohibitive in print.

The evidence of the success of our communications is that we are now filling our Socials, in fact, there are some complaints from members turned away because the event is full. My suggestion is to RSVP early and RSVP often. Arrive and Drives are now well attended; five years ago 20 to 25 cars was a good turnout. Now 30 to 50 is the norm. These regularly scheduled events are the core of our activities.

This year we are having four overnight tours; five years ago it was two or three. Although we have curtailed our HPDE program because of a lack of volunteers, Don Clinkinbeard manages a great local HPDE program through HOD. He’ll teach you to properly drive that beauty. Our AX program is still the best in the region.

You can see that the past 10 years have seen considerable change—we’ve grown, not only in membership, but in scope. Today we have about 550 active ORPCA members, and with affiliates we total close to 800 dues-paying members. I say “dues-paying” because that’s how we keep track of those who want to be connected to *Anzeiger* and the Blast. That measly \$20 in dues is your lifeline to proactive club communications; our activities plan in your inbox, on time. So, whether it’s driving, eating, competing, or just hanging out, the ORPCA has kept up with the times, and keeps you up to date.

It’s been a blazingly fast 10 years, what will the next 10 years bring? Vulcan mind meld? Can’t wait to find out!

Joe ■





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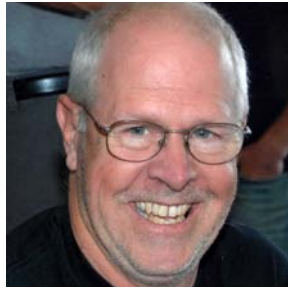
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SPINNEN

Randy Stolz



Murdercycles

Murdercycles. That's what some call them. Those who've lost a loved one, family member, or friend, and have no affection for these two-wheeled escape machines. They're too fast. They're too loud. They're the wrong crowd. But what is the attraction?

If Porsches are considered too dangerous by some, motorcycles are insane. As Hunter S. Thompson put it in *Song of the Sausage Creature*; "There are some things nobody needs in this world and a bright-red, hunch-back, warp-speed 900cc cafe racer is one of them—but I want one anyway, and on some days I actually believe I need one. That is why they are dangerous."

It started for me as a kid on a bicycle, just the fact that I learned how to ride was a thrill and the whole balance thing was incredible. I was satisfied with my new-found freedom but I knew I wanted an engine in that bicycle. So I clipped baseball cards to the rear frame with clothes pins so they'd beat against the spokes. That was cool at first but tying on small balloons had a deeper tone that was just right ... one balloon was like a twin, two balloons were awesome ... 'Till they pop. Round we'd go in John's muddy back yard, comin' into the corner ... hit the brake hard and slide or "lay it down" just like Gary Nixon.

At some point at the dawn of the 60's I would spend afternoons at a motorcycle shop. Andy Kolbe would let me gawk at the bikes ... there was everything ... An NSU Supermax, a Greeves, Ariels, Triumphs, BSAs and an Ajay. All used. There were new bikes too, called Hondas and I was a shop rat. I was but a lad riding a bicycle around Woodland Hills. Wanting a motorcycle so bad I could taste it, I'd ride down to the shop. A new 305 Hawk had just arrived and, after some deliberation, Andy, Mouse, Pete and Preston closed the shop and decided to head out to "test it." With Preston on the Hawk and the others on race-prepped Benlys, they closed the doors and I was left standing there wanting to go with them. As the others pulled out Preston looked back and motioned towards the pillion. I jumped on and that was my first ride on a motorcycle.

In those days, dirt bikes were made from street bikes. No long travel suspension then as there was only dirt track, scrambles, and the desert. Edison Dye and Motocross were years away ... but there was always road racing.

For years, above my desk, I had a poster of Kuminitzu Takahashi on the Honda's now legendary 250cc racer, the RC162. Hours spent just staring at it instead of algebra led to my scholastic mediocrity. I still have a secret, unful-



Ducati 916, courtesy Wikipedia.com



Gary Nixon on his Triumph, courtesy AMA Museum

filled lust for the Benly Super Sport. Alas, like so many, my first bike was a nifty, thrifty, Honda 50. No matter, Phil and I would carve Malibu Canyon as best we could. His Cushman Eagle would pull me on the straight bits but I would catch him in the twisties, dreaming I was John Surtees. John is the ultimate graduate from two to four wheels; a world champion on both.

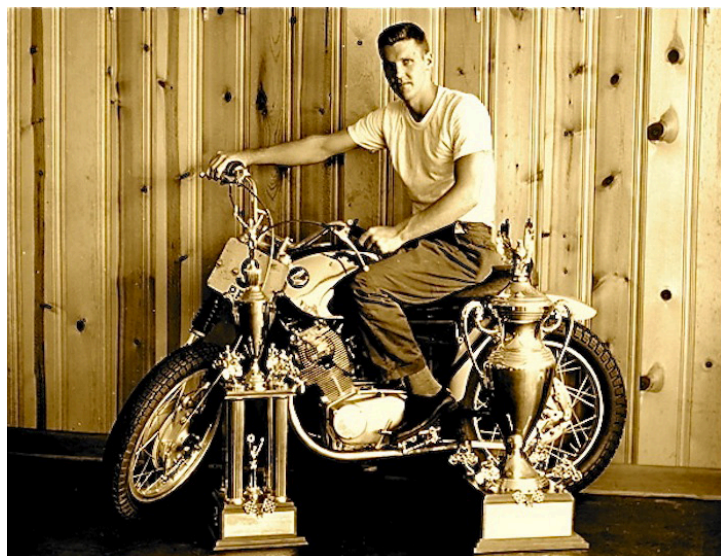
Before there was real sanctioned go kart racing in Europe and the States, motorcycles provided many with the introduction to racing, especially before WWII ...the Italians especially so. Ascari, Biondetti, Bonnetto, Bracco, Fagioli, Varzi, and Taruffi: all had brief two-wheeled racing careers. Nuvolari owed much of his skill to skid-

ding bikes before cars. Understand that pre-war roads were rutty, bumpy and dirt strewn, and that included the race tracks. Half of a racer's skill was not just picking lines and passing but bike or car control on dirty surfaces.

