



Anzeiger

December, 2013





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Anzeiger

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December, 2013



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ON THE COVER

The morning of the October Autocross, waiting for the fog to lift.
Photo by Bob Schatz

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, contact Photo Editor Bob Schatz, bob@allusaarchitecture.com, and see page 24.

Anzeiger

Noun, German

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

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

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

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

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Anzeiger

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Oregon Region Events



December, 2013

- 1 Holiday Party
 - 10 Board Meeting
-

January, 2014

- 8 Board Meeting
- 15 Monthly Club Dinner and Social

February, 2014

- 12 Board Meeting
- 19 Monthly Club Dinner and Social
- 22 Car Clinic @ Sideraught City

March, 2014

- 12 Board Meeting
- 15 Tech Session @ Matrix Integrated
- 19 Monthly Club Dinner and Social
- 29 Autocross #1 @ PIR
- 30 Autocross #2 @ PIR

April, 2014

- 9 Board Meeting
- 12 Spring Clean @ Matrix Integrated
- 16 Monthly Club Dinner and Social
- 27 Autocross #3 @ PIR

May, 2014

- 10 Arrive and Drive
- 14 Board Meeting
- 18 Autocross #4 @ PIR
- 21 Monthly Club Dinner and Social

June, 2014

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

July, 2014

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

August, 2014

- 13 Board Meeting
- 17 Autocross #7 @ PIR
- 20 Monthly Club Dinner and Social

September, 2014

- 6 Sunset Porsche Swap Meet
- 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

October, 2014

- 5 Autocross @ PIR
- 8 Board Meeting
- 11 Arrive and Drive
- 15 Monthly Club Dinner and Social

November, 2014

- 12 Board Meeting
- 19 Monthly Club Dinner and Social

December, 2014

- 10 Board Meeting

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

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**FROM
THE
PRESIDENT**
Eric Freedle



Winding Down 2013 and Looking Ahead to 2014

When I wrote the last month's President's Message, the weather was atypical for the season. Again for the last two weeks, we have been treated to crisp mornings with clear days and nights along with those beautiful fall colors with the blue northwest skies! No excuses not to drive the Porsche.

As we wind down 2013, with all of our driving events behind us, we are getting ready for the last big bash of the year—the Holiday Party! Marlene MacEwan has put a tremendous amount of effort into putting this event together. It will be held again this year at the Portland Golf Club on Sunday, December 1. This sold-out event will feature the Design Band, along with a charity drive where our members will bring unwrapped gifts for Toys for Tots with the Boys & Girls Club. We will recognize our 2013 Board Members and the new Board for 2014. Also, Club members will receive the annual Perpetual Awards for their outstanding contributions to ORPCA.

Our Nomination Committee, which is comprised of past presidents who are active club members, have reviewed their list of potential candidates for 2014 and have brought on a few new faces to the board. We will see the departure of Jim North (Past President), Gary Chapman (Secretary), and Kim Taylor (Board member), but are going to see Anh Lee (Membership), E.C. Mueller (Board Member At-Large), and Eric Underwood (Board Member At-Large) serving on the 2014 Board. The remaining members, Eric Freedle (President), Joe McQueen (Vice-President), John Brams (Treasurer) and Mike O'Connor (Secretary) will round out the board. Feel free to drop by our next board meeting at Dang's Thai Kitchen, 670 State St. in Lake Oswego, on Tuesday December 10, to meet the board and express any new ideas during the opens at the end of meeting.

Our December 10 board meeting will include a final review of the 2014 budget and an annual wrap up to the year. We are looking at changes to our HPDE in 2014, and a new event in that will showcase a lot of events to our members!

The *Anzeiger Annual*, which is our hard copy of compiled *Anzeiger* articles, the 2014 Calendar, and the Membership Directory will be mailed out to our members in December, packaged together in an envelope.

Remember to check our website (www.oregonpca.org) for upcoming events in 2014, as well as the calendar on page 6. We will continue to work with motorsportreg.com for many of our events and many other car clubs in the northwest will do as well. Wishing all of you the best during the Holiday season!

