

# ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | SEPTEMBER, 2019





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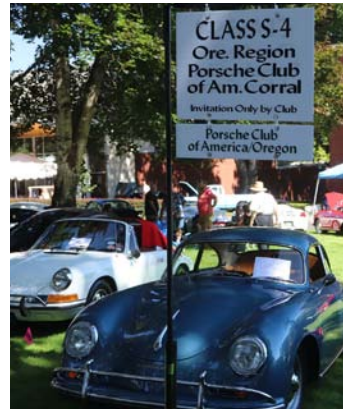
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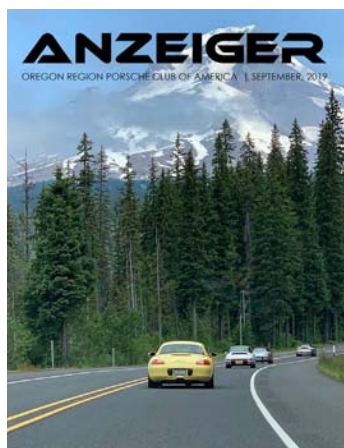
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September Meeting  
CANCELLED



## **ON THE COVER**

Climbing to Mt. Hood during the July Arrive & Drive.  
Photo by Peg Ryan.

# ANZEIGER

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

## VOLUME 59 | NUMBER 8 | SEPTEMBER 2019

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[CLICK HERE for August, 2019, ORPCA Board of Directors Minutes](#)

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*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.

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# EVENTS, OREGON REGION AND BEYOND

---

## SEPTEMBER, 2019

- 1 Day 3, Grand Prix of Portland, NTT IndyCar Series
- 4-7 PCA Treffen, Woodstock, Vermont  
*SOLD OUT*
- 7 Maryhill Loop Tour
- 11 Board Meeting—CANCELLED
- 14 Arrive & Drive
- 14 Rothsport Swap Meet
- 14 Oregon Festival of Cars, Show Day
- 15 Autocross #7
- 18 Monthly Club Social and Dinner
- 24 Midweek Casual Drive
- 28 Tech Session: Car Detailing
- 29 Adopt a Road Event

## OCTOBER, 2019

- 5 Tech Session at AR Auto Service
- 6 Autocross #8
- 8 Midweek Casual Drive
- 9 Board Meeting
- 12 Arrive & Drive
- 16 Monthly Club Social and Dinner
- 20 Quarterly Mixer
- 26 Hurley Haywood Show and Tell (PNWR)

## NOVEMBER, 2019

- 13 Board Meeting
- 20 Monthly Club Social and Dinner

## DECEMBER, 2019

- 7 Holiday Party
- 11 Board Meeting

## ANZEIGER EVENT AND COVER PHOTOS HOW TO'S

Every month, we receive many great Porsche photos ... and we need more for both event stories and covers!

### EVENT PHOTOS

- Photos can be vertical or horizontal ... a variety is great!
- When shooting, there should be a comfortable margin around all edges of the focal point (most often, a car). **Do NOT crop!** We will crop your photo to the best proportion for the page. *Photos with the edge of a car clipped off is the most common photo error.*

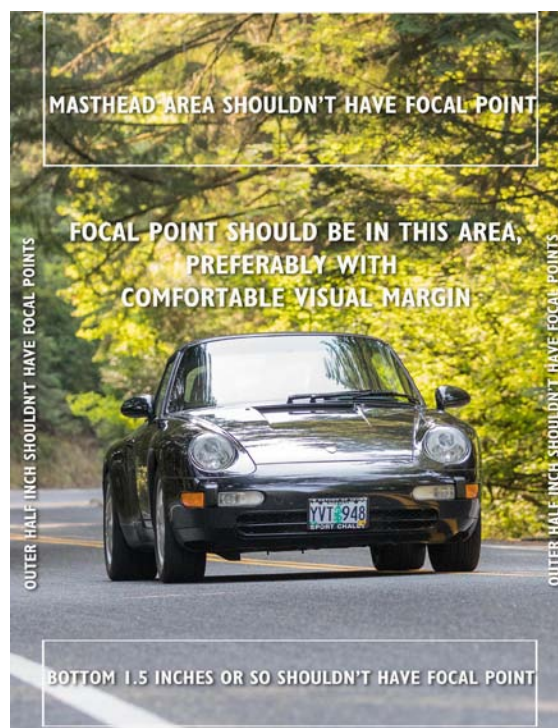
### COVER PHOTOS

- The cover "bleeds" off the edges, so please leave a good margin on every side of the focal point (most often, a car)
- Make sure there is nothing significant in the masthead area (see diagram at right).

### ALL PHOTOS

- Shoot and send the highest resolution possible.

Send your Anzeiger photo submissions to:  
Peg Ryan, Communications Director,  
[communications@oregonpca.org](mailto:communications@oregonpca.org)







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# WELCOME TO OUR NEW MEMBERS!

Matthew Fields  
2005 911 Carrera  
Scappoose, OR

Scott Gratsinger  
2013 Carrera 4 Cab  
Hillsboro, OR

Kevin Hardy  
2007 Cayman S  
Portland, OR

**ORPCA MEMBERS**  
Primary Members: 614  
Associate Members: 429  
Total Local Members: 1,043

**PCA MEMBERS IN OREGON REGION**  
Primary Members: 1,089  
Associate Members: 685  
Total Members: 1,774

**PCA NATIONAL MEMBERS**  
Primary Members: 85,803  
Associate Members: 47,064  
Total Members: 132,867



**Larry Tracewell**  
**Membership Director**  
membership@oregonpca.org

Nicholas Harter  
1990 911 Carrera  
Portland, OR

Andy Kappler |  
Danylle Kappler  
1995 911 Carrera

Brent Meyers  
2009 911 Carrera  
Wilsonville, OR

Laurie Stoneburner  
2008 911 4S Targa  
Ridgefield, WA

Matthew Johnson  
2016 Macan Turbo  
Tigard, OR

Mike Maloney  
2004 Carrera 4S  
Portland, OR

Robert Moir  
1976 911S  
Portland, OR

Darryl Tang  
2015 911 GT3  
Portland, OR

## ANNIVERSARIES

40 YEARS

Rupert Koblegarde | Bobby Koblegarde

20 YEARS

Richard Ranhofer | Delores Ranhofer

30 YEARS

Bill Shores | Joyce Shores

10 YEARS

Kelley Bensene | Gene Bensene

25 YEARS

William Glaser | Tristan Glaser

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50	AR Auto Service.....	503.697.3311	5 Matrix Integrated (Downtown) ..... 503.443.1141
51	Canyon Auto Rebody .....	877.489.2520	5 Matrix Integrated (Westside) ..... 503.747.5780
			51 Stuttgart Autotech..... 503.635.3098



# It's Summer in the Northwest ... Enjoy Every Minute!



Photo by Harold Klein

This summer, Marque Motors can provide your Porsche with everything it needs to be ready for twisty roads after a long and cold winter. Make an appointment and we will check your battery, tire pressures, change the oil and check all other vitals. It's our shop's mission to keep your car in tip-top shape as you hit the road. And remember, we have been working on air-cooled engines since they were new.

If you've been driving all winter, now is a good time to ensure your car is up to date on maintenance, check for stored fault codes (if applicable), and keep your Porsche safe for you, your family and other drivers on the road.

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# PRESIDENT'S MESSAGE

## Larry Hannan



## National PCA Board Meeting Shows Commitment of Clubs

**O**n August 12, the Porsche Club of America held its summer Board of Directors meeting via a conference call. All the 145 region presidents sit on the PCA board, and it requires that two-thirds call in to establish a quorum. The quorum was more than satisfied when seventy-five percent of the presidents called in. When you consider that the meeting started anywhere between 3:00 p.m. and 9:00 p.m., depending on where you live in North America, it was

an impressive turnout. The dedication of the members of PCA to the club, both nationally and regionally is phenomenal.

The meeting itself lasted about two hours and covered house-keeping items and some policy issues. If you want more information you can contact me at [President@oregonpca.org](mailto:President@oregonpca.org).

As we all know, without volunteers there wouldn't be any events on our calendar. In August there were many members organizing and hosting events. I

er. Adding to all that work was mother nature which brought rain that day, one of only a couple rain days the whole month.

There are two new events on the September calendar. The Maryhill Loop Tour on September 7 will give you the opportunity to drive a 2.8 mile private road that ascends 850 feet via a series of 25 turns. The other new event is our first Adopt-a-Road cleanup project in memory of Marlene MacEwen. This event will take place September 29 and is being organized by Gary Feldman.

