



Anzeiger

August, 2014

Special Edition:
Parade 2014





PORSCHE

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Anzeiger

Volume 54 No. 7
August, 2014



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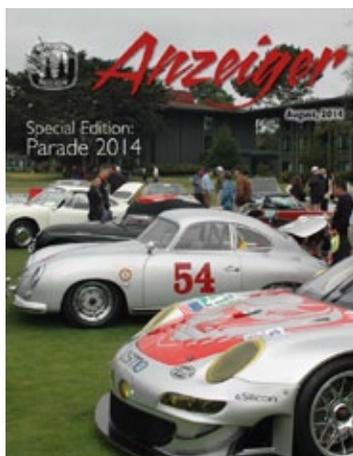
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ON THE COVER

Old and new at the 2014 Parade in Monterey. Photo by Peter Linsky.

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 40.

Anzeiger

Noun, German

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

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<http://oregonpca.org/>

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.

Anzeiger

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| | |
|--------------------|---------|
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PORSCHE

Oregon Region Events



August, 2014

- 10 Wine Country Lunch and Tour
 - 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

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for the latest schedule
of all activities**

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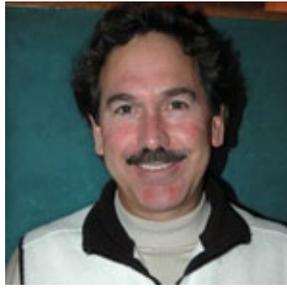
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**FROM
THE
PRESIDENT**
Eric Freedle



A Look Back at Parade in Monterey

Parade (noun) 1. A public procession, celebrating a special day or event.

The 2014 Porsche Parade drew almost 1300 registered Porsches from Alaska to Nova Scotia. The original crafters of Parade would be stunned at how large and grand this 59th event turned out. We had nearly 40 cars registered from the Oregon Region travel south to experience the wonderful Monterey region.

There were so many memories made from this event. To start ... it can be cold on a June night in Monterey—as our first night saw temperatures drop into the 50s for the Welcome Party. Even for the hearty Northwest folks, some had to bail on this outdoor event and seek warmer environs indoors. The next day saw the Concours and all of the wonderful Porsches shine in the Monterey sun—yes, it came out for the event. Bruce Canepa brought out some excellent race car examples from the 70's and 80's that drew a lot of wows! *(Continued on next page)*

Mike & Mary O'Connor overlooking the Pacific Ocean at the start of the infamous 17 mile drive. Photo by Eric Freedle



PRESIDENT'S MESSAGE, CONTINUED



500 Porsches at Parade 2014. Photo by Marlene MacEwan

(Continued from previous page)

Many thanks to Tim Hagner, our Zone 6 rep, who rallied the regions to fund a party for our zone. What an excellent venue, just off the main reception area at the Hyatt. In addition to the great food and drink, we had a rolling Porsche 919 race car as a backdrop. In a complete surprise, we had a beaming Cheryl Carpentier—who just received a second place red ribbon for her amateur painting entry in the Art Show—the Blue Macan. Then off to the President's Reception at the Monterey Plaza Hotel, where we were introduced to PCA President Manny Alban and the Executive Council. What a fantastic venue, where current and past presidents could share stories about old and current affairs, all while taking in the beautiful Monterey bay.

We even tried our hand at the TSD Rally—we didn't come in last, and Cheryl and I are still speaking to each other! Paul and Ming Kust apparently did quite well in this event—nice! Many of our members went off and did many of the driving tours, beer tasting, and the ever-popular wine tasting. There was a large turnout for the Auto-cross, which spanned two days; one of our former members, Cathy Smalley, took top time among the women in her prepped 2000 Boxster.

One of my favorite events was the Gimmick Rally, a typical "Arrive and Drive"—but, looking for items on a checklist. What a kick! We even stopped at a fruit and vegetable open-air market and bought some of their produce—including artichokes in Castroville, the artichoke capital of California. Did you know that Marilyn Monroe was given the title of Artichoke Queen in 1947 during a visit here in the Monterey Bay area? Who would know?!

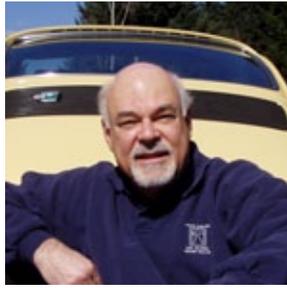
With all of the great shopping, dining and Porsche-ing the week seemed like it went by way too fast, but not before the actual "Parade of Porsches" took place. What seemed to be close to 400+ Porsches turned out at the Laguna Seca track for what would be two spirited parade laps at the famed raceway. As a first timer on the track, the corkscrew section is just awesome. There's nothing quite like it: dropping five stories in height while feeling the G-forces was very exciting!

The final event was the Victory Banquet, held on Saturday night, where there were over 1,000 people under one HUGE tent. The staff did an amazing job of getting all of the meals out very timely, while we were entertained by Mark Shevitz and Manny Alban—who were projected on large screens for the attendees at the ends of the large tent. Then there were the prizes: The trip to Germany and the biggie, and the new 911 Targa to the very lucky raffle winner! Oh, what luck ... Next year French Lick, Indiana.

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 on the Club website.

Happy motoring! ■

**STILL
PLAYS
WITH CARS**
Peter Linsky



Civil Suit Targets Ferdinand Piëch and Wolfgang Porsche

Hovering in the background of Porsche's corporate operations is the little matter of a certain lawsuit that would bore most onlookers but could potentially cost our favorite automaker and/or its patent company a whole bunch of Euros. Earlier this year, a group of hedge funds filed a €1.8 billion civil suit naming Porsche chairman Ferdinand Piëch—who also heads Volkswagen—and Wolfgang Porsche, citing their involvement in Porsche's unsuccessful attempt to buy much-larger Volkswagen. The suit alleges that Porsche and its management team misled the financial markets in the months prior to revealing in late 2008 that it was seeking to take control of Volkswagen. Porsche SE, the holding company, has other legal issues to face as well. A suit was filed in 2012 by the same hedge funds. It is alleged that Porsche improperly misled the markets when it denied speculation that it intended to take control of VW, even as it was secretly picking up stock options to buy shares in Volkswagen. Some investors short-sold VW shares on the basis of those denials, and lost a great deal of money. The named defendants deny any wrongdoing. Previous lawsuits from hedge funds against Porsche have been dismissed, but ex-chief financial officer Holger Härter was convicted of credit fraud during the takeover fight. He and former CEO Wendelin Wiedeking face charges of market manipulation, which both deny.