Happy Motoring! ■



**STILL
PLAYS
WITH CARS**
Peter Linsky



Lamenting IMS Problems and “The One That Got Away”

Have Porsche’s lawyers and accountants done the company a major disservice? One influential commentator thinks so. Dutch Mandel, editor of *Autoweek*, ripped Porsche a new one in a September 16 editorial for its recently-announced decision to pay for some, but not all, Intermediate Shaft (IMS) failures on early (2001-2005) water-cooled flat sixes. The company had initially denied that any problem existed, but after a group of angry owners filed suit, Porsche relented—sort of. The settlement includes lots of caveats based on age, mileage, condition,



and repair history. For example, if the car is less than 10 years old, it will probably be covered, but if it’s just one day past that limit, the owner is—to quote Mandel—“SOL”. Thousands of owners whose cars don’t meet those narrow criteria are thus impacted, and will have to pay all or part of the repair costs. Mandel quoted an acquaintance who has been a longtime new Porsche buyer. The guy declared that he would never buy another new Porsche. His Carrera suffered an engine failure from a bad IMS bearing at 10 years and 90 days after he bought it new, and found his claim rejected by Porsche. Mandel lists 51,000-plus Carreras and almost 40,000 Boxsters in that age group that could potentially be affected. While a relatively small number suffered early damage that required engine replacement (Porsche very quietly ate those under warranty and some others under “Goodwill”), many more needed less costly repairs. That’s why the value of early Boxsters plummeted. Even if Porsche had to eventually cough hundreds of millions of dollars, what is its reputation worth? Let’s hope that Porsche management realizes its error.

In the mountain of mail that awaited me on my return from this year’s adventures in Monterey was the latest copy of Hagerty’s *Classic Cars* magazine, always an enjoyable read. An article by the esteemed Jonathan A. Stein entitled “The One That Got Away” stirred my memories and got me thinking of the interesting or exciting cars bearing “For Sale” signs that crossed my path at one point of my life or another, but were snatched up by someone with quicker reflexes or more cash. As the way-back machine in my mind dredged up images of those cars, I started to break down those experiences into “I had the money, but someone else beat me to it” and “I couldn’t have bought it even if I’d wanted to” categories. (*Continued on next page*)

STILL PLAYS WITH CARS, CONTINUED

(Continued from previous page)

The first car that I can recall floating my vehicular boat was a dark gray pre-war Jaguar SS100 roadster parked on the street in North Hollywood, California in the late 1950s. My older sister and brother-in-law had purchased a 1948 Jag 3.5 three-position drop-head, so I had a growing awareness of furrin' cars. One day I was tagging along with my sis in her everyday VW bug, running some errands, when we drove past the SS, which bore a "For Sale" sign on its windshield. No matter, I was only about 13 or 14 and was as cash-poor as any kid of that age. Hope it went to a good home. Then, when I had turned 16 and was duly licensed, I spotted a gorgeous 1950 Oldsmobile 88 fastback coupe on a used car lot. Lightly hot-rodged (three-twos and a B&M Stick-Hydro), it was only \$350. I had that much in the bank, but my dad put the kibosh on it because I couldn't afford my own insurance as well. Then, in the mid-1960s, I chanced to spot a real gem: a 1939 Ford Standard Tudor sedan in a driveway near my parent's home. Bone stock, original dark blue paint, original mohair interior, original owner! The sign carried an asking price of \$1000. On the way home, I began thinking very hard about it and made a decision. A few hours later I was back, cash in hand—but car was gone. Gotta jump on those deals! I think I've already shared the tale of my ill-fated attempt to buy a Shelby GT350 in 1966 ...but in the early 1970s (before the age of vintage racing), I was driving through Encino when my eye caught the unmistakable profile of an Allard J2X parked at the curb—for sale. Five grand. Utterly impractical, but I could have swung the deal. I drove by again that evening ... and it was gone. Later there was the 1959 356 Super sunroof coupe for \$13k, and later still the '62 cabriolet for \$18.5 ... and ... the list goes on. I'll bet each of you has similar stories to tell, dredging up warm, or perhaps not so warm, memories.



Photo courtesy AutoWorld

One-upsmanship continues at the Nürburgring, where three factory drivers took turns driving a pair of the new 918 Hybrid Spyders, taking aim at the outright record around the 20.6 km Nordschleife which stood for the past four years. Ultimately, Mark Leib claimed the quickest time, a stunning 6:57, a full 14 seconds under the old record. BTW, the factory video shows the car being fitted with treaded tires, not slicks.