There was a "bumper-snick" seen some years ago at the motorcycle races at PIR which read, "Pavement is for racing, dirt is for potatoes." I'm still here after 50+ years of riding to tell you that the best place to learn to ride a motorcycle is the dirt. No question about it because WHEN, not IF you fall, dirt is infinitely softer and there likely won't be any cars to run over you. That's not to say that you won't hurt yourself because likely as not you will. And ... if you don't fall, you'll never learn to ride as well as you should.

Yes, that's the risk and part of the attraction. But, when it comes to risk, try to stack the odds in your favor. Look at it this way—you could be sky-diving, jumping from a cliff in Acapulco, skiing, ski-jumping, contact martial arts, hit with a high fast ball or just crossing the street. But we're not content to sit quietly at home, to be safe. A couple of hundred years ago we could have just as easily been explorers, trappers, or soldiers of fortune. You're in with the wrong crowd. Go ahead and laugh, but how else do you rationalize it? *(Continued on next page)*

Preston Petty on the Andy Kolbe-tuned 305 Hawk, courtesy AMA Museum



The Honda poster: The dream ...



Honda 50: The reality.

SPINNEN, CONTINUED

So you're riding along and a deer jumps out in front of you. If you're in your Porsche you can stop suddenly and likely survive getting hit by that tail-gating pick-up behind you. If you're on a bike, what do you do? Slow down and head for the shoulder (the dirt again). This pre-supposes that you have the most life-saving skill of all, situational awareness. Like KNOWING there's a tail-gating pick-up truck behind you in the first place and that you would have pulled over and let him go several miles back. Like KNOWING there's a stream on your left to which the deer

may be attracted. If situational awareness is necessary in a Porsche, it should border on sensory overload on a bike. If it isn't, your days are numbered. Indeed, that's another part of the attraction, filling the senses.

Robert M. Pirsig, author of *Zen and Art of Motorcycle Maintenance, an Inquiry into Values*, offers this comparison.

"You see things ... on a motorcycle in a way that is completely different from any other. In a car you're always in a compartment, and because you're used to it you don't realize that through that car window everything you see is just more TV. You're a passive observer and it is all moving by you boringly in a frame.

On a cycle, the frame is gone. You're completely in contact with it all. You're in the scene, not just watching it anymore, and the sense of presence is overwhelming. That concrete whizzing by five inches below your foot is the real thing, the same stuff you walk on, it's right there, so blurred you can't focus on it, yet you can put your foot



John Surtees today and his 1960 MV Agusta.



Tazio Nuvolari and his Bianchi, courtesy Pinterest.com



Achille Varzi on a Sunbeam, courtesy vintagent.com.

down and touch it anytime, and the whole thing, the whole experience, is never removed from immediate consciousness.”

Indeed, many of my experiences still remain. Those are stories for another time and place but back to those Murdercycles.

When you lose someone our logic tries to assign blame, but there is no real logic to any loss. People do what they want to do and we live with the consequence, the pain, and ask “How do we face the future?” It’s simple. We don’t. The ancient Greeks had a view of time. They saw the future as coming from behind and the past spread out, receding away from our eyes. Like the opening text in *Star Wars* the hard details, sometimes thankfully, fade from view.

In 1984, Pirsig again wrote, “... When you think about it, that’s a more accurate metaphor than our present one. Who really can face the future? All you can do is project from the past, even when the past shows that such projections are often wrong. And who really can forget the past? What else is there to know? ... What sort of future is coming up from behind I don’t really know. But the past, spread out ahead, dominates everything in sight ...”

Some would say that only a crazy person would ride a motorcycle (or drive a Porsche). But when you’re doing what you love, does it matter?

—KEEP SPINNEN. ■



The author's current ride—a Yamaha TDM850.

New Members

Larry Brant
Lake Oswego, OR
2000 Boxster Convertible

Martin M. Danker
Beaverton, OR
2007 Cayman

Bruce Jones
Tigard, OR
2017 718 Boxster

Cliff Stranburg / Julie Stranburg
Beaverton, OR
1970 911T

Larry Tracewell / Linda Read
Portland, OR
2014 Panamera 4S

Anniversaries

30 Year Anniversary

Michael Asche / Debra Asche
Carlie Tragesser / Debbie Tragesser

5 Year Anniversary

Douglas Knight / Linda Knight
John McCoury / Elizabeth McCoury
Eric Underwood

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REARVIEW MIRROR

Edited by
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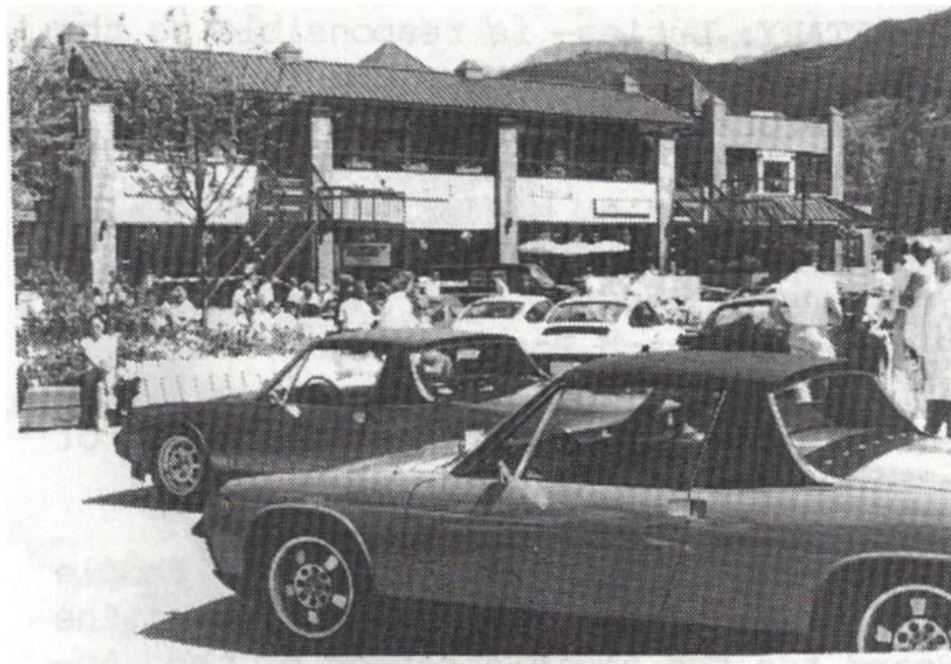


