



Anzeiger

April, 2015





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PORSCHE

Anzeiger

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April, 2015



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ON THE COVER

Two beautiful Porsches turning back from dead end road. The 1979 930 belongs to Eric Peterson, and the 1987 911 is owned by Mark Forton. Photo by Mark Forton.

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 36.

Anzeiger

Noun, German

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

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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. Copy received by the 15th of the month will be included in the next issue of *Anzeiger*.

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

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

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

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

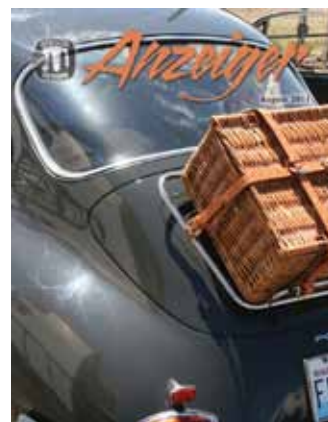
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Commercial Advertising

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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*See dealer for full details and restrictions.

Oregon Region Events



April, 2015

- 8 Board Meeting
- 11 Spring Clean at Matrix Integrated
- 15 Monthly Club Dinner and Social
- 17 Autocross #3

May, 2015

- 9 Arrive and Drive
- 13 Board Meeting
- 14 Porsche of Bend Track Day at PIR
- 16 Teddy Bear Parade
- 17 Autocross #4 at PIR
- 20 Monthly Club Dinner and Social

June, 2015

- 10 Board Meeting
- 13 Arrive & Drive
- 13-14 LeMans 24 Hour
- 17 Monthly Club Dinner and Social
- 19-21 Rose Cup Races at PIR
- 22 Porsche Parade in Indiana
- 28 Autocross #5 at PIR

July, 2015

- 8 Board Meeting
- 9-12 Northwest Passage
- 10-12 Portland Vintage Racing Festival
- 15 Monthly Club Dinner and Social
- 18 Arrive and Drive
- 19 Forest Grove Concours at Pacific University
- Autocross #6 at PIR
- 28-August 8 Zone 6 Grand Tour

August, 2015

- 9 Autoross—Open
- 12 Board Meeting
- 16 Summer Picnic
- 19 Monthly Club Dinner and Social
- 23 Autocross #7 at PIR
- 28-30 Crater Lake Tour

September, 2015

- 9 Board Meeting
- 11-13 Festival of Cars in Bend
- 12 Arrive and Drive
- 16 Monthly Club Dinner and Social
- 20 Autocross #8 at PIR
- 25-27 Rennsport Reunion at Laguna Seca
- 27 Sand Cruise In Gearhart

October, 2015

- 10 Arrive and Drive (Burrito Run)
- 14 Board Meeting
- 21 Monthly Club Dinner and Social
- 24-25 Astoria Overnight (Goonies)

November, 2015

- 11 Board Meeting
- 13-15 Rainbonnet
- 18 Monthly Club Dinner and Social
- 29 Holiday Party

December, 2015

- 10 Board Meeting

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

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FROM THE PRESIDENT Joe McQueen



Everything You Want to Know About National

I just returned from the annual Zone 6 President's meeting, and would like to share some of the materials that were presented. Tim Hagner, our Zone 6 representative, created a slide set that gave a good representation of where the Club stands today. As you read through it you can see that the Club is in good position financially, organizationally, and culturally. There are lots of exciting events happening; the best is that we are all entered in the drawing for the new 60th Anniversary Club Coupe appropriately painted Club Blau—gorgeous!

The Zone 6 Presidents' meeting was a valuable way to start the year in the Regions; it provided an overview of National, each Zone, PCA history (and trivia), and best of all, an overview of this year's events. A great crash course for region presidents that should also be of interest to PNW members.

Coming up is the Zone 6 Tour, a 4,000-mile drive through all 16 regions in Zone 6, beginning July 20 and continuing through August 9. We will be posting information on how to participate in this great event—you can do some, or for the hardy soul—do it all.

Here, in abbreviated form, is Tim's comprehensive overview. Great information for both new and experience members ...

Porsche Club of America: A Brief History

PCA was founded by Bill Scholar, first National president, on September 13, 1955. In December of that year, the first Panorama was published ... The PCA's first region was Potomac ... the first Parade was in 1956.

PCA Today

From those beginnings, the PCA has grown to 68,314 primary members, with 110,00 total, making it the largest single marque car club in the world. These members hail from 143 regions spanning the US and Canada, and are grouped into 13 zones. *(Continued on next page)*



ORPCA President Joe McQueen (kneeling to immediate left of banner) joined other Zone 6 presidents for an informative meeting in Vancouver, BC.

PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page)

PCA Management

The PCA organization consists of an elected Executive Council, an appointed national staff, and PCA employees. This year, National's Executive Council includes

President: Caren Cooper

Vice-President: Tom Gorsuch

Secretary: Cindy Jacisin

Treasurer: Aaron Ambrosino

Past-President: Manny Alban

In addition to the Executive Council, National Chairs coordinate the 11 National Standing Committees:

Club Racing: Vicki Earnshaw

Drivers Education: Alex Bell

Historian: RJ Wilmoth

Insurance: Ken Laborde

Membership: Julie Bailey

Nominations: Bob Gutjahr

Parade: Susan Brown

Policy: Bob Gutjahr

Region Procedures: Ron Carr

Safety: Jo Martin

Tech: Steve Hoffman

As we as the standing committees, Ad Hoc Committees support National in 13 crucial areas:

Autocross: Leeds Gulick

Awards: Jennifer Webb

Escape: Doug Pierce

General Counsel: Ken Laborde

Newsletter: Wendy Schoffit

Porscheplatz & Corral: Tuffy von Briesen

Region Finance: Bob Knight

RegionFocus: Dan Cole

Region Website: Don Roof

Register: Bryson Kaiser

Street Survival: Randy Faunce

Werks Reunion: Tom Provasi

With all of this activity and decisions to be made, who votes on issues that come before the National PCA? The National Board of Directors makes up the voting body, and includes the five members of the Executive Council, the 143 Region Presidents, and Chairs of the 11 Standing Committees.

It's interesting to note that the Zone Representatives (such as our own Tim Hagner) don't have a vote; their task is to represent Region views.

