



# Anzeiger

April, 2013

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# Anzeiger

Volume 53 No 3  
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## ON THE COVER

Preparing for a great Porsche presence at the 2008 Rose Cup Races. Photo by Bob Schatz.

## Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. For more information, see page 30.

# Anzeiger

Noun, German

1. One who indicates, shows
2. One who informs

COORDINATOR/ PHOTO EDITOR  
 DESIGNER Bob Schatz  
 Nancy Scott bob@allusaarchitecture.  
 503.997.2230 com  
 nanscottdesign@gmail.  
 com

## Board of Directors 2013

PRESIDENT BOARD MEMBERS AT  
 Eric Freedle LARGE  
 503.936.0816 Mike O'Connor  
 president@oregonpca.org 503.320.2447  
 bmal2@oregonpca.org

VICE PRESIDENT  
 Joe McQueen Kim Taylor  
 503.650.9933 503.530.6770  
 vicepresident@oregonpca.dechair@oregonpca.org  
 org

TREASURER  
 John Brams Ahn Le  
 503.297.6466 membership@oregonpca.  
 treasurer@oregonpca.org org

PAST PRESIDENT  
 Jim North  
 503.221.6262  
 SECRETARY pastpresident  
 Gary Chapman @oregonpca.org  
 503.880.2033  
 secretary@oregonpca.org

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## Classified Advertising

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](mailto:classifieds@oregonpca.org). Copy received by the 15th of the month will be included in the next issue of *Anzeiger*.

Each item is limited to 50 words. When selling a complete car, submit copy in this sequence: year, model, body style, additional features, mileage, price, your name, phone number and an optional e-mail address. Each ad may be accompanied by a single photograph; however, inclusion is subject to the availability of space.

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise. Display advertising space at nominal rates is available in *Anzeiger* for commercial products and services.

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

Oregon Region Porsche Club of America reserves the right to reject or edit any ad, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.

# Anzeiger

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

All advertising is to be provided in a digital format. Please contact Nancy Scott, [nanscottdesign@gmail.com](mailto:nanscottdesign@gmail.com) for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

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| Inside back cover  | \$2,736 |
| Inside full page   | \$2,502 |
| 2/3 page           | \$2,124 |
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# Oregon Region Events



## ***April, 2013***

- 9 Board Meeting
  - 13 Spring Clean @ Matrix Integrated
  - 17 Monthly Club Dinner and Social
  - 28 Autocross 2
- 

## ***May, 2013***

- 5 Autocross 3
- 11 Arrive and Drive
- 14 Board Meeting
- 15 Monthly Club Dinner and Social

## ***June, 2013***

- 8 Arrive & Drive
- 11 Board Meeting
- 14-16 Rose Cup Races @ PIR
- 19 Monthly Club Dinner and Social
- 20-24 Northwest Passage
- 23 Autocross 4
- 28-30 Historics

## ***July, 2013***

- 9 Board Meeting
- 13 Arrive & Drive
- 14 Autocross 5
- 17 Monthly Club Dinner and Social

## ***August, 2013***

- 11 Autocross 6
- 13 Board Meeting
- 21 Monthly Club Dinner and Social

## ***September, 2013***

- 6-8 911 50th Anniversary Event  
at Skamania Lodge
- 7 Sunset Swap Meet
- 10 Board Meeting
- 15 Autocross 7
- 18 Monthly Club Dinner and Social

## ***October, 2013***

- 6 Autocross 8
- 8 Board Meeting
- 12 Arrive and Drive
- 16 Monthly Club Dinner and Social

## ***November, 2013***

- 12 Board Meeting
- 20 Monthly Club Dinner and Social

## ***December, 2013***

- 10 Board Meeting

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of all activities**



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**FROM  
THE  
PRESIDENT**  
Eric Freedle



## Spring is Finally Here

**M**any of us living in Oregon really look forward to the spring months. Not only are the days “longer” and drier, but this is when we get to take out our favorite vehicles for some enjoyment. There are actual driving events for our members, such as the HPDE track days, Autocross, and the Arrive & Drives, which start in May. We encourage current and new members to check out these events, as they provide an opportunity to really engage you and your machine.

Also coming up is the Fourth Annual Spring Clean, being held on

Saturday the 13th of April, where members get to mingle, chat and get some detailing done to their cars. Please refer to the website for the location and how to RSVP.

For those that attended last year’s Holiday Party, you’ll be glad to know that the board has again approved the Portland Golf Club as the location for the 2013 party. Marlene MacEwan has again lined up the Design Band to entertain us well into the evening.

Our vice-president, Joe McQueen, was able to attend the Northwest Zone 6 (the largest zone) Presidents’ meeting (I was out of town at a continuing education event) in Bend this March. Along with our Zone 6 representative Dave Cooley, Caren Cooper (the PCA national vice-president) was also present. These meetings allow for region presidents to share ideas, answer questions, and get information that they can use at their respective regions.

Our region is putting on the Commemorating 50 years of the Porsche 911 presented by Sunset Porsche on September 6 to 8, 2013, that will be held at Skamania Lodge with Paul Kust as the event chair. This event will focus on the 911, ranging from the 1960’s models to the ultra modern 991. Registration and accommodations are limited, so please don’t miss this one. Our website, [oregonpca.org](http://oregonpca.org), has all of the details about the event and the cost.

Our members are welcome to attend the monthly Board of Directors meetings that are held at Dang’s Thai Kitchen restaurant in Lake Oswego on the second Tuesday of each month at 6:30 p.m. There is an open session at the end of the formal agenda for members to speak.

Hopefully everyone got a chuckle out our *Anzinger* April Fool’s special issue that was just released!

Any club questions or concerns? Please contact me at [president@oregonpca.org](mailto:president@oregonpca.org) and I’ll do my best to help you.

Happy motoring! ■



Time for spring Autocross! Car # 43, Chuck Jarvie, Boxster S, S01, 2nd. Photo by Michael Pinto.