Whistler Weekend ...in 1987

by Paul Kust / From the October, 1987, *Anzeiger*

Whistler Weekend? Where's that, you ask? Just head north, you hoser, about 75 miles north of Vancouver, BC, or 435 miles north of Vancouver, USA. either way, you end up having one of the best weekends at a multi-national event this side of the Oregon-California border.

Oregon Region was one of 11 regions to participate in this Zone 6 event, put on in the Blackcomb and Whistler Mountain ski resort area and hosted by Canada West and Pacific Northwest regions. These people have been putting this event on for seven years and I think they have it down!



Pat & Jo Hillyer's and Paul & Lorie Kust's 914 awaiting the concours judges.

Anyway, to make a short story long, a group of us (five cars) went up on Thursday to make a short vacation of it.

The drive through Washington at 65 mph was really nice, even though the cars wanted to cruise closer to 70+ mph; we restrained ourselves, as others got ticketed when we hit the 55 mph zones (the WSP still work those heartily). We all left the I-205/I-5 junction about 9:15, stopped in Seattle for lunch and still made it to the Porsche dealer in Vancouver by 5 p.m., ready to rally, with plenty of time before the sunset.

With time for a relaxing dinner and to scan the instructions, we thought that there would be no problems. WRONG! We (Heimans, Baileys, Kusts) proceeded to start the rally about 7i p.m., with plenty of light left things were looking good, until we got caught in a traffic jam at Stanley Park heading across Lions Gate Bridge to West Vancouver. One and a half hours later, we crossed the bridge and headed into the hills and the coming darkness. I will tell you right now the only way to rally is in the light. We got so lost and no one could read the signs or instructions, so we just bagged it and headed north to Whistler, arriving about 10:30 p.m.

Friday was a new day, and Dale, Mitch and I found another way to abuse ourselves—golf, 18 holes on an Arnold Palmer course! I've never lost so many balls in my life! We were down to about one ball apiece at the 10th hole and had to start looking in the rough and creeks for balls just to finish the game. And to increase the challenge, they wanted \$2.75 for a used ball—talk about a tough course. *(Continued on next page)*

REARVIEW MIRROR, CONTINUED

(Continued from previous page)

There were other non-Porsche things to do: tennis, hydro-tubes, windsurfing, canoeing, kayaking, horseback riding, mountain bike riding, and hiking.

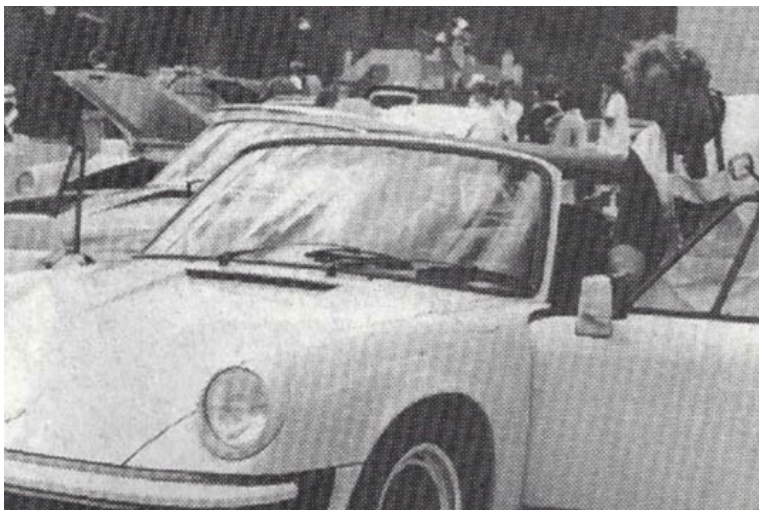
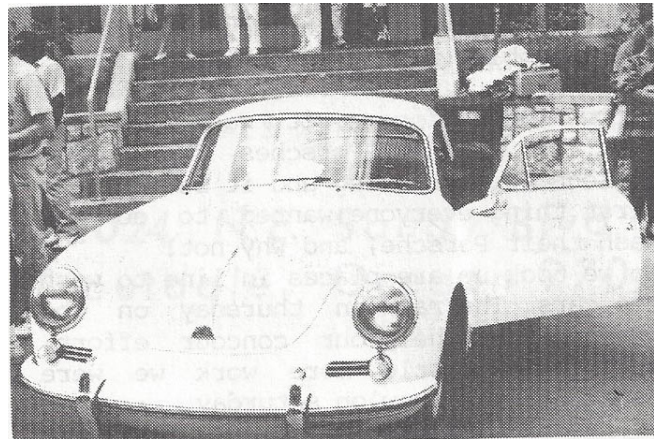
After the golf game, it was wash-the-cars time. By now, Porsches from other regions were arriving, and it seemed the first thing everyone wanted to do was wash their Porsche—and why not? So we took up our places in line to wash the cars. The rain on Thursday on the way up didn't help our concours effort, but with a little more work we were ready for the show on Saturday.

With the cars washed, we all headed for registration and the hospitality room in the convention center to check in, get a goodie bag and consume munchies and liquid refreshments. It was great to see folks who you haven't seen in a year or so, and also to meet others from the many regions.

After visiting, we had dinner and the festive attitude continued until the pubs closed for some, but not for us; we knew there was more to come in the morning with the concours prep.