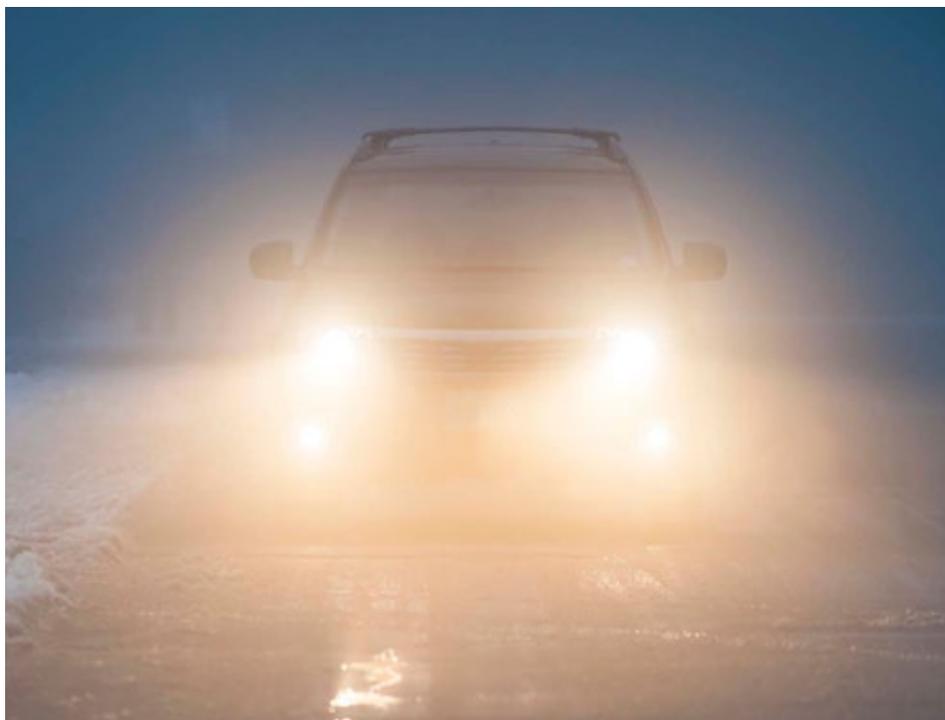
Roger Bursch

Remember Roger Bursch? Back in the 1960s and 1970s many of us bought a Bursch extractor exhaust for our old VWs or 356s. Roger passed away in April at age 94 after a long and very accomplished life. After studying to become a CPA at UCLA, he decided to buy a small business which became Scientific Automotive in Pasadena. That company grew to become Scientific Automotive & Bursch Exhaust. He designed equal-length extractor exhaust systems that proved very effective on VW-based air-cooled fours, and his products were soon to be found all across the country and beyond. Scientific Automotive sponsored several very successful racing cars including the Dale Hersch E-Production 356 Speedster and Alan Johnson's ARRC-winning 911S. *(Continued on next page)*

STILL PLAYS WITH CARS, CONTINUED

(Continued on next page)

Have you ever flashed your headlights at oncoming traffic to warn other drivers of the presence of some traffic enforcement that you might have passed a few moments before? While those oncoming vehicles might very much appreciate the courtesy of a few seconds warning, enough to slow down and avoid a traffic citation, your gesture is considered anti-social in many states. That may be changing. Earlier this year, a Missouri court issued a preliminary injunction prohibiting the St. Louis County town of Ellisville from citing and prosecuting drivers who flash their lights to warn of radar and speed traps. Ellisville's city attorney said there are no plans to appeal. The ACLU filed a freedom-of-speech lawsuit on behalf of a motorist who flashed his lights to warn of police radar; he had been cited for interfering with a police investigation. In its decision, the court declared that the flashing of headlights was essentially a good thing, "Sending a message to bring one's driving in conformity with the law—whether it be by slowing down, turning on one's own headlamps at dusk or in the rain, or proceeding with caution."



Ellisville's city attorney said there are no plans to appeal. The ACLU filed a freedom-of-speech lawsuit on behalf of a motorist who flashed his lights to warn of police radar; he had been cited for interfering with a police investigation. In its decision, the court declared that the flashing of headlights was essentially a good thing, "Sending a message to bring one's driving in conformity with the law—whether it be by slowing down, turning on one's own headlamps at dusk or in the rain, or proceeding with caution."

Until next time, drive carefully! ■

New Members

Jerry Cundari
2002 911 Carrera Cabriolet

Tom Floyd
2002 911 Turbo

Pete Jeter / Patricial Jeter
2006 Carrera Coupe

Tim McMann
2014 Cayman S

Alexei Peters
1988 911 Carrera

Paul Priest
2006 Cayman S

Alex Strizhevsky
2004 Cayenne S

Lance Ylitalo
1987 911 Carrera

Anniversaries

5 Year Anniversary
Kelly Bensene

10 Year Anniversary
David Gillaspie / Molly Hayes
Thomas Hill / Carolee Hills
Paul Patsis / Jean Patsis

MAKING THE MOST OF EVERY RUN

Todd Averitt



What's Your Go-Fast Goodie Budget?

Every racer, autocross, rally, and track driver alike wants to get that edge. The common fantasies revolve around go-fast items like more horsepower; wider, stickier tires; full suspension; stiffening kits, etc. We're peering down the slippery slope where dollars disappear, missing one basic concept. Who amongst us looks in the mirror and sees the most important piece of the puzzle? You, my friend, can make huge gains with driver skill classes which will carry forward no matter the "stage" your car is at.



Photo from Autocross 6 by Bob Schatz

This fact became self-evident when I watched the instructors at my first autocross school. Each instructor killed the course in a car they had never been in before to show us, the students, what we could do with proper training. Spend the first thousand on yourself, and then go play in the go-fast add-on world.

I'll bet you are a lot like me. Who wants to hear "It isn't the car, dummy," (inferred)? I believe in the beginning a couple of budget-friendly tips for car setup can be implemented on a very reasonable budget.

Lesson one: When you do have anything added to your car, make sure it is of the best quality possible. After all, the stresses placed on a car during an autocross are far beyond any it hopefully will ever endure in normal daily driving.

Get ready for it, because below you will find the things you can do for free or under a \$100!

A word of caution before doing any modification, check the rule books. A simple thing such as installing aftermarket wheels will move you from our Stock Class to Production Class.

Car Setup Tips

Again keep in mind; at this point you can go faster sooner by working on the driver instead of the car.

What you can do Today

Tires: You might have read that you should put an extra 10 to 15 psi in your tires. This is to keep your tires from rolling under during hard cornering. But how much is too much? Put chalk in three places around the diameter on

AUTOCROSSING, CONTINUED

the edges of your tire, and you can see how far over the tire went during your runs. Bleed out a little if the chalk is still showing on the tread, or add a little more if the chalk has been worn off down the sidewall. The chalk line should be right at the corner of the tread and sidewall. Keep notes on how many psi you ran, and where the chalk line was, for your next event. Sidewalk chalk works well and comes in a variety of colors. You can make up a color-coded tracking system if you wish.

Remember that as you get better and corner harder, you'll need more air to compensate, so keep using the chalk at every event.

Driver Restraint: In order to have good control, you, the driver, have got to stay put. Make sure your seat belt is tight and firm. Some people like to tug hard (fast) on the shoulder strap to engage the lock on the reel. Stay with the manufacturers belts and make sure they are in good working order. It's too early for five- and six-point harnesses. Important point: harnesses are illegal for street use in both Oregon and Washington.

Driver Location: Most experienced drivers will agree that to give you the best control, the best place for your seat is forward enough to allow your leg to bend slightly bent when the clutch is all the way to the floor, and your seat back in position that allows you to rest your wrists on the steering wheel when your shoulders are firmly against the seat.

This position allows you to run the full range of steering inputs and foot motions without stretching or moving in your seat, and can have a huge impact on your driving skill.

What you can do before the next event

Alignments cost \$45 to \$95, and if you're looking for a cheap way to improve your autocross setup, this is a good one.

First some words of caution. Manufacturers set their alignments to what they consider the most predictable and stable settings. Improving your cars turn-in for autocross may make your car twitchy on the street. So use your own discretion. To get some suggestions, though, ask a driver who has a car similar to yours in weight, wheelbase or front or rear wheel drive.

Remember

- Your goal is to have fun! That's why everyone is here.
- Your goal for the first run is to avoid getting lost on course (see course-walking tips)
- Your goal for the rest of the day is to improve your time on each run
- Your goal for the second event is the same as the first.
- Your goal for the rest of the season is to beat somebody (anybody!) and continue to make each run faster than the last.
- Enjoy and have fun! That's why everyone is here. ■



IN THE ZONE

Tim Hagner
PCA Zone 6 Representative



Two Ferries and 1,400 Miles Visiting Zone 6 Members

Three regions in three days, whew! The stars and club calendars aligned for a brief moment in July and I was able to take advantage of the alignment. Monday we were in Seattle for Pacific Northwest's Board and membership meeting; Tuesday we were in Nanaimo, BC, for the Vancouver Island's membership meeting; Wednesday we were in Spokane for Inland Northwest's membership meeting, and Thursday, home again. It was a total of 1,400 miles and two ferry trips. We had a great time and are now planning the next road trip. A big THANK YOU to all we met—your hospitality and enthusiasm is wonderful. No matter where you travel, if you stop and visit any PCA group, you'll find the people are always the same: great! That's what makes our club so great. On this road trip we got to see some of the beauty and diversity that makes our Zone 6 so special.

Have you made your plans to attend "Whistler 2014?" This will be the return of a fun and Zone-favorite Porsche event. I hope to see you there. I'll be looking for you! For info see www.pca-cwr.org.