## STILL PLAYS WITH CARS

Peter Linsky

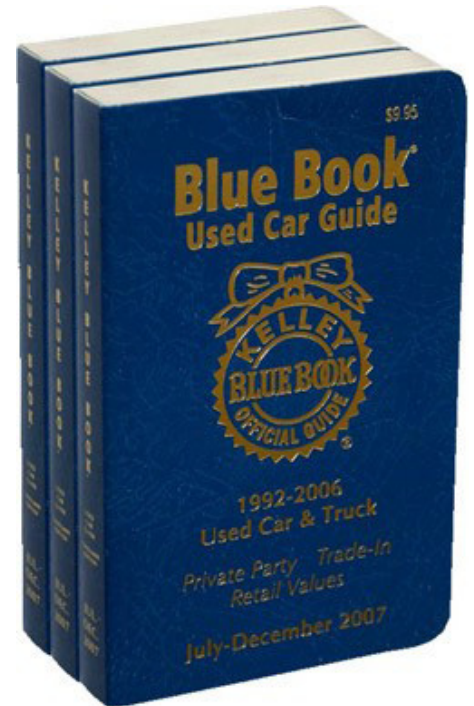
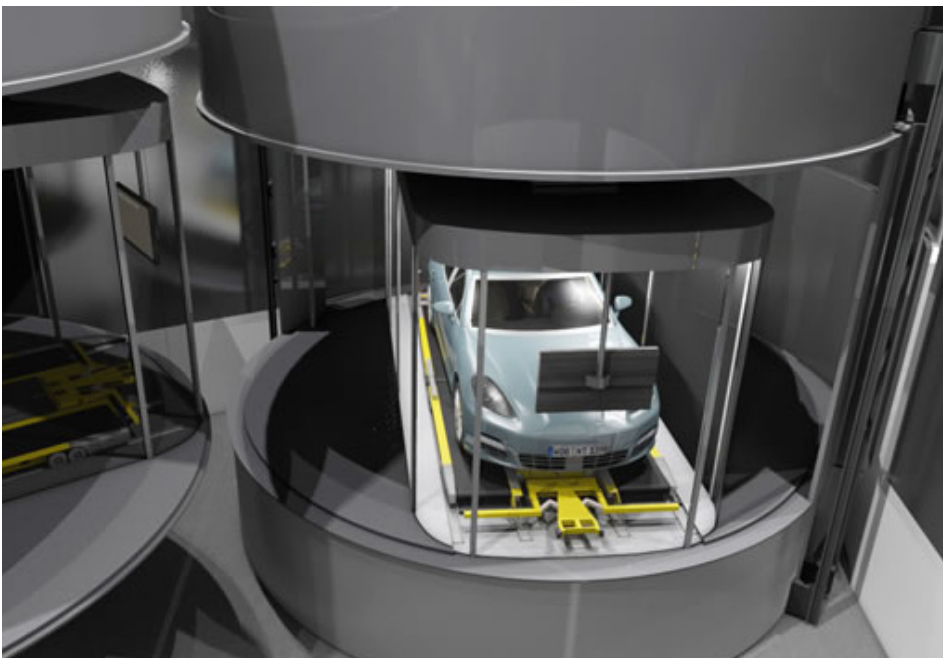


# Miami's Future High Rise Perfect for Porscheophile

**S**ome good news from Kelley Blue Book, the folks who closely track market prices and retained value shows the Porsche Panamera leading the High-end Luxury Car segment and the Cayenne leading the Luxury Mid-size SUV/Crossover category. The Cayenne also showed the best resale value, ranking fifth among the top 10. When it comes to hanging onto residual value after five years, Porsche as a whole did very well, now ranked fifth among the top 10, as Boxsters, Cayennes, and Panameras brought strong prices at auction.

**A**couple of very interesting projects have emerged recently from the fertile Aminds at Porsche Design. One is an ultra-modern high-rise condominium tower in Miami that's been named P'0001. Of course, it's built around cars. The new tower doesn't have just the usual parking garage in the basement; instead its core is a central elevator served by three circular, rotating platforms that raise an arriving car and then pull it into the elevator. Once at the proper floor, the car is offloaded to rest just outside the apartment unit. Very convenient. Here's a link: [www.archiform3d.com/3d-gallery/12-porsche-design-tower](http://www.archiform3d.com/3d-gallery/12-porsche-design-tower). The other item is for the video/audiophile who has the

Artist's rendering of an elevator at the upcoming P'0001 high rise in Miami.



space—and cash—for what must be the best outdoor entertainment system in the neighborhood. It's called "C-Seed," for some reason. I think that "C-Saw" makes better grammar, but it's not my project ... Visit [www.cseed.tv/design/movie.html](http://www.cseed.tv/design/movie.html) for details. I suspect that the Cabriolet is less costly.

And while you're poking around online, check this one out: [www.9magazine.com/porsche-911-used-as-display-backdrop-to-create-stunning-presentation.html](http://www.9magazine.com/porsche-911-used-as-display-backdrop-to-create-stunning-presentation.html) *(Continued on next page)*

## STILL PLAYS WITH CARS, CONTINUED

*(Continued from previous page)*

**Y**ou are probably aware that later-model cars and light trucks have a little plug under their dashboards that allow technicians to download electronic trouble codes when you swing by your dealer or service shop. They also allow agencies like the Oregon DEQ to check emissions data at re-registration time. And now, that stored on-board data can let your insurance company see how you drive. Progressive Insurance Company began running ads last fall, featuring its ubiquitous TV pitch-gal “Flo,” who urges you to allow the company to take a “Snapshot” of your driving habits. She suggests that your rates might go down if you are a safer driver than everyone previously thought. In fact, Progressive concedes that seven of every ten customers who have opted to install a Snapshot sensor have seen their rates drop. That’s a tacit admission that those 70% have been paying too much over the years. What does the little Snapshot recorder record? How hard you accelerate, brake, or make turns. Tippy-toe, and you’re viewed as a “safer,” and thus lower-risk driver, compared to someone who occasionally likes to safely test the limits of his or her car. State Farm has also jumped aboard this train; others are sure to follow. Let’s hope that this sort of electronic snooping does not become a condition of buying an insurance policy down the road.


**T**hanks to Hemmings for offering a very good discussion of ethanol in gasoline, and its deleterious effects on the fuel systems of collector cars. Here’s the link:

<http://blog.hemmings.com/index.php/2012/11/14/tech-101-ethanol-in-gasoline-and-its-effects-on-collector-cars/?refer=news>

Until next time, drive carefully! ■

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**Jim North**  
**Financial Advisor**  
Morgan Stanley Smith Barney  
1001 SW 5th Ave. Suite 2200  
Portland, OR 97204  
James.North@mssb.com  
(503) 221-6262 (direct)  
(503) 221-8602 (fax)  
(800) 767-7824 (toll free)



## SPINNEN

Randy Stolz



## Sketches Part 2 ... the Kustom Kulture and a Technical Reality

**M**uch of life is a gamble. The decisions we make can allow us to win, lose, or change direction. What's more odd is that after a decision is made and we experience the result, we'll revisit that same question again and appreciate what drove one way or the other. Let me explain.