At the meeting, we learned about the PCA National Office (usually called Headquarters or "HQ"). PCA's HQ is located in Columbia, MD, close to the location of the PCA's first chapter (Potomac). Closer to home, *Panorma* is published from "PCA West" in San Rafael, CA.

Presidents had the opportunity to meet many staff from HQ. Personnel includes

Executive Director: Vu Nguyen

Director of Administration: Laura Moffitt

Finance Manager: Lise Robinson

Bookkeeper: TBD

CS & Merch Manager: Charlotte Chirinos

Customer Service 1: Charlene Pineda

Customer Service 2: Marilyn Maillie

Receptionist: Brittney Drummey

Intern: TBD

Digital Media Coordinator: Damon Lowney

Membership Marketing Coordinator: Carley Nelson

Panorama Editor in Chief: Pete Stout (CA)

Editor: TBD

Asst. Managing Editor: Emma Ramshaw

Advertising Mgr.: IlkoNechev (NY)

Art Director: Richard Baron (CA)

Layout Director: Allen Lane (GA)

Club Racing Licensing: Susan Shire (IL)

Club Racing Logistics: David Zajano

(Continued on next page)

PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page)

PCA National staff serves the Club's 110,000 members with tasks related to membership, finance, events, media and communications (news releases, website, social media and *Panorama*). Administrative functions, including Risk Management and Insurance, support all National activities.

Following are brief notes about National that directly effect the PNW Region's members:



Photo from Portland Parade 2006 by Jim Ayers.

Membership

HQ processes approximately 5,000 applications and renewals per month. Most new member applications are completed online, new members receive a confirmation email within a few hours, and an automated service sends a membership card within a few days. For membership renewals, HQ sends one reminder via mail and one email reminder. A new project for National will be performing a survey, tentatively scheduled for April. This 60-second survey is designed to provide input from a cross-section of PCA members.

Events

Parade: Our region hosted the 2006 Parade in Portland, and several members plan on the trek to French Lick, Indiana, for this year's parade. Since 2010, National has coordinated this event, freeing up members from the many planning responsibilities associated with Parade; however, of course, each location needs the help of local volunteers to pull it off.

Escape: Due to the success of the event concept, Escape will move to a nationally-run model in 2016. This "socially-oriented" event will be a four-day complement to Parade, held in the fall in an area different than the Parade location of the same year. The National Escape Coordinator welcomes information from regions interested in hosting; the coordinator will forward a recommendation on to the Executive Committee, which makes the final decision.

Tech Tactics: Comprised of three events, this event is devoted to all things technical, and includes Tech Tactics East in Easton, PA; Parade Tech Academy, held on the Friday of Parade; and Tech Tactics West, held in Ontario, CA.

Werks Reunion: In 2015, this event will be held on Friday, August 14, during Monterey Historics week, at the Rancho Canada Golf Club. Although PCA is the host, Werks is open to all Porsche clubs, promoting a new way for all Porsche owners to mingle.

In addition to these National events, the Rennsport Reunion is a volunteer-supported PCA activity. This year, the Reunion will be held on September 25 to 27 in Laguna Seca, CA. This year's event is chaired by Manny Alban.

Media

Panorama: As you know, the magazine increased to standard size in July, 2013, to overwhelmingly positive response. Professional writers and photographers are the major contributors to *(Continued on next page)*

PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page) editorial content, but Editor Pete Stout also accepts member submissions. And although mailing costs and volume have gone up, a new printer contract reduced printing costs; also, ad revenue is up by 35%, so the magazine costs less per member than it did before the restructuring. As with most printed magazines, mobile and tablet device versions are also now produced.

Website: Now a destination for members rather than just a resource for forms, PCA's new Media Coordinator is regularly driving new content to the site on a daily basis. Features include national event information, the PCA merchandise webstore, an online membership application, region directories and lists, all forms, RegionFocus organized by subject, quarterly report posting, technical Q&A, and a new and improved Mart.

National Social Media: Facebook, Twitter, Instagram and, YouTube all feature current posts from the Media Coordinator. Photo contests are designed to bring in more member involvement; the recent holiday contest winner won a set of Michelin tires.

Club Racing News provides the latest information on all things Club racing, including notes from the Club Racing Chair, Chief Steward, and Chief Timing Tech; articles by Club racers, and the latest updates on Club racing schedules.

Additional Tools: The *e-Brake News* is a very effective weekly newsbrief focusing on national news; the *e-Mailer* can be used by Zone Reps to e-blast their zones.

PCA Resources

The RPM (Region Procedures Manual) provides national staff and region officers with information critical to region management.

RegionFocus was a PCA publication that served as a management tool for region leaders, including info on best practices, event ideas and trends, and region management issues. The RegionFocus is currently undergoing reconceptualization and delivery.

The Region Boundary Book, a massive document created by Judy Hendrickson in 2000 and now online thanks to Aaron Ambrosino, provides national staff with information on each region's geographical boundaries, as well as the history of those boundaries.

Finances

PCA's primary sources of revenue continues to be membership dues, not advertising or sponsorship. As well as membership, other income sources include raffles, media advertisers and sponsors, marketing commissions, merchandise sales and national events. Other financial facts include:

- National events are budgeted to be break-even events.
- Club Racing does not support the Club and the Club does not support Club Racing; Club Racing is self-supporting;
- PCA has a conservative and insured investment portfolio composed of CDs.
- The Executive Committee provides PCA's financial oversight. (Continued on next page)



PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page)

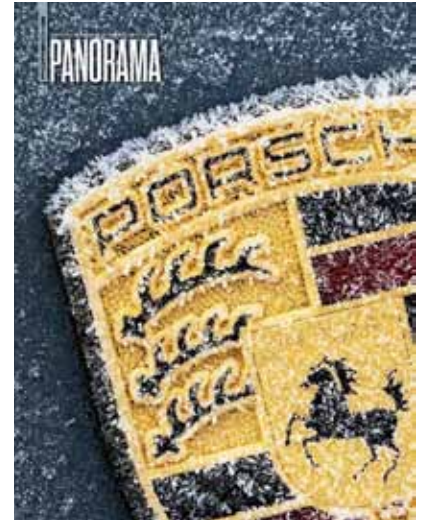
- National staff submits budgets to the Treasurer for review and approval by the EC.
- The Treasurer provides a quarterly financial report to the EC, which the EC reviews and audits.