Some Zone 6 fun facts:

Largest Region: Pacific Northwest, 1665 primary members

Smallest Region: Living Skies Prairie, 41 primary members

Total Zone Primary Membership: 4,964

Zone 6 is the 6th largest Zone, of the 13 total. Zone 1 is the largest with 13,892 primary members.

Of the 141 Regions in PCA here's where your region is by primary membership:

| | | | | | |
|-------------------|----|------------------|----|-------------------|-----|
| Pacific Northwest | 9 | Wild Rose | 70 | High Desert | 93 |
| Oregon | 21 | Silver Sage | 84 | Cascade | 102 |
| Canada West | 46 | Polar | 87 | Olympic Peninsula | 103 |
| Inland Northwest | 64 | Vancouver Island | 88 | Yellowstone | 127 |

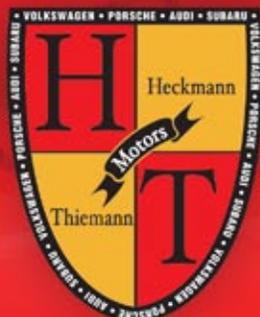
The Zone 6 logo contest is still going on from now until September 1. The winning logo will be announced on September 15. Send your logo submission to your regional President and they'll pass it on to me. The Zone 6 website has all your entries and can be viewed at www.zone6-pca.org.

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



Trent Norman, President of the new Living Skies Prairie Region and myself at the launch party in Saskatoon on May 31, presenting them with their Club Charter.

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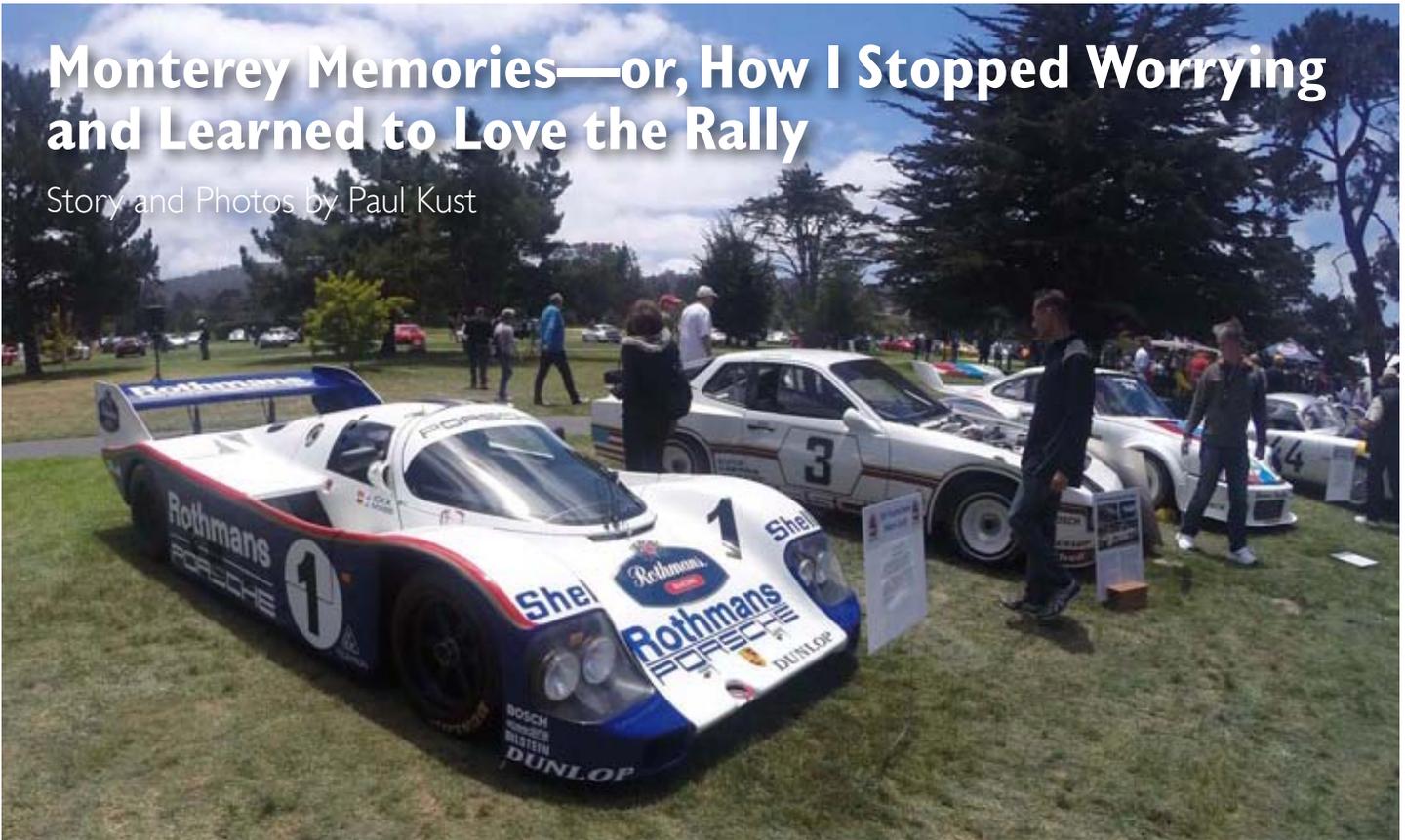
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Robert Edgar
Owner



Monterey Memories—or, How I Stopped Worrying and Learned to Love the Rally

Story and Photos by Paul Kust



This little adventure begins late on a Friday afternoon or early evening if you will. Ming and I had decided that we would drive to the 59th Porsche Parade in Monterey, California, starting late to miss all the dreaded Friday traffic that seems to start earlier and earlier as the years go by. The Plan was to have a leisurely drive to Medford and spend the night before tackling the Siskiyou and the never-ending road construction on I-5 in northern California. This has been going on since I was a kid traveling to the Bay Area with my parents in the '60s; it took less time to build the Panama Canal.

The cruise to Medford was an eye opener. If you haven't been reading the news lately, the counties in southern Oregon are at a point where they need all of the revenue they can get, and they had the revenue enhancement squads working the highways in force on that Friday night. We were lucky that our bright yellow Boxster was flying under their radar as every one of them were in the writing mode when we passed by, though some of the others in another group weren't as lucky (with their even brighter yellow Boxster—but we'll keep it mum, Mike).

After a stop-off in San Jose for dinner with some friends on Saturday night, the arrival in Monterey on Sunday morning found us following our Region President Eric Freedle along with Cheryl Carpentier in their 911 to the Monterey Peninsula College parking lot for the overflow parking and the shuttle busses to take us back to the Hyatt for registration.

Now, registration is an event in itself, and the only one we didn't have to pay for. First, it was packed—then it was pick a line, so we went with the theory of least resistance, and that seemed to work well enough, until we had to get into the banquet table reservation line. This line was the slowest moving, but that was okay—we seemed to run into numerous people that we knew from all over Zone 6, and others that we had met at previous parades.

Well, the thing you have to remember about PCA is that ALL the events are run by volunteers, and we try to sign up for a job or two during the week. Originally, we had signed up for the welcome tent, *(Continued on next page)*

Special Coverage of Monterey Parade 2014 continued on following pages

MONTEREY MEMORIES, CONTINUED

(Continued from previous page) which was something totally different than what I had envisioned; upon arriving for our work schedule, we were redirected to help out in the Concours prep area.

So off we went to find Skip Carter, the chair of that department and see what he needed us to do. Concours prep was in the basement of the Hyatt in the parking garage, and the place was packed. There were cars everywhere, and people cleaning under



numerous portable lights—did I mention this was in the BASEMENT? Not exactly well lit, but definitely a hive of activity, so what were we to do?

Well, it seems that there was overflow Concours prep just a few blocks away at the Fairground complex, and this is where we would spend the next four hours, sequestered in the place that was just perfect to prep your car for a Concours—large open space, polished floors, large gabled windows and skylights. I wish I had this building for a garage—it was perfect. And one of the best things was there were only three cars there, and I knew the owners of two of them, Norbert and Eric Kremsner, from the Pacific Northwest Region with their original owner 944 Turbo, and Stephen Gies and Cheryl Pickett from the Absaroka Region with a 1986 911 Carrera. The third was Joe Whatshislastname and his 1971 911T racecar. These were some really nice cars, and it was no problem monitoring the situation; I actually had time to clean our Boxster, and Ming got a little nap in while sitting in the car. There was absolutely NO STRESS to working this part of the event—it worked out perfectly.

