



Anzeiger

April, 2014



PORSCHE

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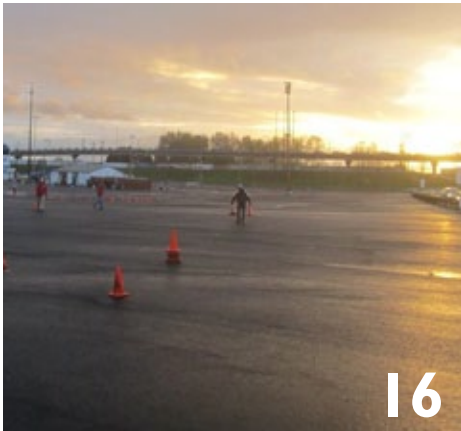


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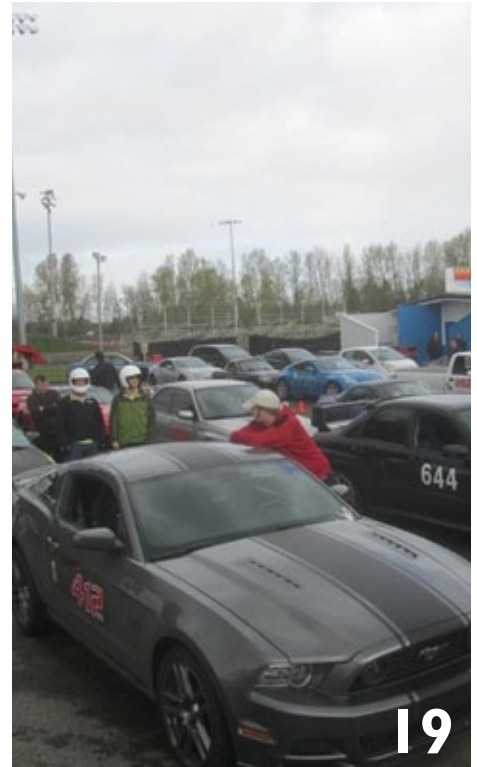
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ON THE COVER

The new Boxster as seen at Sunset Motors. 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, contact Photo Editor Bob Schatz, bob@allusaarchitecture.com, and see page 27.

Anzeiger

Noun, German

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

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Classified ads are a free service provided to Oregon Region Porsche Club of America members.

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 15th of the month will be included in the next issue of *Anzeiger*.

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

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

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

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

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 marketing@oregonpca.org for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

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PORSCHE

Oregon Region Events



April, 2014

- 9 Board Meeting
 - 11 HPDE @ The Ridge Motorsports Park
 - 12 Spring Clean @ Matrix Integrated
 - 16 Monthly Club Dinner and Social
 - 24 HPDE @ PIR
 - 27 Autocross #3 @ PIR
-

May, 2014

- 3-4 HPDE @ PIR
- 10 Arrive and Drive
- 14 Board Meeting
- 17-18 Oregon Caves Tour (SOLD OUT)
- 18 Autocross #4 @ PIR
- 18 HPDE @ The Ridge Motorsports Park
- 21 Monthly Club Dinner and Social
- 29 HPDE @ PIR

June, 2014

- 7 Arrive & Drive
- 7-8 HPDE @ The Ridge Motorsports Park
- 8 Autocross #5 @ PIR
- 11 Board Meeting
- 12 HPDE @ The Ridge Motorsports Park
- 13-15 Rose Cup Races @ PIR
- 14-15 LeMans 24 Hour
- 15-21 Parade in Monterey
- 18 Monthly Club Dinner and Social
- 29 HPDE @ Oregon Raceway Park

July, 2014

- 9 Board Meeting
- 10-13 Portland Historics
- 12 Arrive & Drive
- 16 Monthly Club Dinner and Social
- 18 HPDE @ The Ridge Motorsports Park
- 19-20 Forest Grove Concours @ Pacific University
- 19-20 HPDE @ Pacific Raceways
- 24-27 Monte Shelton Rally
- 27 Autocross #6 @ PIR
- 31 HPDE @ PIR
- 31-August 3 Northwest Passage

August, 2014

- 13 Board Meeting
- 17 Autocross #7 @ PIR
- 20 Monthly Club Dinner and Social
- 23-24 HPDE @ The Ridge Motorsports Park
- 28-29 HPDE @ The Ridge Motorsports Park

September, 2014

- 6 Sunset Porsche Swap Meet
- 9 HPDE @ PIR
- 10 Board Meeting
- 12-14 Festival of Cars in Bend
- 13 Arrive and Drive
- 14 Autocross #8 @ PIR
- 17 Monthly Club Dinner and Social
- 12-21 Circuit of the Americas Race in Austin, TX
- 20-21 HPDE @ PIR
- 21 HPDE @ Oregon Raceway Park

October, 2014

- 4-5 HPDE @ TBA
- 4-5 HPDE @ The Ridge Motorsports Park
- 5 Autocross @ PIR
- 8 Board Meeting
- 11 Arrive and Drive
- 12 HPDE @ PIR
- 15 Monthly Club Dinner and Social

November, 2014

- 12 Board Meeting
- 19 Monthly Club Dinner and Social
- 30 Holiday Party

December, 2014

- 10 Board Meeting

**See www.oregonpca.org
for the latest schedule of all activities**

If only every Porsche had one of these.



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

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must be used at time of purchase.



**FROM
THE
PRESIDENT**
Eric Freedle



Spring is When the Cars Come Out to Play

Just last month I was writing about the nuances of snow driving in northwest Oregon, and now we have 60+ degree days welcoming the first few days of spring! Nice—don't you think? It's always more uplifting to drive home from the office when daylight guides us home, rather than a set of headlights. Sure makes those evening chores more pleasant.

By the time you read this, we have already had our first big Autocross weekend, which hosted the Drivers Skills Clinic (DSC), AX1 and AX2. The DSC allows 16 novice AX enthusiasts to be paired up with indi-



Sunglasses become required equipment when the sun comes out! Photo by Bob Schatz

vidual instructors. This pairing really gives the novice driver a jumpstart on the AX learning curve and allows for less intimidation on their part. For all those that are curious about pushing their car's handling skills, Autocross is a great way to get introduced to how your Porsche can perform in a spirited fashion, yet in a very controlled environment.

Back due to popular demand, is the Fifth Annual Spring Clean being held on Saturday, April 12, where members get to chat, mingle and even get work done on their cars! Please see the Events Page on our website for all of the details. Please RSVP for this event.