- The Treasurer provides a full report on the financial status of the Club at the Board of Directors Meetings.

- The Treasurer publishes a full financial report semi-annually in Panorama.

- The Treasurer submits the Club's financial records to an independent certified public account, at the Club's expense and at the close of the fiscal year, for review. The results of this annual audit are reported by the Treasurer to the Board of Directors, and the report itself is published in Panorama.

- As per the new MNPP revision, an Audit Committee is to be formed. Three to five candidates will be selected by the Nominating Committee from the Board of Directors, Zone Representatives and National Committee Chairs (excluding the Executive Committee). The term of service will be approximately March, 2015, through December, 2016.



Risk Management and Insurance

PCA's safety record is outstanding; this is rewarded by an insurance policy premium that is significantly lower than other car clubs'. As a group policy, it is imperative all regions utilize effective risk management strategies. Miscellaneous facts of interest include:

- Most PCA accidents are NOT related to high speed track events.
- PCA's insurance does NOT require wearing long sleeve shirts at DE events.
- PCA's insurance does NOT state which cars can and cannot be entered into an event.
- PCA's insurance does not cover hill climbs or go-karting.

Region Incorporation

All PCA Regions are now incorporated, except for fewer than 15, including BC Interior, Canada West, Wild Rose. National's goal this year is to help the remaining regions incorporate.

PCA National Awards

Enthusiast of the Year: Ask a region officer write a nomination for a member in the region. See description on the PCA website.

Family of the Year: Much like enthusiasts, but a family that plays together when it comes to PCA.

Region of the Year: Small, medium & large Regions all have the same chance.

Public Service Awards: Originality & region involvement are more important than the amount donated to a charity.

Website and Newsletter Contests: RPM lists requirements; Even if they don't win, suggestions for improvement can be helpful.

National Membership Contest: Every region is automatically entered.

If you got through all that information, you are now fully aware of the efforts going on in the National club; and, of course, the members of the ORPCA Board are always available to answer your questions.

Until next month—happy motoring! ■

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SPINNEN

Randy Stolz



Cuba Libre, Part 2

Prompted by the recent talks between US and Cuba, last month I covered the Cuban Grands Prix of 1957 and '58. With the overthrow of Fulgencio Batista, the Castro regime decides it, too, should have a race.

Dark Days in '59

As the Cold War swept through the world, Batista had his own war. One might imagine receiving an apology in 1959, as follows, "We regret to inform you the Gran Premio de Cuba has been cancelled due to the revolution." Having lost US support through his brutal suppression of dissidents and censorship, that was the last thing on Batista's mind as he and his family fled the country while Castro marched into Havana on January 1.

The ensuing year saw the rise and end of a provisional government. Despite Castro's propaganda, any hope of a socialist "savior of the people" (as he was cheered during a US tour) was out the window. With his brother Raul as Minister of Defense, Che Guevara in charge of Cuba's banks and himself as prime minister, Fidel was in full control. Communism had arrived.

A Bright Spot

Meanwhile, Porsche had its hands full producing customer cars and trying to win races. Aside from a bright spot at the 1000 km of Daytona (predecessor to the Rolex 24) and the Targa Florio, the season was disappointing. Especially so was Le Mans, where every factory entry DNF-ed.

It's hard to find a reason why Castro permitted the Gran Premio in 1960, but it was likely important to give appearances to the world and the Cuban people that tourism was still welcomed and that the annual carnival, of which the races were part, would go on as usual.

Miraculously, the invitations for a "Gran Premio de Libertad" were sent out. The course was moved inland and west of Havana to the Columbia military airbase, today known as Ciudad Libertad. Using runways, taxiways and surrounding roads the circuit length was 3.2 miles. *(Continued on next page)*



Roberto Mieres (pictured) and von Dory win at the 1000 km of Daytona. Photo courtesy Guardian.com

SPINNEN, CONTINUED

(Continued from previous page)

The Teams

The factories by now, save Porsche, were represented by proxy teams. CAMORADI formed by racer Lloyd “Lucky” Casner, a Florida auto dealer, and racer Fred Gamble, a motor journalist and PR man, managed to gain financial backing from Goodyear and, covertly, Chevrolet (Corvette division). Approaching Maserati, who was hoping to pull itself out of



Above: The CAMORADI Team of 1960. Photo courtesy photobucket.com. Left: The CAMORADI 550 RS #24 for Carroll Shelby. An RSK #33 was entered for Masten Gregory. Photo courtesy racingworld.it. Below: Pedro Rodriguez in the NART Ferrari 250 TR 59. Photo courtesy pasionalvelocidad.com.

bankruptcy by building the Type 60 “Birdcage,” Casner offered to campaign the cars in exchange for factory support. Sold as an “Olympic team” of US drivers to challenge Europe, the team soon became “corrupted” by the likes of Sterling Moss and others once the word spread.

With plenty of money and logistic help from Guest Airlines (a sponsor), who ran a route from Mexico to Paris via Miami, the “Olympic team” entered was Jim Jeffords and Jim Rathman driving C1 Corvettes, Sterling Moss and Dan Gurney driving Maseratis, Masten Gregory and Carroll Shelby driving Porsches and a Ferrari for Rodger Ward.

Porsche sent von Hanstein and Jo Bonnier in RSKs, along with a CAMORADI-entered RSK for Masten Gregory. All in all, 11 Porsches were entered, including those of Anton’s brother Pedro von Dory and a young Cuban, John Cuevas, who won the two liter support race for GTs earlier in the day.

The next largest team was the North American Racing Team (NART), founded by the Italian-born ex-racer Luigi Chinetti, who became Ferrari’s first agent in the US. Chinetti was also the agent for Automobili OSCA, three of which were also entered in the race. The NART entries included Ferraris for Phil Hill and Mexican brothers Pedro and Ricardo Rodriguez.

(Continued on next page)



SPINNEN, CONTINUED



Jack Brabham in a T49 Mk I Cooper Monaco. Photo courtesy Autodiva.fr.

(Continued from previous page)

Cooper, having developed an offset-seated version of the earlier center seat “bobtails” was well-represented with Cooper Monacos for Jack Brabham and George Constantine. A third Cooper with a Maserati engine was reserved for Colin Davis.