As a kid I was always fascinated with the way things went together. Being a visual person, I used to be amazed at how a two dimensional printed cutout of a car on a cereal box could be folded



Sam Barris's '49 Mercury -photo courtesy galpinclassics.com

into a three dimensional model. Rocket ships, spaceports, and cities of the future were all available in cutout form for only three box tops and 25 cents. Soon I started building my own structures without having to remember that "tab A" went into "slot B" etc. Of course, Lincoln Logs®, and an Erector® set, helped get me to the next step using more durable materials than paper. I seem to recall building a Bascule bridge as crowning achievement at the time, but let's get back to the car.

Imitating those cereal box forms I visualized how to draw cut outs and bend paper to achieve what I wanted even though I was limited to very basic box forms. Drawing those cut out cars soon gave way to just drawing profiles of cars and then on to more detail until, in junior high school, I took a mechanical drafting class which greatly changed my view of cars. Not only did aesthetics count, but detail mattered too. Still too young to drive, drawing a car was the next best thing.

As I mentioned in my previous article I would draw cars during breaks at school. As well as the sports car designers; I was influenced by the rodders and customizers of the day. The custom '49 Mercury of Sam Barris (no relation to George Barris) reflected the rejection of ornamentation returning to pure form not unlike the "modernist" Europeans mentioned previously. It's easy to see the similarity of "look" compared to say, early Porsches. Indeed for the duration of the 50's, as Detroit placed evermore chrome on cars, the customizers removed it. While the chrome disappeared on the outside it reappeared on the inside especially in the engine compartment and on the ubiquitous shift knob.

While many early street custom enhancements removed chrome and cleaned-up the lines by "chopping," "channeling," "frenching" and "shaving" (to the car not the owner); Hot Rods seemed to go in another direction. Born for racing and devoid of bodywork in the front of the car—ostensibly for cooling and ease of access—they showed off the engine since that's where the money was. With 30's or 40's bodywork from the firewall to the rear they were built for speed (albeit in a straight line). Lightness, it seemed, mattered more (*Continued on next page*)

## SPINNEN, CONTINUED

*(Continued from previous page)* than streamlining on the dry lake beds and drag strips.

Not satisfied with the choices of production bodywork used for hot rods, some customizers turned to fiberglass coachwork as the “Show Rod” was born. Some going far beyond the car and more concerned with a “look” than function. Thus, the likes of George Barris and Ed Roth could be considered more “artist” than designer using almost anything for their “canvas.”

As for the paint on the canvas, the first “Candy” paint job goes to Mel Pinoli, who laid down a translucent green on a 49 Chevy back way back in 1955. While metal flake paint had been invented, it was Dean Jeffer-

ies who first figured out how to spray it evenly in the 60’s. Scallops, flames and pin striping followed and in many, many cases were far better than the “canvas” they were applied to.

Some of these “low brow” artists went far beyond customizing. George Barris, Ed “Big Daddy” Roth, Ken Howard aka “Von Dutch” and later Robert Williams who worked for Roth all had their own unique specialty. Theme cars for surfing and one that hovered on a cushion of air such as Roth’s “Surfite” and “Rotar,” serious paintings and engravings by Von Dutch, the surreal and fantastic art of Robert Williams that made statements about society, the enduring images of Marilyn Monroe by the accomplished photographer George Barris, all extended far beyond the world of typical custom cars. Their work has now become the foundation of Kustom Kulture and if not respected in certain quarters, certainly collected at very high prices.

As my education and other interests progressed, the time to “draw” became scarce. Stints with team sports, “vehicle maintenance,” friends after school, and an “exploration” of the opposite sex; all conspired to eliminate my drawing of cars to rare occasions, and then it was gone completely after high school. Aside from the legacy of a few art classes, the draftsman/artist was overcome by the world around him.

Having been bit by the “Bug” (a blue ’62 sunroof model) during my last year of high school and my parents allowing me a period of relaxation (as in the “Graduate”); we didn’t have a pool to float in nor did I know the neighbors that well. Thus, I spent the summer of ’64 helping my buddy, Phil, resurrect his Dad’s “Go Kart.” The mother of all go karts, the thing had a modified Crosley frame with a Harley “45” flathead mounted aft of a single seat with a fixed gearbox. It had no body but plenty to work on for two kids with no money. I became ever more technically fascinated (and oriented) as we tore it down and put it back together in an effort to get it to run. After towing it out to Dry Canyon Road and pushing for what seemed like forever, the straight pipes wheezed smoke, coughed and finally barked to life allowing short but terrifying bursts of acceleration. Top speed was about 45 mph when we lost ignition to a total loss system so we packed up and headed home never to do it again. *(Continued on next page)*



Ed Roth's '59 "Outlaw" show rod. Photo courtesy rodandcustom.com



## SPINNEN, CONTINUED

*(Continued from previous page)*

The last gasp of a young would be designer still had one more chapter. Graduating from high school, I knew I was at a crossroads. My diploma said Art-Science major. My grades were good enough to continue on in college but I thought, why not look at something different? I had saved some of my more ambitious work over the years. Along with a wood creation for the Fisher Body Craftsman's Guild and some customized plastic car kits, I packed my drawings and went for an interview at the Art Center College of Design. While they were pleased with my grades, and what little illustration I had done, apparently my portfolio was in need of more work. This meant time needed to build on that direction ... time that got away from me.

As I entered Valley State in the fall of '64 the war in Vietnam was escalating ever further. After a year and half of majoring in "Animal House," I received the then-dreaded letter from the Selective Service in 1966 with the word "Greetings." Not wanting to become an infantryman, I enlisted for the longest technical training program (radar repair) I could find. It worked; and I spent the rest of my working life in electronics and computers, far away from those sketches and dreams.

What became of those sketches? They were lost to many moves from place to place, I guess. The thing is I'd forgotten how much fun I had doing them until I recently stumbled upon *a video* you might enjoy.

The visual arts always lurked far behind my work in the technical world. It's kind of a secret passion creating personal dream cars. Oh, there's always that stack of un-built model race cars in the attic, but perhaps it's time to get back to the drawing board. Maybe I'll start with a few sketches.

-KEEP SPINNEN ■



The author and his "Bug" in '63.



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Two Tesla Model S sedans in the Tech line for the DSC.