Saturday arrived with high clouds, but that didn't stop the droves of people cleaning their cars for the concours, and the show from setting up in the village courtyards. It's amazing how you can clean a car and still find dirt where you least expect it, or at least where the judges find it. By 10 a.m. they were setting up the display, and what a sight! All those shiny, clean Porsches everywhere. The photos don't do justice to the beauty of the cars in this kind of setting—spectacular!

The judging of the cars took hours, as there were so many entered, and it paid off for a few who had never shown theirs





before. Oregon Region did a great job and came back with a number of awards in class, including Peoples' Choice and Judges' Choice. Not bad for a bunch of rookies.

Oregon also tied for second with PNWR for percentage of members attending; Wild Rose region again took the trophy for most members, plus most miles traveled.

Saturday evening the banquet was held in the convention center, with a display of new Porsches from MCL Motorcars in Vancouver, and in the center of that display was Bob & Anne King's 1955 Speedster (Peoples' Choice, etc.).



It was no contest on which car everyone wanted (if you've never seen this car before, come to Rainbowbonnet). Bob & Anne took first in full concours and Dana Sweat told Bob that next year his car will win it. What confidence! The dinner was excellent, and with the awards and door prizes, nearly everyone came away a winner. Ben Shuford from Lincoln City won a set of tires for his 911. After the banquet, about 11 p.m., we all decided to hit the sack, as tech for the cars was only eight hours away—then autocross time.

Sunday was even better, weather-wise, as those who didn't go home cruised up the mountain to the ski lodge parking area and the autocross course. The course wasn't as confusing as last year, but still some managed to get lost, or they tried to run last year's course (Mitch). Oregon Region put on a good show and accepted awards again for some fine driving.

After awards were presented, the large number of people who were staying over converged on a restaurant that wasn't big enough for all, so the wait for dinner overflowed into their small lobby.

A group of us had heard the place was packed, so we opted for dinner right at our hotel, and a relaxing one it was for us (not the waitress, though), as about 19 seated for our last supper in Whistler. Staying over until Monday takes a lot of strain off driving back on the weekend—Sunday night, and the drive home was uneventful. We did see a bad accident north of Everett—how people can crash on a clear, sunny day on the freeway is beyond me.

Next year, the date of the event has been moved to one week later because of Parade in Colorado. If you don't go to Parade, consider a mini-Parade like Whistler to top off your summer fun. ■

Summer Picnic: Great Weather for a Great Driving Day!

Story and Photos by Peg Ryan



The Oregon PCA Summer Picnic was held on Sunday August 7. With 45 cars and 79 people, it was quite a long line of Porsches headed off to The Stoller Family Estate in Dayton! The cloudy day made it perfect driving weather. With ripening apples, filberts and wheat fields, we snaked our way over some great roads.

The first stop was at The Sain Creek Recreation area at Hagg Lake. It was sprinkling a bit by this point, so many jumped out their cars and headed for the small overhang of the bathroom building. From here the scenery got even better, with vineyards full of grapes, horses in the pasture, and rolling hills with great driving roads.

As we drove into the Stoller Estates, there was a sign welcoming us. As we got out of our cars here, there was lovely rosé wine waiting for us in beautiful Stoller wine glasses.

What a picture with 45 Porsches lined up outside the building. It was fun eating next to the huge stainless steel fermentation vessels. The food was great and the wine was specular. Besides the Rosé, there was a chardonnay, an amazing pinot noir and an interesting red wine grown on one acre only—Tempranillo, which is a Spanish full-bodied red wine made from a black grape variety. The Chardonnay and the Pinot were from the vineyard's special library collection and were especially delicious. After our lunch, a number of us drove or walked up to the tasting room with a wonderful view of the estate.

Stoller is the largest contiguous vineyard in Oregon's Dundee Hills. The property spans 373 acres, with 200 acres dedicated to growing vines at elevations ranging from 220 to 640 feet. The tasting room was delightful and I highly recommend a drive out to the estate if you have not been there!

Our thanks to Jeff and Jeannie Gretz for arranging such a great summer picnic. ■



Opposite: First stop—Sain Creek Recreation Area at Hagg Lake. This page clockwise from top: Jeff and Jeannie getting us ready; arriving at the start in style; getting ready to go; we are off!

MORE PHOTOS FROM THE SUMMER PICNIC ON FOLLOWING PAGES

SUMMER PICNIC, CONTINUED



Top: Nice back ends! Above left: A little bit of rain—taking cover where possible! Above: We made it—Rosé is waiting for us. Left, and opposite top: Wonderful eating amongst the huge stainless steel fermentation vessels.



Left, top and bottom: Amazing line up for the Picnic.
Above: John Draneas enjoying the day.



Autocross: Five Event Days in August Put It All to the Test

By Todd Averitt / Photos by Harold Klein

August was definitely one for the books. We had five event days: Three Fun Run Days set up in Dallesport on August 5, 6, and 7 (where if you didn't get at least 30 runs you weren't there for two of the days); a first time ever Evolution Performance Driving School Phase I at PIR on August 20; and Autocross #7 on August 21 at PIR.

August was quite the month all right.

First event: Three days of Fun Runs in Dallesport. It started Friday at noon, and we ran until we knew we wouldn't be able to see to set up Saturday morning's course. Of course that didn't stop everyone from going out to dinner beforehand. I got to choose, and picked a country hamburger and ice-cream parlor. Gary Chapman wanted a little higher class place, so he was proclaimed Saturday night's host. It turned out that was a really good decision.

Saturday we awoke to beautiful sunny skies and wind. Did I mention that the wind blows a lot in Dallesport? It never stopped, but try as it may, it couldn't blow away the great runs everyone had.

Our course opened at 9 a.m. and we didn't stop until our salmon and beef tips lunch arrived around noon. A quick change of the course and we were off again. We ran until about 6 p.m. then rewarded ourselves to Gary's choice, The Baldwin Saloon in The Dalles.

That evening the course was again set up and made ready for our Sunday autocross.