We are already starting to plan for 2020. If you have an idea for a new event of any kind, we are interested in hearing from you. The caveat here is not to just bring an idea, but an idea with some thought behind how it can be implemented, including staffing and potential budget needs. You can send your ideas to me at [president@oregonpca.org](mailto:president@oregonpca.org), or any other of the Board members.

I am looking forward to seeing some creative new ideas. ■



*Doug Naef and Christine Pilosi.*

want to recognize two specifically. Doug Naef and Christine Pilosi not only volunteered to organize the August dinner, but they hosted it at their home on the Willamette river and prepared and served the meal and provided a speak-





## FROM MY PERSPECTIVE

### Mike Stack

# Autocross Probably Saved My Life!

**O**n Friday, August 2, I'm driving to Eugene on I-5 for a client meeting in my daily driver, a Ford Fusion. I'm driving at the posted speed limit, naturally, just north of Albany ... Suddenly the driver of the car about 75 yards ahead of me hits the brakes and swerves into the right lane. Seventy-five yards is not very far when you're going 73 (I

and out loud said "Thank you, Autocross instructors, for riding with me during my autocross runs." I had been in what Star Trek fans would say is a "Kobayashi Maru," a no-win scenario, except for the blossoming driving skills learned at autocross.

My experience leaves me with a call to action. If you have not participated in Autocross, please

Autocross organizers Anson Lytle or Eric Freedle, but everyone else. The great thing we discovered about the group is they are welcoming and helpful; it's a friendly competition.

For example, at the August 18 event, in my S01 group, Peter, Diane and Bryce each broke 39 seconds—every time they ran, people would come over and congratulate them, genuinely

**I MENTALLY HIGH-FIVED MYSELF FOR THE GREAT DRIVING MANEUVER AND OUT LOUD SAID "THANK YOU, AUTOCROSS INSTRUCTORS, FOR RIDING WITH ME DURING MY AUTOCROSS RUNS."**

mean the posted speed limit). Right there in the middle of the left lane is a corner piece of a sectional couch and just ahead of that is a giant cardboard box.

Oh, did I mention that a semi is right next to me, so switching lanes is not an option? I quickly put my autocross training to work, making a quick turn to the left and another quick right around the couch, then another left around the box—like a slalom course.

I mentally high-fived myself for the great driving maneuver

consider it. My wife, Stacy, and I began our Autocross journey this year. My times in S01 prove it—I'm the driver who makes the other S01 drivers look good! We attended the Driver Skills Clinic in the spring, the special autocross at the Porsche Pirelli event, and four of the six autocrosses so far, and each time our driving skills have improved.

I know some of you are thinking autocross would be scary. I am confident that every person who attended their first event was nervous. Okay, maybe not

excited. Sure, each driver wants a faster time, but what Autocross is really about is improving our driving and supporting the success of others.

If you want to be a better driver, not just in your Porsche but in any vehicle, come out to autocross. There is one more event with openings this season, and newcomers are welcome. Once you come to your first event, you'll want to return. Who knows? Autocross may save you from an accident! ■

# Autocross #6: A Look Back at a Great Season

BY ERIC FREEDLE, AUTOCROSS CHAIR | PHOTOS BY ERIC LEWIS AND DEAN MONTHIE

Enjoy more photos from this event at our Smugmug site: <https://orpca-pix.smugmug.com/2019-Events/Autocross-6-August/>

(NOTE: Download photos with the down-arrow icon.)

I want to use this Autocross event as a moment to reflect back on the history of ORPCA Autocross. To begin, I'd like to give a shout out to one of our former mentors and true enthusiasts in the sport ... Chuck West. When I was introduced to the sport back in 2002, I was more focused on track days and Driver Education—but it was Chuck who encouraged me to come out and give Autocross a go! The AX team had some events at a Jubitz truck stop and a car wash out in SE Portland, but it was Chuck who brought our events to PIR. He chatted up the Portland International Raceway (PIR) manager, Mark Wiggington, and managed to get us in with a handshake! It was very casual and laid back scene—just show up, pay your \$25 dollars

and you're in. We never had more than 30 cars—and perhaps 30-40% of them were non-Porsches.

Over time, running an Autocross program and a team of volunteers tends to weigh on the AX chair. Gary Chapman stepped up and took us to a new level by having the AX events register via Motorsport Reg (MSR). Gary was tutored by the former ORPCA President and overall good guy, Don Clinkinbeard, who had been using this platform for the Driver Education events at PIR. This really gave us an idea of how many people we were expecting—we still were doing “walkups” as this online registering was new and there was the adaptation period. Registrations were also capped at fewer than 50 cars!

Gary also sold the Board of Direc-

*Cones in the Air #1 ...*







tors the idea of buying an actual trailer where we could keep all of the gear and cones, making it easier for the team to do setup. Sold—good move, Gary!

Over time, we saw two more AX chairs come in and make the program zig and zag, but we actually saw Porsche participation drop off. A new team of Barry Cogut, Anson Lytle, Sean Vanderheiden and Eric Freedle took over in the fall/winter of 2016. Soon after, the Autocross trailer was STOLEN! Life can be cruel, right?? With a new trailer, hardware, timing equipment, supplies and lots of cones; along with many orders being placed online, trips to Home Depot and Costco ... BAM, we were up and running, ready for the 2017 season.

In spite of the headwinds that the new team faced—people came, brought their Porsches and told their friends.

At the last event we had 68 cars come out (of which 50 were Porsches!) to run in eight timed runs

... all in a very clean well run program by our fabulous AX team. Do the math ... that is over 500 runs!

Over the last several years the Autocross program has managed to bring many NEW Porsche enthusiasts out to experience AX! Even though we are running a timed event, I feel that the true success lies in how many smiles it brings to people's faces! The actual "trophy" is having a great time and bringing the car home shiny and straight.

To quote a famous line that my dad would use: " This just didn't happen—there was thought and planning involved. " So very true! A tip of the hat to our current AX team: Anson Lytle, Barry Cogut, Peg Ryan, Bryce Bederka, Ben Mason, Chuck Jarvie, Cary Kutter, Eric Hoff, Jeff Gretz, Pete "The Dude" Libke and Sean Vanderheiden.

I feel fortunate to be around a great group of people that truly enjoy their cars in a fashion that they were designed to be driven!

Cheers, all! ■

*Cones in the Air #2 ...*

## AUTOCROSS #6, CONTINUED



*Cones in the Air #3 and #4!*



*Below: Val Gruntkovskiy's Boxster going in circles—yes, the last picture he is facing the wrong way!*







Left and below: Jon Zweiger's Kermit.

Bottom: Cars in the Air!



# Summer Tour and Picnic: Let the Good Times Roll!

STORY AND PHOTOS BY MATTHEW NENNINGER

**T**he morning of Sunday, August 11, was somewhat cooler and more overcast than a typical August morning in Portland. The projected high was around 75 degrees, but it hadn't yet reached that when we assembled around 9 a.m. at the Murray Scholls Town Center in Beaverton.

When my wife, Tracie, and I arrived, there was already an impressive group of cars gathered—quite a few that I hadn't seen before. After saying hello to a few club friends, Tracie started counting cars and I started taking pictures. Tracie ended up with just over 40 Porsches, and one Corvette (owned by club member Gayle Kovacs—I think I heard that her Porsche was in for service).

There was a lot of variety in the Porsche models represented, but I did notice that there were no 80s or 90s Porsches with the engines up front. I love seeing 928s, 944s, and 968s, and I know we have some great examples in the club, but there were none to be found this day.

Somewhere around 9:15, Jeff Gretz called us all around his open frunk and kicked off the driver's meeting. Route instructions were handed out and reviewed, safety points were discussed, and soon enough ... we were off!

The first leg of the route took us along some beautifully twisty roads out of Scholls, around Laurelwood and skirting Bald Peak. But instead of our somewhat usual stop at Bald

Enjoy more photos from this event at our Smugmug site: <https://orpca-pix.smugmug.com/2019-Events/Summer-Picnic/>

(NOTE: Download photos with the down-arrow icon.)

*Jeff Gretz conducts the Driver's Meeting.*







*What a tail!*

Peak, we continued on to Henry Hagg Lake, where we crossed over the dam and stopped at Sain Creek Recreational Area on the west side of the lake. The facilities here were more than adequate and well-maintained, plus you could just see the sparkle of the lake through the trees as we stretched our legs and visited around the cars, under a now mostly blue sky.