## Shakedown: ORPCA Kicks Off the 2013 Autocross Season with Style

Story and Photos by Michael Pinto

**T**he 2013 Autocross season has finally arrived! ORPCA kicked off the season in grand style with a sold-out Driver's Skills Clinic. The DSC is a 1-on-1 autocross school for complete first-time beginners, all the way through advanced defending champions. Everybody can always learn how to be quicker, and that's the idea behind the DSC. This season registration was capped to allow one instructor to stick with their one student for the whole event.

The day started out very early with a lot of volunteers helping to setup the event, which consisted of four different zones. The drivers broke up into four groups, one for each zone, and attacked just that zone. This allowed for instant feedback and the ability to perfect one area. After a set time each group swapped zones, until all four groups had gone to all four zones.

The four zones consisted of a launch box and pivot cone, a skidpad, a slalom, and a series of Chicago boxes. The students provided excellent positive feedback on this concept and everybody was able to learn new skills. The DSC always sells out quick, but the new format is a winner beyond expectations, so if you are thinking about attending next season at all, you really need to keep an eye out for the registration.

After the DSC concluded, the four zones were combined into an Autocross course and the Test and Tune started. The TNT is another long ORPCA tradition that is well attended. It is setup and run like a normal Autocross, only without timing and scoring. The idea is to shake the cobwebs loose, tighten the nut behind the wheel, and make sure car and driver are both ready for the season. It's a great day for making adjustments to your car or trying something new.

It was a long day for all of the volunteers, and we really cannot thank all of them enough for everything they do! From setup and site prep, to coffee and muffins, to cone-shagging, instructing, and tear-down, none of it happens without volunteer assistance, so THANK YOU! *(Continued on next page)*

# AUTOCROSS #1, CONTINUED

## Let the Games Begin! The Points Race Has Begun

The day after the DSC and TNT was Autocross #1, the first points event of the year. The day dawned surprisingly sunny and the track was a tricky reversal of the previous day's four-zone combo TNT track. A full field of 58 cars and drivers took to the grid and prepared for battle. (The only victims were, of course, some orange cones.)

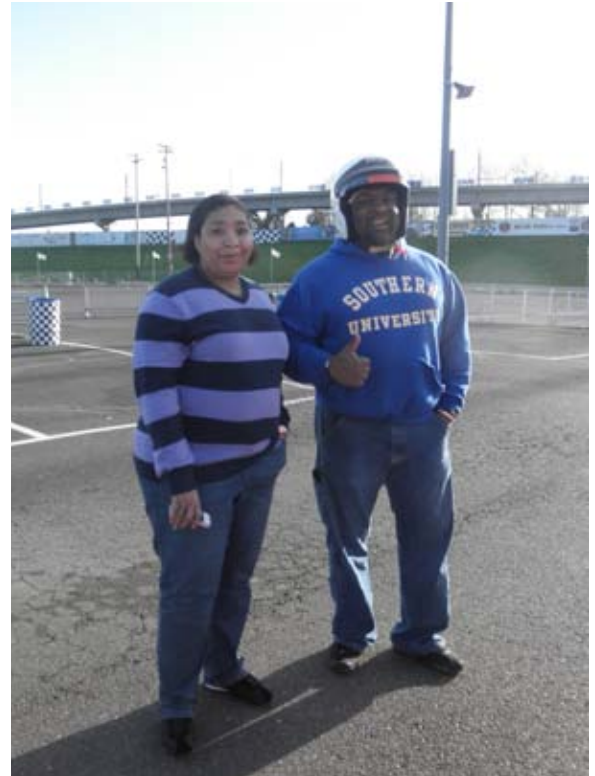
In S01 defending Champion "Racin" Rick Slavin had to fend off a bonkers field of five Boxsters in his C4 cab, just nudging out the inaugural victory over Chuck Jarvie. This was a large turnout for the class, and this author suspects some good competition here throughout the season. Perennial runner-up Bryan Brock was MIA, so there may be even more competition! In S02, defending Champion Sean Vanderheiden had a tough day in his 996, placing third behind winner Jim Pileggi's Boxster and Gary Johnson's Cayman. The class is now a very interesting mix of cars and should prove to be entertaining and enlightening.

P01 saw Cary Kutter's 914 just edge out defending Champion Harry Danberg's 72 911 Targa. These two classics are beautiful cars and a real treat to watch! P02 had defending champ and current club El Presidente' Extraordinaire Eric Freedle's neo-classic 911 take the solo victory. Will anybody step up to challenge him this season after his oh-so-narrow two-point victory last year? P03 was the familiar Hollywood sequel of Jeff Gretz just edging out Bob Schatz in dueling Boxsters. Last season Bob earned a single victory over Jeff, will he have more in store for this season? P04 had returning Champion (and Parade winner) Barry Cogut take a solo victory over Liz Bacon's DNS. Hopefully Liz will make the rest of the events!

I01 had your author once again co-driving autocross co-chair Todd Averitt's classic 914 to a victory. Will anybody else in the club challenge the little green car this season? We hear rumors of a 2.0 powered 914 coming out soon ... The new I02 class featured autocross co-chair, and Parade winner, Kathy Smalley take the inaugural win over Trevor Turner-Rice and Bill Thorp. With three racers in one car the results should be fantastic all season long. I hope you like close finishes!

In NPR we had five cars make the call with Ryan Otis' Z06 taking the win over Stephan Ryabinin's LS1 240Z. These guys were also #2 and #3 overall! Wait, you ask where defending Champion Dallas Cutler was? Easy, in NPS! You would think the street tires would slow Mr. Cutler down, but you'd be mistaken. Not only did he win the 32-car NPS field, he was also the Overall Fastest Time of Day in the wicked black EVO. Surely a Porsche will take FTD at the next event?

Full results can be found at <http://www.oregonpca.org/events/autocross/2013-event-results-2/ax1-031713/>. Pictures of all of the events are available for free at [www.facebook.com/CascadeRacing](http://www.facebook.com/CascadeRacing), please remember to "like" the page to get the news and pictures when they are posted, and while you are on Facebook, don't forget to join the Oregon PCA Autocross Group at <http://www.facebook.com/groups/369426646803/> . ■



Donald Prier and Monikka Mann.

## More photos from Autocross I on the following page



# AUTOCROSS I, CONTINUED



Clockwise from top left: The DSC field; Car # 25, Todd Averitt, Porsche 914, I01, 2nd; Car # 860, Kohei Takazawa, Subaru BRZ, with an Audi TTS in the background; Car # 135, Jesse Elston, Scion FR-S, NPS, 8th; Tesla out on course.