In 2014, HPDE has been contracted out to Hooked on Driving (HOD) and National Auto Sport Association (NASA—this outfit keeps four wheels on the ground) with events starting in April. Please go to our website for more information on these programs and dates. These events are designed to allow to use your Porsche how it was intended! If you don't do it this year, you'll be another year older next year—right?

All are welcome to attend our monthly board meetings and can bring up any ideas for the Club during the open session at the end of meeting. We will continue to publish our minutes in the *Anzeiger*.

Recently attended the Zone 6 Region presidents' meeting, where our new Zone 6 rep, Tim Hagner, guided the event. The meeting was held in the Olympic Peninsula Region in Gig Harbor, Washington, and 15 of the 16 region presidents were able to attend the event to share ideas, answer questions, and get information that can be used in their regions. Our Zone 6 is in the largest geographical region in North America, covering about one-sixth the size of the United States. The region covers Oregon, Washington, Idaho, Montana, British Columbia and Alberta. *(Continued on next page)*

PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page)

I want to touch base with you with some of the highlights of the meeting: PCA is the largest car club in the world. About 70% of the members own just one Porsche, and about 20% own two. About 50% of our members do just one event per year and 25% do no events at all. Yet, about 8% of our members do 10 events per year.

As a long term member of this club, I encourage all of you to be active and stay active in the club; because it is YOUR club! Please contact me at president@oregonpca.org and will gladly answer any questions you may have regarding club events.

I hope to see many of you at this year's Parade in Monterey California. We are looking to caravan down to this area and our Zone 6 is exploring the option of having a welcome party for our members. I will keep all posted on the details as them come available.

Happy motoring! ■



Photo from 2013 Parade. Copyright Porsche Parade.

Hey Good Lookin'! —The ORPCA Website Makeover

The ORPCA website is sporting an all new look and navigation enhancements that promise to benefit members and marketing partners. Thanks to the efforts of club Vice President Joe McQueen and web agency PixelSpoke, the new site has a brighter and modern look and feel more in line with the latest in website design. The project concentrated on placing the timeliest and important information at the top of the site and new navigation tabs with drop down menus to reduce the number of steps to reach details and the information the user is seeking.

The site has adaptive design so whether you are viewing on a computer, tablet or a smart phone, the experience is optimized. And the layout has been updated for newer wide screens to take full advantage of the available display area. The club's Marketing Partners have click through banners with more locations and readjusted sizes to match the new look.

We look forward to your feedback and comments! ■

OREGON REGION
Oregon Region Porsche Club of America
Fueling the passions of NW Oregon & SW Washington Porsche owners since 1960

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Sample full-width ad
840px x 110px

ANNOUNCEMENTS

Click to read the minutes of the latest Board of Directors meeting

OREGON CAVES TOUR - Saturday and Sunday May 17 and 18

This overnight tour will leave Portland area Saturday morning for a back roads tour through the coast range with a lunch stop along the way. The destination is the Chateau at Oregon Caves where we will be spending the evening with dinner at the Chateau. You can book a cave tour for Sunday if you like, or just relax at the Chateau. Cost of the tour is free, but you are responsible for your own lodging, meals, and other expenses.

To join the tour, book a room for Saturday night May 17th at the Chateau call: 541.592.3489

Toll Free: 877.245.9822. Leave a message for Jean if you get the machine.

The rooms will be held for us until March 21st, mention the Porsche Club to get one.

>> After you have booked the room, email your contact info to: oregontour@gmail.com with Oregon Caves Tour as the subject. <<

You will receive additional information about tour start time and location, lunch and dinner options. Also indicate if you are interested in the cave tour on Sunday.

The Chateau has limited rooms available and will hold them until March 21st, after that they are available to the general public, so book early if you want to attend.

Events

Week	Event	Time
29	AK#1 - PIR SOUTH PITS	AK #1- 11:00 am
29	SOLD OUT - DRIVERS SHALE CLING	7:30am - 11:00am
30	ORPCA AUTOCROSS #2 - PIR PRO PITS	7:30 am

ALL ORPCA EVENTS »

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STILL PLAYS WITH CARS

Peter Linsky



Keep Your Eye on the Tesla and Hybrid Systems

Over the winter, I enjoyed a spirited discussion about electric and hybrid automobiles with my across-the-street neighbor, a retired electrical/electronic engineer. He is very optimistic that pure electrics will eventually find a successful niche, but agrees with me that the current (no pun intended) lack of a widespread infrastructure for recharging batteries when they run down is the major barrier to public acceptance. I like the hybrid approach, which doesn't require motorists to always have an eye on battery levels to avoid becoming stranded. We

both agree that the Tesla deserves to succeed, and hope that firm is able to overcome the problems it has faced. My friend thinks pure electrics need the equivalent of a "reserve" tank, like the extra gallon available in the old VW Type 1 Beetles that lacked a fuel gauge. When the engine sputtered, you'd twist the little handle under the dashboard and Voila! Enough extra gas was available to get you either home or to the next gas station. Of course, that was back when there were gas stations on almost every corner. Now that Porsche has all but declared that future generations of the venerable 911 will be powered by the sort of Hybrid systems now available on the 918 Spyder and Cayenne, we know which direction the world's leader in auto technology is heading. Oh, another note: My neighbor, who advised a major Portland law firm on technology patent issues, likes to tell the story about the former head of the US Patent Office, circa 1900. That esteemed gentleman is said to have declared that the government should close that agency, since everything that needed to be invented had been. What an optimist!