Meanwhile, the Daily Telegraph of London reported in September that the European Union is talking about limiting all automobiles and trucks to a maximum speed of 70 mph in the interest of further reducing highway deaths. Under the proposals new cars would be fitted with cameras that could read road speed limit signs and automatically apply the brakes when this is exceeded. Existing cars would have to be fitted with the speed limiters, preventing them from going over 70mph. Fortunately, government officials in Britain are firmly opposed to the idea. I don't think European manufacturers like VW (Porsche, Audi, Bugatti, etc.), Mercedes, Fiat, and others will roll over for this.

9 Magazine recently posted a neat time-lapse video of the Flying Lizard team assembles a race car... <http://www.9magazine.com/watch-a-racecar-being-built-in-timelapse.html>

Until next time, drive carefully!■

SPINNEN

Randy Stolz



Old Movies and IMS

For the past five years, perhaps longer, I've had trouble with my VCR/DVD recorder. I couldn't play any of my old DVDs on which I had meticulously recorded movies from TV and tape. I had tried looking through every manual, menu, and setting to find out what was causing the problem to no avail. Reading somewhere that I had to "finalize" a disk after recording, I couldn't recall if I'd done that and I languished for years wondering if I'd ever be able to get back all those man-hours of recording.

Occasionally, I would "try" one just to see if it was just a "disk read" problem or something else. Recently, on one of those occasions I slipped in the movie "Grand Prix" (my generation's version of "Rush") and on the screen came a message saying, "System Error" followed by code numbers. Then, lo and behold, the "loading" image stopped and I could play the movie! I'm still not sure if it was just dumb luck or persistence but it turns out the rest of my old movies seem to play as well. As a cinema fan, I can enjoy all those movies once again. What's more, I've never had a machine of any kind fix itself. Ah ... the "miracle" of electronics. I only mention all this because I've been going through something similar with my Boxster.

This past summer at an ORPCA dinner I was chatting with Bob Ellis and Neil Russell about the least favorite topic among owners of Porsches with M96 motors, namely, the IMS bearing. For the uninitiated, when/if the Intermediate Shaft bearing fails; it will reportedly take the motor with it through catastrophic damage. I'd read about this on various boards and forums on the internet and, by that time, my '03 Boxster had well over 30,000 miles. I clung to the hope that "most failures" happened before that mark and I may just be able to get by and not deal with it. Friends said it was a really small percentage of cars. For years now I've driven the car back and forth to work, on numerous club tours, Arrive and Drives, and a few seasons of Autocross. All the while, I never babied it. In Autocross I was aggressive, but never abusive. If you know the difference then you know what I mean.

Back at the dinner, Neil said he just got tired of worrying about it and had it swapped. Bob was due to go in that week for mostly the same reason though he needed to get the clutch done too. *(Continued on next page)*



SPINNEN, CONTINUED

(Continued from previous page) I thought seriously about their arguments for doing it and concluded (just like I always did) I'll get this done sometime later.

Then, I started reading about it more because it had been a few years since I'd hit the forums on that topic. I noticed some exceptions to the low mileage failures and, more importantly, that some of those cars sat in the garage (something that my car was doing more of lately).

The emergence of a class-action settlement about which I'd received a letter in the mail also signaled that this was more than just "lore" on the internet. After going over the settle-

ment information (www.IMSPorscheSettlement.com) and finding my car was too old for any possible compensation should doomsday occur I, once again, put it out of my mind. In fact, now that I was using the car less, I thought, "Well, maybe I'll get it done next year."

During this year's Northwest Passage I had a great time, but in the back of my head lurked the IMS issue. It was parallel to a rationalization of risk put so well at the beginning of "Grand Prix."

"The danger? Well, of course. But you are missing a very important point. I think if any of us imagined—really imagined—what it would be like to go into a tree at 150 mph, we would probably never get into the cars at all, none of us. So it has always seemed to me that to do something very dangerous requires a certain absence of imagination."—Jean-Pierre Sarti.

If that bearing failed, I likely wouldn't lose my life but I would lose the car. As it was, real or imagined, something needed to be changed. I thought a lot about whether to sell the Boxster, knowing that I'd likely not get a chance to buy something as nice or better, the known quantity that is "my" car. I came to a nexus of imagination and logic. Should I sell the Porsche or is the IMS fix worth it?