After our workshift was over, we had just enough time to get ready for the Pirelli Welcome Party, which was held a few miles from the hotel in Monterey at the Monterey State Historic Park Customs House Plaza. Lucky for us, it was right across the street from the Monterey Marriott, where we were staying, so all we had to do was walk to the event.

Now, one would think that California in the late, late spring, five days till summer officially started, would be warm or at least kind of warm, or pleasant—or something other than what it was, with the howling onshore wind chill, snowsuit-wearing, glove-rubbing, stocking hat-wearing, freezing event held outside. Buffet served warm ... cold cuts upon returning to your seat and the cookie for desert ... priceless!

The plan sounded good. At least the evening went fairly quickly, although there were some delays, such as when Oregon Region members Dale and Kay Rhoney won a mini Bose Bluetooth speaker system and they weren't there, having been unable to make the trip at the last minute—and you have to be present to win!

Monday morning, and the Concours came too early, but not as early as for those like fellow members Larry Hanan and Chuck Hervey, who were working the Concours, or Bob and Kathleen Ellis, who were showing their car, as they started at OMG-o'clock (and I don't think even the birds were up then).

We cruised in about lunchtime and the place was packed. This was on the golf course and there was plenty of room, though for some reason that eludes me the Historic race cars were jammed together *(Continued on next page)*

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MONTEREY MEMORIES, CONTINUED

(Continued from previous page) so closely that you had a hard time walking between the people standing around the cars; forget about pictures unless it was a close up—very close up. Great cars though; the whole show had great cars, and many were better than when they were on the showroom floor, but what else would you expect from a bunch of Porsche Fanatics with OCD?

Monday late afternoon we had a Zone 6 reception that was well attended by members from nearly all the Regions in our zone. I personally talked to members from PNWR, Silver Sage, Inland Northwest, High Desert Region, Big Sky and of course our own Oregon Region. The Hyatt courtyard was packed and the display cars (like the 919 LeMans Prototype) provided a stunning backdrop for the car-spinning shenanigans that ensued (you know who you are, Carlos).

Tuesday morning was the Mobil 1 Time Speed Distance Rally. This is a friendly competition that is designed to test your skills at staying married or maintaining a friendship, and if you survive, this is where you should be given a participation award.

Now, if you were lucky enough to attend the seminar on Monday on the ins and outs of rallying, you might have done well if you could find space in the overfilled spewing-into-the-hallway room the presentation was given in. I just picked up a flier from the box, as the doorway was full and I could see nowhere to stand.

Ming and I would have to wing it, although we did very well in Salt Lake City in '12, finishing sixth in un-equipped—and that is with the Boxster that has a speedo that starts at 4 mph and is four over at all speeds, so you have to continually subtract 4 mph while driving to keep at the correct speed, no distracted driving there.

It took a while to get the hang of the instructions, and a few took even longer—like the term SOL. Usually if someone was to say you are SOL you would take it as Sh-t Out of Luck, like up the proverbial creek without the paddle, but after driving around for about an hour after reading it in the instructions it dawned on me that it was “sign on left.” Man, I hate it when the old hard drive slows down; glad to recover that sector. And yes, I spotted the sign!

I have to admit it was a little tense at times, but after we maxed a couple of legs (read: got lost) the pressure was off and the rest of it went quite well, being off by very little for the remaining legs of the rally. We would have finished with a trophy if we just would have relaxed at the start and not tried to over think it; I've never been known to over-think it.



We drove around for hours and observed a lot of farm country, slow moving vehicles (very slow moving vehicles, and extra slow moving vehicles), and some of the longest, roughest roads I have ever lost my fillings on in a stock suspension car and traffic—OMG. We finally made it back to the Hyatt just in time for the end of the Ice Cream Social, held in the courtyard where they were having the RC Car Races, or did we? Well, it sure *(Continued on next page)*

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MONTEREY MEMORIES, CONTINUED

(Continued from previous page) would have tasted good, but they closed up early; the excuse I received was the ice cream was melting—so no ice cream for anyone who came in off the rally and wanted some ... volunteers, remember.

On to the Porsche Concours Banquet. Food was good, lots of awards, great photos, a phone call with Mike Robbins, who missed his first Parade in 100 years. He finally had to sell his 356 Speedster (in which he drove over 400,000 miles) in to a fellow 356 Registry member due to health reasons, and was in assisted living. But he will make next year when it is held in French Lick, Indiana, about 90 miles from where he lives. That was a cool conversation. Hans Peter Porsche was there and spoke a little, Mark Shevitz the MC gave out a few door prizes, and the day came to an end. Wow, it goes fast.



Wednesday was the day the Ming and I worked the Parade Goodie Store in the morning, and this was the day that they were to have an influx of new items to sell, so I thought that we would be real busy this day tagging and bagging ... Well, let me back up to Sunday when we arrived.

Normally, when you go to Parade you will find one of the largest selections of items to buy anywhere—all kinds of PCA logoed, Parade event logoed and Porsche logoed items—cups, glasses, shirts, coats—you get the idea. This was not the case in this instance, and what was left after the locusts attacked on Sunday ... let's just say I have never seen so many pairs of unsold Porsche flip flops in my life when they could have really sold out on blankets for the outside evening events. The mid-week shipment came in and we put it out on two tables and poof! It was gone in no time at all.

We did check out the Parade Art Show next door, and it is amazing some of the great artwork that club members bring to show. Cheryl Carpentier brought a painting and received a second place ribbon, and Chuck Hervey brought one of the 50th 911 coins that were given out at that event, ribbon ... So much cool stuff it was really hard to choose one for the People's Choice Award ... Cheryl.

Getting ready for the Mobil 1 Rally TSD awards banquet we only had one word in mind, *layers!* This was held OUTSIDE at the Fairgrounds and I must admit, layers worked. The awards went quickly and door prizes were given out; I don't know how the guy who won the race seat office chair was going to get it home in his 911. I came away with the table centerpiece, which was a cool beer mug candle—I guess you had to be there drinking to appreciate it.

Thursday morning, and another event to blow your mind—the Gimmick Rally. Two routes, all day, twenty questions each. The only glitch in the plan was that the questions were not in order—talk about making it tough. We did the inner route first, and it took us through a number of towns with significant items that had to be found on the list, like the “Horse on the Balcony” right next to the “Whole Enchilada.” The coastal route took us on the 17 Mile Drive and had some spectacular views. Guess what? We got off course on this one, too.

At least we found our way back to the hotel in time for a presentation by Manny Alban and Dieter Landenberger, the Porsche Historian, on the electric hybrid Professor Porsche built at the turn of the century—the one they found was built in 1897 and won the race it was entered in. It just goes to show that the hybrid technology is nothing new, and Porsche was winning with it over one hundred years ago. *(Continued on next page)*

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MONTEREY MEMORIES, CONTINUED

We also took the time to sit down and go over our answers from the Gimmick Rally, and through comparison with some other participants we all missed a number of items on the lists—the general consensus were that it would have been more enjoyable had there been some order to the questions. They finally kicked us out of “Hospitality” and we had an open night, so we got together with a group at one of the local establishments called Turn 12 for dinner and libations; another day down.

Friday was an early day for me, as I had signed up for the Tech Quiz at 7:30 a.m., followed by the Tech Academy. The Tech Quiz was well

attended and I chose to do the 914 section again this year, and really needed another cup of Joe to get the old brain cells working this early in the morning. Dave Darling from the Loma Prieta Region, who was taking the 914 section with me, noticed that the quiz that they handed to us had the answers on them; we turned them back in. I hadn't even noticed, and then when I was finished with the correct quiz and we were handed the answer sheets. I counted the ones I marked wrong and looked at the answers and said to myself “I KNEW THAT.” Early Morning Brain Dead. Came in fifth in 914.