I was busily snapping some more photos, but I did get to chat with several people along the way. I dropped in on one conversation where I learned from Jeff Gretz that all new Porsches come from the factory with the crests on their wheels pointing toward the valve stem. That's attention to detail! I started looking around at all the cars and noticed that it did seem to be the case—at least on the newer cars. The crests on my 996 do not point toward the valve stems, and something inside me says that I may have to make that adjustment now.

When we jumped back into our cars for the second half of the drive,

we continued around the lake, catching glimpses of the water and people enjoying it. We made a full circle of the lake and exited the same place we came in. From there we headed past Gaston to Dundee, and enjoyed some pastoral, wine-country scenery on roads not quite



*Our stop at Henry Hagg Lake.*



## SUMMER PICNIC, CONTINUED

as curvy as the first half of the drive (this was welcomed by my co-pilot, who had begun to feel a little uneasy during the curves of the first half).

There were quite a few bicyclists along the route, and this is probably a good place for a reminder, to pass cyclists only when it's safe to do so, and by giving them a wide berth. We want everyone to have a good day doing what they love along the amazing routes that we're so fortunate to have in our area. And we want all of those who share the road with our club events to be left with a good impression of the ORPCA.

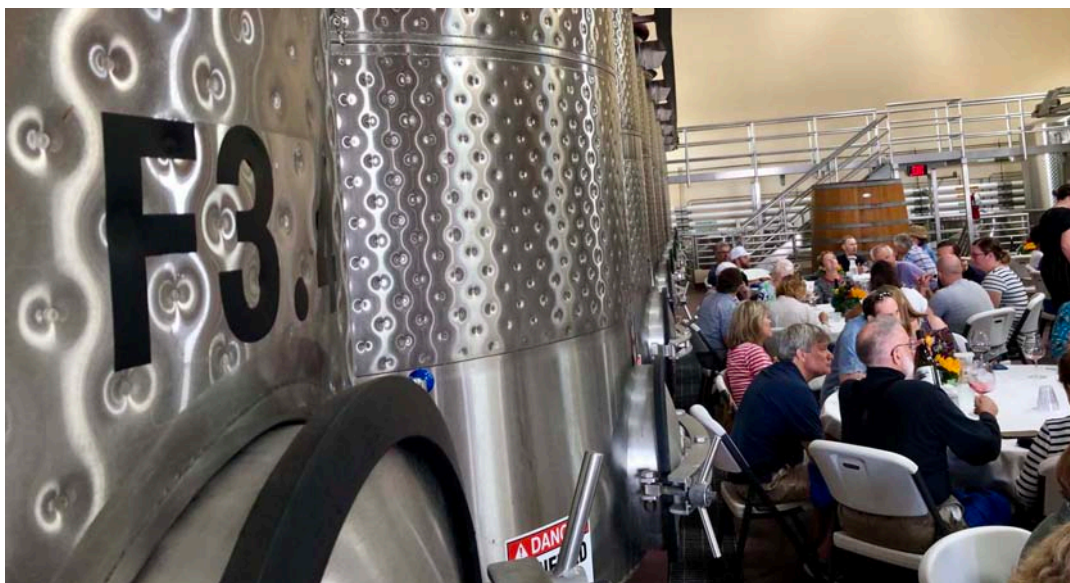
*Far right: A welcome rosé for everyone; Below: Arrival at Stoller Vineyard.*



When we arrived at the Stoller Family Vineyard, there were some friendly folks that helped us park so that we could squeeze our 40+ Porsches (and one Corvette) into the parking area by the event space.

Parking accomplished, we were then treated to a nice glass of cool Rosé as we mingled and eyed the beautiful buffet tables, where Bon Appétit catering staff were adding the final touches.





*Lunch among the vats.*

This was the third ORPCA Summer Picnic for Tracie and me, and all three have been at Stoller. They do such a great job of making us feel welcome, and the seating between the big, chrome vats, with the garage door rolled up to let the sun in, really does provide the perfect atmosphere.

The Rosé was followed by Chardonnay as we chose our seats and began going through the buffet line. The smoked chicken and pork loin were accompanied by several delicious salads and sides.

Back at our tables, the Pinots were making an appearance. We were happy to find an open bottle of the 2016 Pinot Noir bottled specially for the ORPCA, and enjoyed sampling that and other wines on offer from the Stoller staff. We enjoyed lots of good conversation during the meal, which was followed by creme brûlée cheesecake and a dark chocolate torte.

Tracie and I had to cut our visits a little short and head for home pretty

quickly after lunch, but I'm sure the laughs and conversations continued for some time after we were gone.

This event has become one of the summer highlights for us and I'd like to thank Stoller, Bon Appétit, Jeff Gretz and everyone else within the ORPCA who worked to make this such a great day. ■



*Stoller Vineyards.*

**MORE PHOTOS ON PAGE 20**



## SUMMER PICNIC, CONTINUED



Clockwise from top left: What is the tree-shaped track? Great looking buffet line; Beautiful Macan; First Edition ORPCA wine; Clipboard ready to go!





# Germanpalooza Celebrates German Marques, Features Larger Porsche Corral

STORY AND PHOTOS BY HEINZ HOLZAPFEL

**S**aturday, August 3 was a hot, sunny day; one of these wonderful Portland summer days. This marked the second Germanpalooza festival at the Portland International Raceway, focused on celebrating German marques: Mercedes, BMW, Audi, VW and Porsche.

This event not only brings the local German car clubs together to display their coveted cars, it also has a swap area (if you look for that rare 356-cylinder head) as well as a full-day High Performance Driving opportunity with instructors.

In addition, sponsors and local vendors displayed their services, cars and products. Of course, there was German beer and sausages.

Heckmann & Thiemann Motors was again the main sponsor of the event. A big thank you for continued support!

Compared to last year, we doubled our corral area and filled it with cars. Steve Miller led the club volunteers' efforts. Our thanks to Heinz Holzapfel, Carole and Brad Hedstrom, Les Schreiber, Ravi Rajaram, Kurt Fuerstenau, Scott Faris and Tom Boulac.

The work started Friday afternoon with the set-up of the corral site, tents, tables, signage and marking of the parking spots for the displayed cars. Carole and Kurt marked the second of 4 rows while Les and I did the first, by planting little flags on the edge of each display spot. After we finished our rows, the flags were placed in the remaining rows in a zigzag pattern like an autocross slalom rather than a straight line marking the display spots!

**To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2019-Events/Germanpalooza-PIR->**

*(NOTE: Download photos with the down-arrow icon.)*



## GERMANPALOOZA, CONTINUED



Heckmann and Thiemann's booth! Sponsors of this event and the Oregon PCA.

As the cars arrived on the day of the event, they were polished and shined to attract as many spectator votes as possible for People's Choice Award and a chance to win the glass steins that were the award for winning their car class. Due to the good location of our corral and proximity to the main parking lot we got a constant stream of visitors.

A new addition to the show was the featured car section, where each club displayed a special car. Our club displayed a 1972 911S, a

car previously owned by astronaut Walt Cunningham. A very rare 911 in top condition!

Walking the site and visiting the corrals of fellow car clubs is always interesting. Whatever brand, whatever age, there seems to be a crowd dedicated to making cars cooler, faster, louder, and distinct. The best example of this is the VW area. Driven by reasonable prices and good parts availability, there are tons of interesting modifications.

Several Portland area vendors had displays of their services, including Matrix Integrated.





One that really drew my attention was a VW bug converted to a Woody, including a surfboard on the roof (check it out in the pictures).

The BMW corral, of course, had a display of tuned-up M cars. To me, the 1969 BMW 2002 Munich Police car was an amazing car. I went to Munich for University and saw these cars in daily service; my best friend in Munich had a white 2002 and we used it for many trips to the Alps and Tuscany. For a four-cylinder car the engine is amazing. This BMW series was very successful and influenced a design of the BMW headquarter skyscraper in Munich in the shape of four cylinders.

The track day in the south paddock was very busy all day long. There were several Porsche GT2, GT3, R and RS editions. Some of the races clearly were more for the fun than for speed. For example, check out the picture of the 1980s VW bus

with a modified engine that chased VW bugs with 300Hp engines around the track!

The swap area is a cabinet of curiosities and alternative gear-head culture. From themed T-shirts to baseball heads to logos and spare parts, whatever model, year and brand, there is something to be found including a 356-engine block if you happen to be looking for one!

The final word is for German beer and food. There was Hofbrau Hefe Wizen on tap amongst many other German beers, and the sausage stand offered a wide variety of delicious, if not low-carb, wurst.