Some people came out and said they only wanted to watch, then after about 30 minutes ... maybe they would like to take a ride in one of our instructor's cars. Then you saw it—the huge smile on their faces followed by the words “I just happened to have a Cayman, and would we mind if I gave it a try myself?” This is what makes it all worthwhile.

Dallesport had to come to an end, but the memories will live on of all the great people who volunteered to make this happen, the new friends made along the way, and of course the excitement of coming up to a hard turn-in at 60 plus and making man and machine act as one.

Our first three-day event—check—great time.

Event day four—Evolution Performance Driving School (EVO) Phase 1, August 20: This was the first driving school ORPCA has put on since 2008. It is the first time ever that EVO has put on a driving school at PIR. Based on our turnout and the quality of instruction, it may not be their last.

In the future, put this event on your calendar. It may seem expensive, but it will definitely last longer than that one Hoosier tire you just bought, and do a heck of a lot more for your driving skill.

From the smiles on everyone's faces, it looked like not only did everyone get an enormous amount of seat time, one on one instruction, but input from multi-time National Autocross Champions.

If that wasn't enough instruction for you 3 out of the 4 EVO instructors asked to stay and participate in our Autocross #7 the following day. Everyone was glad to have them and I don't remember one moment that they weren't in someone's car instructing or driving. It was a terrific bonus for ORPCA and all our participants.



Event day five—Autocross #7—the last event of August but certainly not the least. So to all who stayed away from this event because of the “possible heat,” we kind of thank you—the temperature was perfect. As I wrote above, we had professional instruction. We had only two run groups and were finished with seven runs by 1:15 p.m.

The times were fast, the course was fun and challenging, refreshments were great, and a fun time was had by all. Be sure to check out the AX Ware webpage at: https://axwaresystems.com/axorm/calendar_main.php for all the detailed results. Also check out our ORPCA webpage at: <https://www.oregonpca.org/events/autocross/2016-championship-class-points-totals/> for our Championship Points standings (they also appear in the following pages).

To put on this number of events in any given month, much less half a season, says an awful lot about all those who volunteer to make such a thing reality. It's great we have so many who help at each event set up cones, wire the electronics, and tear the course down. Everyone involved, please give each other a pat on the back and a huge kudos from the ORPCA.

There is also a group of volunteers we should never lose track of, and what they have meant to our autocross program. These are those volunteers like Ryan Davis, Andres Ferrer, Eric Hoff, Chuck Jarvie, Bryce Bederka, Sean Vanderheiden, and others working behind the scenes who had the long-term dream. It took these folks months, if not a year (plus), of planning to make possible all the fun we enjoy today a reality. Give a huge thanks to these volunteers as well.

Our last Championship Points event, Autocross #8 will be September 25. Register now!

Thank you all for making this a fantastic year. May all your roads be dry and twisty. ■



Clockwise from left: Mark Qandil and Bryce Bederka ready to stage; Tong Qi setting up for a fast gate; Jim Parks having another fun day with ORPCA.



MORE PHOTOS OF AUGUST AUTOCROSS ON FOLLOWING PAGES

AUGUST AUTOCROSS, CONTINUED



Clockwise from above: It's never ready til it's ready: Ryan Davis with final timing beam adjustment; we think Clay Horste is ready to go; Chris Riha leaning into it; Harry Danberg followed by Cary Cutter at the start, with Jemal Mfundshi, our starter, waiting for an all clear.





Above: Jeff Gretz setting up beautifully for a backside course gate. Left: Rumor had it all they did was work in the timing trailer. Great Job Andres, Sean, Ryan John and Jolynn Frank. Bottom left: Jim Parks at warp speed, or at least Harold Klein's camera makes it appear so. Below: Don Dexter getting some great advice from one of our EVO Instructors who stayed for Sunday's Autocross event.





Monterey Classic Car Week: Great Cars Under Smoky Skies

Story and Photos by Peter Linsky

Depending on which way the wind was blowing, the thousands attending various events during Monterey Car Week could either breathe easily or were coughing and rubbing their eyes. Smoke from a major range fire swept over the grassy hills and rugged canyons between Big Sur and the resort area south of Carmel. Smoke and fine ash were an occasional irritant, but thanks to the efforts of more than 5000 firefighters, the destructive blaze was more than half-contained by the time an estimated 85,000 automotive enthusiasts began pouring onto the Monterey peninsula. Still, full containment was not expected until the end of September, and the fire certainly had an impact on event attendance. It was nice to run into many current and former ORPCA members, including David and Becky Schroeder, Ernie Spada, Monte Shelton, Bob Ames, Cam Healy, “Shark,” Dr. Ben and Claudia Brown—now from the Bay area—and Tom and Carol Beutz, and Craig Dahlgren, who relocated to Bend a few years ago.

As has been the case for the past several years, Monterey is steadily growing in popularity, and there are more things to do than there is time to do them. It is important to sit down with a printed or on-line schedule beforehand and select those events that best work into one’s interests and daily calendar. After settling

Above: Australian Ron Goodman’s old 356 is among the fastest in the world. Below: You don’t see Golden Green very often.



into our rented base of operations in Carmel, the first chore was to run out to Mazda Raceway/Laguna Seca and pick up credentials and parking passes for the Pre-Reunion and the Rolex Monterey Motorsports Reunion weekends. Some 550 vintage race cars were entered for the latter, and about 300+ for the “Pre,” which many Reunion entrants use as a warm-up and practice session. The “Pre” is a great place for spectating and wandering the un-crowded paddock, since the \$20 admission fee is a bargain compared to that for the second weekend.