I started looking at prices of a used '03-'04 986s with similar mileage (60K+). Also, I checked the cost of the IMS fix, along with a new rear main seal and clutch. It seemed kind of expensive at first, but with a little help from the swap meet and a PCA discount on labor at my shop, it was pretty reasonable. Way better than a new motor. I looked at it this way: if I sold the car and then wanted to buy something comparable, I would spend more, after all was said and done.

Life is good. I can now drive the car with impunity. Getting the IMS issue fixed should've been done sooner and, yes, I finally bought a new DVD player. Popping in another old movie, last night, I was reminded of the danger and "absence of imagination."

For years, every time I put the key in the ignition it was like "Dirty Harry" whispering in my ear, "... *You've got to ask yourself one question: 'Do I feel lucky?'*" Well, do ya, punk?"

—KEEP SPINNEN ■



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Late-Season HPDE Turns Out to be Great Event!

by Kimberlee Spaunhorst / Photos by E.C. Mueller

The last week of September was very scary for the High Performance Driving team. We all worried about how the terrible weather would impact our attendance and “fun factor” for our last HPDE of the season at Portland International Raceway on October 5.

Fortunately, the weather quickly turned around, attendance picked up and we had a wonderful day.

The day started early, 7 a.m., with a little fog that lifted before our 8:10 a.m. drivers’ meeting. We had the advanced drivers on track by 8:40 and our novices in their ground school class, only 10 minutes behind schedule. Considering the amount of walk-in registrations we had to place in groups, not too shabby. Ben Hockman and his safety team worked hard all morning to get us back on schedule.

By lunchtime, we were back on time with loads of smiling participants. We had full grids in all groups except novice, which was about half full. All in all, a great event for being so late in the season.

I want to personally thank all my team members: Tom Whiteley, Signa Vernholm, James and Shari Gregory, Bevin Hansell, Cherie Oldenburg and all our wonderful instructors. Without all of you and your help, these great events would not be possible.

We also had a co-sponsor for this event, BMW ACA. I would like to thank them for all their support and help in making our PIR events successful! Greg Meythaler, Gary Heller, Mike Dawson and all the BMW instructors. You guys ROCK!

Finally, I would like to give a hearty thank you to AR Auto Service and Eddie Nakato for all their help and support with tech inspections (at the track and at their shop), as well as answering various technical questions while at the track. Without all their help over the years and continued support, we would certainly be lost. Please patronize them if you have a chance with any of your car needs. ■

MORE PHOTOS FROM HPDE ON FOLLOWING PAGE

HPDE, CONTINUED



A group of 911 race cars arrive from Laguna Seca



One Last Go-Round: ORPA Holds the Last Autocross of 2013 Amidst Perfect Weather

by Michael Pinto / Photos by Bob Schatz

That time of year is upon us, where the engines sit silent, tires cold, and garages warm, for Autocross season has ended. The last event was one to be remembered for a long, long time. The day started out extremely foggy; so much so that course setup was difficult as the next element could not be seen from where you were setting another one up! Luckily, the fog lifted and we were greeted with an entire day of glorious sunshine and cool temperatures, the ideal setting for one last go-round of the cones.

M01's major players all got lost in the fog on the way to the final event, leaving newcomer Teyo Tyler to win the solo round. This also means that there will not be a Modified Champion crowned for 2013, as nobody made the required five events.

I01 had Autocross Chair Todd Averitt take the solo victory in his 914. Your author elected to co-drive newcomer Stefan Mullikin's 944 Turbo S to a victory in I02 instead, keeping the streak of four consecutive seasons with at least one event in a 944 alive!

Speaking of 944s, Ryan Davis took the victory in P01 over Harry Danberg's 911T. I am really looking forward to these two dueling all next season, and I really hope a lot of our casual P01 competitors make at least five events to keep things interesting.

Speaking of interesting, Count Freedula of Ericsylvania sunk his fangs into Jim Parks for the P02 victory, both in 1986 Carreras. Bob Schatz got within 3.5 tenths of Jeff Gretz, making him sweat out the final victory in P03. Barry Cogut took the solo victory in P04 again. Nobody will race him, even though he doesn't bite!

