



Anzeiger

December, 2014





PORSCHE

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Anzeiger

Volume 54 No. 11
December, 2014



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ON THE COVER

Best way to pull the Porsche Club Autocross trailer. 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 23.

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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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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PORSCHE

Oregon Region Events



December, 2014

- 10 Board Meeting
- 15 Food Box Pack Night
- 20 Food Box Delivery Day

January, 2015

- 14 Board Meeting
- 21 Monthly Club Dinner and Social
- 27 ORPCA Appreciation Day at Sunset Porsche

February, 2015

- 11 Board Meeting
- 12 New Member Event
- 18 Monthly Club Dinner and Social
- 21 Tech Session at Speed Sports

March, 2015

- 8 Board Meeting
- 11 Spring Clean @ Matrix Integrated
- 18 Monthly Club Dinner and Social
- 28 Autocross #1 at PIR
- 29 Autocross #2 at PIR

April, 2015

- 9 Board Meeting
- 12 Spring Clean at Matrix Integrated
- 15 Monthly Club Dinner and Social
- 17-19 Cabin Fever Tour: Otter Rock
- 26 Autocross #3 at PIR

May, 2015

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

June, 2015

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

July, 2015

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

August, 2015

- 12 Board Meeting
- 16 Summer Picnic
- 19 Monthly Club Dinner and Social
- 23 Autocross #7 at PIR
- 29-30 Crater Lake Tour

September, 2015

- 10 Board Meeting
- 11-13 Festival of Cars in Bend
- 12 Arrive and Drive
- 12 Sunset Porsche Swap Meet
- 16 Monthly Club Dinner and Social
- 20 Autocross #8 at PIR

October, 2015

- 9-11 Rennsport Reunion at Laguna Seca
- 10 Arrive and Drive
- 14 Board Meeting
- 21 Monthly Club Dinner and Social
- 24 Astoria Overnight (Goonies)

November, 2015

- 11 Board Meeting
- 18 Monthly Club Dinner and Social
- 30 Holiday Party

December, 2015

- 6 Holiday Party
- 10 Board Meeting

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

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**FROM
THE
PRESIDENT**
Eric Freedle



A Wrap for 2014 and Looking Ahead to 2015

As we wind down 2014, we enjoyed the final splash—the Holiday Party at the Portland Golf Club. This marked our third year at this very nice venue, which again featured the Design Band. We asked the attendees to bring unwrapped gifts for our charity—the Boys and Girls Club. One of our more enthusiastic members, Marlene MacEwan has taken the lead in getting this party put together, in spite of recently having surgery to mend her broken left hand. Yes, she is left-handed! She created a “quiet room” for those attendees that would prefer to mingle more, and dance less! Watch for a full report on this festive evening in the January-February *Anzeiger*.

We recognized our current and new board members, and the club members who received the annual awards for their contributions to our club this past year. We will be presenting a special award to a very deserving individual, who for ten years served as our “Blast Master”—Harry Danberg. Sadly, we will be losing Anh Le and E.C. Mueller to their respective jobs—one in D.C and the other as the manager of PIR. Mike O’Connor will depart so that he can focus more on his future retirement dreams. The 2015 Board will have Joe McQueen as President, Eric Underwood as Vice President, Cristy Johnson as Secretary, John Brams as Treasurer, along with Todd Averitt and Charlie Scott as Board Members at Large. I will stay on for one more year as the Past-President and continue to help the board with my past experience.

Our final board meeting of 2014 will be at Dang’s Thai Kitchen in Lake Oswego at 6:30 p.m., on December 10, which is a central location to serve for our monthly board meetings. We have looked at bringing back some classic events that were put to rest, and some new events that should interest some of the Porsche SUV owners! We have Opens at the end of our meetings and encourage those to bring any ideas to the attention of the board. Our 2015 budget will be finalized and our books for 2014 look very solid, due to continued support from our members and marketing partners. Thank you!

We will be looking forward to an exciting 2015 AX season with the possibility of new “tarmacs” under the leadership of Todd Averitt. The Club will continue to outsource the DE events to Hooked on Driving and NASA. These partners allowed many of our club members the excitement of driving on the track for the first time or for those seasoned drivers the ability to continue to pursue their passion.

The *Anzeiger Annual*, which is a hard copy of compiled *Anzeiger* articles from 2014, along with the 2015 Calendar and Directory will be arriving at your mailboxes soon. We continue to send our numerous notices of your ORPCA renewals. Please check your e-mail and spam box for these notices. If you change your e-mail, please notify the club with the new e-mail! We encourage you to check the ORPCA website for upcoming events in 2015 as we are bringing out some new venues for our members. We will continue to publish our minutes on the website.

Merry Christmas and Happy Holidays to all! ■



Incoming President Joe McQueen reviews 2015 events at the Holiday Party on November 30. Photo by Steve Scott.