We now know more about the cause of that Carrera GT crash in Los Angeles that took the lives of a well-known TV actor and his friend at the wheel, the driver/owner described as an accomplished Porsche racing driver. More importantly to the Porsche community, lawsuits are waiting in the wings. A few weeks after the crash, I read a follow-up article in the *Los Angeles Times* by an Associated Press reporter which stated that the CGT is "notoriously difficult to drive." That's a pretty damning statement, one that could be useful to a plaintiff's attorneys, and one that puzzled me, since I know several owners of these vehicles, and I've never heard anyone else make that sort of comment. I found the AP guy online and asked him whether the comment was his (Continued on next page)



STILL PLAYS WITH CARS, CONTINUED

opinion, or that of a non-attributed source. He didn't provide much clarification, but I later found the same phrase used earlier on a British automotive website that was also following the story; that's probably where he found it. Porsche test driver Walter Rohrl is quoted as calling the CGT a very scary car, but even if that is true, was this car being driven on a public street at a rate that might provoke terminal oversteer, or was Rohrl discussing the car's behavior at racing speeds? In early January, authorities stated that the car was moving in excess of 100 mph at the time of impact, the street was clear and dry, and neither occupant had alcohol or drugs in their systems. In mid-March, a final report was released, stating that the car was traveling at about 94 mph—over twice the speed limit—and that no mechanical issues had been discovered, although the rear tires were badly



worn. Oh, yes, those tires were nine years old. Strangely, the report said Porsche engineers had been unable to recover any usable data from the Carrera's "black boxes." This time, an *LA Times* reporter parroted the statement that the Carrera was difficult to drive. I emailed to the reporter asking him to attribute that statement to someone who might have some expertise in the field; his reply

was that there were "Many knowledgeable experts" who had taken that position—but offering no specifics. If Porsche is sued—as it has been in past instances where driver error was the proximate cause of a fatal accident, let's hope the company defends itself vigorously.

Until next time, drive carefully! ■

New Members

Patrick Gateley / Jana Gateley
2005 Carrera 2S

Pat Heffernan / Ryan Heffernan
2013 991

Steve Lacey / Sharon Lacey
2008 Boxster

Linda Mallon / Thomas Mallon
1997 Boxster

Jeremy Rupp
1989 911 Carrera

Stan Tamiyasu / Cindy Honma
2008 Boxster S

Anniversaries

10 Year Anniversary

Ron Gotcher / Lynn Gotcher

David Pollock / Dylan Pollock

Rick Williams / Cherry Williams

20 Year Anniversary

Jim Hill

30 Year Anniversary

Arthur Balfe / Doreen Balfe

SPINNEN

Randy Stolz



It's a Mystery

All this month I've been fretting about the upcoming season. Dinner meetings, Arrive & Drives, Track Days, Overnight Tours, Northwest Passage and of course, this year's Porsche Parade in Monterey. On top of those, there are the other events at PIR such as Rose Cups and the Vintage Weekend, a fine slate of amateur racing via SCCA and Conference, even part of the Oregon Trail Rally. Throw in a weekend watching the crotch-rockets of OMRRA, a Cruise-In, Drag Racing and it's no wonder a gearhead like me gets in a dither.

Why? Because I know full well there are plenty of other things to do higher up on the priority list. When am I going to get the house painted? There's those cabinets that need to be re-done and I really, really, really need to go through the garage like Sherman's march to the sea. There are places in there that haven't seen daylight in years. I mean, there are only so many weekends.

I go through this conflict every year, it seems. What am I going to do? How I resolve all this is a mystery. As the years pass, I've learned that spending as much time fretting as getting the job done resolves part of it. I simply waste time procrastinating, and pretty soon there just isn't enough time left to do some of these things.

Another valuable asset in conflict resolution is to discuss these issues with your friends. Of course, just simply scheduling a get-together will take at least a week, and by that time we'll have met at one of the events listed above, or maybe we'll just meet for dinner during the week after work. Either way, you'll find that your friends are having the same trouble deciding what to do and they'll need to check THEIR calendar. They'll get back to you.

By now, it's usually the end of June and the rain (which usually kills a couple of weekends) has abated. You're looking forward to some good times when an unscheduled event arrives via a phone call. Those who've spent some time with computer system software refer to this as the "Asynchronous Interrupt." Just like hitting the "enter" key, it seems that someone who you barely know, but whose better half is an acquaintance with your better half, is having a Fourth of July BBQ—and wouldn't you like to attend?

Now, normally you could easily blow this off, except that this person has experience with proper track set-up for your car, or has a free, period correct, set of picnic ware (basket included) you can use at the next Concours. Besides, your better half wants to kibitz with their better half—no doubt leading to some other asynchronous interrupt. I mean, you can hardly say no, right? After another week of hemming and hawing, you finally decide that the picnic ware is just too good an opportunity to pass up, and you'll have to spend another week finding someone to buy those tickets you were holding for the first annual steam-shovel and traction engine festival. Oh, and cancel the motel room.

Somewhere in the midst of this chaos, the house gets painted the cabinets get refinished, and the garage is looking good. You've taken in those events that you really wanted to do and the picnic ware earned you the "people's choice" award and favors from your better half. The season is winding down and all that fretting you did back in April is forgotten. Pretty soon, next year's plans will be hatched and once again the question looms. What will you do? Like I said, it's a mystery.

— KEEP SPINNEN ■



IN THE ZONE

Tim Hagner
PCA Zone 6 Representative



Living Skies Prairie is Newest PCA Region

■ n what zone you ask? In the PCA Zone 6, your zone.

PCA encompasses both Canada and the U.S., and that's a lot of area to administer. To better support all our members, this huge area has been divided into 13 zones, and each zone has a Zone Rep assigned to it. I'm your Zone 6 Rep, the middle-man between your Region and your fellow Regions, and the PCA Executive Council. My responsibility is to help with any issues or problems that might arise within the Region, pass on new and meaningful information that affects your Region, and to help keep us moving in the same direction. All 13 Zones are governed by the same set of guidelines. I don't think "herding cats" applies, but you get the idea.

Zone 6 is approximately 1,400,000 square miles, and currently has 15 Regions. Looking at the map, we include the Canadian Provinces of British Columbia, Alberta and Saskatchewan. In the United States we include the States of Oregon, Washington, Idaho, Montana and part of Wyoming. That's a lot of Porsche driving roads!