We hope to see you there next year, if you want to display your car, if you just want to stroll the corrals or if you are looking for some petrol infused discussions—come by and enjoy a day of amazing cars and fun! ■

**MORE PHOTOS ON PAGES 24, 25 AND 26**



Vendor AR Auto Service.  
Both AR and Matrix are  
sponsors of ORPCA as well.



## GERMANPALOOZA, CONTINUED

Clockwise from right: Our Oregon Region corral entrance; Porsche Corral – all lined up ready for voting! Signed autograph from astronaut Walt Cunningham for the Porsche featured 911; Featured cars.



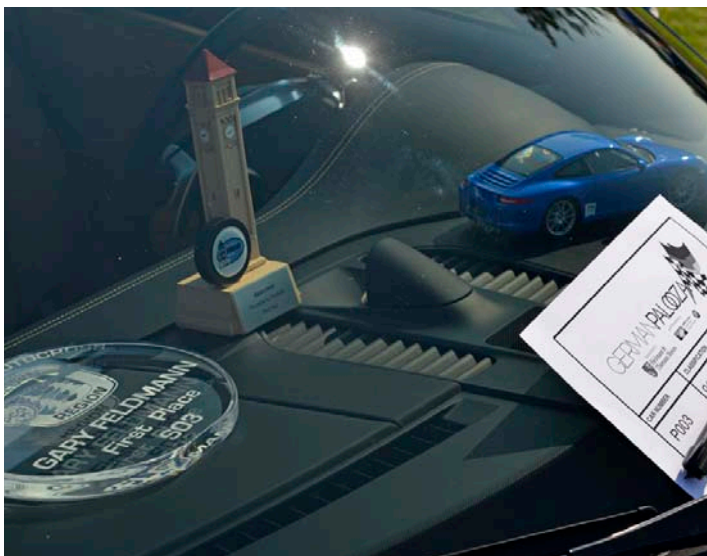




Top row, left: VW "Woody" – surf board and all! Top row, right: 1969 BMW 2002 Munich Police in the BMW corral.  
 Middle row, left: 1980's VW bus with a modified engine ready for its time on the track. Middle row, right: GT3 RS and others ready for the track.  
 Bottom row: Porsche Corral winners with their beer steins: 1955 356 Continental/Kevin Owen; 1973 911/Doug Skinner; 1985 911/Rick Stark; 1995 911 Cabriolet/Larry Hannan; 2007 911 GT3 RS/Mario Lipari; 2016 Boxster Spyder/George Clark; 1989 944 Turbo/Bob Smith; 2014 Panamera 4S/Larry Tracewell.



## GERMANPALOOZA, CONTINUED



Clockwise from above:  
Clever display in Gary  
Feldmann's blue 911 Car-  
rera—trophies from autocross  
achievements; 356-engine  
block in the swap meet area;  
Larry Hannan's red 1995 911  
cabriolet—he received a  
well-deserved first place prize  
in his class at Germanpaloo-  
za; Note the mechanical  
similarity of the Porsche 356  
and the VW bug. Comparing  
both engine bays shows strik-  
ing similarities and lineage.





# Porsche Corral at the 2019 Portland Vintage Racing Festival

STORY AND PHOTOS BY LORI BROWN

**O**n July 26 and 27, the Oregon Region PCA sponsored a Porsche corral at the SVRA's annual Vintage Racing Festival at Portland International Raceway. The weekend offered race groups for prototype, formula cars, sports racing and production/GT cars from marques such as Lotus, Alfa Romeo, Jaguar, Porsche and Corvette, principally from the 1950s through the 1980s. We had about 15 Porsches in our corral Saturday and Sunday and at lunch time they

were able to enjoy a parade lap around the track. Many also took advantage of the excitement of riding and driving with an ex-pro Indy driver on the autocross track in a new Jaguar with up to 550 HP, and drive a Range Rover over a dirt obstacle course.

Always amazing to watch his aggressive racing style, we were happy to see local favorite Ken Sutherland win in his vintage Cobra again! ■



Clockwise from top: Our new feather flag; Looking good in the corral; Winners Circle; Ken Sutherland after winning in his Cobra; Joining the corral.





## Midweek Casual Drive to Astoria ... With Stops!

BY BRUCE JONES | PHOTOS BY CRISTY JOHNSON AND OTHERS

*Above: Lined up at the start.*

*Below left: Lined up at our break at Vernonia Lake.*

*Below right: Vernonia Lake.*

We had a beautiful day for a drive as the weather was cool and sunny, and the Porsches were hot! The tour started in Hillsboro and once we got past a bit of Highway 26 we were off to Astoria, taking the backroads way through Timber. We had a nice break at Vernonia Lake and then continued out through the hills and twisty roads to Astoria.

We had 21 cars with 26 drivers/navigators. There were quite a few

solo drivers with no navigators. We got a bit of help in keeping together from the local road and utility workers, who put 10-minute stops into the trip several times while they were working. This allowed us to reform our group again. Otherwise we had a wonderful drive on some very fun roads.

Lunch at the Bridgewater Bistro in Astoria was an enjoyable place with an amazing view of the Astoria-Megler Bridge. ■







*Clockwise from top: More Porsches at Vernonia Lake; Lined up waiting for the construction to let us through; Lunch at Bridgewater Bistro; One of our unexpected traffic stops.*



# GALLERY: Concours d'Elegance in Forest Grove ... Including Porsche Corral

PHOTOS BY ERIC LEWIS, DEAN MONTHEI AND RICK PITTMAN

To enjoy more photos from this event, go to: <https://orpca-pix.smugmug.com/2019-Events/Forest-Grove-Concours-dElegance/>

(NOTE: Download photos with the down-arrow icon.)







MORE PHOTOS ON PAGE 28-29





## CONCOURS D'ELEGANCE, CONTINUED









# Zen and the Art of Cars and Coffee: Porsche Day

BY RICK PITTMAN | PHOTOS BY RICK PITTMAN AND ERIC LEWIS

Enjoy more photos from this event at our Smugmug site: <https://orpc-pix.smugmug.com/2019-Events/Cars-And-Coffee-Porsche-day>

(NOTE: Download photos with the down-arrow icon.)

*Porsches lined up.*

I thoroughly enjoyed the Book “Zen and the Art of Motorcycle-Maintenance” by R. Pirsig; however, the title is misleading as it wanders far from Buddha’s Zen and is not really about motorcycle maintenance. I attended my first Cars and Coffee on Saturday, July 27, at the World of Speed in Wilsonville, and I came away with the impression that it isn’t about cars or coffee. I did not know what to expect and I was surprised to see so many other brands besides Porsche. After all, it was a Porsche day, but just about every letter of the alphabet was on display. From

Audi, Bentley, Caterham, Deloren ... Jeep, Maserati, Nissan to Viper, Vette, VW and 240Z. There were people everywhere engaged in intense conversations, but I found it surprising that the people were rarely leaning over a fender, or even close to a car; there was lots waving and gesticulating and other animations. There were neither comedians nor coffee vendors in sight, and frankly I did not see anyone drinking coffee.

In 2018, a local boy, Jeff Gamroth, and his team mounted a winning effort in class at the Baja 1000, in Ensenada, the first ever for







Porsche. He did it with two specially prepared 964s, and one of the highlights of this Cars and Coffee was Jeff and his Baja racer, Red Sled! I had lots of questions and he was very accommodating.

Although the event was not to start until 8 a.m., I had arrived at 7:30 and all of the primo parking spots were inhabited by Porsches! Keep this in mind for next year's Porsche day. As I was leaving, I noticed there was a back parking lot that hosted double the number of cars, so I made a quick U-turn and discovered more beauties. I was impressed by the sweet VWs,

and—hiding in the back lot—a burnt orange McLaren neighbored by other exotica. There were some rather pedestrian vehicles, like a Volvo wagon and Mazda Miata.

I would encourage you to attend a Cars and Coffee someday, whether Porsche-focused or not, as you will not be disappointed by the good conversation—and, of course, some cool cars.

However, don't be fooled by the title, because it isn't about coffee or cars; it is about the interaction and camaraderie of like-minded individuals and their love and appreciation for the automobile. ■

*Above left: Jeff Gamroth's Baja racer Red Sled lined up to get into World of Speed.*

*Below left: Headlights on Jeff's car.*

*Below: Jeff Gamroth in his Baja racer.*





## CARS AND COFFEE, CONTINUED

Clockwise from right: Okay, this is the last one of Jeff's car (from Peg Ryan—can you tell I am enamored with this car?); More Porsches lined up! Oh my—a GT2 RS; A beautiful 914.