High Times in Havana

Of note was the appearance of Eddie Sachs. While not part of the “Olympic team,” the Indy star fielded a Sadler MKIII entered as the Nisonger KLG Special. Constructed by Bill Sadler of Canada, this car, with a Corvette engine, space frame and alloy body, had proved its speed in other races the year before.

There are stories about Eddie in Havana. One has him getting lost on the way to the circuit. Seems they made a wrong turn into a restricted part of the airbase and soldiers are telling him to get out of there. So he makes another wrong turn, only to be greeted by an armored car that almost puts the gun through the windshield. Another story has him towing the race car out to the track when a bus driver pulls in behind, only to hit the trailer. Still later, they take a cab to dinner at a place called “El Capitan.” Long story, short, when they tell the cabbie “El Capitan” they wind up at Castro’s palace with guards and more guns.



The Sadler Mk III last seen at Donnington Park. Photo courtesy Wikimedia.org.

The Race

Logistics being what they were, the NART Ferraris for Hill and Ricardo would not arrive in time. Phil stayed home and Ricardo jumped in the RSK he brought with him. The second CAMORADI Birdcage was a no-show as well so Gurney would co-drive the Ferrari with Rodger Ward. *(Continued on next page)*

SPINNEN, CONTINUED

(Continued from previous page)

And so with 33 cars on the grid, the drivers lined up for the Le Mans start, and befitting the prevailing organization at the time, it was announced to everyone that the race had been shortened to 50 laps. Duly noted and notwithstanding any pre-race strategy, the start saw Moss and Pedro Rodriguez into the lead with Pedro very close for six laps until Moss broke free. The Porsches had the measure of the Coopers and the OSCAs with Gregory, Bonnier and von Hanstein having a good race.

To no one's surprise, Moss in the Birdcage won in a canter as Pedro, not being able to challenge again, finished 1.19 minutes behind. Bonnier had trouble in the new car and had to retire in seventh from his battle with Gregory, who finished third with von Hanstein fourth. Colin Davis, Maurice Trintignant (Maserati 300 S), von Dory, Jeffords (1st GT) and Constantine rounded out the top ten. Johnny Cuevas in his 356A Porsche

Carrera Speedster finished 17th (2nd GT) and Eddie Sachs DNFed with a burned piston.

The following year the Grand Premio would be considered too bourgeoisie for the now admittedly-defiant communists. Too, there was the well-founded fear of invasion by the US.

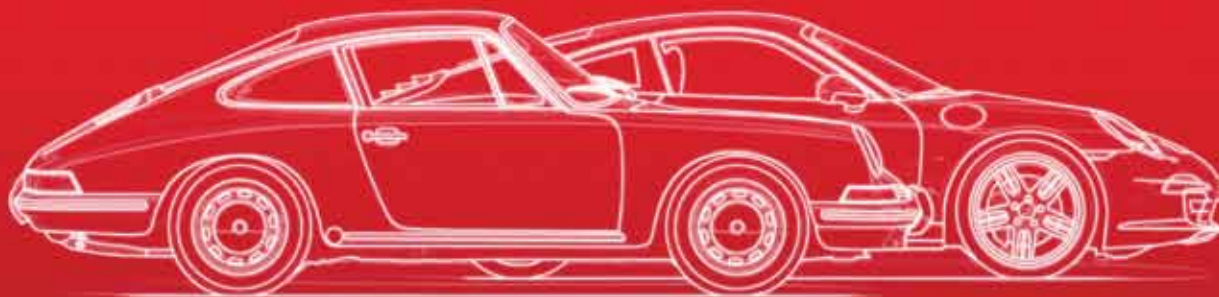
CUBA LIBRE!

In the near future we may be able to sit in the Havana sun, sip our Cuba Libre (rum and coke with a wedge of lime), settle in with a copy of "The Old Man and the Sea" and wonder what might have been. Since the time of Columbus, Cuba has had many suitors. Her tobacco, sugar, and fruit bore her Spanish colonization and culture. It made her the richest island in the Caribbean for centuries. Sadly, the suitors have fought, to her death, on the backs of the people. Perhaps, someday a new generation of Cubans will once again be able to enjoy another Gran Premio along the Malecón in peace and prosperity. Still, I fear the call that rings out from those who would impose their will on the people ... Cuba Libre!

– KEEP SPINNEN ■



Top: Bonnier #35, R. Rodriguez #39, and von Hanstein #36 at the start. Photo by Tom Burnside. Left: Moss and the CAMORADI Tipo 61 'Birdcage' Maserati. Photo courtesy maserati100.ca.



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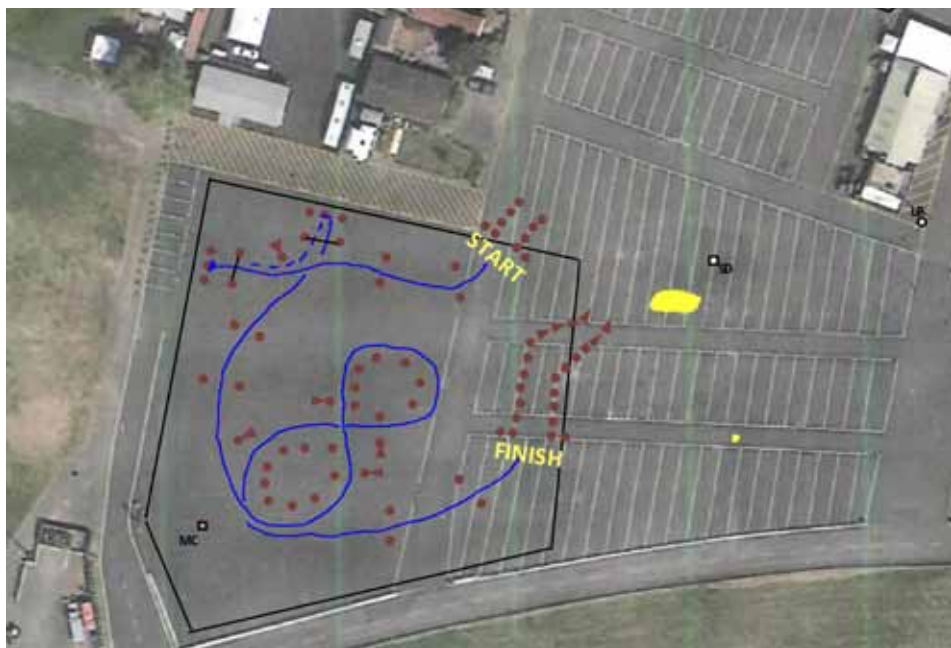
Todd Averitt



HPDE or Gymkhana: The First Step

Every journey starts with a first step. Sometimes that first step is tough to make. I was reminded of this when Don called and wanted me to help him put on a gymkhana at his HPDE event run last Wednesday.