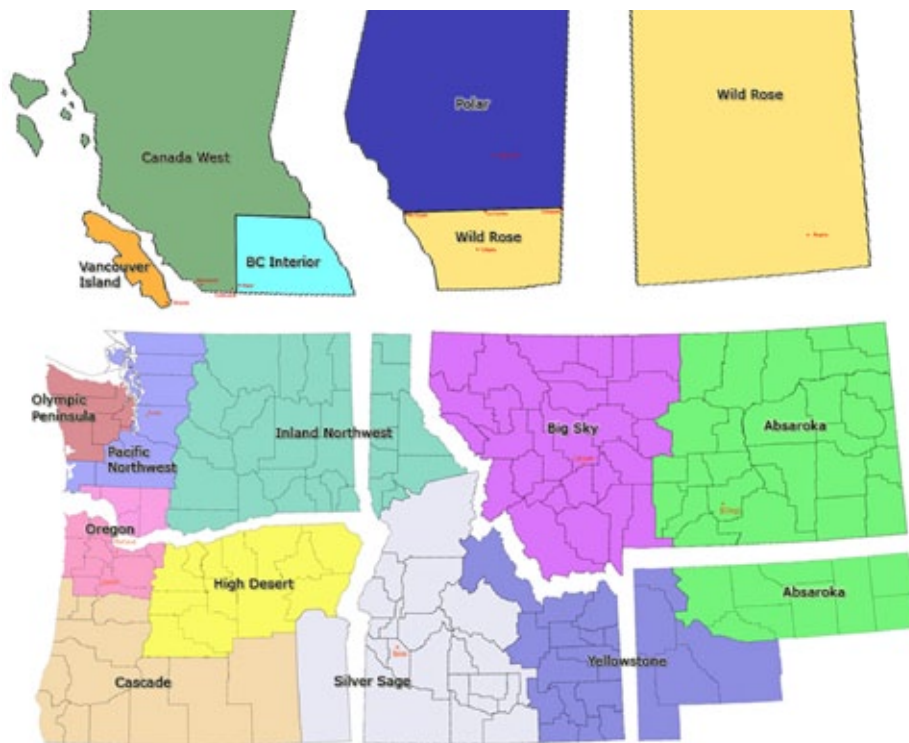
Here's the question of the day: "Can you name all 15 Regions in your Zone?" The bonus question is, "Can you name the soon-to-be 16th Region?"

So here's the answer:

Canada West, High Desert, Vancouver Island, Cascade, B.C. Interior, Silver Sage, Polar, Inland Northwest, Wild Rose, Big Sky, Olympic Peninsula, Yellowstone, Pacific Northwest, Absaroka and Oregon. The bonus answer: Living Skies Prairie. I'm sure you can tell where most of the regions are by their names—with some, maybe you are not so sure, and a few don't have a clue. Your assignment is to figure out where those regions are and get to know your fellow Porsche neighbors. Hint: the PCA website has a directory with a map.

In my opinion, we have the greatest zone of the group! Beautiful coastline, an ocean, a sound, islands, tall mountains, tall trees, short trees, no trees, wide open spaces, wild running rivers, dry river beds, lakes, dry lakes—the list goes on and on—and last, but not least, GREAT PORSCHE ROADS!

Hope to see you soon and don't forget it really is about the people. ■



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Robert Edgar
Owner



Driver's Skills Clinic: "You Had to be There"

by Todd Averitt / Photos by Carl Tanner

The day began with such promise for our 16 students, instructors, and support cast. It had rained hard the night before and now it was just the Northwest damp. The practice stations were set up, the drivers meeting completed, and it was time to begin.

"Drivers to your staging areas!" The whistle blew and the day was underway. Unfortunately, the rain gods thought the whistle was their call to get underway, too!

Just as our students started out a little tentative, so did the rain. The faster the students progressed, the more the rain persisted.

Once each student completed the entire course, they planned to grid up, because a practice Autocross course was laid out to give everyone hands-on experience—without timing.

I was one of the lucky ones who got to test my water wings and help with rearrangement of the cones. Problem: When the tarmac gets so flooded that it makes a very rough and undulating surface appear flat, how does a driver determine the "puddle's" real depth? Not me! "I'm not going parading through eight inches of cold water," I said as I walked through a 14-inch drop off. That was it—I had just volunteered myself. With the course laid out, students went back to their vehicles and the final stage of our DSC was underway.



Above: Early in the day, the skies were promising.



As stated before, there was no timing system and no DNFs for missed gates, but the rain and water became the punisher. If you stayed on course it was just wet, really, really wet—but miss a gate, and—well let's just say we weren't going in after them.

If the smiles and the confidence gained by each of the students was any indication of success, then everyone involved should give themselves a hearty and well-deserved pat on the back, and a "thank you" for supporting our Oregon Region PCA.

If you're ready for a "You should have been there" story read on about ORPCA's Autocross #1. ■

Autocross I: “You Should Have Been There”

by Todd Averitt / Photos by Michael Pinto, Carl Tanner and Erik VanDyke / Linked Video by Carl Wold

Yep, ya’ll you should ’a been there! It’s hard to explain how being soaking wet, cold, and driving in the pouring rain could be fun. The amazing thing is, IT WAS!

Oh sure, there was the verbal jabbing about who had to drive in the harder pouring rain, how long the wipers were actually on, and how many times they had to clear the wind screen with one hand and steer with the other—and the classic of all, how hard it was to restart the engine after it flooded out from the 16-inch wave which washed over the hood.

Carl Turner’s portrait tells the story. It lets everyone know just how dedi-

cated our great participants are about the sport. It confirms the attitude that we don’t call off the event on account of a little weather, ever. We compete in any weather. We know how to take our vehicles to the edge on wet, rough pavement. And rain, shine, sleet, or snow—we will be competing.

Ten feet in front of the start timing light was a good four-inch deep pond. The reason, of course, was that we wanted to be sure everyone’s tires were equally wet. It worked. We didn’t need to call in a water truck to hose down the skid pad planted in the first third of the course. Just how slick was it? Corner workers walked as if on ice.

Skid pads are always a delight to watch—the exaggerated pushes or unintentional *(Continued on next page)*



Above left: Carl Tanner’s photo says it all. Photo by Carl Tanner. Above right: Photo by Michael Pinto. Below: Another wet tale. Photo by Erik VanDyke.



AUTCROSS I, CONTINUED

(Continued from previous page) drifts of the various types of vehicles; then the driver getting back on the throttle with a little waggle and off through the slalom, a boxed left, a boxed right, through Lake PIR, hard right, couple of quick jabs and across the finish line.