# Matrix Tech Session Focuses on Tire Care

by Paul Kust / Photos by E.C. Mueller

Less than a week into another Autocross season came a tech session that could have major implications to the running of that series. What does a tech session and Autocrossing have to do with each other, you may ask. Plenty, when the tech session is on the subject of TIRES.

On a cold yet semi-sunny Saturday, over 20 Oregon Region members made the effort to climb out of their cozy warm beds and attend a very informative presentation put on by Jeremy and the guys at Matrix Integrated in the South Waterfront at 4000 SW Macadam, in Portland.

Now I am not a morning person, and have to admit that I showed up late and missed some of the first part that covered the things that (fortunately) I have knowledge of—such as wear ratings, speed ratings, tire pressures and the loss or increase of such due to ambient air temperature. They covered the secret codes, before and after Y2K, that are on your tires to indicate when your tires were made, the load ratings, and the ever-increasing use of nitrogen to prevent the loss of pressure, due to the increased density of the nitrogen molecular structure, and the inability of it to transfer through the rubber compounds. Wow, now we're talkin' tech!

One thing that I found interesting was the discourse on the use of tire pressure sensors that are built into your wheels in a large number of modern cars—Porsches notwithstanding—and the added cost of having to replace the sensors after about five years, due to a built-in non-replaceable battery. So instead of replacing the battery only for about a fiver each, you have the pleasure of opening your wallet to the tune of five HUNDRED for the set, more or less. Ouch!

After that eye-opening information came even more: everything you wanted to know about the different causes of tire wear; winter tire compounds and the molecular make-up that makes them so good in the snow; and setting up your cars suspension for optimum grip on the track with your favorite race tires; heat cycles and total degradation. Well, you had to be there!

Tire pressure gauge, check. Pyrometer, check. Wait, a what? A pyrometer is a device that measures the internal temperature of your tires that you use for your track events. It will give you an idea of how your suspension and your tires are working together. A very important tool to optimize your cars setup to get optimum performance out of your car—less the driver, of course!

Did you know that an alignment will do you no good if your suspension components are worn out? This was discussed in depth, and many people don't tend to put it all together that bushings, ball joints, bearings, and tires all work together to make your vehicle travel down the road in the direction intended.

We have to thank Jeremy and all of the guys at Matrix Integrated for one of the most in-depth tech sessions on tire and tire maintenance that I have ever attended.

As for missing half of the session, could I blame it on daylight savings time, but I think not, I'll just have to go to bed a little earlier next time.

But I will be there on time for the Fourth Annual Spring Clean and Detail, on Saturday, April 13 at 9:00 a.m. See you there! Access the terrific tire tech document Matrix Integrated prepared in the ORPCA website: [www.oregonpca.org/wp-content/uploads/2013/03/ORPCA-Tires-TechDay.pdf](http://www.oregonpca.org/wp-content/uploads/2013/03/ORPCA-Tires-TechDay.pdf) ■



John talks serious tire temps and pyrometers.

## More photos from Matrix Tech Session on the following pages



## AUTOCROSS I, CONTINUED



Clockwise from above: A day all about tires; Jeremy Williams explains proper and improper treadwear; time for networking with members; Jeremy addresses the ORPCA attendees tires at the ready; it's all about the round black things.





Racing collectables—These relate to Stutz

## L.A. Porsche Lit and Toy Show Boasts Record Crowds

Story and Photos by Peter Linsky

**C**all Wayne Callaway a happy camper. The founder—along with Prescott Kelly and Jim Perrin—of the incredibly successful annual Porsche Lit and Toy Show at the Los Angeles Airport Hilton hotel was all smiles as the record crowd filtered out. Marking its 30th year, the March 2 event filled two ballrooms at the Hilton, and paying attendance was estimated well to the north of 2000. While most attendees waited until the 9 a.m. general opening, Early Birds could pay a higher admission fee at 7 and get first pick of the vast trove of Porsche books, posters, toys, OEM and repro parts and other ephemera—mostly, but not exclusively, for the genus 356 and earlier 911. Callaway said afterward that some of the many vendors had sold well into five figures' worth of merchandise to enthusiasts who had arrived from as far away as Australia and Europe to search out that one or more special parts for their restoration. Usually wrapped up by the noon hour, this year saw customers lingering well past the normal closing, hoping to snatch a last-minute deal from a seller who didn't want to haul or ship his merchandise home again. If you didn't find at least one item to take home, you weren't looking very hard. Among the attendees were Jerry Seinfeld, who arrived in a stunning metallic blue '71 911S, and Magnus Walker, the LA 911 hot-rod builder who has gained somewhat of an on-line cult following.

The Lit and Toy Show is a major highlight of "Porsche Weekend" in LA, book-ended by open houses at numerous Porsche restoration shops, Porsche collector's garages, and specialty dealers, plus the big Porsche Swap Meet in Anaheim. The press of personal business limited my time to visit the shops and swap meet this year, but I thoroughly enjoyed wandering the aisles of the ballrooms and both renewing old friendships and making new contacts. As always, a good number of ORPCA members found their way to LA, and I suspect they went home with lots of goodies. If you haven't made it down to enjoy "Porsche Week" in March, it needs to be on your To-Do list! ■

**More photos from the L.A. Lit Show on the following pages**



## L.A. LIT SHOW, CONTINUED



Clockwise from top right: Porsche toys; A perfect 356 toy, with original packaging ... bring lots of money; Jerry Seinfeld's 911.

**More photos from the L.A. Lit Show on the following page**



## L.A. LIT SHOW, CONTINUED



Clockwise from below: Browsing through old racing photos; Porsche toys and collectable license frames; Stoddard Porsche offered 356 trim parts; a Canadian bent-windshield 35.





# Fourth Annual Spring Clean at Matrix Integrated

Saturday, April 13 9:00 a.m. - 1 p.m.

4000 SW Macadam

Portland, OR 97239

**A**fter great reviews of the 2012 Spring Clean & Detail event, we decided to repeat this event in 2013. So, take the cover off the Porsche, unhook the battery charger and bring your car down to Matrix Integrated 4000 SW Macadam Ave. Portland 97239. There will be experts on hand to take care of those paint chips, paintless dent removal, a windshield & glass pro and a wheel repair tech for those nasty curb rashes. We'll have a leather expert on site to help those with their blemishes. Get all of those services at one site and at a club discount! Bring those Porsches to the pros!