This was the first time I had protested an answer too. I had to lay down a \$100 bill because they had wrongly stated that 914's had the hood crest on them, and anyone who owns one knows that is false and they had it down as true—I got my money back, so my brain wasn't totally dead (just limpin').

The Tech Academy lasted all day and covered 13 separate subjects, of which you only had time for six, and if you did six you received a diploma as a Porsche techsomethingorother. I attended the 356 seminar (Dave Seeland), one on paint technologies (Pete Tremper), compression ratio computation (Ed Mayo), Porsche Fuel systems (Allan Caldwell), Concours prep (Paul Gilbreath) and Porsche AG Classic parts and oil (Volker Holzmeyer). All of this was very interesting, and I wish they had a couple of days of this stuff; the other speakers were worth listening to, also, just not enough time.

Heading back to the hotel where Ming had spent the day relaxing and visiting Cannery Row, we proceeded to get ready for the final outdoors banquet of the week, the Michelin Autocross Awards Banquet, held at the Carmel Mission Basilica. We were served a meal that included (wait for it ...) Spanish rice; yes their influence remains to this very day.

There were a number of awards given out and the Pacific NW Region really took home a number of them for autocrossing. The Gimmick Rally Awards were also given out, as were were the Art Show Awards and Region Membership Awards. The evening was very pleasant and I even won a door prize, which surprised me even as Mark Shevitz mispronounced my name—perfect. Thank you Griot's Garage! *(Continued on next page)*



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MONTEREY MEMORIES, CONTINUED

(Continued from previous page)

Saturday was the last day for events, and the week sure seemed to go fast. Attendance at the workers' party was an indication that this is truly a volunteer organization. The main banquet room, actually a very large tent, at the Hyatt was packed, and Mark was in a giving mood with tons of prizes given out. And we are talking some really good stuff—shirts, coats, Bose sound systems—all kinds of goodies. We all had a good time, and the day still had a few things left to do, like the Parade of Porsches at Laguna Seca.

The Golden Gate Region was having a track event and Ming and I met Marlene McEwen, Pat Murphy, and Randi and Gordon Ledbetter there. Pat was driving his '05 GT3 and letting up at the sound meter so as not to get the dreaded black flag. Looking at all of the Porsche Race cars for a track day, we saw that these guys are really serious and found out what a Laguna Muffler is; you have to see it to believe it.

Time came quickly to assemble for the photo and parade laps around Laguna Seca. We all lined up and they took a photo from a lift of all the cars, which was shown at the banquet that evening. It was really cool, all those Porsches in one shot; but the coolest was Ming getting to drive the race track for her very first time.

Now, I suppose I should have explained better the braking markers and the fact that what goes up must come down, as on the first lap she was really surprised by the famous Corkscrew. I just remember her screaming as we went over the top and dropped down, and she was driving. You can kind of hear it on the video over the wind buffeting as I held the camera above the windshield header, she did much better on the second lap, I just kept telling her to go, go, go! I know she won't forget it; now, if she'll just forgive me. Oh well.

What a week! The Reliable Carriers Victory Banquet tied it all up. They awarded the President's Trophy, The Parade Long Distance Award which went to Christopher and Mary Williams from Acadia Region in New Brunswick Canada (what a trip), the PCA Public Service Award and the Historic and Technical Quiz Awards. They gave away a trip to Germany, and the most fun prize of the evening was when they presented the 911 Targa raffle winner, who just happened to be at Parade. They had three of these 911s to give away, and after presenting two of these to the new owners, the third winner was at Parade and they eliminated ticket holders by Regions until they presented it to a couple from, I think it was Vancouver Island Region (not sure). They had a 1970 Targa they have owned for 35 years. You should have seen the look on her face as they had told her husband about the win and he had to keep it quiet until the banquet—can you say “blown away?” Best yet, ONE ticket!

Well, that pretty much sums up our Parade experience. It was FUN, and seeing people you don't see often was



great. Being with other Region members for a week was a blast and we have such a great group of people. When you work an event you just get to meet more—after all, it's true that, as the saying goes, “It's not just the cars, it's the people.”

As a side note, since we were there, we stopped by Sonoma on the way home on Sunday for the NASCAR race just to finish off a great week. ■

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More Candid Thoughts on Monterey Parade ...

Interview by Paul Kust with Marlene MacEwan, Larry Hannan and Chuck Hervey

Photos by E.C. Mueller

Marlene MacEwan

What was your impression of Parade?

I loved Parade.

Was it the first one you went to?

No, Salt Lake City was the first. Two years ago.

Which one do you think was better?

They were different! They were VERY different. The thing I really liked about Salt Lake City—I mean, I thought that the Concours at Monterey was good—but I liked the Concours up at the Capital building, and I loved how they did the parade up through the city, instead of on the track—it was actually a parade. People were clapping and cheering and pointing, so that was really fun. If you want to know about food I thought the meals in SLC were better than the ones in Monterey. The thing that was disappointing was they didn't have a backup plan for being outside, in the cold, for the welcome party. But it was California, five days before summer officially started, how could it be cold? I brought all short sleeve stuff, I had sweater upon sweater upon sweater. Don't you think they could have sold blankets at the goodie store? I think they could have ponchos, something warm, big wool boots and gloves, lots of gloves.

Did you do any of the Rallies?

I did both, I did TSD for the very first time and Pat was my navigator and he had done it a few times before, so, I really enjoyed it, I liked the whole analytical part of it and that's my whole thing the analytical and organization.

What did you think about the roads in California?

They SUCK! Oh, you mean the ones where I kept bottoming out my car! No fun! But I enjoyed the rally—we did really well except for one leg we blew, we guessed on a direction we needed to go and we were wrong; the last leg we were one second off. I



Bruce Canepa shop.

loved it. Then I did the gimmick rally and that was a blast. I had a copilot from San Diego, and Kathleen Behrens hooked me up with him. We took my car for the inland and came back and got his Boxster and took it for the Coastal. It was really fun—we couldn't find about three things.

Did you find the Horse on the Balcony?

Yes I did! And I also found Norma Jean.

I know Larry Hannan had a hard time finding the big green artichoke.

We found the big green artichoke, but we failed to make the connection with the big green thing; we thought it was the big green fields of California. I liked all the rallies and I liked the socialness of the dinners. I enjoyed talking to people and getting to know people.

Did you meet a lot of people from other Regions?

I did, it was very interesting to see who drives and who doesn't drive. I was surprised, there were six or seven couples from Chicago, and they decided that it was so far to the west coast that they would fly, so they flew and then rented cars, and they all piled into these minivans and did the TSD and the Gimmick rally in these minivans. I like talking to people from other regions. It is always interesting to see what they are doing, compared to what we do.

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Are you going to any Parades on the east coast?

I'm not going to the next one because I'm not interested in Indiana; I do want to do Maryland or is it Vermont? I do want to do another one and Randi Ledbetter and I were talking about taking a week to drive there and a week to come back, it would be more relaxing. We're excited, it's a two year plan.

What did you think about all the door prizes?

Honestly? I only stayed long enough at one banquet to hear a couple of door prizes. And that was the last night. I was falling asleep at the Concours banquet and that was supposed to be over at ten. Kathleen and Bob didn't leave until eleven-thirty. I left and went to bed. That was that. My room was fabulous, I had a ground floor room on the 18th green with the doors that open up and there was a lot of lawn furniture, it was great. I don't know how I got that room; everyone else was upstairs, overlooking the parking lot.

Anything else about Parade?

Good wine! The wine tasting was great, a lot of local wines.

Did you do any of the runs or walks?

No, just the Rallies and the dinners. We had some really good dinners out on the off nights; Pat and I went down and walked the beach a few times and that was fun. I think Monterey is the perfect place to have any kind of a car event. Randi and Gordon, Kathleen and Bob and I spent half a day on the Carmel beach and that was fabulous, absolute pristine weather that day, completely blue sky, real sunshine, real warm sunshine, it was 75 instead of 63, so we hit it just right and ate at the Hog's Breath.

Where did the wine tour go?