S01 featured Bryan Brock's first victory in the loaded class over Bryce Bederka, Chuck Jarvie, and Frank Friedman. You'll have to do the math yourself or wait for the next issue to find out the Champion and trophy winners! (or check our website). *(Continued on next page)*

LAST AUTOCROSS, CONTINUED

(Continued from previous page)

Jim Pileggi and his wife's Boxster S finished his streak of perfect victories in S02 over a packed field of wildly diverse cars, including Stephan Herzog and Tedd Traynor in a 991 4S, Gary Johnson in a Cayman S, and Sean Vanderheiden's 996! Jim's only miss was a missed event earlier in the year, and because the points are calculated with one "drop," he still finishes with a perfect 90 out of 90 possible points. (Word is he's hacking his turbo Miata up into an A-Mod like kit car for 2014 ...)



Long time PCA supporter but Mazda owner Jared Still brought his FD RX-7 out to absolutely dominate NPR. Jared had the TTOD all through the first session, and nearly the entire second session as well (more on that later). His 38.902 was the only car under the 40 second barrier for a long time...

Then Dallas Cutler brought his EVO out in NPS in the second session, and by the end of the eight runs had managed a 38.572 to just take the overall TTOD. Third overall, and the quickest Porsche, was Barry Cogut's P04 Cayman with a 40.502.

That concludes our on-track action for 2013. Final points standings can be found on ORPCA's website, or you can hold your breath in anticipation for the next *Anzeiger*, where we release the details—along with a story on the party. The Autocross Party was held on Sunday, November 17, at the Aero Club in Vancouver, Washington. This party replaced the cancelled Player's Celebration at Spirit Mountain Casino.

Those saddened by the loss of the event were cheered up at the party by slot car racing for entertainment! The whole story will be in the January-February *Anzeiger*, along with a wrap up of the 2013 season. ■



Above: Jeff Gretz and his 2001 Boxster S. Right: Jared Still in his highly modified 1993 Mazda RX7 is the second fastest car of the day.

Looking Forward to a Great Season: 2014 Autocross Rules and Regulations

Photos from 2013 Autocross Season

1. Registration:

Register online for all ORPCA autocross events with AXWare Systems at (LATER). Pre-Registration will begin February 1, 2014 for all ORPCA/PCA members. Non-ORPCA Members can begin pre-registration online February 22, 2014. Our new registration program offers you the option of prepaying online or paying at the gate. As long as you pre-register for the event online, the cost will be \$35.00 for ORPCA/PCA members

and \$40.00 for Non-Porsche Club members. Online registration for an event will remain open until midnight the Friday before that event. Registration is limited so it is strongly suggested that you pre-register for an event to ensure a spot. Walk-up registration will be \$40.00 for ORPCA/PCA members and \$45.00 for Non-Porsche Club members. Please check the Porsche Club of America Competition Rules (PCA-PCR) on age requirements of participants and spectators. Please be aware that passengers are not permitted in any vehicle except that of an instructor. Please be aware it is mandatory for ALL participants to check in at our registration desk first thing on arrival.



Photo by Bob Schatz

2. Tech Inspection:

A Tech Inspection is mandatory for all drivers vehicle's wishing to participate in an ORPCA Autocross event. Failure to pass any of the 22 listed inspection points below will result in your vehicle being barred from grid and entering our competition until corrected. We will be offering an Annual Tech Inspection. For more information regarding when and where visit us online at www.oregonpca.org, or visit our ORPCA Facebook page. If you have questions regarding your vehicle prior to an event please contact the ORPCA Autocross Chairman at axchair@comcast.net.

1. **HELMET:** This year ORPCA/PCA requires Snell SA, K, or M 2005 or later. Older helmets are not acceptable. Face shield is required for cars without windshields. Loaner helmets are available but we request you limit your requirement for one to one or two times only.

2. **DRIVER'S LICENSE:** Valid driver's license required.

3. **SEATBELTS/HARNESSES:** Must be present and adequate. Where installation is other than factory design, the seat belts (and harness if used) must be installed according to manufacturer's directions using proper hardware, is in good condition, secure, and tight. Reference A-5.1 of the PCA Competition Rules for further information.

4. **ROLL BARS/CAGES:** Roll bars are required in open vehicles driving in Modified classes, cages are optional. Roll bars/cages must be equipped with adequate padding. Roll bars/cages, when required must meet PCR Guidelines.

5. **BRAKE PEDAL:** Free return and in good operating condition. Firm brake pedal.