Deadline : April 10, 2013

Register Via : [springcleandetail@gmail.com](mailto:springcleandetail@gmail.com)

Club Contact: Mike O'Connor, 503.320.2447



## April Dinner & Social

Wednesday, April 17, 6:00 to 8:00 p.m.



**Tucci Italian Restaurant**  
220 A Avenue  
Lake Oswego, OR 97034  
*Note: Limit of 40; RSVP Early*

Hosted by Ben and Claudia Brown  
RSVP [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org)  
Social Hour: 6:00 p.m. to 7:00 p.m.  
Dinner: 7:00 p.m. to 8:00 p.m.

**T**ucci Ristorante in downtown Lake Oswego offers all the sophistication of Portland's Pearl District, all the warmth of a cozy

Italian hideaway, and all the best flavors of Italian style foods made with fresh Pacific Northwest ingredients. All this complimented by a selection of artisanal Italian wines. Pasta favorites, organic quality meats, and fresh seafood prepared in our open kitchen await you at Tucci Ristorante. Salute!

# Welcome to the 2013 Autocross Season!

**Schedule:** The schedule is below, and is posted on the ORPCA website. You can also find more information for the ORPCA events and schedule them on a personalized calendar on Where2Race.com. We have updated the classes to match the current small region PCRs. Please review the ORPCA website to see where your car is now classed.

**Registration:** All registration for the ORPCA Autocross events will be done on [www.MotorSportReg.org](http://www.MotorSportReg.org)

Registration for all events is open now. Registration for non- ORPCA members will be open two weeks prior to the event. Registration will be closed for all events at midnight the Wednesday prior to the event. All participants who preregister for an event will receive a copy of the course map via email before the event. There will be no refunds for any ORPCA Autocross events.

**2013 Autocross Season Pass:** The 2013 Season Pass will include all championship points events. Group Price: ORPCA Members: \$245; Non-ORPCA Members: \$280.

If you were to attend all of these events, the ORPCA member pre-registration fee would be \$280. We are offering a discount for the AX Season Pass. The total registration fee for the year is \$245, for a savings of \$35 (equivalent to one event).

For non-ORPCA participants, the preregistration fee is \$340 for all events. We are offering the same discount, bringing the total registration fee for the year to \$280, a savings of \$40 (or equivalent to one event). By purchasing the Season Pass, you are automatically signed up for all events, guaranteeing a slot and avoiding missing the registration window. You will also be emailed a copy of the course map after registration is closed on the Wednesday before an event. Registration for the 2013 Autocross Season Pass will be open until March 9 (before the start of the first event). Sorry, there are no refunds or credits for missed events.

**2013 Championship Points:** Participants must attend at least five of the eight events this season to be eligible for class trophies. Each participant is allowed to drop one event for the season. Trophies will be awarded based on class participation. We have a Non-Porsche Class. The Non-Porsche class is divided into two categories, Race Tire (NP-R) and Street Tire (NP-S). Race Tires are defined as any tires with tread wear ratings of 140 or below. We will count points and present trophies for both Non-Porsche classes. To be eligible for class points, participants must run at least five events in the same class and retain the same car number throughout the season, regardless of the car they campaign. Any and all Porsche cars (as defined by the PCA rules) will be ineligible for the Non-Porsche class (i.e. a Porsche with a non-Porsche engine is regarded as a Non-Porsche in the PCA rules).

**2013 Reserved Car Numbers:** The ORPCA database has been wiped clean for all participants who did not attend more than one event last season as well as all Non- Porsche entries. The remaining reserved car number will be distributed on a first come, first served basis. If you wish to reserve a number in the database for the 2013 season, please review the following:

1. Numbers below 100 will be reserved for ORPCA members. If you are a non-ORPCA member, your number will be over 100.
2. Numbers will be assigned on a first come, first served priority and you will retain that number the entire season. You will be notified if conflicts arise with your number selection.
3. Per our Autocross rules, each car/person combination you wish to enter needs a unique number. If you plan to share your car with another person, each person needs a unique number for the car. If you plan to run various cars throughout the season, please request a unique number for each combination.
4. When you request your number, please provide the driver's name, year, make and model of the car, and the ORPCA class you will be running. Remember, if you are not running a Porsche you will be automatically assigned to either the NP-R or NP-S (Non- Porsche) class.
5. Once your number is assigned, it will be yours for the entire Autocross season. Number reservations will close on March 1. Please e-mail [AXRegistration@oregonpca.org](mailto:AXRegistration@oregonpca.org) with your requests.

Questions? Contact [axchair@oregonpca.org](mailto:axchair@oregonpca.org).



## Next Event: April 28 at PIR

May 5 AX 3 @ PIR

August 11 AX 6 @ PIR

June 23 AX 4 @ PIR

September 15 AX 7 @ PIR

July 14 AX 5 @ PIR

October 6 AX 8 @ PIR



# Join us for the Second AX of the Season!

Sunday, April 28, Portland International Raceway

**A**utocross #2 is coming up soon. The plan is for sun that weekend so don't disappoint and come on out to PIR. Have some fun, meet some new friends, put you and your car to the test, and enjoy a little competition. We do have a good time.

If this is your first experience or just want to improve yourself, we have instructors to guide and help you understand what is taking place between you and your car. For Car Classing Descriptions visit: [www.oregonpca.org/events/autocross/ax-rules-regulations/](http://www.oregonpca.org/events/autocross/ax-rules-regulations/)

Preregistration for Autocross #2 can be made online through [www.MotorsportReg.com](http://www.MotorsportReg.com). The last day to preregister for this event online will be Wednesday, April 24, 2013. Registration at the event opens at 7:30 a.m. Drivers



Photo by Michael Pinto

meeting will start at 8:30 a.m. First car scheduled out at 9:00 a.m. We usually are complete by 1:30 p.m.

Entry fees are as follows: OR-PCA members preregistered online: \$35.00; ORPCA members at the gate: \$40.00; Non-ORPCA members preregistered online: \$40.00, and Non-ORPCA members at the gate: \$45.00.

Remember our forecast is for sun and fun.

AUTOCROSS REGISTER VIA:  
[orpc.motorsportsreg.com](http://orpc.motorsportsreg.com)  
CLUB CONTACT: Todd Averitt,  
[axchair@oregonpca.org](mailto:axchair@oregonpca.org)

## Autocross 3 ... On the Heels of Autocross 2

Sunday, May 5, Portland International Raceway

**A**utocross #3 will be run one week after Autocross #2. So if you want to stay "hot" or you couldn't make Autocross 2 don't fret. The plan is for sun that weekend so don't disappoint and come on out to PIR. Have some fun, meet some new friends, put you and your car to the test, and enjoy a little competition. We do have a good time.