Doesn't sound too hard, does it!? Well, there is one small item I hadn't mentioned before: Scoring. There is normally a two-point penalty for a knocked-down cone and a DNF for a missed gate, and we used this scoring on paper. What the paper doesn't reflect is that, should you miss a gate,



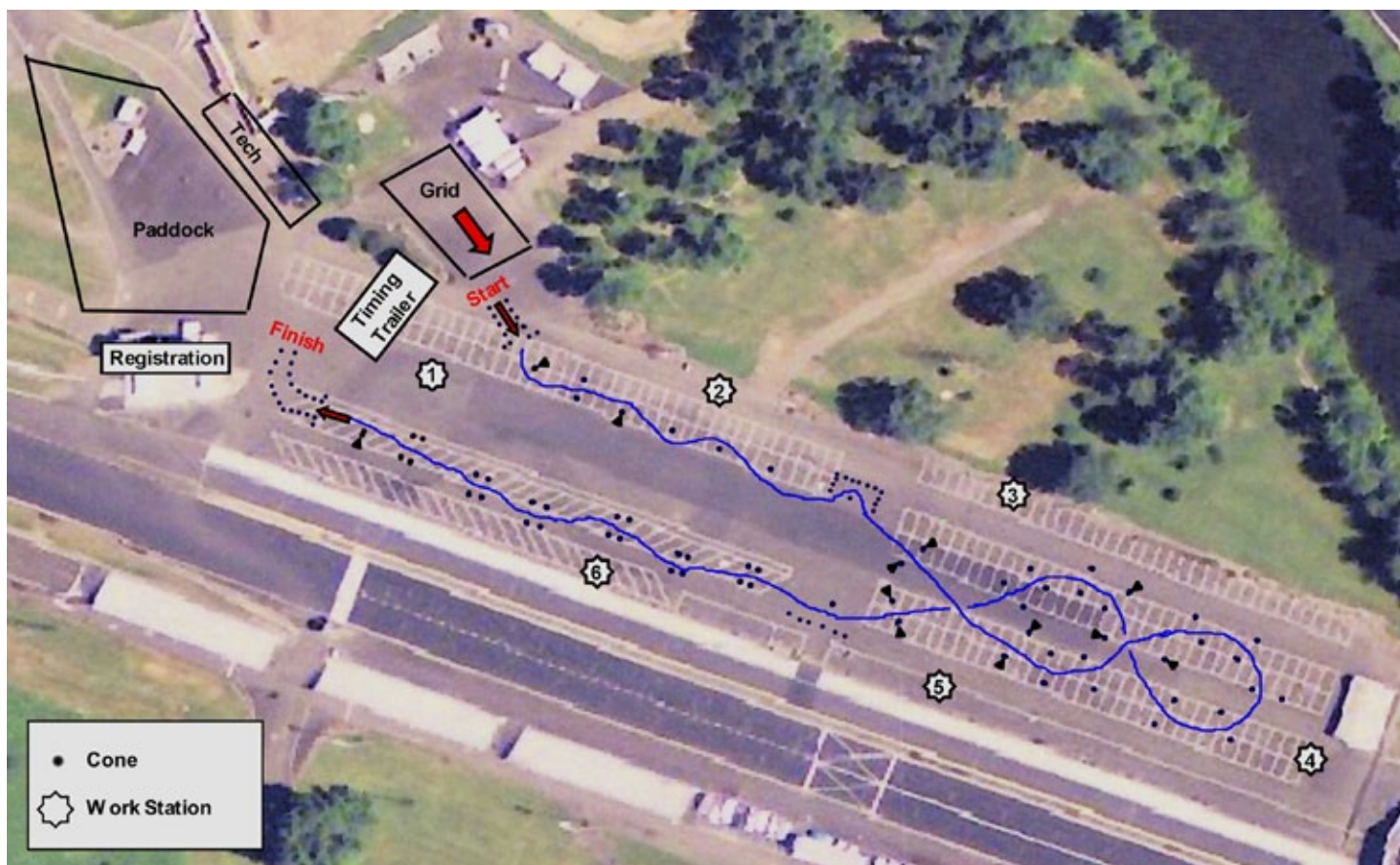
Above: Buoy-dodging practice. Photo by Carl Turner. Below: Photos by Michael Pinto.



you receive an the excursion through Lake PIR. The penalty, in reality, is to give the driver a first-hand experience of what it is like to drive through water deep enough that there is no doubt the rubber on the wheels has absolutely no contact with the pavement below. From an observer's point of view, this is a spectacular "penalty:" waves on both sides of the vehicle twice the cars height, a radical nose dive plowing the water over the hood, and a futile driver attempt to get windshield wipers going. How can a mere two points or DNF possibly reflect such a sight? It was something even the recipient seemed proud of, though slightly embarrassed. Maybe you should a' been there. Check this out: https://www.youtube.com/watch?v=iLT0_9LaEfc

The wet didn't dampen the competition. It is tighter than ever. I promise the results will be posted soon. Then again those are just numbers that don't quite do justice to the camaraderie and exploits which takes place during any of our events.

Thanks to all who participated, for the story is now yours forever. ■



AX 2: “In the Sky ... It’s a ... BRT!”

by Todd Averitt / Photo by Carl Turner

It had been less than 10 hours since stashing away the last of the Autocross equipment; collecting cones, fire extinguishers and flags, taking down timing lights, coiling up all the wiring, pouring two inches of water out of the tech tool bin, saving timing programs, stashing the hardware away, putting away the signs, removing batteries from all the radios and timing transmitters and stowing them away, closing up the double-cargo hatch-type doors on our ORPCA Autocross trailer, and finally—with the help of Cary Kutter—dragging it from PIR’s South Pits to the North Pits. The North Pits would be our trailer’s home for the night.

The next morning, at 6:15 a.m., the life of our Autocross trailer began again. This time, we would be using PIR’s West Gate (at turn eight) as our entrance. Until you have the thrill of unlocking five gates with locks pointed every which way (requiring near-acts of Houdini) to reach, then you haven’t had any real fun.

At that time of the morning, all the heavy rains seemed to have vanished. All I had to concern myself with was the dreaded windshield fogging. I live in the Northwest; I don’t need no stinking heater or fan. I could have used one, though. It would have made the dodging of the rocks along the switchback part of the entry road a little easier to handle. I made it, though, with only a slightly elevated heart rate.