There were two—the Carmel wine tour, and then we found out it went to tasting rooms and not to wineries. Kathleen and Bob got on that one but I didn't. We did the Salinas tour and it was just fantastic. We stopped at a mission to look around and just had a

great time. Excellent wine. It was really fun.

Did you get any Goodie Store Stuff?

OMG yes! We heard it was going to open at one or noon that first day; the second day we were there and Randi went down to check on it—and they had already opened at 10:30, so she came and got us and everything had already been picked over. I got everything that I wanted and went to get Kathleen and Bob because they were getting their car ready for the Concours and by the time they got up, there was really nothing left. I understand they got some things a few days later but not the same stuff, so I'm happy with what I got, really happy. I just can't believe knowing that many people coming, they didn't plan for more inventory. There wasn't enough for the people who were there. I felt bad for them.



Larry Hannan and Chuck Hervey

What was your impression of Parade?

LH: I had a great time—I didn't have much to compare it to; this was my third one. I really liked the venue—the hotel was cool, the Concours was neat. It appeared to be a bit unorganized at events—I didn't care for the welcome night dinner, where we all froze to death, and it was off campus, so to speak, and they didn't provide any way to get there other than driving your car. But we got around that. I didn't really participate in that much stuff—it was a social event, for the most part. *(Continued on next page)*

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So you didn't do any of the rallies?

LH: I did the gimmick rally; unfortunately, we didn't read the instructions, which said the clues weren't necessarily in order—so we drove a long way wondering why we were not seeing the clues. We just took a lot of time on our own to go around Monterey, Pacific Grove and Carmel, as we hadn't been down there since before kids 40 years ago. Keystone there weren't nearly as many people. And we weren't in the hotel, we stayed at a condo. I liked the event. I liked looking at all the cars. and with all the people that are there you have a commonality, a common interest.

Did you enjoy the banquets?

LH: I only went to the one, the welcome night, and then the lunch on Saturday for the workers party. I worked with Chuck at the Concours, and there are other things that happen at the banquet other than just Concours stuff. Lots of food and lots of talking, to make it a late night. We did go to the zone reception, a good turnout for that. We also watched the radio controlled cars.

The kids can get real intense.

LH: The adults can too. I was talking to one of the guys that sponsored it and we learned he had a wheel balancer for those little dinky tires and an engine balancer, but I guess considering they can go 100 mph—not scale, but actually 100 mpg—and zero to 100 in 3 or four 4. With those electric motors, they are the wave of the future.

Chuck, you're here too—what was your impression of the Parade?

CH: Well, they are all done by volunteers, and every Parade is the best Parade until the next Parade—I have been saying that forever. But far as Parades go, it wasn't one of my favorites. The venue is what made it acceptable; we had a nice room and all the people, and everything, but as far as pulling it off organizationally, there were a lot of glitches.

LH: That was the other thing—the comments I heard. One person I talked to from the area said they offered to help and the organizers said no. They also said they would not have picked the plaza for an evening event, because the weather isn't all that great down there in June.

CH: One of the past Presidents of PCA lives in Monterey and was supposed to be a consultant, but I don't think there was much consulting, because all of the dinner events were cold. With the exception of the one at the Mission in Carmel, which was sheltered.

LH: And far enough away from the ocean.

CH: The only thing I heard from a lot of people was that there were too many offsite dinners. We would have liked to have the welcome party onsite, as there was no consideration made for those people who were concouring. How were they supposed to get to the welcome party? They didn't offer any kind of transportation, no consideration. And the people who go to all the effort to have their cars there weren't even considered in the management of it. They could have done what Larry did—get a taxi van, but they were so busy working on their cars. There seemed to be a laissez-faire attitude, don't worry it will work out. This National Parade Committee thing is getting a little lazy—they need to up it a little more.

LH: I was surprised initially when we got there, how apparently surprised the hotel was at the number of people that were showing up.

CH: They kept telling us it was going to be all Porsches, which was exaggerated because it wasn't all Porsches; there were all kinds of people there that had nothing to do with PCA. I don't know where that rumor came from.

LH: It seemed that they didn't have enough staff in the restaurant or in the bar area, because we waited for an hour to get our dinner one night. And that was for bar food. *(Continued on next page)*

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CH: I think next year will be half the size with 700 to 800 cars in French Lick, and it looks like a beautiful site. But it is in the middle of the country and it is going to be humid.

Chuck, did you do any of the other events?

CH: Oh yeah, besides the Concours, we did the Victory Banquet and the President's gathering down at the Monterey Bay Hotel because past Parade Chairs are invited to that; everybody was inside because it was cold. They had it set up on this patio and it was very pretty, but it was so cold everybody was inside. It was kind of cold at the Concours dinner—especially if you were sitting near the edge of the tent. But at the Victory banquet, those who were at the Concours banquet brought fleece or something warm to wear.

Did either of you do the Gimmick rally?

LH: That was fun. We just did the inland side and took advantage of the ticket that was in the packet to do the 17 Mile Drive.

CH: We did the beer tasting, that was fun, and it was well-attended. And we got a little beer stein and that was cool, I'm going to sign up for those from now on. That was another thing—the crazy-ass Goodie Store. It was a nightmare, and the stuff they had was really expensive, Fifty-five dollars for a polo. They need to work on the Goodie Store a lot. Like the tee shirt for next year—I had to order my size and they only had the logo on either the front or the back and not both. They just underestimated everything, and it was toast the first day.

LH: I bought a Porsche design shirt for half the price of a PCA shirt, and it was really nice.

CH: I think they don't consider it important anymore and they have just developed a blasé attitude, and it's not that you don't feel welcome—there is just a personal ingredient that seems to be missing that you don't have on a national basis; you develop it with those that you sit with at events. Hospitality

is always great; it was very, very good. But Saturday they ran out of sodas and stuff, and I don't understand that. And that is why National wanted to manage the Parade, so as not to reinvent the wheel every year—but they are getting a lot of turnover on the national staff. I don't know if they developed a procedural manual like the PCR's on organizing a Parade.

LH: You can pick it apart but look at all the people who showed up at the lunch on Saturday and they had all worked two shifts, which is a lot of hours for a lot of volunteers.

LH: I liked the pop-ups during the online registration that would warn you of conflicts in the schedule you chose. I just really enjoyed the people and it is interesting when you talk to other people; the impression of Porsche owners is that they are snobs, and there are a few. We were handling parking that first day at the hotel, and there was a guy who parked in the front unloading zone and walked away, leaving his car there for two or three hours. But there are always people who are oblivious to others but themselves.

CH: The only reason that we keep going is because of the friendships. Just to see people, and then there are those you don't see—and you wonder how they are and what's going on. But we have been doing it for 30 years. And we are glad they went back to the seven-day event—they had tried to shorten it, with a six- and then five-day events but there is just too much to do in a shorter timeframe.

Thanks to Marlene, Larry and Chuck for taking the time to share their thoughts on what was a fun event (even with the glitches). These only happen once a year and there is always something new to experience.

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Peter's Parade Musings: Region Performs Well Among Record-Setting Crowds in Monterey

Story and Photos by Peter Linsky

First things first—we had a darn good time at Parade 2014 in Monterey. I'll get back to that in a moment ... but a nagging question followed me home: Why did Porsche executives, PCNA, and PCA all but ignore the (disappointing) LeMans race results, especially since the race coincided with the opening of Parade, and the company had a full-scale mockup of the Type 919 P1 Hybrid prototype on display? Further, early arrivals could watch the progress of the 24 Hours on a big-screen monitor in Hospitality. PCA's perennial emcee, Mark Shevitz, made a vague reference to the contest during the Welcoming Party at Fisherman's Wharf, saying that he could talk about LeMans (which had just ended) or the World Cup ... and he would talk about the World Cup. I did not attend all the banquets, so I don't know if LeMans was mentioned anywhere else, but nobody I spoke with during the week remembered hearing a single whisper. Very strange. Porsche doesn't like to lose, and the drubbing it suffered in all the categories it had entered surely angered management. That's no reason not to say "We raced, we lost, we'll be back and do better next year."