If this is your first experience or just want to improve yourself, we have instructors to guide and help you understand what is taking place between you and your car. For Car Classing Descriptions visit: [www.oregonpca.org/events/autocross/ax-rules-regulations/](http://www.oregonpca.org/events/autocross/ax-rules-regulations/)

Preregistration for Autocross #3 can be made online through [MotorsportReg.com](http://MotorsportReg.com). The last day to preregister for this event online will be Wednesday, May 1, 2013. Registration at the event opens at 7:30 a.m. Drivers meeting will start at 8:30a.m. First car scheduled out at 9:00 a.m. We usually are complete by 1:30 p.m.

Entry fees are as follows: ORPCA members preregistered online: \$35.00; ORPCA members at the gate: \$40.00; Non-ORPCA members preregistered online: \$40.00, and Non-ORPCA members at the gate: \$45.00.

# Enjoy Spring Scenery at May Arrive & Drive

Saturday, May 11

Enjoy some of the best driving roads in the five county area with the monthly Arrive & Drive.

The second Saturday starting in May and extending into October (as of yet we will not have an A & D in August), each drive is roughly 60 to 100 miles in length and finishes in under three hours. It's a great way to kick off the weekend and a fun way for new members to get acquainted with ORPCA.

To attend, bring your favorite Porsche (with plenty of fuel ) and, ideally a navigator that doesn't get motion sickness to Miller's Homestead at 17933 SW McEwan Ave., Tigard, OR 97224, 503.684.2831 no later than 8:45 a.m. Drivers' meeting takes place at 9:00 a.m. sharp, but many arrive early at 8:00 a.m. for a no-host breakfast. 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. This is a no fee event.

Club Contact: Eric Freedle, president@oregonpca.org, 503.936.0816.



Photo by Bob Ellis



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# Rose Cup Races 2013: 53rd Running at PIR

June 14-16, 2013

**T**he Portland Rose Festival is proud to bring the Rose Cup Races to PIR, celebrating the 53rd running of one of amateur auto racing oldest traditions. Come and support the racing community and show off your car at the same time.

Porsche's to Formula cars, Vipers to GT's, Miata's to Vintage—400 racers from all over the country compete for regional points in 25 different classes. The Rose Cup Races, the oldest amateur auto racing event west of the Mississippi, is sure to excite all that attend!

Your \$40 registration fee includes a three-day admission ticket for a driver and a guest, one corral pass for the Porsche, an event program and the ever popular parade lap on Saturday and Sunday. Note: corral passes NOT available at the track.

The car corrals will be on the south side of the race track. We ask that you have your Porsche in place by 10:00 a.m. each morning.

Go to [motorsportreg.com](http://motorsportreg.com) to order your three day ticket.

Note: order deadline is May 10, 2013.

Club contact : Eric Freedle 503.936.0816 [president@oregon-pca.org](mailto:president@oregon-pca.org)



# Portland Historic Races: Corvette's 60th Anniversary

June 28-30, 2013



**T**he 2013 Portland Historic Races feature an entry list of more than 250 historic race cars to take place June 28-30, 2013 at Portland International Raceway, 1940 N Victory Blvd., Portland Oregon. The Historic Races allow enthusiasts the opportunity to see race cars up close, and feature a display of over 600 collector cars and hot rods, an autocross, food vendors and a kid's zone.

The ORPCA is offering a ticket package consisting of a three-day admission for two adults, one car corral pass, and the ever-popular parade lap. The three-day package can be purchased for \$50 through [motorsportreg.com](http://motorsportreg.com) and the order deadline is May 24, 2013. We ask that you have your Porsche in the corral located in the infield of the track by 10:00 am, so please make time allowance to cross over the track into the infield. Entry to the infield will use Turn 8 ( north side of the track ). Come out and make the Porsche car corral larger than other car clubs.

Registration Deadline: May 24, 2013

[www.motorsportreg.com](http://www.motorsportreg.com)

COST: \$50 for three-day ticket package

CLUB CONTACT: Eric Freedle [president@oregonpca.org](mailto:president@oregonpca.org)

# Register NOW for “Commemorating 50 Years of the Porsche 911” Presented by Sunset Porsche September 6 - 8, 2013

## EVENT INCLUDES:

- People's Choice Awards in 10 Classes
- This is a Shine and Show event to encourage the greatest participation from the Membership
- Special Guest Speaker, Prescott Kelly, *Renowned Porsche collector, author, speaker, and historian*
- With a special 911 presentation
- Participate in the Lodge's 20th Anniversary Events



## EVENT REGISTRATION:

Full Registration Package (LIMITED TO FIRST 125 REGISTRANTS) Includes:

- Friday Night No-host Reception
- Saturday Field Display and Box Lunch
- Saturday Night Banquet (at the Lodge)
- Sunday Tour (to Maryhill Museum/Stonehenge Memorial)

### TWO PEOPLE / ONE CAR:

March 1 – June 30: \$160

July 1 – August 1: \$185

August 2 – September 6: \$210

### ONE PERSON / ONE CAR:

March 1 – June 30: \$80

July 1 – August 1: \$105

August 2 – September 6: \$130

### ONE CAR DISPLAY ONLY:

Display Only – Includes participation in the “Commemorating 50 Years of the Porsche 911 presented by Sunset Porsche” Car Show Only

March 1 – June 30: \$25

July 1 – August 1: \$35

August 2 – September 6: \$40

*Additional Box Lunch tickets are available for Saturday.*

## HOTEL INFORMATION:

Special Room Rates: \$125 per Guest Room per Night  
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Room Rate noted does not include Daily Lodge Fee @ \$16 per day nor applicable taxes  
(Rooms are separate from Event Fees)

Participate in the Lodge's 20th Anniversary Events  
*Mention PCA or Porsche Club of America for the special price*

Or make reservations online at: [www.skamania.com](http://www.skamania.com)  
And enter in the drop down menu Group Code PCA  
For hotel reservations call 509-427-7700 or 800-221-7117



**All registration starting March 1 through [Motorsportsreg.com](http://Motorsportsreg.com)**



# Resource Directory

## Auto Upholstery

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Guy's Interiors ..... 503.224.8657

## Automotive & Performance Supplies

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Sidedraught City ..... 503.548.6334