The process from the day before began again at 6:30 a.m., only in reverse. Today, all the early arrivals pitched in and gave a hand. Some threw cones from the trailer, while others placed them in their appropriate positions. Others threw cones and signs in the back of their vehicles and took off down the entrance road and set them out to help guide other members to our location. Registration was set up. The timing and scoring systems were set up. The grid was laid out and readied to go. Tech tools were set out for use by our volunteers. My gosh, we had almost done it: emptied the trailer and had anybody noticed, it hadn’t started to rain. We could still see all the rough spots on the course. We could see tarmac! *(Continued on next page)*

AUTOCROSS 2, CONTINUED

(Continued from previous page)

There was a final walk and drive of the course before it opened for business. I had the opportunity to walk it with Tom Kotzian and listen to his suggestions and advice for a few minor changes to our original design. For those who don't know who Tom is, let me say he has laid out venues for every car club of note from Texas to Washington; he is a key member of the Evolution Driving School, and is capable of driving my car backwards though any course faster and smoother than I can drive it forward (and I'm not a bad AX'er). I've been through the EVO School three times. Shameless plug for the school, but it is well worth the money. If you get the opportunity, take it before you spend that big wad of cash on changes to your car.

"Course open for walking," came the announcement, and I was very happy to see all the participants taking advantage of it. Maybe it had something to do with the Drivers Skills Clinic the day before. Kudos to all who took the walk!

Our Non-Porsche classes took the grid first. I hope everyone had the same feeling I did, which was the competition took another step up the ladder. It was HOT. You had to really work for your bragging rights, whether you ran front wheel, rear wheel, or all-wheel drive. It was close. One light drizzle, anyone notice? Congratulations to all the NP class winners; you earned it: John Balgley, NPF; Dennis Healey, NPR; and Sammy Lin, NPA. Great driving, everyone!

We swapped run groups from the event the previous day, so our Porsche group worked first and ran second. Being the first weekend of events, I was truly impressed with the caliber of driving. Of course, as the season goes forward our driving skills will improve in the same direction.

Nonetheless, looking at all the results and the competition among the classes (with generally less than .3 of a second separating positions), it stacks up to be one really fun year for all. Kudos to Dave Frazier, M01; Cary Kutter, I01; Ryan Davis, P01 (Ryan didn't get a chance to walk the course, so his spectacular finish backwards should be lesson to all! Still good job, Ryan, for collecting yourself!); Eric Freedle, P02; Barry Cogut, P03 (by only .023 seconds over Brent Palmer); Bryan Brock, P01; Dana Jacobsen, S02 (by .093 seconds over Chuck Jarvie), and Gary Johnson, S03 (we're all happy you found your way around). Did anyone notice the drizzle?

All the results are now posted on our website: www.oregonpca.org, or on our Facebook page: ORPCA. By the way, our webpage has changed to drop-down tabs. Just go to our site put cursor on EVENTS and click Autocross Results. AX #1 and AX #2 will come up. Championship points are not on the web yet. So quit dreaming—two events doesn't a season make.

The weather really did a 180 for us Sunday. The tarmac actually dried out, and times got quicker and quicker as the event went on. The Big Round Thing (BRT) paid us a visit, the tech tool tote dried out; I dried out and could see where I was going. Doesn't get any better than that.



I had a great time, and missed all who couldn't make it, but thank everyone who did for their support and the help with all the details running one of these events takes. Most of all, I hope everyone had a good time.

It was just plain fun driving again, and talking to everyone I hadn't seen in months.

Our next autocross is April 27, South Pits PIR. Inside rumor; BRT promised to be there. ■

High Performance Driver Education 2014

First Event, Friday, April 11

ORPCA is pleased to present our new HPDE program for 2014. We think you will find it more accessible, many more choices and offers a much greater opportunity for you to enjoy your car on the track. We have contracted with both Hooked on Driving (HOD) and National Auto Sport Association (NASA) NorthWest to provide our membership with a total of 27 days of track time on the Northwest's best tracks. Both vendors offer the novice HPDE driver instruction with experienced and dedicated instructors. There are also classroom sessions and/or feedback after your driving sessions.

What is High Performance Driver Education?

HPDE is an opportunity to enjoy your car in the safe, controlled environment of a race track. You will improve your car skills in areas such as looking further ahead, awareness, car control in a skid, proper line on the track, threshold braking, to name a few. You will drive your car at a higher level all the while grinning from ear to ear. You will find it challenging, fun and rewarding.

A race track is the safest place to drive a car. Everyone is driving in the same direction. Everyone has a single purpose and is focused on their driving. There are corner workers that control the track and maintain a safe environment for everyone. Drivers are divided up by skill level and into separate run groups: Novice, Intermediate, Advanced, Instructor. Novice drivers will not be placed in the same run group as advanced drivers for both safety and enjoyment for all. ■

HPDE Events, 2014 (Note: Updated 3/9/14)

NASA HPDE Dates

All NASA events are Saturday/Sunday

May 3-4 Portland International Raceway

June 7-8 The Ridge Motorsports Park

July 19-20 Pacific Raceways

August 23-24 The Ridge Motorsports Park

Sept. 20-21 Portland International Raceway

October 4-5 TBA

June 12 (Thursday)

The Ridge Motorsports Park

June 29 (Sunday)

Oregon Raceway Park
• Breakfast is included

July 18 (Friday)

The Ridge Motorsports Park

July 31 (Thursday)

Portland International Raceway

August 28-29 (Th-Fr)

The Ridge Motorsports Park
• One day options available
• BBQ and paddock party
Thursday night

HOD HPDE Dates

April 11 (Friday) The Ridge Motorsports Park
• 2 drivers for the price of 1

April 24 (Thursday) Portland International Raceway

May 18 (Sunday) The Ridge Motorsports Park

May 29 (Thursday) Portland International Raceway

Sept. 9 (Tuesday)

Portland International Raceway

Sept. 21 (Sunday)

Oregon Raceway Park
• 2 drivers for the price of 1
• Breakfast is included

October 4-5 (Sat-Sun)

The Ridge Motorsports Park
• BBQ and paddock party
Saturday night

October 12 (Sunday)

Portland International Raceway

PIR Automotive Swap Meet

April 3 - 5, Portland International Raceway

It's the event that gives a whole new meaning to wheeling and dealing. The 10th annual Portland International Raceway Automotive Swap Meet will feature more than 1,500 vendor stalls and more than two miles of automotive-related gear located on the racetrack. The event will take place on the PIR racetrack at 1940 N Victory Blvd. in Portland, April 3 through 5, from 7 a.m. to 5 p.m. daily. Cost is \$5 per day; free for children under the age of 12. Parking is \$10 per day, or the MAX Yellow Line stops just outside PIR. The event annually attracts more than 15,000 visitors.

From memorabilia to manuals, coveralls to cars, gas pumps to go karts, and tools to transmissions, the swap meet offers thousands of unique, original stock, antique, vintage and custom vehicles and parts and auto-inspired items on display and for sale. This celebration of car culture is designed for gearheads, but appeals to everyone who loves a good find and a great deal.