(Continued on next page)

2014 AUTOCROSS REGULATIONS, CONTINUED

(Continued from previous page)

6. WINDSHIELDS/WINDOWS: No major cracks. Bolt-on windshields may be removed.
7. GAS CAP: Gasket intact and gas cap tightened
8. RUST: No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.
9. STEERING and SUSPENSION: No excessive looseness in steering or suspension. Axle and shock bolt tight. Ball joints in good condition. Tie rods secure. Check axle boots and oil seals in good condition. Check half-shaft bolts and shock bolts.
10. WHEEL BEARINGS: Correct adjustment, check for play, and no damage.
11. CAMBER: (356 automobiles). No positive camber on the rear of any car.
12. WHEELS: No cracks. No bends. All lug nuts must be torqued to manufacturer's specifications, minimum on diameter of engagement. Snap-on wheel covers and trim must be removed from steel wheels.
13. TIRES: Must be free of visible cracks or belt showing. Clearance between tires and any potential rubbing point must be in compliance of chosen car classes in PCRs.
14. BRAKE FLUID: Level in reservoir between minimum and maximum line.
15. BATTERY: Securely fastened and in good condition. No acid leaks or corrosion. Check fuel lines under battery trays on 914's. The positive (+) terminal on all batteries should be covered by cap or tape.
16. EXHAUST: Must be in safe condition, no leaks, securely mounted.
17. FLUID LEAKS: No fluid leaks of any kind (oil, gas, brake, coolant, or transmission fluid).
18. THROTTLE RETURN: Freely operating and good springs on cars so equipped.
19. DOORS, HOODS AND DECK LIDS: Must fasten securely.
20. CAR INTERIOR: Loose items removed from trunk and interior.
21. NOISE: A maximum noise level of 96db is allowed. Vehicles which exceed that limit will be removed from grid until corrected.
22. CAR NUMBERS: Car numbers must be affixed on both sides of car. See Section 3 below.

3. Car Numbers:

If you are attending our event for the first time and you registered online, you will be asked to select a car number. The number you select is unique to you and your vehicle. This number is your official car number for the event and remainder of the season. The online AXWare System registration system will not let you select a number which is already in use. You will still be able to get a car number assigned as a walkup participant. Be sure to get your official number before you invest in magnetic or stick on ones. In order to pass Tech Inspection, car numbers must be displayed on BOTH sides of your vehicle BELOW the window line. Numbers must be a minimum of 8-inches tall, in a color that contrasts with the paint. The numbers must be highly visible so that they are easily read. Numbers of white shoe polish or tape on windshields or side windows is NOT ACCEPTABLE. The Starter will not permit cars with inadequate numbers to drive the course. Special auto-body-shop tape is available by ORPCA in multiple colors for those without magnetic numbers. This tape will not damage auto paint. Choose the color that best contrasts with your car color. Bring a cloth to dry your doors before applying tape on rainy days. Magnetic numbers are readily available on line at www.solotime.com or at your favorite local vinyl sign company. We recommend individual numbers if you participate in other events.

4. Working:

If you want to drive Autocross, you have to work too. While one run group is driving, the other group works the course. Everyone helps tear down the course when Autocross is over. *(Continued on next page)*

2014 AUTOCROSS REGULATIONS, CONTINUED

(Continued from previous page) If you have a schedule issue and MUST drive in the early session but cannot stay to work your assigned session, you MUST advise Todd Averitt or Michael Pinto at registration or the drivers' meeting. Failure to do so will result in a DNW (Did Not Work) and void all run times and any championship points for the event. Multiple offenses will result in disqualification from future ORPCA events.



Photo by Mike Pinto

Cone-Worker Tips:

1. Each station has at least 2 workers: a Cone-Setter and a Radio Person.
2. The Radio Person is responsible to notify the Timer if a penalty has been incurred, and he controls the Red Flag to halt the run if a safety issue occurs. Radio Person reports car number and penalty to Timer. Do not report the penalty by describing the car; just call in the number and the penalty.
3. The Cone-Setter runs to re-set toppled cones or cones that have been pushed out of their box.
 1. If a cone is toppled, there is a 2-second penalty.
 2. If a cone is still standing but it has been moved completely out of its box, there is a 2-second penalty.
 3. If a cone has been hit but remains standing and is at least partially inside its box, there is no penalty. Signal the Radio Person of each penalty by raising the cone and pointing it to the Radio Person at your station.
 4. If a car goes "off course" by missing a gate, the car gets a "DNF" penalty, or "Did Not Finish" and no time is recorded. Signal the Radio Person by lifting your arms to form an "X"
4. Always be alert to the cars on course. There may be 2 cars on course at the same time. Do not turn your back on the course. Do not put yourself in any danger; do not run for a cone if the 2nd car is fast approaching and you cannot safely correct it. The driver has the option of stopping before reaching the downed cone and getting a rerun or going through it and accepting the run as is. Safety is most important. Do not sit down. Do not wander from your post. Turn off your cell phone. Do not engage in conversation and get distracted from the action on the course.