## Financial Advisor

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Morgan Stanley ..... 503.221.6262

## Porsche Parts

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Euro Tech Auto Parts ..... 503.371.6800

## Porsche Service & Repair

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Canyon Auto Rebody ..... 877.489.2520

Collision Rebuilders ..... 503.226.6311

Heckmann Thiemann ..... 503.233.4809

Marque Motors ..... 503.293.5386

Matrix Integrated ..... 503.443.1141

Stuttgart Autotech ..... 503.635.3098

Trackside Motorsports ..... 503.236.2106

## New and Used Porsche Sales & Service

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Carrera Motors ..... 541.382.1711

Sunset Imports ..... 503.641.8600

Monte Shelton Jaguar ..... 503.224.3232

## Tires & Wheels


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A-n-T Tire & Wheel ..... 503.236.2106


## Wheel Polishing & Repair

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Skip's WheelWerks ..... 503.641.8001



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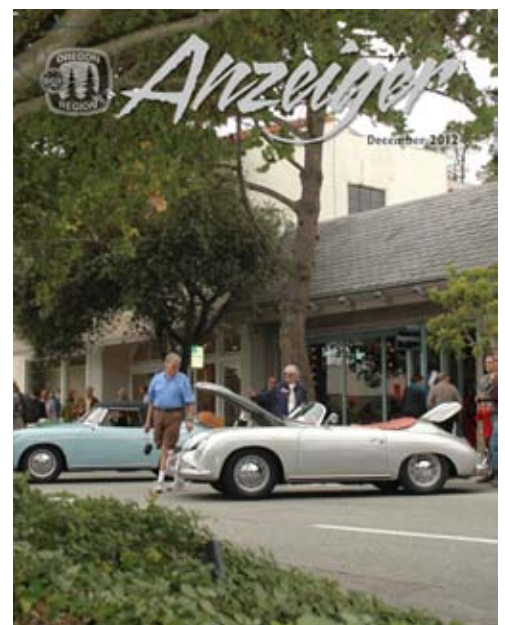
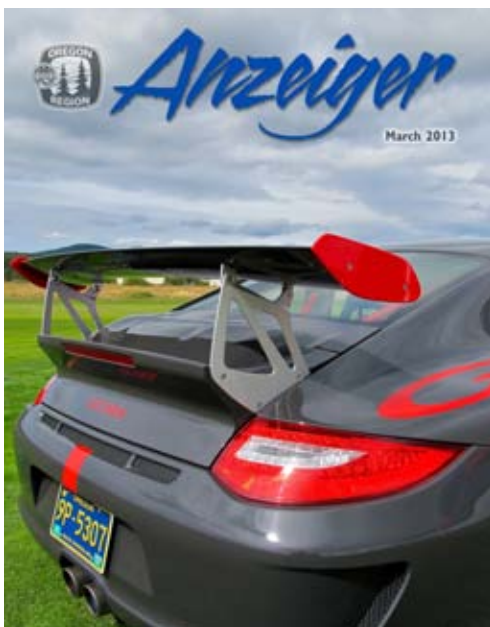
## Announcing the Anzeiger Cover Photo Contest!

**G**rab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of Anzeiger, the Oregon Region's award-winning magazine. Enter as often as you like. Details: Picture Format: Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

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

we try to blow it up to usable size. To not waste your time and perfect photo, set your camera for its highest resolution. That's the one that uses the most memory.

The fame: Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are. Send your entries to: Bob Schatz, Photo Editor. at [bob@allusaarchitecture.com](mailto:bob@allusaarchitecture.com)





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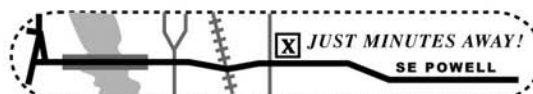
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# Marketplace



## ■ CARS FOR SALE



982 - Porsche 911SC - Coupe - 153796 miles - color Pewter Metallic - \$15,999 or Best Offer. Tom Williamson, 541.595.0990, wtiii@hotmail.com (4/13)

1993 Carrera 4 AWD Cabriolet, 110,000 miles, all original. Blue-green paint, unusual color, tan interior. Tight, solid, dry daily driver. Good top, no rips or cracks interior, no dents or scratches, only rock chips. \$25,000. Gary W. Collins, 503.789.5146, garywcollins@hotmail.com (4/13)

95 Carrera, Black/black 57,000, VIN WPOAA2990SS321588, have Carfax report. Owner since 2002, must see and drive to appreciate. \$35,000. Jon, Camas, WA 360.608.7815 (4/13)



2001 Boxster S turn-key Autocross and street car. Professionally built by Matrix Integrated for Porsche Autocross prepared class. P3 class champion 5 of the last 6 years. Two sets of Porsche wheels/tires, Hooiser A6 plus Goodyear Eagle F1. This is a super competitive autocross car plus a great handling street car. Bilstein PSS9 suspension, shock tower braces, H&R sway bars, Mintex brakes, competition alignment,

corner balanced, and more. Silver with black interior, 51K miles, Tiptronic. All service up to date. \$21,000. Jeff 503.915.2364, jgretz@onlinenw.com

18' dual axel dovetail PJ trailer also available with 6' aluminum ramps and tie-downs. (2/13)

1986 911 Carrera Targa, 52,175 original miles, 3.2 liter, 5 speed, original polished Fuchs, Pirelli 1700s, lowered approx. 1", black exterior, tan interior, top/interior like new condition, original owner's operation/warranty manuals, Kenwood CD/AM/FM, new speakers, original Blaupunkt AM/FM w/ owner's manual, factory cover, new battery, always garaged, \$29,900. Jim Glover (503) 753-3365 (gloverlaw@aol.com) (2/13)

**See page 4 for  
information on  
placing Marketplace  
advertising**

## New Members

Greg Valentin / Sirikit Valentin  
1992 Carrera 2

Glenn Ziemski / Lisa Lamoreaux  
2012 Carrera 2S

## Anniversaries

### 5 Year Anniversary

Robert Barham / Lee Ann Barham  
Rick Buisan  
Arthur Hung / James Watkins  
Harold Klein  
Darren Lloyd / Dawn Lloyd  
Kent Squire

### 10 Year Anniversary

Tim Merrihew / Linda Merrihew  
William Moss  
Erik Norby / Kim Norby

### 15 Year Anniversary

John Mazmanian  
Raymond McNamee / Britt McNamee  
Joe McQueen / Ginny McQueen

### 40 Year Anniversary

George Baker / Sandra Baker