He had arranged to use the Pro Drive lot at the west end of the south paddock. Not much space. Don was looking for something his coaches and students could use between their track sections to help with instruction but also to have fun with. The idea came from videos Don had seen on the internet.



My first step was to review the videos. Then I asked myself how to design a fun gymkhana course for cars with sticky wide tires, long wheel bases and turning ratios close to that of a bus—when gymkhana cars have short wheel bases, narrow tires, and quick turning ratios—while confining the exercise to an area the size of a postage stamp.

I started circling around the lot in my 1993 Chrysler New Yorker (which has the turning radius of a bus). Yep, there were a few stares and an inquiry or two from the track manager and the property caretaker as to what in the world I was doing. They could just nod their heads and laugh when I told them.

The final design included a reverse section, a slalom, and a figure eight. Yes, you had to put your car in reverse and maneuver backwards. This reverse section and the figure eight really pleased Don.

With the help of a couple of fantastic ORPCA members we set up the course, chalked the cones, did a real-life test of our new timing system (which now can be transported in two briefcases) and waited for an adventurer.

By the way, did I mention that Don hadn't told anyone about the gymkhana course until they arrived at the track?

Jeff couldn't sit and wait any longer so he jumped into his Carrera and did a lap. He came back in and informed us he discovered his car had to be at a dead stop before reverse would engage. He didn't know that. The next lap around he found when he put his Carrera into drive it wouldn't move for a second. We figured it had something to do with all the rotating gears in his transmission lining up. He hadn't known that. One more shot at it and now it started to look more like the Jeff we know in his Boxster.

The plan had worked. A few souls started to come by and inquire about what was going on. We showed them, walked the course with them and talked about what autocross/gymkhana is all about. The smiles started to emerge.

(Continued on next page)

MAKING THE MOST OF EVERY RUN, CONTINUED

(Continued from previous page)

Britain and Alan were the first to drive the course. Britain posted a good time in Alan's new supercharged BRZ. He handled the reverse section surprisingly well, considering his autocross rocket doesn't even have a reverse gear.

Then it happened: a Cobra had just finished running its track session. It had been running at well over 150 mph down the front straight away and now it was here. He brought his Cobra up to the start line and began his lap. The first lap was slow—obviously there was a learning curve taking place. He and his Cobra returned to the start over and over again, each time becoming more confident with quicker and quicker times and a bigger and bigger smile. After seven runs he thought he should let his steed cool down and went back to park her with this gigantic grin on his face.

Next was a 911 SC which followed the same format; slow at first, but with Jeff as his guide he gained confidence. Last two runs of the six or seven he took were on his own. His smile could have lit up a room. He may be back for an autocross after Ryan and Jim told him we do this every month using the entire south paddock. His car: a 1982 911 SC, beautiful interior and not a scratch on the exterior. Jeff asked if I could guess its mileage. My reply was about 30,000 to 40,000 miles. I was floored when he told me it had over 450,000 miles.

We had to close up shop around 4:30 to make way for the dragster crowd, but not before we had a GT3 give it a shot and provide rides to several of the curious.

That first step led to a fantastic day, having wandered into the opportunity to see and experience firsthand that competing on a track or on a gymkhana course are both unique in their own ways, and thrilling to all who participate in them.

No matter what, take that first step. ■

New Members

Eli Anderson / Megan Anderson
Vancouver, WA
1998 911 Carrera 4

Anniversaries

5 Year Anniversary

Maryann Conrad / Gary Conrad
Richard Foster / Ryan Foster
Rick Slavin / Amy Slavin
David Wilson / Karole Wilson

10 Year Anniversary

Nathan Fekete / Tammy Fekete
Gayle Kovacs / Don Crawford
Richard Thomas / Pamela Mason

25 Year Anniversary

Robert Pyle / Esther Pyle

What is Gymkhana? From Wikipedia

Gymkhana is a type of motorsport. Similar to autocross, the goal of gymkhana is to achieve the fastest time possible; memorizing the course is a significant part of achieving a fast time. The name is loaned from the equestrian discipline of gymkhana.

Gymkhana events are time and/or speed events in an automobile. These can feature obstacles such as cones, tires, and barrels. The driver must maneuver through a predetermined "track" performing many different driving techniques. What separates gymkhana from traditional autocross events is that the gymkhana requires drivers to perform reversals, 180 degree spins, 360 degree spins, parking boxes, figure 8s, and other advanced skills. Drifting is also encouraged where helpful or necessary.

Gymkhana courses typically involve only the use of first and second gear. A gymkhana course will typically be from 0:45 to 1:30 in length. Gymkhana requires strong mental concentration and memorization of the track, as sections of the course frequently must be repeated or navigated backwards and or differently. The driver will use many techniques to effectively navigate a course. Handbrake technique, drifting and sliding and Left-foot braking are all necessary skills for gymkhana. ■

IN THE ZONE

Tim Hagner
PCA Zone 6 Representative



Zone 6 Grand Tour Planning is in Full Swing

It's time to start "zoning!" The kick-off event for me was the Zone 6 Presidents meeting. This year's meeting was hosted by the Canada West Region in Vancouver, BC. We time these meetings to be after the National Board meeting, and hopefully we do good in the weather department. It's still very much winter in a lot of our 16 regions. These yearly meetings are a time for us to share knowledge, experiences and learn. It takes lots of effort and coordination to run a club of this size efficiently. Don't forget we are the largest single marque club in the world!

Amanda Kremser, daughter-in-law of Canada West's President Erwin, was our Zone 6 logo winner. We tried to have her at the Presidents meeting so we could thank her and we could have gotten a picture to share with everyone. Things didn't work out, sorry. Thank you Amanda!