5. Instructors/Novice:

If you are a Novice or a first timer with our group we highly recommend an instructor for your first Autocross run. After that, it is up to you if you prefer to have an instructor or not. Instructors will be available to everyone whether you are a novice or seasoned driver. Ride-a-long passengers are not permitted except in an Instructor's vehicle. For information on qualifying as an instructor contact the Autocross Chairman axchair@comcast.net.

6. Championship Points:

1. We are in the spirit of friendly competition, holding a championship race for each car class.
2. Points are awarded for finish in class as follows: 10 points for first place in class, then 8 for second place, 7 for third, the 6, 5, 4, 3, 2, 1 down through 9th place. These points are dependent on the number of cars in the run group. A single car in class receives 7 points.
3. Changing classes during the season is discouraged. You will likely lose your points in the previous class if you change classes. Points cannot be moved from class to class. *(Continued on next page)*

2014 AUTOCROSS REGULATIONS, CONTINUED

(Continued from previous page) The one exception being: if you're running in a particular class (ie: Improved), you can drive a lower classed car (ie: stock) in the same class during the season, you can still collect points for that same class (Improved).

4. A minimum of 5 events must be run by a driver in a class to qualify for the class championship. 8 events will be counted toward the championship points. This allows for a driver to miss one event without penalty. A driver who runs all 8 events will automatically drop their worst finished event.

5. When a driver changes class they will be assigned a new number which will be their old number with an "X" added to the end.

7. Car Classes:

Updated: 11/27/13

The complete classing rules can be found in the PCA-PCR Manual found at www.pca.org.

Failure to properly class your vehicle will result in disqualification and loss of any championship points.

If your car classing changes during the season, you must notify the Event Coordinators. In addition, your championship points at the end of the year will reflect the highest classification that you ran during the course of the season.

S01

968 (All), 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), RS America (1993-1994), 911 Carrera (993:1995-1998), Boxster (986:1997-2004), Cayenne (9PA: 2003-On), Panamera (2010- On) **See Additional Notes on Stock Classes Below

S02

Boxster (987:2005-On), Boxster S (986:2000-2004), Cayman (2006-On), 911 Carrera (996:1999-2005), 911 Carrera (997:2005-On), 997S except X51 (2005-2009), 911C2 Turbo (965: 1991-1994), Cayenne Turbo, Panamera

S03

Boxster S (987:2005-On), Boxster S (981: 2013-On), Cayman S (2006-On), 911 Carrera (991 and 991S: 2012-On), 993 Turbo (All), 996 Turbo (Non-GT2), 997S X51 (2007-2009), 997S/GTS (2010-On), Boxster Spyder, Cayman R, 996 GT2/GT3 (2002-2005), 997 GT2/GT3/GT3RS (2007-On), 997 Turbo/Turbo S (All), Carrera GT (980:2004-On)

Additional Notes on Porsche Stock Classes

Oregon PCA AX runs under the small region rules. Be sure to check the allowed modifications section if you have made ANY changes (including R tires) to your stock vehicle. The intent of the Showroom Stock class (S01, S02, & S03) is to create a class for automobiles as normally delivered and specified for use in the United States and Canada. Factory options as normally delivered for a specific model year are permitted. However, anything beyond this, especially anything that could be reasonably perceived as being performance affecting would not be allowed in Showroom Stock. For example, Automobiles must run with their spare tire, jack, lug wrench, owner's manual(s), tools, etc. If you have questions contact your Autocross Chairman prior to the event at axchair@comcast.net.