The event offers a complimentary parts pick-up area that stores purchased items for the day, allowing consumers to secure a way to retrieve them; as well as a "haul and go" delivery system that transports purchases directly to consumer's vehicles, provided they are parked in the PIR parking lot. This donation-based service raises funds for the Community Transitional School (CTS), a Portland-based organization that provides educational services to area homeless children; past events have brought in more than \$45,000 for the school. ■

Fifth Annual Spring Clean and Detail

Saturday, April 12, Matrix Integrated

Matrix Integrated
4000 SW Macadam Ave.
Portland, OR 97239
503.443.1141

After great reviews of the 2013 Spring Clean & Detail event, we decided to repeat this event in 2014. So, take the cover off the Porsche, unhook the battery charger and bring your car down to Matrix Integrated. There will be experts on hand to take care of those paint chips, paint-less dent removal, a windshield and 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.

NEW in 2014: Paint protection film, exterior detailing and an audio expert.

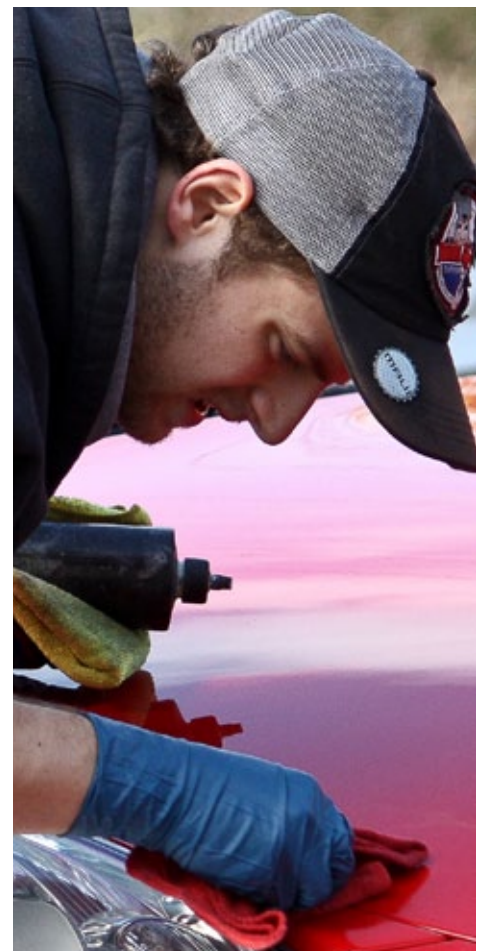
Get all of those services at one site and at a club discount! Bring those Porsches to the pros!

Deadline: April 8, 2014

Register: secretary@oregonpca.org

Club Contact: Mike O'Connor 503.320.2447

**Club
Event**



Autocross #3

Sunday, April 27, PIR South Paddock

The plan again 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.

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. Car Classing Descriptions, visit: <http://www.oregonpca.org/events/autocross/ax-rules-regulations/>.

Preregistration for Autocross #3 can be made online through (coming soon). The last day to preregister for this event online will be Friday, April 25, 2014. EVERYONE must go through registration at the event whether pre-registered or not. Registration opens at 7:30A.M. Drivers meeting will start at 8:30A.M. First car scheduled out at 9:00A.M. We usually are complete by 1:30P.M.

Entry fees are as follows: ORPCA/PCA members preregistered online – \$35.00, ORPCA/PCA members registering at the gate – \$40.00, Non-ORPCA/PCA members preregistered online – \$40.00, and Non-ORPCA/PCA members at the gate – \$45.00. If you wish to pay at the gate we can only accept cash or checks at this time.



Remember our forecast is for sun and fun.

Come on out, we'd love to see you all!

Next Autocross Events, 2014

April 27 / AX 3 @ PIR
May 18 / AX 4 @ PIR
June 8 / AX 5 @ PIR
July 27 / AX 6 @ PIR
August 17 / AX 7 @ PIR
September 14 / AX 8 @ PIR
October 5 / AX 9 @ PIR

Be sure to check out our new Rules and Regulations found under Events—Autocross on our website for new Tech rules and vehicle classing. While you're at it check the registration section for reduced pricing guides and new online registration website.

April Social & Dinner

Wednesday, April 16, 6:00 to 8:00 p.m.



Casa Colima Mexican Restaurant
6319 SW Capital Highway
Portland, OR 97239
503.892.9944

**Club
Event**

Hosted by Chuck and Judy Hervey
Limited to 45 attendees, so RSVP early!
RSVP socialevents@oregonpca.org by April 11
Social Hour: 6:00 p.m. to 7:00 p.m.
Dinner: 7:00 p.m. to 8:00 p.m.

A buffet will be set up to include: taco bar, Chicken Enchiladas, Cheese Quesadilla, Arroz con Pollo, Rice and Beans

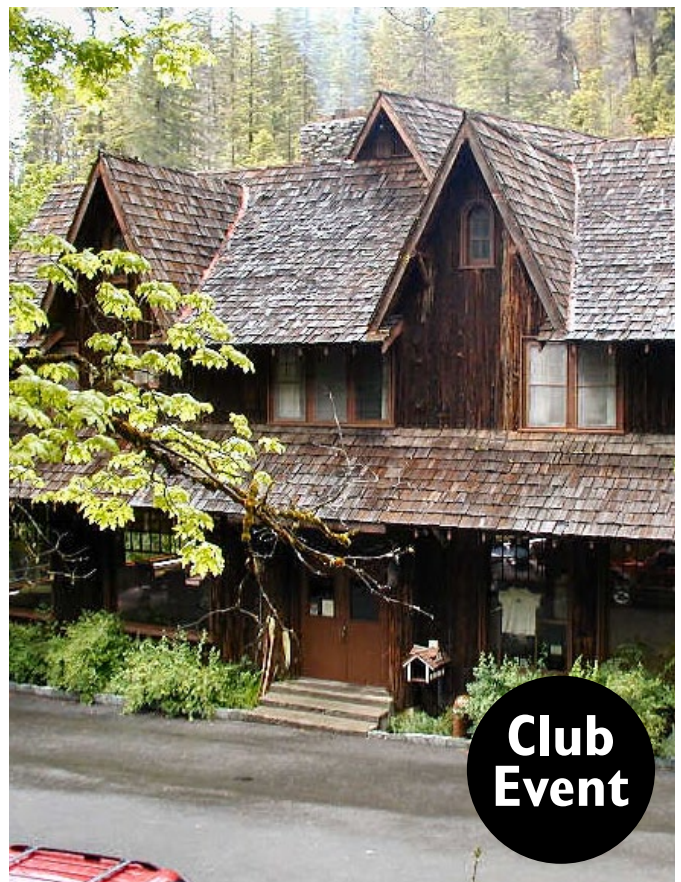
Casa Colima is a family owned restaurant in Portland. We emphasize on using fresh quality ingredients in all our dishes. We offer personalized customer service, a full bar, and lots of entertainment every time you dine with us. Lounge around for sporting events or host a party with full-service catering in our restaurant. Enjoy authentic Mexican food at competitive prices when you step through our doors. With so much on our menu to choose from, deciding what to eat is the hardest part! ■