My first zone visit was the weekend before the Presidents meeting at the Pacific Northwest's Tech session featuring the 918. This was held at the Bellevue Porsche store. Wow! Over 400 PCA'ers in attendance, what a great sight. We still didn't fill the service area—that Porsche store is HUGE. We were told it is currently the largest in North America. Great job PNW—tremendous support from the membership and a well-run show.

The Presidents meeting was held in Vancouver this year to coincide with Canada West's 40th anniversary celebration, the oldest Canadian Region in PCA. Congratulations Canada West! We even had Caren Cooper, President of PCA, on hand to join the party.

Okay, some zone fun facts:

- Canada West is the seventh oldest region in our zone
- Pacific Northwest is the oldest at 56 years
- Living Skies Prairie is the youngest of our 16 regions, at one year old

The BIG zone event of the year is the Zone 6 Grand Tour. Really, make your plans and clear your calendar, this will be THE tour to end all tours. A two week, 4,000 mile romp through the Grandest Zone of them all—how can you not be there? The regions are busy putting their routes together, planning the hand-offs and making ready for us. Can't do the whole tour? That's okay; our Tour master Bill Bauer is designing it so you can drop-in and out as needed. We have a commitment from Pete Stout, the Editor of Pano, to have a writer cover the event for a Pano feature. We are working on a live social media stream and Caren Cooper will be joining us for a least part of the tour. You really don't want to be left out. If you have questions, ask your President—they are involved.

Some Grand Tour Facts:

- Starts Saturday July 28 in the PNW region
- Includes two ferry rides
- Ends Saturday, August 8, in the Oregon region
- Will pass through all 16 regions, we are the largest zone in PCA at over 1.4 million square miles

I'll see you in the zone! ■

Matrix Integrated Tech Session on Pi day 3/14/15

by Eric Freedle / Photos by Charlie Scott

Some 25 Porsche wheel enthusiasts came together at Matrix Integrated to listen to Jeremy from Matrix, and Skip from Skip's Wheel Works, enlighten and inform us about those four round metal objects with tires wrapped around them. After everyone had their hot liquid beverage and a little munchie, the discussion went into the types of common wheels. The one-piece aluminum cast wheels are the most common and there are several ways to create them. Gravity casting is the most basic way of getting molten aluminum into a mold. This type of casting is a value-oriented, yet due to the fact it's not densely packed, cast wheels will have a higher weight to achieve strength. Low pressure casting uses a positive pressure to push the molten aluminum into a mold more quickly, and achieve a higher density over a gravity cast wheel. This type of wheel offers a good value for the enthusiast while maintaining strength and lighter weight! A newer technology called rim rolling is a special process that begins with a low-pressure casting and uses a machine that spins the initial casting, and then uses heat and pressure in the rim area to pull the rim into final shape.

By now, we know about the Plus Concept, which means that as you increase the size of the rim from the stock size, you decrease the depth of the sidewall. This will allow an increase in quickness in steering response and better stability, along with a better looking rim/tire setup. We have seen the OEM wheel sizes go from 14" to 15" in the 70's, to 16" in the 80's, to 17" and 18" wheels in the 90's and 00's. These rims are now paired with lower profile tires that offer much better performance than those tires decades before. As wheel sizes have increased, so has brake size, again giving more overall performance to the vehicle. As these brakes continue to improve, they are assisted with heat dissipation from the metals in quality alloy wheels.

The centerbore of a wheel is machined so that it centers properly on the hub of a vehicle. This, along with proper lug nut/bolt tightening can prove essential in the health and proper fit of wheels on a vehicle. Rims that don't have the proper centerbore to the hub diameter can prove deteriorious to the lugs on the hub. In addition, you need to check vehicle specs for the proper lug torqueing. Torque specs can be found in the owner's manual. Also, lug nuts and/or lug bolts have different lug seats, from conical to ball to flat. Be sure that you match the proper seats to your rims. This is especially true when people switch from basic metal steel wheels (often used for snow tires) to alloy wheels that are stock with the vehicle. These seats can be different, and you need to check for proper fit. Thanks again to Jeremy and Matrix for hosting this informative tech event. ■



MORE PHOTOS FROM THE TECH SESSION ON FOLLOWING PAGE

MATRIX INTEGRATED TECH SESSION, CONTINUED



Clockwise from top: Attendees are taking in all of the info; various types of wheels on display for discussion; just what did this wheel hit? Jeremy and his props.



Three AX Tech Sessions Start the Season Off Well!

Story and Photos by Todd Averitt

There was a fantastic turnout for our Autocross Annual Tech sessions on March 7, 8, and 14. A huge part of that goes to Jeremy Williams of Matrix Integrated for allowing us use of his indoor facility.

Sixty-seven autocrossers showed up for our three tech sessions. Everyone who showed up knew by experience the short time spent there meant hours saved at each event.

Going through an Annual Tech isn't really so tough. Participants were able to enjoy coffee and donuts brought by Douglas Skinner and other volunteers. It also gave everyone a chance to talk with friends and compare notes on improvements made during the off season. Many gave a helping hand to the volunteers to assist tech; this was greatly appreciated.

A special treat was the introduction of our new barcode system by Ryan Davis. Surprise! Everyone was given a barcode and lanyard. Ryan has worked above and beyond to get this system operational.

Such a great turnout can only indicate one thing: we are in for a fantastic year! Thank you, one and all. ■



Season Opens with Two Great Days of Autocrossing

Story and Photos by Bob Schatz

We had our opening weekend of Autocross on Saturday, March 28, and Sunday the 29th. The weekend started off with the Drivers Skills Clinic, which started a bit late but ended on time, with all students getting six runs on one course and six on another. The Drivers Clinic is a great way to start off the racing season, and followed by a weekend of racing isn't bad at all.

The weather held out for us. Saturday started off wet, but by 10 a.m. it was great, and it was plenty dry for the rest of the weekend. We had a record, I believe—101 cars showed

up to the first event! One hundred one cars! What were you guys thinking? We didn't have any Dalmatians, but we had one Datsun. So after the 40 cars at the Drivers Clinic ended their event, the line of 60 other cars show up. It was a full house. The day was set up in four run groups. The drivers there, and the instructors for the Drivers Clinic ran group A and B. The others ran group C and D later in the day.