P01

356 (All), 912/912E (All), 914/4 (All), 924 (All), Cayenne (9PA:2003- On), Panamera (2010- On), Boxster (986:1997-2004), 911 (1965-1969), 911 (1970-1977), 911SC (1978-1983), *(Continued on next page)*

2014 AUTOCROSS REGULATIONS, CONTINUED

(Continued from previous page) 914/6 (All), 924S (all), 924 Turbo (931: All), 944, (All), 944S (All), 944 Turbo (951: All), 928 (All)

P02

Boxster S (986:2000-2004), Boxster (987: 2005-On), Cayman (2006-On), 911 Carrera 3.2 (1984-1989), 911 Speedster (1989), 911 Carrera 2 (964:1990-1994), Carrera 4 (964:1989-1994), RS America (1993-1994), 944S2 (All), 968 (All), 911 Carrera, Carrera S, C4S (993: All)



P03

Boxster S (987S:2005-On), Cayman S (2006-On), 911 Carrera (996:1999-2004), 997 (2005-On), 997S except X51 (2005-2009), 911C2 Turbo (965: 1991-1994), , 993 Turbo (All), Boxster Spyder, Cayman R, 996 Turbo (Non-GT2), 997S X51 (2007-2009), 997S/GTS (2010-On), 996 GT2/GT3 (2002- 2005), 997 GT2/GT3/GT3RS (2005-On), 997 Turbo/Turbo S (All); Carrera GT (980:2004-On)

I01

Improved Automobiles (All 4 Cylinder, up to 1999cc, 1800 pounds minimum; All 4 Cylinder,2000cc up to 2699cc, 2500 pounds minimum; All 4 Cylinder, 2700cc and above and All 6 Cylinder, up to 2399cc, 2200 pounds minimum, All 6 Cylinder and above, 2400cc up to 3199cc, 2150 pounds minimum; All 6 Cylinder and above, 3200cc and above; 2700 pounds minimum; All Turbo/Supercharged 4 Cylinder; 2150 pounds minimum; All Turbo/Supercharged 6 cylinder and above; 2500 pounds minimum)

M01

Modified Automobiles (All 4 Cylinder; All 6 Cylinder and above; All Turbo/Supercharged 4 Cylinder; All Turbo/ Supercharged 6 cylinder and above)

NPA (All-Wheel Drive)

All Non-Porsche automobiles with front and rear wheel drive capability

NPF (Front-Wheel Drive)

All Non-Porsche automobiles with front wheel drive only.

NPR (Rear-Wheel Drive)

All Non-Porsche automobiles with rear wheel drive only.

Additional Nots on Non-Porsche (NP) Classes

Non-PCA members driving any Porsche car (as defined by the PCA rules) will be ineligible for any Porsche car class and will run in the appropriate NP Class. Additionally all Porsche cars must meet class requirements as defined by the PCA Rules of Competition (i.e. A Porsche with a non-Porsche engine is regarded as a Non-Porsche). ■

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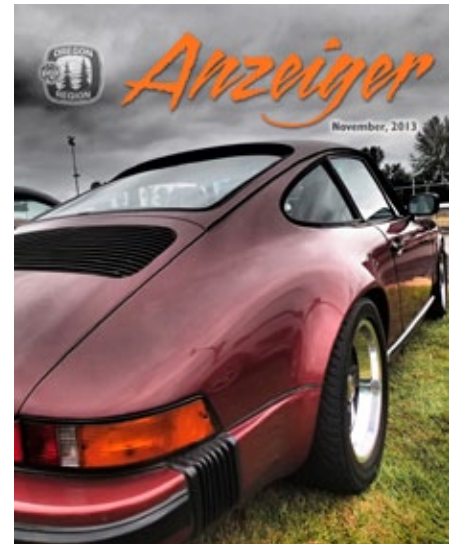
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1988 Porsche 944 Turbo, 118,000 miles, one owner, 5 speed, leather, new tires, removable sunroof w/electric tilt, non smoker, Lonnie, 503-394-4450 lonniemorris@smt-net.com (6/13)



1976 Porsche 914 2.0 fuelie. Black/Black. Complete rebuild in 2000. Approximately 169,000 miles. Very nice 914 in very nice condition. \$7,900.00 Tom Carey 503 642-1331 (6/13)

■ PARTS FOR SALE



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

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Andrew Flavell
1980 911 SC

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1977 911

Anniversaries

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10 Year Anniversary

Edmund Frank / Eustacia Su

15 Year Anniversary

Eric Rhodes / Elke Geiger
David Seigneur / Nancy Seigneur
Jim Woodruff / Lynn Monahan

20 Year Anniversary

David Gromlich / Gabriella Tyer

35 Year Anniversary

David Schroeder / Becky Schroeder