# August Social Was "Reunion" in Milwaukie

STORY AND PHOTOS BY CAROLE AND BRAD HEDSTROM

**T**his dinner social was more like a family reunion at your cousin's place than a typical monthly dinner at a restaurant. Two long-time ORPCA members and enthusiasts opened their home and hearts to 60+ of their Porsche friends. Doug Naef and Christine Pilosi hosted the event at their lovely home on shores of the Willamette.

Not only did they host, they cooked, served, and managed to mingle a bit too. The weather was not on their side, but Doug and Christine were not daunted. They moved the full event into their six-car garage and it immediately became the perfect venue. Obviously, the Porsches had to move out to make room for the tables, but the beautiful 356 tucked into the lower barn got to remain in its hideout away from the rain.

An additional treat for the group was the guest speaker, Bruce Sweetman, who offered insight into his work as a photojournalist and freelance

automotive writer. Bruce is striving to move back to the Portland area, so hopefully we will see him at other events in the near future. After the talk, there was a raffle ticket draw for a photo-book donated by Bruce. Steve Miller won the draw and Bruce signed the book.

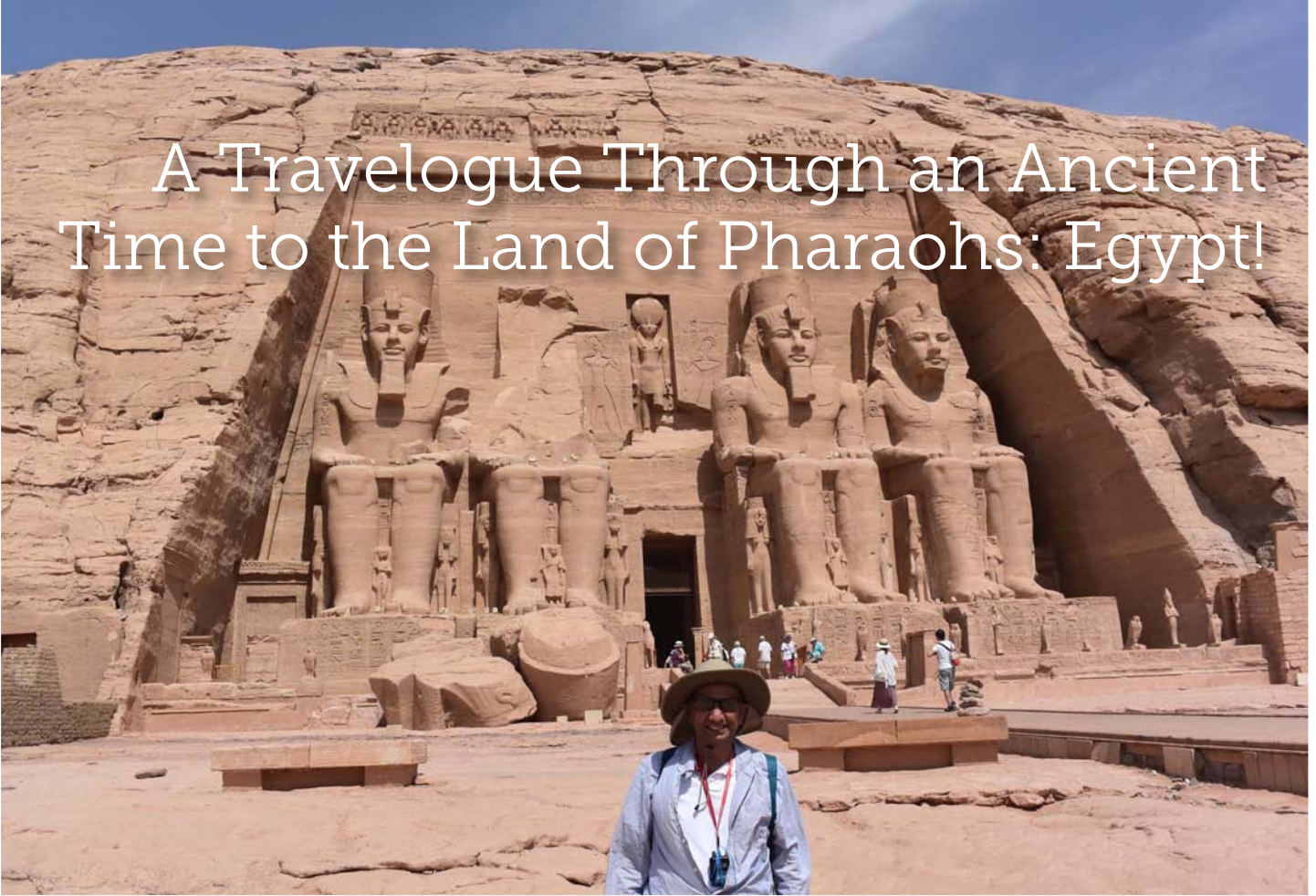
Like any good family reunion, there were a few new faces. The homey venue and menu of "Cajun shrimp boil" may have been an added draw. It was good to see new members jump in and get to know other people and chat about cars and rain in August. The food was great and plentiful, and the hosts were amazing. Thanks again to Doug and Christine for the summer treats! ■



*Clockwise from top left: Betty and Martin Bowes and some new friends; Doug and Christine; Steve Mille getting his new book signed by Bruce Sweetman; Lined up for the buffet dinner in the garage; The gorgeous 356 tucked out of the rain in the barn!*



# A Travelogue Through an Ancient Time to the Land of Pharaohs: Egypt!



STORY AND PHOTOS BY RAVI RAJARAM

Egypt is one of those places that is on most seasoned travelers' bucket list and has been on mine for a fairly long time. Recent travels to Angkor Wat and the Taj Mahal, and before that to Machu Picchu, have pared down my list of "must-see places," and improving conditions in Egypt prompted me to start planning for this adventure! The improving conditions and stability on the ground in Egypt, reinforced by encouraging reports from a couple of recent travelers to the region helped make the decision.

Rather than "hoof it on one's own" as I usually do on travels to "safer" parts of the world, I

decided to utilize the services of a reputable global tour company and ended up selecting a 12-day package, including a seven-day Nile cruise in a riverboat and an add-on day trip to Alexandria.

Following are my impressions

and observations of this fascinating journey ...

Our first stop was Cairo, and the headliner destination was the Pyramids of Giza. The town of Giza is on the western fringe of the sprawling mega-city of Cairo, and in fact today there is

*Above: Ravi at the main temple at Abu Simbel. Below: The grand Pyramid of Khufu.*







*The Sphinx.*

almost no separation anymore between the city and the pyramids. From our Le Meridian hotel's patio and swimming pool we got a surprisingly up close view of the pyramids—a rare backdrop for any piece of real estate, I would imagine!

We did take a scheduled coach ride over to get a more “on site” view of the pyramids, and it was quite an impressive site to see the three grand pyramids and the Sphinx complex in that area.

It was also interesting to learn that of these three pyramids, the oldest one (the pyramid of Khufu) was built over 4,000 years ago in the 2580 to 2560 BC timeframe, and the next two were built by the son and grandson of the original builder of the pyramid of Khufu.

Also, the son and grandson took care to make sure that the pyramids they built were lesser in height than their forebears

as a sign of respect—the third pyramid is noticeably smaller than the other two.

It is also quite fascinating to learn how they used simple mud brick ramps (which they dismantled after the project was completed) to transport the large stones (the first pyramid had the largest building blocks) used in the construction of the pyramid, and how they stacked them to form the pyramidal shape

with a precise edge angle of 42 degrees. The finishing coat of “smooth” plaster on the pyramids has mostly eroded (except for a small section at the top of the second pyramid) over the millennia, leaving the underling building blocks in stark view.

As with Egyptian culture in those ancient times, the Pharaohs (kings) were obsessed with the afterlife, and much time and effort was dedicated to the art of mummification and funerary, believing that they would return to their next lives after a year. They believed that the better the job they did of preservation of their mortal remains and being buried with their worldly treasures, the better their chances of a more “comfortable” life on the next go-around.

The pyramids were constructed with many false decoy chambers, the plans of which were closely guarded. However, in real

*The sound and light show at the pyramid/Sphinx complex.*





## EGYPT, CONTINUED

ity most, if not all of the treasures were looted over time, many experts believe by the workmen involved in the construction of the pyramids themselves.