This was the first day for the new wireless timing system. It was also the first day of the new check-in at the starting line, showing a bar code. So the timing system is pretty much the same as the old system, but wireless so that worked really well—we just need to remember to turn them on. The bar code scanning at the start line needs to have a few bugs worked out; primarily the relationship between the reader gun and its receiver at the trailer. Those two like to be close. Also, the bars in the bar code might be too close, or something is not registering right at the computer. These things will be worked out, and within no time we will be running smoother than ever.

So, Autocross #1 ... Turns out it might be called Autocross #0. Initiating all the new systems, somehow the main computer crashed and many of the times were lost. So the team is working to figure out adding another day to the schedule—keep your eyes open for that.

Other than all that, the track was in the north section and the track was very fast. I, loving to go fast, was more than happy with the layout. I'd say it was one of the best I have run in a long time. There were a few Corvettes out there, and Britain and Gary both showed up with their 914's in trailer to show what fast really is. I ran the first run group, worked the second and then went home. I can't say what happened in the 3rd and 4th groups, but from what I am told they ended racing at 9 p.m. and from what I saw the next morning, understandably hardly picked up a cone on the way home.

Sunday's new autocross #1 was another awesome day! The sun was out and we had three run groups. We got set up and started relatively quickly; sign-in was really easy due to the bar codes and the pre-registration online, and most people had already done Annual Tech Inspections. Again, this was a awesome, fast course. It was a bit reversed from the day before, but different. Again, there were several Corvettes out there, *(Continued on next page)*



Jim Pileggi near the finish line.

AUTOCROSS I & 2, CONTINUED

(Continued from previous page) which usually do pretty well in the fast tracks; but today Porsche came out 1: Barry Cogut, Cayman S; 2: Bob Schatz, Boxster S; 3: Greg Olson, Carrera 2; and 5: Tong Qi GT3. Ryan Sauer and his Miata came 4th overall. In each class, Cary Kutter won I01, Ryan Davis won P01, Jeff Gretz (who almost got top time of day if it wasn't for this one cone) won P02, Barry Cogut with top the of the day won P03 (I'll get you next time), Bryce Bederka won S01, Chuck Jarvie won S02, Tong Qi won S03, Sammy Lin won NPA, Ryan Sauer won NPR and Rafael Perez won NPF. You can check out all the results on the website.

We had all types of cars out there from pick-up trucks to a non-street legal Datsun Z to a Dodge Neon and even a Chevy Spark electric car (which does pretty well) and a handful of Porsches. It's a lot of fun, and plenty of smack talk between rounds. Thank you for all the volunteers that run this event—see you next time! ■



Top: Anticipating the next turn. Above: One of the record number of autocrossers. Right: Our new wireless timing system—yay!



MORE PHOTOS FROM AUTOCROSSES I & 2 ON NEXT PAGE

AUTOCROSS I & 2, CONTINUED



Clockwise from top: Our new signing in system; your barcode gets scanned at the starting line; placing the cone back in its box; the dry course helped the record number of participants have a great time; part of the fun was the variety of vehicles competing.



PIR Automotive Swap Meet

April 9 - 11, 7:00 a.m. to 5:00 p.m. Daily

The 10th annual Portland International Raceway Automotive Swap Meet will feature more than 1,500 vendor stalls and five miles of automotive-related gear located on the racetrack and in the pro-paddock. The event will take



place on the PIR racetrack April 9 through 11 from 7 a.m. to 5 p.m. daily. Admission is \$7 per day; free for children under 12. Parking is \$10 per day, or the MAX Yellow Line stops just outside PIR. A complimentary shuttle bus runs between PIR, Portland Meadows and the Expo Center.

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; the event has donated more than \$62,000 to CTS since beginning the program. ■

Spring Clean at Matrix Integrated

Saturday, April 11, 9:00 a.m. to 1:00 p.m.

REGISTER VIA: oconnor-m@comcast.net

Matrix Integrated
4000 SW Macadam Avenue
Portland, OR 97239

After great reviews of the 2014 Spring Clean & Detail event, we decided to repeat this event in 2015. 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.

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



April Social & Dinner

Wednesday, April 15, 6:00 to
8:00 p.m.

REGISTER VIA: socialevents@oregonpca.org by
April 10
Stanford's Jantzen Beach
12200 SW Parker Ave.
Portland, OR

Hosted by Gary and Denise Goss
Social Hour: 6:00 p.m. to 7:00 p.m. / Dinner:
8:00 p.m. to 9:00 p.m.



A Porsche Club favorite! Whether you are craving fresh seafood, a gourmet hamburger, a perfectly prepared steak or another of our delicious offerings come join the neighborhood crowd for lunch, dinner or our popular happy hour. Enjoy the classy and comfortable atmosphere surrounded with the warmth of wood and intimate lighting.

Limited meal choices are listed on oregonpca.org. You will order when you arrive. ■

2015 Autocross Schedule

Autocross is a precision sport, much like, say, billiards, shooting or golf. You must be precise and consistent, all the while driving so fast you can barely concentrate” —Mark Sirota

Autocross events are an all-forward motion driving skill contest. Each driver is individually timed to the thousandth of a second, over a short, miniature road course clearly defined using traffic cones. Cars compete one at a time in a class with similar cars. An event can be held on any flat paved surface, usually a parking lot, or airport apron or runway.

Autocross emphasizes driver skill and vehicle handling rather than just speed. The corners are tight, and there are lots of them, so the driving is exciting and challenging. Autocross speeds do not exceed those normally encountered in highway driving.

The skills you learn and practice here; smooth transitions, enhanced braking, and skid correction, will have an immediate impact on improving the safety and skill of your street driving. Autocross is an excellent way to teach car control to young drivers in a safe environment.

Autocross is also a very social sport, filled with some of the friendliest people you'll ever meet. The camaraderie of the drivers is a special part of autocrossing that is profoundly satisfying.—Todd Averitt, Autocross Chair

AX #4	May 17	PIR south pits	AX #8	September 20	PIR south pits
AX #5	June 28	PIR south pits	AX #9	TBA	
AX #6	July 19	PIR south pits	Awards Dinner	October	TBA
AX #7	August 23	PIR south pits			

Autocross 3: Lake PIR or Sunny Spring Day?!