The “Pre” began with a well-attended and quite noisy promotional street party in downtown Monterey, featuring two dozen varied types of racing cars that drove in from the track and back again with a CHP escort. The next morning, my announcing colleague, Paul Duchene and I again perched ourselves atop what had been the Red Bull conference center, where we had an excellent view of most of the track. This year we again had to share our perch with a wedding party set for on Saturday evening, since the Monterey County Parks Department often rents out the Conference Center without regard to whatever else is going on, reflective of the ongoing friction between the County and SCRAM. Work crews began setting up for the ceremony after lunch, so we did our thing while they did theirs. Racing is supposed to end at 6 p.m.; the wedding was scheduled to begin at 6:15. Of course, racing being racing, things ran a bit late, so the very formal wedding party sat patiently in the warm sun until the last checkered flag dropped, the cars completed their cool-down lap, and Paul and I wrapped our chatter for the day. The bridegroom was very understanding; he is a former instructor at the old Skip Barber Racing School and cheerfully invited Paul and I to stick around for the reception. Attractive as that sounded, we politely declined, as we were not appropriately dressed for the occasion. *(Continued on next page)*



Left: 924-003 GTR was third in class at LeMans.
Above: This old Rolls Royce offered a helpful period accessory. Below: Bruce Jennings 911.



MONTEREY CLASSIC CAR WEEK, CONTINUED

(Continued from previous page)

As always, there was a lot of good, close racing both days of the “Pre,” with only a few relatively minor accidents. This year’s RMMR celebrated BMW’s centenary and the BMWCA drew a large number of street cars to their special corral parking area. On track, BMW’s successful racing history attracted over 50 very fast and exciting cars. There was even an example of the 2001 M3 GTR

coupe that snatched the IMSA GT class championship from Porsche. That particular BMW racer utilized a number of light-weight carbon-fiber body panels, which were not then available on the production car, and were thus illegal for racing. BMW brought a team of M3 GTRs to Portland to race in that form, and IMSA stewards allowed them to compete, based on BMW’s insistence that these lightweight parts would be included on the production car before the end of the model year. They won, and continued winning for the rest of the season ... but BMW never honored its promise and those parts were not offered until a year later.

Tuesday’s Carmel Concours on the Avenue drew a slightly smaller entry than last year, but the quality was noticeable improved. There were numerous Porsches of all types, both older and more recent, and as always, lots of interesting and off-beat machinery. The “low-light” of the event was the owner of a 1950’s-vintage Rolls Royce deciding that a restored 1928 Ford flatbed dump truck wasn’t moving up the staging lane quickly enough, so he attempted to drive around it. The Rolls clipped the rear of the flatbed, smashing the radiator shell into the bonnet, which then pushed back into the cowl. The Roller was quickly hustled out of sight. Stupid is as stupid does ...

Above: Detailing a 928-1. Below: This 911 from New York ran the old Trans-Am in period.





I hit the annual Literature Show on Wednesday morning, hoping to find something I couldn't live without, but the one reference volume I really wanted was priced well beyond my budget. Fortunately, some friends already own a copy and have offered to share. Thanks, guys!

Thursday's Pebble Beach Tour was rerouted and shortened to avoid the Big Sur fire area. Again, there were many gorgeous cars and many examples I had never seen before, even in books or magazines. I like to try to spot likely candidates for Best-of-Show, but it was tough to do this year and I came away without any sure-fire guesses. A handsome pre-war Lancia Astura bodied by Pinin Farina would drive off with top honors, and our own Cameron Healy took home a second-in-class award for his 1949 Porsche 356SL Le Mans coupe, newly-restored by Rod Emory.

Friday was very busy, beginning with another edition of the PCA-sponsored Werks Reunion in Carmel Valley. It was much better-organized this year and well-attended with lots of mechanical eye candy.



It was back to the track both Saturday and Sunday for the Rolex Monterey Motorsports Reunion, and since I wasn't working, I was able to
(Continued on next page)

Top Left: Old 356 has patina. Top Right: Ernie Spada raced his yellow 911. Above: Snapped spindle on 100-year old National racer. Left: A rare combo ... A Carrera Speedster with Rudge wheels. Below: Hanging plates on a Carrera.





Judging one of the first six 914-6s to race in the US.

MONTEREY CLASSIC CAR WEEK, CONTINUED

(Continued from previous page) wander the paddock and say hello to many of the good friends I have met there over the years. PCA hosted a Porsche Corral overlooking Turn 5, with a nice big tent offering shade and a buffet lunch. Again, lots of very competitive races, and fortunately, only one scary moment when a hundred-year-old National two-seat racer snapped a front spindle and lost its right-front wheel at speed. Thank goodness it slid into a gravel trap and didn't roll. The owner will probably do what the car's original makers did: Forge a new one. Some very interesting cars always show up for the Reunion; this year a pair of little factory-prepared Mazda R100 sedans came over from a Japanese collection and proved surprisingly quick. Not driven, but on display, was one of just four pre-war Bugatti Type 59/50 Grand Prix cars ever built, freshly restored by a Florida shop, and I stumbled over an un-restored Ferrari 250 GT Tour de France coupe in the paddock. After the track tallied up attendance, more than 70 thousand spectators had walked through the gates, an all-time record. Next year's event, coinciding with Laguna Seca's 60th anniversary, is set for August 17-20, with the "Pre-weekend" a week before as per normal.

Among the many auctions that highlight the week, prices seemed to have drifted a bit lower for cars of the mass-produced variety, but the best of the best still commanded excellent prices. *Sports Car Market* reported on the following Tuesday that based on preliminary reports, sales totaled about \$345 million dollars, quite a bit lower than last year's \$397 million and then refined the total to \$343 million. I attended Bonham's on Friday, and Janice and I sat in on Gooding's Sunday evening session. I left my letters of credit at home just in case I was tempted. Cash, however, was a different story. Janice was slightly shell-shocked when she had to lay out \$36 plus a tip for two small gin-and-tonics. Apparently refreshments were priced in line with the catalog estimates!

All things considered, it was a good trip, and again, if you have never visited Monterey during Classic Car week, it's a must-do. Book your room early. Let's all hope that the fires are all out by then. ■

Two More Events to Come in this Autocross Season

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

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

1. If you are an ORPCA/PCA member, you can register at any time for any event. You must pay for each event you sign up for online to be considered pre-registered. Also be

sure you read up on our Championship Series Pass before you register by clicking here.

2. All ORPCA Championship Points events are limited to 70 pre-registered participants.

3. Without a Championship Series Pass you will NOT be eligible for Championship Points. What's even better is the pass will actually save you money. Click [HERE](#) for all the details on how to purchase yours.