The Sphinx (body of lion and head resembling a Pharaoh) in the vicinity of the Pyramid complex is an impressive structure in itself—its nose is a bit flattened, and legend has it that Napoleon Bonaparte used it for target practice when he landed in Egypt.

The light and sound show program staged after sundown in the pyramid complex is a real treat, with the pyramids and sphinx bathed in changing floodlit colors, in sync with the historical narration and projection of scenes from that period on a large screen!

Our next stop (via a 60 minute plane ride from Cairo) was the city of Luxor, on the river Nile in the region of Thebes, the ancient capital of Egypt and

*The Luxor temple complex.*



*The Luxor temple entrance via the avenue of the Sphinx.*

starting point for our riverboat cruise.

In Luxor we visited two magnificent temple complexes: the Luxor temple and the Karnak Temple. The scale and grandeur of these temples is quite awe inspiring, with their mighty stone columns (at least five stories tall), many shaped like papyrus stems and topped with lotus or papyrus cornices.

Most of the roofs of these structures have collapsed over time, but what remains of the rest of the structure is truly amazing. Many of these columns were adorned with stone paintings depicting Pharaohs in communion with the gods. There were 42 gods, one for each province of ancient Egypt and also an additional small number of super-gods such as Amon Rae, Ptah, Isis, Osiris, Horus (often depicted as a bird), Hortus (depicted with a head of a cow etc.)—these numbers and relative importance of each god changed over time. There were also good gods and bad gods.

We also saw a few magnificently preserved obelisks, cut from a single block of rock and also visited a site where one obelisk under construction was abandoned because of a large crack that emerged in the creation process.







*The giant obelisks.*

It was also interesting to know how they used relatively simple and novel techniques to split massive columns of rocks by making small slots/holes in the rock and then stuffing the openings with a certain type of wood which they watered over a period of days, causing the wood to expand and ultimately split the rock.

They also used mud brick ramps and sand pits to “install” these giant obelisks at the desired location. One of these giant obelisks was given as a gift to France and still stands in the Place de la Concord in Paris.

We sailed up river (the Nile flows from south to north) from Luxor to the City of Aswan which was our port for a few days, and took organized daily

coach rides to different ancient monuments and temples each day. We also visited the Aswan High dam—a modern-day engineering feat, with a catchment area that extends over 300 miles well into Sudan!

The clear highlight of our excursions from Aswan was the trip to the temple of Abu Simbel. This is a temple complex of two temples, originally carved into the mountain side (like our Mt. Rushmore) and built by Ramses II—the smaller of the two dedicated by Ramses to his favorite wife, Nefertiti.

The original site of the temple was to be submerged underwater when the Aswan Dam was completed and in operation. This impending possibility spawned some serious hasty action by UNESCO to save this world treasure—they ended up essentially slicing and disassembling the temples piece by

piece and then reassembling them on a nearby location 65 meters higher and set back from the water in 1964, keeping the same orientation as the original one. From the current looks of it, this is indeed a modern day engineering feat. This process included building a temporary dam around the original site while the disassembly was in progress!

An unexpected bonus of our trip to Abu Simbel was the journey from Aswan to Abu Simbel by bus and not plane as the flight schedules could not accommodate all of us—this being the shoulder season and they had cut back on flights. It made for an interesting three to four hour journey on the bus, travelling down the eastern edge of the Sahara desert. It was brutally hot that day close to 114 degrees Fahrenheit, and we saw many a realistic mirage

*The Karnak temple.*







*Ancient abandoned settlement along the Nile.*

off in the distance, shimmering off the barren desert landscape!

We visited other temple complexes on our travels as well, each one impressive in its own way, including the temples at Dendera, Philae and also Kom Ombo, the latter being dedicated to Sobek, the crocodile god.

After wrapping up our visit of sites down south we sailed downstream on the Nile, back to Luxor—another scenic and rock steady cruise, passing an occasional abandoned ancient settlement along the mostly lush green narrow strip of vegetation along the river Nile, which is truly the lifeblood of this otherwise very barren region.

Luxor was our base camp for a final two days on the Nile, and hopping off point to visit the ancient and impressive temple of Hatshepsut, built as three levels of colonnaded terraces and the

very unique and quite amazing Valley of the Kings.

The Valley of the Kings is the burial site for royalty and is the location of 62 known tombs built into the very arid and rocky hilly landscape. It has all the known King—Ramses IV, Ramses VI as well as the relatively young King Tut (Tutankhamen in tomb number 62).

We visited three of the tombs (our entry ticket gave us a

choice of three, not including King Tut which cost about \$30 extra, which the tour guide did not recommend).

The tomb of Ramses VI in particular was pretty elaborately laid out with the long passage-way divided into 12 segments, with each segment depicting a different stage of the Pharaoh's life, vividly illustrated by drawings and inscriptions (heliographs).

The tombs are largely bare otherwise, with most of the contents retrieved (that survived the looting over the years) now on display mainly in the Egyptian museum in Cairo.

King Tut's tomb was a relatively recent discovery, and what generated world headlines was that most of the contents and treasures of the tomb were largely intact. Some of this has been attributed to the fact that since King Tut died an early death (did not make it to 20),

*The temple at Philae.*





he did not have time to plan his own burial site. A tomb that was being prepared for a government official was repurposed for King Tut, and as such it was not impressive from the outside and did not attract much attention. All the contents of King Tut's tomb are now on display at the Egyptian Museum in Cairo—the only thing left in the tomb today is the mummy of King Tut!

It was then time to board our return flight back to Cairo for our last full day of the tour, with the highlight being the visit to the Egyptian Museum, a treasure trove of priceless artifacts for anybody with an interest in Egyptology.

The exhibit of King Tut's tomb, with all the original treasures on display, was a big draw and in its own special wing. There are also well-preserved examples of sarcophagi, along with very ornate outer chambers that were built around them, all of which



*The temple of Hatshepsut.*

were retrieved from the Valley of the Kings.

While the Pyramids of Giza are probably one of the most iconic and recognizable sites in the world and associated closely with Egypt, I felt that the real crown jewels are in Upper Egypt, around Luxor and points south,

along the Nile. From that point of view, I consider the seven-day Nile cruise to be the highlight, and the fantastic monuments and temples we saw along the Nile to be the real treasures of this ancient and advanced civilization of its day—the land of Pharaohs and Egypt! ■



*Entrance to King Tut's tomb in the Valley of the Kings.*



# A Driver's Footnotes on the Egypt Experience

**T**raffic in Cairo, a true megapolis with a teeming population of almost 20 million (putting it on par with mega cities like Mumbai and Shanghai) is chaotic to say the least. Traffic on the main arterial roads in Cairo is very heavy and lane markings are totally disregarded, but everyone seems to just accommodate each other's encroachment, without getting too flustered. I would rate driving there on a risk factor scale of somewhere between driving in India (at the extreme end for sheer volume and general disregard for rules) and driving in Italy (especially southern Italy, where the courage and dare-devilry of the two-wheel drivers cannot be matched).

The toll road from Cairo to Alexandria was very decent—like a typical US- or European-style divided freeway, with three lanes in each direction and with big blue highway signs. While we were staying under the posted speed limit of 110 kmph, we noticed some cars just whiz by like we were standing still. When I inquired, our tour guide said that they do monitor speed and issue speeding tickets, but if you settle the fine on the spot with cash (rather than go to court on a future day) the citation does not go on your driving record. I am told they give you a receipt for the fine paid, but I have my doubts about how much of that goes into the State coffers. The motto is if you are travelling on holiday and using the highways in Egypt to get to your destination quickly, it is better to carry a good bit of cash!

**OUR TOUR GUIDE SAID THEY DO MONITOR SPEED AND ISSUE SPEEDING TICKETS, BUT IF YOU SETTLE THE FINE ON THE SPOT WITH CASH (RATHER THAN GO TO COURT ON A FUTURE DAY) THE CITATION DOESN'T GO ON YOUR RECORD ... IF YOU'RE TRAVELLING, CARRY A GOOD BIT OF CASH!**

The car of choice for the moneyed class is Mercedes Benz, with the color black being particularly popular. BMWs come next, and the rest like Audis a bit further down the line. I did spot a Porsche Macan S fly by us on the highway. Typically on the streets (and not in the high rent districts), one sees very ordinary, lower priced cars—lots of Hyundais and Kias, and more older Toyotas or an occasional Lada or a Chinese brand like Geely in need of some TLC. Besides Toyota and Mitsubishi pickup and mid-sized trucks, Chevrolet trucks seem to be around in good numbers. Much of the three-wheel “tuk tuk”-like transportation of the less wealthy seemed to be Indian-made Bajaj, along with some Chinese rigs.