Sunday, April 26, 7:30 a.m. Registration

REGISTER VIA: axwaresystems.com/axorm/

CLUB CONTACT: Todd Averitt, taverittster@gmail.com

Autocross #3 will be on Sunday, April 26, in the South Pits at Portland International Raceway (PIR). What will the weather bring us? Lake PIR? Or the sunny days of spring?

Whatever the weather, 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.

If this is your first time, plenty of help and instruction is available. For others the instructors are an invaluable asset for improving your driving skills. 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 #3 registration opens at 7:30 a.m. under the awning of the Fast Track Café. ALL participants must check in with registration. You will get your barcode, and finalize your work assignment, and run group.



Drivers meeting will be at 8:30 a.m. with first car out at 9:00 a.m. Again, instructors are recommended for first time drivers.

This event will be the third event to count towards 2015 Championship points.

Pre-registration for this event opens on March 30 and can be made online through <http://axwaresystems.com/axorm/>. The last day to preregister for this event online will be Friday midnight, April 24.

Entry fees are as follows: ORPCA/PCA members preregistered online: \$35; at the gate: \$45.00; non-PCA members preregistered online: \$40; non-PCA members at the gate: \$50.00.

You will have fun. Remember to bring your Teddy Bear! ■

May Arrive and Drive

Sunday, May 9 8:45 a.m.

CLUB CONTACT:

Eric Freedle, pastpresident@oregonpca.org

Kick off the A&D season with a Garage Tour!
This is our first Arrive and Drive, and events

extend monthly into October (there is no A&D in August). Each drive is roughly 60 to 100 miles in length and finishes in under three hours. It is 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 to Miller's Homestead at 17933 SW McEwan Ave, Tigard 97224, (503.684.2831) no later than 8:45 a.m. Driver's meeting takes place at 9:00 a.m., 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. More details TBA. **THIS IS A NO FEE EVENT.** ■



Rose Cup Races: 55th Anniversary Event

June 12-14 PIR

REGISTER VIA: www.motorsportreg.com, from April 2 to May 10

CLUB CONTACT: Eric Freedle 503.936.0816 pastpresident@oregonpca.org

The Portland Rose Festival is proud to bring the Rose Cup Races to PIR, celebrating the 55th running of one of amateur auto racing oldest traditions.

Come and support the racing community and bring your Porsche to the corral. 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. We ask that you have your Porsche in the car corral on the south side of the track by 10:00 a.m. each morning. ■



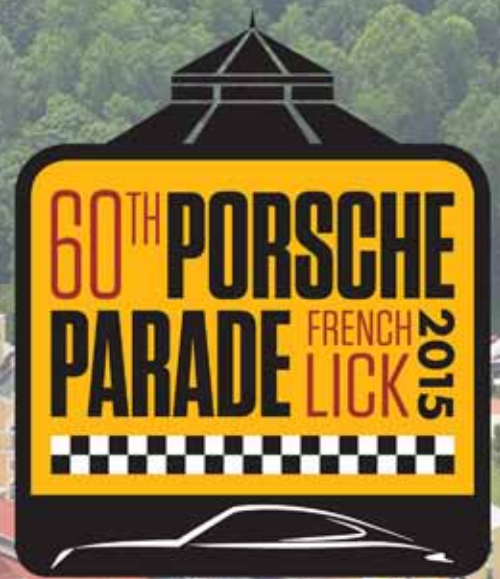
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	MAZDA LAGUNA SECA RACEWAY
AUG. 15-16	ROCKY MOUNTAIN REGION
	HIGH PLAINS RACEWAY
SEP. 5-6	GOLDEN GATE REGION
	THUNDERHILL RACEWAY
SEP. 18/20	INTERMOUNTAIN REGION
	MILLER MOTORSPORTS PARK
SEP. 26-27	SAN DIEGO REGION
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Announcing 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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■ CARS FOR SALE



Immaculate, low mileage 2002 Porsche Boxster S. Asking \$21K. Two owner, dealer maintained California car, garage kept, never tracked or crashed. Seal Grey, black partial leather interior, no blemishes soft top with clear, no creases/ no leaks rear window. 6 speed, BB polished

SS exhaust, RMS & IMS replaced under warranty. Heated seats, Bose sound system, 18" Turbo Twist wheels, colored center caps, Continental Extreme DW tires with <3K miles. Inquire: Mike (415) 420-7741 (mobile) (12/14)



■ PARTS FOR SALE



Both front brake rotors for a 2001 Boxster S. They are brand new still in box. Brand name is BALO, they are just as good as Porsche. Bought them through Pelican Parts for \$234 for the pair. I believe they fit 1998 - 2004 Boxsters but please verify. Bob Schatz (503) 260-7286 (3/15)

Winter tires: Michelin Pilot Alpin. Porsche factory wheel/tire package, selling tires only. Fits 235/40-19 and 265/40-19 from a 981 (late Cayman) 500 miles or less, asking \$400.00 total (for 4) plus shipping. Gordon Ledbetter 503.799.7496 (12/14)



\$325. Michelin Pilot Alpin snow tires for sale. Fronts: 225/40R18 8-9/32's tread (new is 10.5/32). Rears: 235/40R18 7-8/32" tread. The Alpins are in good condition. I don't know how many miles are on the tires as I bought the wheel/tire combination from a know-nothing dealer. I used them for 100 miles of use on my Boxster prior to switching to Sport Pilots. Contact David Derting, 503-579-6169 (1/15)

Porsche approved N-0 / OEM Michelin tires, perfect for your SC or 3.2 Carrera. Fronts: 205/55/16, Rears: 225/50/16. Only 1,754 documented miles. \$636.00 new—asking \$ 436.00 for the set. Contact Brian @ 503-314-2386 (1/15)



For sale: 4 Victor Lemans wheels for Porsche Carrera - sizes: 19x8 5-130 and 19x11 5-130 - removed from my '07 Carrera at sale of vehicle - 6,124 miles on wheels and in very good condition. Cost: \$340 new - will sell the four for \$500. total. Doug Stirling, dsstir@gmail.com, 503.703.6033 (1/15)

Used: Cayenne 18" Turbo wheels with chrome OE center caps \$1000 or best offer. New: Cayenne Serpentine belt/oil filter/ Porsche OE spark plugs. New: 964 Dual Mass flywheel & Sachs clutch Contact: S. Rabbani 503-489-8597 (1/15)

