

# The 65th Anniversary Message

BY RANDY STOLZ

*Note: For those not attending the 65th Anniversary here's my message to the club. With a five minute time budget, I wish I could've talked faster.*



## Porsche Club of America – Oregon Region 65th Anniversary Celebration

Over the past year I've been the club historian. That is somewhat like being Gil Pender in "Midnight in Paris", traveling back to the Lost Generation and the Golden Age. Then too it's like Marty McFly dropping in on his parent's youth in "Back to the Future".

For the moment though, let's enter 1960 as a target year in our time machine.

PCA's then-Washington Region extended as far north as Alaska, east to the Dakotas, and south to the California border. The folks here in Portland felt a bit left out. One of them was a guy named Richard Stief. With the blessing of Bruce McCassey (Washington Region's President), Dick managed to contact all of the Porsche owners in Oregon, a whopping 47 cars at the time –without E-mail!

About 40 owners and guests met in July and August to form the Oregon Region. That gave way to a Concours in September and a PCA Charter. While there was much enthusiasm at the time, this burst of growth was short-lived. Why? Like today, there were so many competing interests.



Dick Stief, Oregon and Bruce McCassey, Pres. PCA Washington "divvy-up" territory for the new PCA Oregon Region.

Looking at the



Slalom, rallying, and racing all had very active clubs too.

Ironically, racing, the sport that propelled Porsche into our minds, was finding its way into Portland with the creation of PIR. With a venue for regional racing, many members

drifted away. Additionally,

the equally new Cascade Region drew away some in 1961. By '63 the membership was down to just nine.

Fortunately, we had presidents like Don Kemmerich

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Don Kemmerich

Ken Charters

and Ken Charters who spent multiple years before and after their presidencies keeping things alive with gatherings followed up with a short mimeographed newsletter. While there were informal mailings under various names beforehand, the 70's saw the introduction of the *Anzeiger*. Our first editor, Vic Kreimeyer, won first place overall for newsletters

at the '71 Parade. In 1972 the Otter Rock Weekend at the Alpine Chalets was born, consisting of beach volleyball, a Chalet to Chalet progressive dinner, the bonfire/marshmallow fight, and a drink called a "Banana Banshee", and various other forms of mischief.

All of this fun was tempered by the Arab Oil Embargo

in '73 and 74, the Federal Clean Air Act and a National 55 mph Speed Limit. In some states you risked a \$500 fine for using a radar detector.

You needed more than a detector to win one of our Rallyes. The Past Presidents Rallye had become a tradition, and John Joyce (who passed away this year), produced many rally schools and events; and showed us that problem-solving and







a sense of adventure had a following.

Our first multi-region event was the Oregon GAS'EM. It was a mini-Parade in '76, which ... in part ... won us PCA Region of the Year. The GAS'EM prepared us for our first Parade in 1980 ... just in time for Mount St. Helens and a Herculean effort by club members to sweep the track clear of ash.

Like the 60's the beginning of the 80's brought more racing among our members; some of them competing at or near the professional level. There was no shortage of instructors for Track Days and those events became more education oriented.

Track days, preparation, and repair of now 15 to 20 year-old cars brought demand for more maintenance and technical information. Our first Rainbonnet was held in November '82. It was a multi-region "Tech session" with local and National presenters. We were fortunate to use a distributor's depot for a dry meeting spot. We also had a Concours, along with some other activities, and a usually a banquet. In later years we added track events and



moved to the Monarch hotel.

The Eighties also brought our own Autocross program. Under the watchful eye of Will Swope and later John Stanton, the club ran events at places like the Salem Armory, Porsche Beaverton's parking lot, Mt. Hood Community College or anywhere we could park a then-new club trailer full of cones and flags.

AX is the last competitive event the region now holds. Hopefully we can offer more competitive events in the future, be it a Concours, a rally, or creeper races on a fun afternoon. It's up to you.

Maybe 25 years from now someone will resto-mod their Taycan Turbo S Cross Turismo with a flux capacitor. Better yet; they will write about THESE times as the "Golden Age". It's certainly been that for me. Thanks to everyone that made it happen. ■