4. Course design, setup, teardown, and control will performed by a Course Committee composed of a “Course Designer,” an “Adjuster” and a Safety Steward. We would like you to sign up and help. This way we will have a different Course Designer for each event. For more information see “Getting Involved with Autocross” click here.

5. Complete Porsche Car Classing, changes to our car numbering system, 2015 Parade Competition Rules (PCR's), car tech criteria, and working requirements are can be found by clicking here.

6. We have set up a Steering Committee, whose charter is to bring fresh ideas to the table, explorer new venues, and become expert in all stages of running and maintaining an autocross program

7. This season there will be multiple two-day events, ORPCA/PCA member appreciation events (events for ORPCA/PCA members only), new venues, barbeques and multi-Porsche Club events.

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

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



EVENT/CPE*	DAY/DATE	MEMBER REG.	NON-MEM. REG.
Autocross #8, PIR (CPE)	Sun., Sept. 25		September 10
Autocross #9, PIR	Sun., October 30	Members Day	

*Championship Points Event



Executive Board Planning Meeting

Sunday, September 18 | 2:00 to 4:00 p.m.

The Executive Board is holding a meeting to plan for 2017 Club events on September 18. All interested members are welcome to attend and bring ideas as we gear up for another exciting year. The meeting will be held at 4050 Serango Ct., West Linn, OR from 2 p.m. to 4 p.m. If you are unable to attend and would like to submit a 2017 event idea for the Board to consider, please send your idea to Eric at vicepresident@oregonpca.org ■

“Links” Tour to Dufur is Closing Soon

Please Make Your Hotel Reservation NOW!

October 8, 9, 10

We are always looking for new and innovative ways to provide club members enjoyable driving experiences in their Porsches.

We are adding to the October 8 Arrive and Drive “Sausage Run” by including an optional one- or two-night stay at the historic Balch Hotel in Dufur, Oregon. The plan is that all club members can enjoy participation in the October Sausage Run, and after lunch, the 18 cars that have signed up for the overnight extension will depart for Dufur.

Our tour will run Saturday October 8 and Sunday October 9 with an optional drive on Monday October 10 for those who stay both days. The “Links” Tour will leave from Mt. Angel immediately after the Arrive and Drive lunch. The route to Dufur will be two-lane, paved, country/forest roads taking about 2 ½ hrs. We are staying at the Balch Hotel in Dufur. There are lots of events planned for the weekend.

To register—call the Balch hotel at 541.467.2277. Let them know that you are with the Porsche Club and make your reservations. Please don’t wait as there are only 18 rooms. Let Joe Kelly know that you have made reservations. (joekelly@earthlink.net or cell phone 562.587.3090, home 503.285.1658).



September Arrive & Drive

Saturday, September 10, 8:45 a.m.



The September Arrive and Drive will leave from our north location at Shari's Restaurant at 9730 N. Whitaker Rd. Portland, OR 97217. Take the PIR I-5 exit and head east to Whitaker, and proceed 1/4 mi. and Shari's restaurant will be on your left; 503-289-2351. Many arrive early at 8:00 a.m. for a no-host breakfast. To attend, bring your favorite Porsche (with plenty of fuel) and ideally, a navigator; we meet no later than 8:45 a.m. in the rear parking lot. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. Driver's meeting takes place at 9:00 a.m., the first group of cars will depart at 9:15 a.m.

WE WILL BE HEADING NORTH INTO WASHINGTON FOR THIS DRIVE.

For questions please contact Larry Hannan at secretary@oregonpca.org ■



WheelKraft NW Tech Session

Saturday, September 17 / 10:00 a.m.

This September, get your Porsche rollin' to WheelKraft NW in Vancouver for an all-wheel tech session.

WheelKraft NW has over 28 years of industry experience and is a trusted service provider to the Portland area's finest automobile dealerships and collision repair shops. Pat, our host, will teach you all about wheels and provide some useful tips on how to maintain and preserve your wheels.

Light refreshments will be served and information that is sure to get your wheels spinning will be presented.

Location: 1417 NE 76th Street, Suite F, Vancouver, WA

Please RSVP to: Eric Underwood, Vice President at vicepresident@oregonpca.org. ■



September Social and Dinner: Sign Up Now!

Wednesday, September 21

Our monthly social events fill up quickly, so please sign up now so you don't miss this one!

Gustav's at Washington Square
10350 SW Greenburg Rd., Tigard, Oregon

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

Hosted by Joe and Ginny McQueen

Cost per person is \$29 at the door—please bring cash



Please mention in your RSVP if you would like a vegetarian option. Gustav's will provide a vegetarian platter. Heidelberg Feast includes: Chicken schnitzel, Smoked bier sausage with caramelized onions, Pork loin with Madeira sauce, Spätzle noodles, Braised sweet & sour red cabbage and Sauerkraut. Your meal includes: Swiss cheese fondue (one order per 4 guests), House salad, Sourdough rolls with sweet cream butter & pflaumenmus, Apple Strudel, Soda, Coffee. Please RSVP to socialevents@oregonpca.org by Saturday, September 17. ■

Two Events in One! Oregon Festival of Cars and Porsches on the High Desert "Concours"

September 23-26

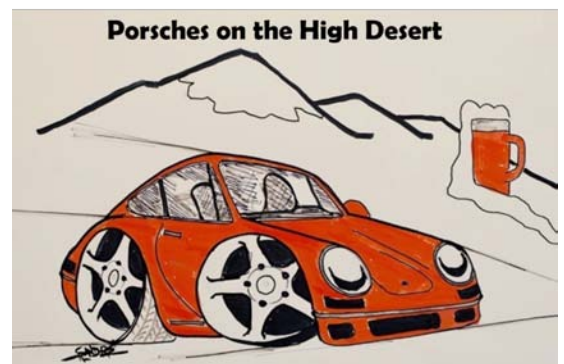
The Oregon Festival of Cars event is Saturday, September 24, 10:00 a.m. to 3:00 p.m., at Broken Top Club in Bend, Oregon. Organized by Oregon PCA Past President John Draneas and his expert team, this is the Northwest's premier enthusiast car show and it's always been a favorite of ORPCA members.