Okay, back to Parade. Sunday registration found various ORPCA members trying to register, and it was good to see the Hannans, Herveys, Kusts, Pat Murphy, Marlene McEwan, Cherie Oldenburg, Ellises, Palmers—including Don's brother Ron and his wife, along with Don's son Brent; E.C. Mueller, the DeRooses, O'Connors, and the Jewetts lined up or sitting down at various times during the week. Soon, the crowds brought forth the question: Do you prefer "the more the merrier," or a bit less crowding? The event registered almost 1,300 entries (the highest number I saw on a car was 1291), and if one assumes that perhaps a thousand sets of numbers were pasted on actual Porsches in attendance, that's a huge number, the most ever.

The downside of having so many entries is that many didn't have a chance to participate in certain competitive events or tours, even after more tours were added. Late registrants with high numbers scrambled to find complete information packets. Parking at the Hyatt Regency was limited to actual hotel guests for the first part of the week, so many participants had to park at Monterey Peninsula College, a 15 minute walk away. A shuttle bus provided transport back and forth, but stopped running at 6 p.m. The major complaint was that *(Continued on next page)*

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PARADE MUSINGS, CONTINUED

(Continued from previous page) the Goodie Store was almost completely cleaned out of Parade-specific merchandise in the first few hours that it was open on Sunday. Some items were hurriedly reordered on Monday, but they too vanished almost instantly. One of the nice things about going to Parade is being able to bring home some special souvenirs. In this case many participants went home empty-handed and very disappointed. True, the host region doesn't get stuck with unsold merchandise, but it didn't work out very well this time. Every registrant who volunteered for duty did receive a brilliant green t-shirt, one of the nicest and most colorful worker shirts I've seen in many years.

On display in the Hyatt Regency Hotel lobby, next to the Hospitality Center: A spanking new 991 Turbo S Cabriolet, optioned to the hilt, in worker tee shirt—um—make that Viper Green. MSRP was \$246,000. Holy retirement fund wrecker! Was it three times as nice as the \$88K Boxster S parked right in front of it? I'll let you guess what the local consensus was ...

The Concours was enjoyable, with agreeable weather and a good cross-selection of Porsches on display. The historic race cars were very nice, but surprisingly there were no early Spydors. Congratulations to Jeff and Nancy DeRoos, who brought their lovely 2008 Boxster down and cleaned up, winning not only their Preparation class for all Boxsters and Caymans, 1997-2012, but the Preparation Group, with an amazing 299-point score. Unfortunately, the individual who won the Group trophy last year failed to return it to PCA, so it wasn't available for presentation to the DeRoos'. Let's hope PCA finds some way to make it up to them. Oh, yes, Jeff also was fourth in the Mens' Tech Quiz Boxster/Cayman category, while Nancy was a solid third in the Womens' class, behind Kathleen Behrens and Randi Ledbetter. Woo-hoo, an Oregon sweep! Paul Kust was fifth in the Mens' 914 class, with Gordon Ledbetter seventh in the Mens' Early 911/930/912 class.

Congratulations as well to Oregon Region's Katherine Smalley, winning Ladies' Improved 04 at the Parade Driving Event, staged at the very windy Marina Airport; partner Bill Thorp was second in *(Continued on next page)*



The first wasserpumpers

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PARADE MUSINGS, CONTINUED



Monte Pack's creative tire warming system.

(Continued from previous page) Mens' Improved 04. Brent Palmer finished eighth in Mens' Improved 05, Gary Feldmann was second in Mens' Stock 07. Well done, everyone.

The stealthy flat-black-skinned P12M GT3RS of Monty Pack (GGR) owned TTOD for most of Thursday, finally nipped by the black MO5M Cayman of Steve Lau (Golden Gate Region) and Mike Koozmin's MO4M 914-6 from Loma Prieta. Twenty-two hundredths of a second covered the top three cars. Several drivers, including Pack, used every trick in the modern autocrossers' book, including wrapping their tires with insulating material to keep them warm between runs. Peck's loss was tempered by his winning the factory-paid trip to Germany at the victory banquet. By the way, Golden Gate region seemed to own the driving event this year; four of the top five times and five of the Top 10 times belonged to GGR.

On to the Rallies. In TSD: Lon and Diane Jackson were a fine seventh in Navigational. Stephen and Kris Bledsoe were 24th in Unequipped-Nav, the Ledbetters 10th in Unequipped-Plus, the Kusts 21st in Unequipped, along with the O'Connors, 52nd; Freedle and Carpentier 61st in; while Thorp and Smalley maxed out 63rd. In the Gimmick Rally, the Kusts were 31st of 72 overall, Santayana/Le were 38th overall, McEwan/Burke 41st, and the Ellises tied for 56th along with the Feldmans.

In the Art Show, Oregon Region did well, as well. Chuck and Susi Bush won the Crafts (Amateur) class with their unique Porsche Lamp, Cheryl Carpentier was second in Amateur painting with her piece entitled "The Blue Macan," Diane Jackson took second Place in Fiber Art (Amateur) with her quilt "Barn Find 1" plus an Honorable Mention with her other entry, "Barn Find 2;" and Chuck Hervey's specially-designed souvenir coin from ORPCA's 50th Anniversary of the 911 show at Skamania Lodge rated an Honorable Mention in Jewelry Art (Amateur).

Me? I just socialized a bunch, greeting old friends and making new ones ... and learning stuff. For example, Monty Pack, whose GT3 is fitted with Porsche's center-lock wheels, generously shared his knowledge of how to mount those costly wheels properly at Safety Inspection. I was thus able to assist several other entrants who seemed a bit clueless when going over their cars. "Special socket wrench? What special socket wrench?" Thanks, Monty! ■

Special Coverage of Monterey Parade 2014 continued on following pages

PARADE MUSINGS, CONTINUED



Clockwise from top left: Bob Ellis, Randi Ledbetter, Marlene McEwan, and Kathleen Ellis plan a route from the hotel to the Carmel Mission; Cheryl Carpentier and Judy Hervey with Art Show awards; welcome banner; Ben and Claudia Brown's Carrera; 821; Volunteer Party, sitting: The Kusts, Hanans, Herveys, Nancy DeRoos; standing, Peter Linsky, Jeff DeRoos; historic display: 917.



Special Coverage of Monterey Parade 2014

Historics Continue to Bring Back Classic Car Memories

by Eric Freedle / Photos by Charlie Scott

The 2014 Portland Historic Races featured a Japanese car, Datsun; the first for a marque from Japan to ever be featured in major historic races. The Group 6 race had the classic 510's, some 710's and even a right-hand drive Skyline (which has evolved into the modern day Nissan GT-R). Watching these cars skirt around the track brought back fond memories of John Morton and Peter Brock dominating races in the early 70's.

Usually July brings out consistent weather—80's and sunshine! Saturday we saw temperatures reach close to 90, and people were searching for shade and ducking out early. And then there was Sunday, where temps were struggling to reach the 70's—and then the rain and thunderstorms drove people for cover. ORPCA had one of the largest corals over the weekend where many endured the heat on Saturday and dodged the rain on Sunday.

We are very fortunate to have these cool Historic Races that date back nearly 40 years here at PIR. If we look at the words “historic” and “history,” we find these definitions:

Historic: of or concerning history, concerning past events.

History: the past, former times, the olden days, bygone days.

We all need to show support of these events in order to continue to bring back the memories that they most certainly do for our racing community.

Thanks to Lloyd Weisz, Ali Smith and Todd Averitt for their help and support over the weekend with their co-joined EZ-ups. Bring your hat, sunscreen and your favorite Porsche to next year's Historics. You'll be glad you did !



MORE PHOTOS FROM HISTORIC RACES ON FOLLOWING PAGE

HISTORIC RACES, CONTINUED



Porsches of all eras line up at the Historics while their owners enjoy the day.



Gorge-ous A&D Features Aeroplane & Auto Museum

Story and Photos by Eric Underwood

Simply stated, the July Arrive and Drive was absolutely gorgeous. For those of you who weren't able to attend this A & D, you're probably wondering why it was so "gorgeous." Well, it's because the route took us through one of the natural wonders of Oregon. The scenic Columbia River Gorge ... gorge-ous, get it?