Oregon Caves Tour

May 17-18

This overnight tour will leave Portland area Saturday morning for a back roads tour through the coast range with a lunch stop along the way. The destination is the Chateau at Oregon Caves where we will be spending the evening with dinner at the Chateau. You can book a cave tour for Sunday if you like, or just relax at the Chateau. Cost of the tour is free, but you are responsible for your own lodging, meals, and other expenses. **NOTE: All rooms at the Chateau have been booked, but you are free to go on the tour and find lodging elsewhere.**

If you plan to go on the tour (and have not already booked a room at the Chateau), email your contact info to: orpca-tour@gmail.com with Oregon Caves Tour as the subject., and you will receive additional information about tour start time and location, lunch and dinner options. Also indicate if you are interested in the cave tour on Sunday. ■



**Club
Event**

Autocross #4

Sunday, May 18, PIR South Pits

Autocross #4 will be Sunday May 18, in the South Pits at Portland International Raceway (PIR). There are only five events, so you are still in the hunt for Championship points and awards. By now everyone should be in the full swing of things. New participants, now is the time to join in the fun, use the season to evaluate your strengths and weaknesses. Most importantly just come out have some driving fun and make some new friends.

This event is open to drivers of all skill levels, 16 years and older with a valid driver's license. For first time participants attending the ORPCA Autocross, instructors are available. For others the instructors are an invaluable asset for improving your time. Autocross is a great way to help you understand and feel what is taking place between you and your car as well as build new skills, gauge the limits of your car, or like was mentioned above have some driving fun and make new friends.

Autocross #4 registration opens at 7:30 AM. All participants, pre-registered or not must check in with registration for car number verification, work assignment, and run group. Drivers meeting will be at 8:30 AM with first car out at 9:00 AM. Again, instructors are recommended for first time drivers. This event will count towards 2014 Championship points. Pre-registration for this event can be made online through (to be announced soon). The last day to preregister for this event online will be Friday midnight, May 16, 2014.

Entry fees are as follows: ORPCA/PCA members preregistered online – \$35.00, ORPCA/PCA members at the gate – \$40.00, Non-ORPCA/PCA members preregistered online – \$40.00, and Non-ORPCA/PCA members at the gate – \$45.00. If you are paying at the gate, we can only accept cash or check until further notice. ■

2014 Porsche Parade in Monterey

June 15-21

The 59th annual Porsche Parade, PCA's annual convention, will be held in Monterey, California June 15-21, 2014. It is a week-long extravaganza of competitive events, tech sessions, social events and FUN.

Registration began April 1, and links for registering will be provided on pca.org and parade2014.pca.org at that time. Keep checking parade2014.pca.org for information on events.

The Hyatt Regency Monterey will host many of Parade's staples (Goodie Store, Tech Sessions, the Art Show, etc.) and two of our five banquets. Three of the banquets will be held at various offsite locations. We have blocks of rooms available at five local hotels, and anticipate that many people will stay throughout the area. Discount rates for Parade entrants for hotels will be available upon the completion of registration.

We look forward to a spectacular event, and hope you will join us! ■



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Announcing the Anzeiger Cover Photo Contest!

Grab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of Anzeiger, the Oregon Region's award-winning magazine. Enter as often as you like.

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 ■

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■ PARTS FOR SALE



OEM Set of 993 narrow body 18" turbo twist wheels. Rear pt# 993.362.140.01, 10 x 18 ET65, Front pt#993.362.136.00, 8 x 18 ET52, Bridgestone RE11's - 30% remaining included. \$1400. Rick, 971.409.8632, griffinslav@gmail.com.



1993 Cab roll bar, custom built by Racetech Motorsports in Portland, Oregon. Easy 20-minute installation. Enough protection for HPDE events without having to deface a stock cabriolet. \$1000. Rick, 971.409.8632, griffinslav@gmail.com.

Boxster/Cayman ultra lightweight wheels - OZ Alleggerita HLT Black - 2 Front wheels 8x18. Two 8x18 OZ Alleggerita HLT Black wheels for front of Cayman/Boxster and S models. 57mm offset and 17.4 pounds each. Very good to excellent condition. No

curb rash. Center caps are included. Porsche center caps will also fit these wheels. New cost is \$820. I will sell for \$475. Barry (360)210-7900 (4/14)

Cayenne factory roof racks fit up to year 2009, \$200.00. Cayenne Cargo liner fits up to 2009, \$25.00. Cayenne secondary bypass pipes-fits 2005 and 2009 Turbo, \$250.00. Jim Flynn 503-789-8472; jamesflynn1110@gmail.com (3/14)

Christophorus issues in very good condition from 1971 thru 1982. *Gmund* magazines Vols 01-12 and 14. Porsche factory manuals (mint) 1972. *Automobile Quarterly* (mint) Vol 01-1 thru Vol 44-4. Right rear bumper 1969 911-912 (never used). New inside door trim 1976 911. Reasonable offers accepted. Bill Johnson, 803.240.1377; johnsonbill104@gmail.com (3/14)



1 set of OEM Porsche "Sport Design" wheels, 8x19H2 ET57, 9.5XJ19 ET46, Porsche Part # 997.362.156.04, 997.362.158.07 made by BBS in Germany, excellent condition + Yokohama Advan 235/35 ZR 19, 265/35 ZR19 with quite a bit more than 50% left on them. These wheels will fit 997, 987 models (all 911 models, Boxster/S, Cayman/S). \$1950. Klaus Heyne, 503 695-3412. (6/13)