On Saturday, the 2016 Festival Of Cars is featuring open cars (Going Topless!). There will be a High Desert Region Porsche Club of America "Concours" this year as well. There is also with live music provided by Dan Balmer, food and drink tent and vendor displays! There are so many ways to enjoy this amazing Festival.

For the Oregon Festival of Cars, you can participate in the whole weekend or you can show your car on Saturday or you can just come on Saturday and view all the amazing cars for just \$5.00 entry fee.

There are many ways to participate—check out the Festival's website, <http://oregonfestivalofcars.com/>

To learn more about the Porsches on the High Desert "Concours," and other elements sponsored by the High Desert Region PCA, or to register for this second event, happening in conjunction with Oregon Festival of Cars, go to <http://highdesertpca.org/events/oregon-festival-of-carszone-6-porsches-on-the-high-desert/> ■



Tech Session: Paint Recovery and Detailing Skills

Saturday, October 1, 11:00 a.m. to 4:00 p.m.

Join us at the Miller homestead, "Millerdale", just south of Oregon City off Hwy 213 (13493 S Carus Rd, Oregon City) for another tech session. Come see Jim Hill, ORPCA member, demonstrate his paint recovery and detailing skills. This will be a chance for hands on experience with cleaners, compounds, and waxes to make your Porsche shine. You will see, first hand, how easy it is to do it yourself! Also in attendance, Neil from Sidedraught City, will be representing the line of Griot's Garage car care products. He will be available throughout the session to answer all your car care questions. Chili dogs, refreshments and beverages will be served.

RSVP to: Steve Miller, Membership Chair at membership@oregonpca.org ■



October Arrive & Drive: Fifth Annual Sausage Run

Saturday, October 8, 8:45 a.m.

This year the October Arrive and Drive Sausage Run will start at The End of the Oregon Trail Interpretive Center, 1726 Washington St, Oregon City, OR. Please arrive no later than 8:45 a.m. Driver's meeting takes place 9:00 a.m. Depending on the group size we will break into two groups rather than doing one long convoy. The first group will depart at around 9:15 a.m., the second group at 9:30 a.m. Lunch will be in Mt. Angel at the Glockenspiel.

For questions please contact Larry Hannan at secretary@oregonpca.org ■

October Social and Dinner: Sign Up Now!

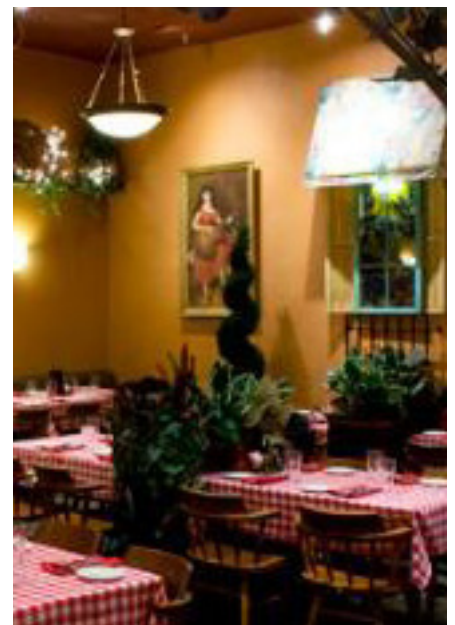
Wednesday, October 19

Our monthly social events fill up quickly, so please sign up now so you don't miss this one!

Ernesto's Italian Restaurant
8544 SW Apple Way, Portland Oregon

Social Hour: 6:00 p.m. to 7:00 p.m. / Dinner: 7:00 p.m. to 8:00 p.m.
Hosted by John and Shary Brams

Cost per person is \$26. Please bring cash or check and pay at door. Menu will be a buffet including Minestrone soup, Caesar salad, Meat Ravioli, Penne Primavera, Herb Roasted Chicken, Focaccia bread and coffee/tea or soft drink. A full bar is available. Please RSVP by Saturday, October 15 to socialevents@oregonpca.org ■



Registration is **NOW OPEN**

One Enchanted Evening

Sunday, December 4, 2016

Riverside Golf and Country Club

8105 Northeast 33rd Drive, Portland, Oregon 97211 (NEW VENUE)

Please join fellow club members for an elegant setting, socializing and scrumptious dinner, and dancing to the Design Band. The cost is \$60.00 per person.

Registration is NOW OPEN!

**Go online to: Motorsportreg.com and
search on ORPCA Holiday Party
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*We sell out quickly
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Announcing the Anzeiger Cover Photo Contest!

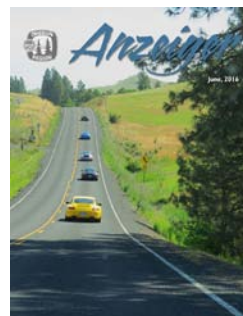
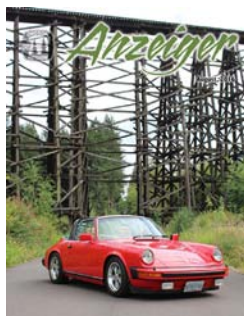
Grab your camera, and take your best shot. Send in your best Porsche-related photo, and it may appear on an upcoming cover of *Anzeiger*, the Oregon Region's award-winning magazine. **These amazing cover photos were submitted by members like you!** You could be next.

Remember that the cover is vertical, not horizontal, so shoot accordingly. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

Remember that many digital cameras and software compress the image so much that it becomes unprintable when we enlarge it. 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.



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Euro Tech Auto Parts 503.371.6800

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Collision Rebuilders 503.226.6311

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Marque Motors 503.293.5386

Matrix Integrated (downtown) 503.443.1141

Matrix Integrated (westside) 503.747.5780

Stuttgart Autotech 503.635.3098

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