There were over 30 cars in attendance on a very hot but beautiful summer day. We began by cruising along the Columbia River on Marine Drive, eventually connecting with the Historic Columbia River Highway. Winding our way under the mature tree canopies through the twists and turns, we were able to take in the majestic views of the Gorge and the varieties of wild flowers that dotted our path. Occasionally, a waterfall would display itself in full grandeur, accentuating the area's natural beauty.

Our destination was the Western Antique Aeroplane & Automobile Museum, which one could probably guess by the name, was full of rare antique automobiles and aircraft dating back to the early 1900s. Much eye candy for the automotive and aviation enthusiast. As a bonus, there happened to be a car show going on at the museum that day with an array of both modern and vintage automobiles on display. This added even more fun to the day's events.

We capped off the day by having lunch with friends in Hood River recounting the drive and getting to know each other a little better. Another perfect Arrive & Drive in the books, and I so look forward to doing this one again next year! ■





Club Social at Helvetia Tavern

July 16, 2014





Autocross #7

Sunday, August 17, PIR South Pits

Autocross #6 will be Sunday, July 27, 2014 in the South Pits at Portland International Raceway (PIR). This means there are only four events left including this one.

It doesn't matter if you have a new 991, a 914, a Honda, or a Subaru, we have a class for you. This event is open to drivers of all skill levels, 16 years and older with a valid driver's license. Most importantly,

just come out have some driving fun and make some new friends. Those of you who are taking that first step, attending our ORPCA Autocross, we highly recommend taking advantage of the fantastic instructors available. For you veterans, the instructors are an invaluable asset for improving your times. Autocross is also a great way to help you understand and feel what is taking place between you and your car. It builds new skills for you to use in the appropriate situation and very importantly helps you understand the limits of you and your car. The best part for me is to meet new people and have some serious fun.

Autocross #6 event registration opens at 7:30 a.m. EVERYONE must get a wrist band then check in with registration, whether you have pre-registered or not. Drivers meeting will be at 8:30 a.m. with first car out around 9:00 a.m. 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 <https://axwaresystems.com/axorm/>.

Entry fees are as follows: PCA members preregistered online, paid or not – \$35.00, PCA members at the gate – \$40.00, Non-PCA members preregistered online, paid or not – \$40.00, and Non-PCA members at the gate – \$45.00.

Weather should be perfect. Expect to see you there! ■

Next Autocross Events

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.

August Social & Dinner

Wednesday, August 20, 6:00 to 8:00 p.m.

Shirley's Tippy Canoe
28242 E Columbia River Highway
Troutdale, OR 97060



Hosted by Ed and Phyllis Thiemann

RSVP socialevents@oregonpca.org by August 18

with your entry choice (see below)

Social Hour: 6:00 p.m. to 7:00 p.m. / Dinner: 7:00 p.m. to 8:00 p.m.

Welcome to Shirley's Tippy Canoe, the best darned good food around!" Positioned on the banks of the Sandy River, all our food is homemade from scratch and our service always comes with a smile.

We are more than a restaurant, as we put all of our heart and soul into every dish, drink, and desert we serve. We believe that food shouldn't be made from bulk bags and frozen boxes, but rather from scratch with love and attention to every flavor and seasoning. We hope you will taste the difference and enjoy the atmosphere we have worked to create!

Entree choices, \$29.95 each (served with spinach salad, homemade mashed potatoes, seasonal vegetable and biscuit):

Prime rib, slow-roasted, 10 ounce cut

Fresh halibut fish and chips

BBQ ribs, made with our own special mouth-watering BBQ sauce

Fresh salmon, grilled, topped with baby bay shrimp and asiago cheese sauce

Sea chicken: fresh chicken breast with Philly cream cheese, black olives, baby bay shrimp and green onions, seasoned and browned, served with Hollandaise sauce. ■



High Performance Driver Education 2014

This Month's Events: August 23-24, August 28-29

This year's HPDE program continues to be highly successful! 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. 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.

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. ■

NASA HPDE Dates

All NASA events are Saturday/Sunday

August 23-24 The Ridge Motorsports Park

Sept. 20-21 Portland International Raceway

October 4-5 TBA

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

HOD HPDE Dates

August 28-29 (Th-Fr) The Ridge Motorsports Park

- One day options available
- BBQ and paddock party Thursday night

Sunset Porsche Annual Swap Meet and People's Choice Car Show

Saturday, September 6, 9:00 a.m. to 2:00 p.m.

Sunset Porsche, 4030 SW 139th Way, Beaverton, Oregon 97005

- **SWAP MEET** with multiple Vendors
- Dealer Cost + 15% on all Factory Porsche Parts—Be sure to make up a list of what you need!
- **PEOPLE'S CHOICE**

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CAR SHOW

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- Reserve your spot with Tim Haburn at Sunset Porsche
- 503-601-3068 or 800-346-0182

Any questions to
marketing@orpca.org

Tire Rack Street Survival 2014

Sunday, October 12, PIR

Motor vehicle crashes are the leading killer of American aged 16 to 19, accounting for 40% of fatalities in that age bracket. To reduce this number, Tire Rack Street Survival® developed a national driver education program aimed at teaching teens the skills they need to stay alive behind the wheel.

On Sunday, October 12 at Portland International Raceway, the Sports Car Club of America (SCCA) Oregon Region will host a Tire Rack Street Survival® driving school. During this one-day class, students gain valuable new skills to improve their driving techniques on the road. Students drive their own cars through real-world emergency driving exercises, with an instructor in the next seat to provide immediate feedback.



DOES YOUR YOUNG DRIVER KNOW HOW TO RESPOND TO A SKID?

The Street Survival program provides students with valuable skills to improve their capabilities to respond to a driving emergency. This class is 100% focused on teaching young drivers car control techniques for safer street driving. Note: cars will not be driven on a race track. Parents are welcome to observe the drills and listen to classroom instructor.

LEARN LIFE SAVING DEFENSIVE DRIVING SKILLS FOR \$75

Due to the generous sponsorship of the Tire Rack, the SCCA Foundation, the BMW Club of America Foundation, and Michelin Tire—along with local Oregon and Washington racing community volunteer—the total out of pocket cost per student is only \$75!

Licensed drivers age 16 to 25 are eligible to participate. Students must supply their own vehicle in safe, running condition, along with proof of insurance, and a valid driver's license. 15½ year old students with valid learning permits and six months driving experience are eligible to participate. Note: due to insurance regulations, SUV's, vans, and trucks participating in this program must be equipped with electronic stability control or have NHTSA 3 Star or better rollover rating.

For more information on Street Survival and/or to sign up, please visit <http://streetsurvival.org>. We already have 14 students already signed up, with less than 18 spots remaining; this October event will be over-subscribed, so please sign up soon to avoid being placed on the waitlist.

Interested in Instructing? We need your help! Due to the timing of the SCCA Runoffs, a number of our regular instructors will be missing. Please volunteer for this event: you make a difference.

Region contact for students, parents, and instructors: Jim Weidenbaum, Oregon Region SCCA, Street Survival Chair 503.367.4789 streetsurvivalpdx@hotmail.com ■

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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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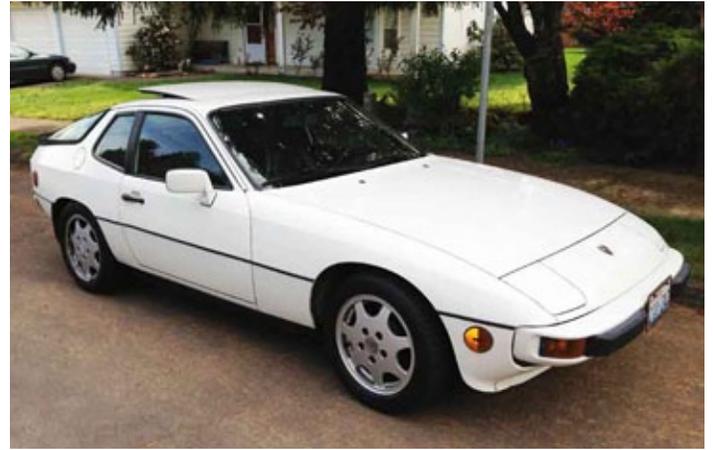
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