Other observations: The river Nile is literary the lifeblood of the region, made obvious by a thin strip of very green and lush vegetation extending a few kilometers on either side of the river. The lot of the subsistence farmers in the rural areas seems to be on a slower evolutionary path with many donkey carts in use (they probably still own “feature phones” and not smart phones yet) and very modest houses and shacks for their dwellings. This in contrast to the opulent castle-like fortress homes of the landowners that are few and far between and dot the landscape.

People often ask: how was the security situation and did you feel safe on your trip? They (the government) take security of tourists pretty seriously in Egypt—our bus had an armed security guard at all times (usually with a pistol, but more often with a submachine gun under their waistcoats) and the monuments and temples were guarded by a small battalion of military police in public view with some high powered weaponry. I am sure it was meant to send a message to the bad guys.

The people at the back of our bus also noticed (and we discreetly took a peek too) that we had a police car/SUV following our bus most of time and they would turn their lights and siren on and get us through traffic if we ran into stalls (as in a market area) or if someone got between us and our tail (the cop car).

Overall we felt pretty safe—our group of 27, mostly from the US, with four Canadians and two Aussies, felt pretty secure and everyone seemed to have a very satisfying and enjoyable time during the whole tour!

I would consider this a trip worth taking—the rewards far outweigh the risks, and for me it was an epic experience of a lifetime to learn about all that ancient history and to see it all firsthand! ■



# Gear Up for the 2019 ORPCA Autocross Season!

**A**utocross Season! Autocross (also called "Solo") is a driving event where a driver negotiates a closed course of cones one car at a time to achieve the fastest possible time. Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! We strive to cultivate an air of camaraderie and fun among our participants. No previous experience is necessary and novices are welcome. All you need is a driver's license, an automotive helmet (SA2010 or M 2010 or newer) and a car that can pass a basic mechanical safety inspection. Loaner helmets and instructors are available. Cars are run in classes against cars with similar performance.

Bring any older or newer Porsche, including 911s, Boxsters, Caymans, Macans, Panameras, or Cayennes. For more information please visit our website [www.oregonpca.org/activities/autocross/](http://www.oregonpca.org/activities/autocross/)

## **Changes/updates for this year include:**

- **Registration fees** have gone up a little. This is to offset PIR's increased rates for using their venue
- **Car classifications** have been updated in order to provide a more fair, competitive experience for our participants. Highlights include a P04 class for the latest-generation, high-horse-power Porsches and the return of NPF for stock,

front-wheel drive non-Porsches. Please check to make sure you're registering your car in the correct class. We will not allow participants to change classes mid-season. If a car from a different class is driven, no points will be awarded for that event.

- Similar to last year, we will be **limiting the number of cars for each event**. This allows for a better participant experience and ensures we're able to efficiently manage the run groups. Please register early if you are interested in participating. Walk-ins will not be accepted and people on the waitlist will be added in order (priority to members) if there are cancellations.

- **Work assignments are mandatory** and will be enforced. It takes volunteers to keep this thing going. If you drive, you work ... no exceptions. We realize some folks have special circumstances that may prevent them from working in specific roles. We'll do our best to accommodate you, but we ask that you consider whether the physical aspects of autocrossing are appropriate given your individual health.

*Make sure you sign up now for the remaining Autocross events. We fill up weeks before the event. Act now if you want to run in any of the remaining events.*

Please let us know if you have any questions.

Your ORPCA Autocross Team ■

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## Autocross Events 2019

***All events are on Sundays at PIR and begin at 7:30 a.m.***

#7, September 15, South Paddock

**SOLD OUT, WAITLIST ONLY**

<https://www.oregonpca.org/event/autocross-7-3-2/>

#8, October 6, North Paddock

<https://www.oregonpca.org/event/autocross-8-3-2/>



## AUTOCROSS #7: SOLD OUT, WAITLIST ONLY

Sunday, September 15 | 7:30 a.m. to 2:30 p.m.

**Portland International Raceway**

1940 N Victory Blvd. | Portland, OR 97217

**A**utocross #7 is full and open for waitlist only. For all the information and for a link to register for the waitlist, please go to: <https://www.oregonpca.org/event/autocross-7-3-2/>.

Please make sure you sign up now for the October autocross event on October 6, if you want to run in it. We fill up weeks before events. Check out all the remaining autocross event here: <https://www.oregonpca.org/home/autocross/autocross-events/> ■



## SEPTEMBER BOARD OF DIRECTORS MEETING: CANCELLED

**T**he September Board of Directors Meeting is cancel due to conflicts. The October Board Meeting will be held on Wednesday, October 9 from 6:30 p.m. to 8:30 p.m. Dinner can be purchased starting at 6 p.m. Location is Dang's Thai Kitchen in Lake Oswego.

## SEPTEMBER ARRIVE & DRIVE

Saturday, September 14 | 8:45 a.m. to 2:30 p.m.

**Meet at Shari's Cafe and Pies**

29690 SW Town Center Loop W. | Wilsonville, OR 97070

**E**njoy some of the best driving roads in the five-county area. Each drive is roughly 60 to 100 miles in length and finishes in under three hours (unless otherwise noted). You have an option to join the group for lunch. To attend, bring your favorite Porsche (with plenty of fuel) and ideally, a navigator, to our start location at the Shari's in Wilsonville no later than 8:45 a.m. Drivers' meeting takes place at 9:00am. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m. For more information please contact [tours@oregonpca.org](mailto:tours@oregonpca.org). ■





## SEPTEMBER SOCIAL AND DINNER

Wednesday, September 18

Social Hour: 6:00 p.m. to 7:00 p.m., Dinner: 7:00 p.m.

**Ernesto's Italian Restaurant | 8544 Apple Way, Portland, OR 97225**

*Hosted by Larry and Linda Tracewell*

**T**We have room for 60 people. We will be offering the following limited menu of plated dinners (cost includes gratuity):

Lasagna – \$30.00

Seafood Manicotti – \$36.00

Stuffed Chicken Breast Saltimbocca – \$35.00

Chicken Caesar Salad – \$24.00

Fillet of Salmon – \$39.00

Dinners served with Caesar Salad, Vegetables, Potatoes or Rice Pilaf, Focaccia Bread, Coffee, Iced Tea or Soft Drinks.

When you RSVP for this event please indicate your menu choice. RSVP here: <https://www.oregonpca.org/event/monthly-social-and-dinner-september-2/>. An email will be sent out prior to the event to confirm your attendance and menu choice. *Please bring the correct change for your meal. No credit cards can be used for the meals although credit cards are accepted for alcohol.*

If you have questions please email Cherie at: [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org) ■

*NOTE: The October Social and Dinner will be on Wednesday, October 16.*



## SEPTEMBER MIDWEEK CASUAL DRIVE

Tuesday, September 24, 9 a.m. to 2 p.m.

Meet Time 9 a.m. | Leave Promptly at 9:30 a.m.

**Evergreen Aviation Museum | 500 NE Capt. Michael King Smith Wy., McMinnville, OR 97218**

**T**he September Midweek Casual Drive is Tuesday, September 24. We will meet at 9:00 a.m. at the Evergreen Aviation Museum. We will sign insurance waivers, have a participant meeting at 9:15 and depart promptly at 9:30 a.m. Check your tire pressure and fuel up before you arrive. We go rain or shine. Navigator not needed, but encouraged. Please RSVP to Steve Bledsoe at [Steve@Bledsoes.net](mailto:Steve@Bledsoes.net) or (503)437-3029 by September 19, so he can print enough route instructions. Also, let him know if you plan to have lunch with the group and how many people so he can advise the restaurant. ■



## TECH SESSION: CAR DETAILING

Saturday, September 28 | 10 a.m. to 12 Noon

**Sidedraught City Shop Located at Heckmann and Thiemann Motors**

3220 SE 19th Avenue | Portland Oregon 97202

Join our car detailing session presented by member Neil d'Autremont at his Sidedraught City Shop in the Heckmann and Thiemann Motors Garage. We'll learn about some new techniques with paint and interiors as well as discuss common problems you may have with your vehicles, both daily drivers and your "babies." Neil will be offering special pricing on Griot's Garage products and sharing information on some new products that will be unveiled soon. Bring your questions! ■



## TECH SESSION AT AR AUTO SERVICE

Saturday, October 5 | 9 a.m. to 12 noon

**AR Auto Service**

9730 SW Shady Lane | Portland, Oregon 97223



Join the technical-minded members of the club for an informative tech session with the Eddie Nakato from AR (Adrenaline Racing) Auto Service. These tech sessions have been very popular in the past, so we expect this will sell out quickly. We have room for about 35 attendees. You will need to RSVP on the web site here: <https://www.oregonpca.org/event/tech-session-ar-auto-service-4/>

Topics for this session are TBD.

Please note: The event will be held at their new, additional facility located at 9730 SW Shady Lane, Portland, Oregon 97223 (private parking lot and street parking for overflow). ■



# ADOPT-A-ROAD IN MEMORY OF MARLENE MACEWAN

Sunday, September 29 | Meet at 9 a.m.

**Meet at Sherwood Safeway**

20685 SE Roy Rogers Rd. | Sherwood OR 97140

**W**e now have an official date approved by Washington County to do the first Adopt A Road trash pickup in memory of Marlene Ellis MacEwan. Marlene was an active member of the Oregon Region Porsche Club for many years. She was the social chairperson for many of those years and knew everyone! Marlene was tragically killed in one of her 911s in March, 2017.

We have adopted a road near where her accident occurred. It is a 2.1 mile section of Scholls-Sherwood Rd. from Roy Rogers to Stark Rd. (both sides).

Gary Feldmann is organizing this event. It will be on Sunday, September 29 and he needs about 12 volunteers. He would like to meet at 9:00 a.m. at the Safeway at Hwy 99 and Roy Rogers in Sherwood and carpool to the site.

Please contact Gary at [feldgary@comcast.net](mailto:feldgary@comcast.net) if you're interested in volunteering and for details on what to expect and what you will need to bring. For complete information including all the requirements, please go here:

<https://www.oregonpca.org/event/adopt-a-road-in-memory-of-marlene-ellis-mcewan/> ■



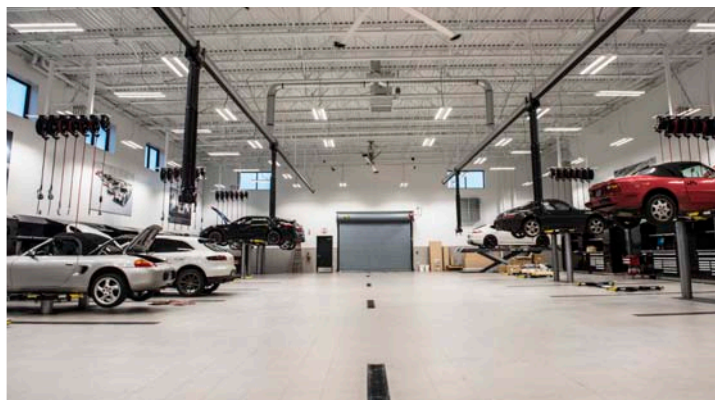
*Marlene winning Gear of the Year 2016, with Joe McQueen.*

## MARK YOUR CALENDAR FOR MORE FALL EVENTS!

**FESTIVAL OF CARS, BEND OREGON** – Friday, September 13 – Sunday, September 15. Join us at one of our favorite car shows. You can show your car and join for the whole weekend of activities or just come out to see the cars on Saturday, September 14. For information go here: <https://www.oregonpca.org/event/2019-oregon-festival-of-cars/>

**2ND ANNUAL ROTHSPORT PORSCHE SWAP MEET** – Saturday, September 14. Join the folks at Rothsport Racing located at 14015 SW Galbreath Dr., Sherwood, OR 97140. For information go here: <https://www.oregonpca.org/event/rothsport-swap-meet-saturday-9-14/>

**HURLEY HAYWOOD'S 962 "SHOW AND TELL"** – Saturday, October, 26. The Porsche Club of America, Pacific Northwest Region has incited us to attend the Hurley Haywood's 962 "Show and Tell". This is a unique and rare opportunity. Details are here: <https://www.oregonpca.org/event/rothsport-swap-meet-saturday-9-14/>



## Special Offer for Porsche Club Members!

Here at Porsche Beaverton, we support your passion and enthusiasm for the Porsche brand.

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“Glasurit” Refinishing System. The exclusive only paint specified by Porsche, it’s the paint that is on new Porsches and has been for years. Why accept anything else?

**Factory Certified Wheel Alignment**

“Beissbarth” Germany’s finest alignment equipment. To get that Factory Exact alignment, or to align highly modified suspension we trust Beissbarth’s accuracy.



21916 Ferry Rd. SE, Stayton, OR 97383 1.877.489.2520 car@wvi.com

# Anzeiger Marketplace

## CARS FOR SALE



**2006 CAYMAN S. 18,000 MI. \$28,900 OBO. Stock, but with the following factory ordered options (as delivered)**

- A.** 475 PASM
- B.** 639Sport Crono w/o PCM
- C.** Seal Grey Metallic Paint / Stone grey standard leather interior
- D.** PPB Preferred package plus
  - 1. P12 Self dimming mirrors and rain sensor
  - 2. 342 Power seat package (electric memory and warmers)
  - 3. P74 Bi-Xenon headlamp package
  - 4. 680Bose Surround Sound System w/ remote CD changer
  - 5. 446 Wheel caps w/ colored crest
- E.** 425 rear window wiper
- F.** 573 Automatic climate control
- G.** CNX Spoiler lips Aluminum look

**II. Additional equipment (added when delivered)**

- A.** Clear Bra
- B.** Champion RS 98 19" (f:x8.5,r:x10) wheels & Michelin Pilot Sport 2 tires
- C.** European clear side markers
- D.** Leather steering wheel (P)

**III. After delivery options**

- A.** Short Shifter (P)
- B.** Alcantara (Suede) options (both P):
  - 1. Sport Steering wheel w/ airbag
  - 2. Shift lever
- C.** Additional cargo net, luggage compartment liners front & rear, outside car cover, battery charger, roof rack w/ Mt. Bike carrier, dealer's show room preview cover, passenger umbrella (all P)
- D.** (P) Air intake plate (custom drilled to de-snork)
- E.** (P)Engine air intake manifolds (custom painted w/ Porsche logo)
- F.** (P) Exhaust pipe (custom chrome plated)
- G.** Mobil-1/ Porsche padded elbow arm rest (P)
- H.** BMC Sport air filter
- I.** Machined stainless steel wheel bolts
- J.** BC Velocity "Dream 1" dual radius exhaust accumulator
- K.** HIP Clear engine cover, w/ covering foam/ fabric pad
- L.** IPD Aluminum air intake plenum
- M.** Guard transmission (GT) torque biased differential
- N.** Single mass aluminum flywheel & spring center HD clutch disc

- O.** Revo (R&I) ECU software upgrade

**Alena Wheary, 503-849-8291.**

**alenawheary@yahoo.com (6/19)**

## PARTS FOR SALE



Cayenne Turbo (958) Winter Wheel/ Tire Package \$1100. Severe weather-rated Pirelli Scorpion Ice & Snow tires on 275/45 R20 on 20" OEM Porsche Sport Design II wheels (clear turbo brakes). Minor rash on a couple of the wheels. Tires run one season only. Email for photos or questions to [creatv1@icloud.com](mailto:creatv1@icloud.com) (9/19)



Wheels & Tires for sale. I paid \$2500, but I'll take \$2000. The Porsche Sport wheels are \$1250 ea from Porsche w/o the center caps. These have color Crest center caps. The tires are Bridgestone Potenza SO4. Fronts are 235/35/R19. The rears are 265/35/R19. Front wheels are 8", rears are 9.5". Perfect for a Cayman and others. Free delivery to club members. Joe Kelly 562-587-3090 or [joekelly@earthlink.net](mailto:joekelly@earthlink.net) (8/19)

Black WeatherTech Floor Mats for Porsche Caymans (2013-2018). Laser Measured for a Perfect Fit with Part Number: 447241. Retail + Shipping (\$109.95 + \$18.00) = \$127.95. Selling for \$75.00 (41% savings). Still in the box and never opened! Roy D. Johnson, [roy\\_d\\_johnson@hotmail.com](mailto:roy_d_johnson@hotmail.com). (10/18)

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@oregonpca.org](mailto:classifieds@oregonpca.org). 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 and are subject to space availability. Make checks payable to Oregon Region PCA and mail to PO Box 25104, Portland, OR 97298. ■

## IN SEARCH OF

I'm looking for an early '80s 911SC up thorough an '89 3.2 Carrera in very good or better condition. Must be coupe without whaletail in original condition. A straight, true body is important. Contact Jim Groves, Battle Ground WA 360 910-8467. (9/19)