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**STILL
PLAYS
WITH CARS**
Peter Linsky



Portland Historic Races Revamps with SVRA

Big changes are coming to the Portland Historic Races in 2015. With the event struggling to survive, former sanctioning group HMSA has been shown the exit. The event has been acquired by SVRA (Sportscar Vintage Racing Association), which is owned by Tony Parella, a wealthy enthusiast who has already staged a very successful vintage race at Circuit of the Americas in Texas. SVRA has also taken over the Sonoma Historics, run by Monterey Historics founder Steve Earle—who will reportedly stay on and work with Parella. SVRA will also stage a vintage race at Indianapolis in 2015. The arrival of SVRA in Portland should help attract sorely-needed sponsorship from one or more major backers from the local business community, who have wanted to become involved but hesitated because of some long-running event management issues.

Those alleged financial shenanigans involving a pair of former Porsche executives that we told you about recently still haven't been settled. In late August, a court in Stuttgart ruled that both former CEO Wendelin Wiedeking and ex-CFO Holger Härter must face trial over the company's ill-fated attempt to take over Volkswagen. The two were charged with "information-based market manipulation" by secretly attempting to acquire the much larger company via a secretive options strategy intended to deceive other investors, including several hedge funds that were caught leaning the wrong way by the takeover try. A lower court had earlier ruled that there wasn't enough evidence to bring the two to trial, but that decision was overturned. Lawyers for the two deny there was any criminal activity, and predicted their clients would be cleared of the charges. *(Continued on next page)*

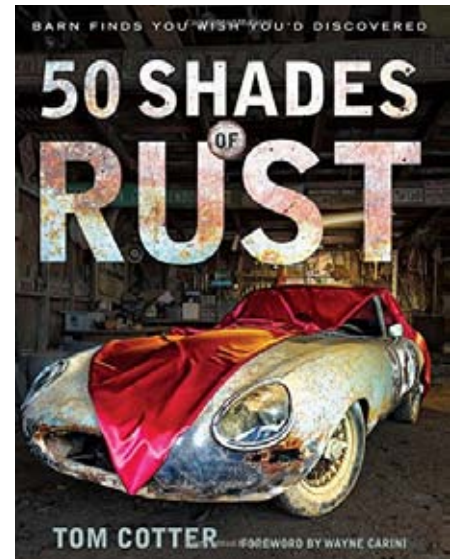


Photo from the 2014 Historic races by Charlie Scott

STILL PLAYS WITH CARS, CONTINUED

(Continued on next page)

The cost of energy in Germany is on the rise, and that could ultimately be felt in the sticker prices of German-built automobiles and other industrial products. A new study finds that power prices paid by middle-sized companies are now twice that paid by comparable US firms. The underlying factor seems to be the switch to renewable energy sources. The consulting firm Ecofys and the Fraunhofer Institute for Systems and Innovation Research found that the typical medium-sized German manufacturing company paid about 9.14 Euro-cents per Kilowatt/hour, versus 4.82 Kw/h for a comparable firm in Texas. Germany's decision to switch from conventional sources, largely nuclear, followed the Fukushima disaster in Japan. Some companies are threatening to move their production out of Germany to locations where energy prices are lower.



Well-known author Tom Cotter is out with another volume on “barn find” collector cars, entitled “Fifty Shades of Rust.” You may have previously seen his “Cobra in the Barn,” “Hemi in the Barn,” or his excellent Dean Jeffries biography. As with the other “Barn” books, this volume takes a look at interesting and rare old street and race cars ... and a motorcycle or two ... that turned up by accidental discovery or at the end of an intensive search, usually in very decrepit condition. Some have, or will be, fully restored, while others will be returned to operating condition but retain their as-found cosmetic appearance. (Full disclosure: I contributed information about a Porsche that I wrote about for *Excellence* magazine). The book contains an introduction by famed car-finder Wayne Carini, and is published by Motorbooks. It retails for \$30.00.

Until next time, drive carefully! ■

New Members

Wayne Bennett
Eugene, OR
2013 991 Carrera

David Derting
Beaverton, OR
1988 944S

Scott Huotari
Vancouver, WA
2008 Cayman

Sam Kaluf
Gervais, OR
2014 Boxster

Anita Nagayama
Portland, OR
2015 Macan S

John Niemeyer / Stephanie Payne
Gresham, OR
2004 911 40th Anniversary

John Schneider
Vancouver, WA
2004 911 Carrera 4S Cabriolet

Randy Windsor
Keizer, OR
2004 Boxster

Anniversaries

5 Year Anniversary
Timothy Ashcroft/Mandy Chao
Greg Olsen / Tami Olsen

10 Year Anniversary
H. Campbell / Ruth Campbell

15 Year Anniversary
T. Martin / Suzanne Martin

20 Year Anniversary
Richard Puetz / Claire Puetz

35 Year Anniversary
Charles Hervey / Judy Hervey



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SPINNEN

Randy Stolz



A Lasting Impression

This past April, they came in the mail without any fanfare—a small envelope with something unusual inside. I could feel something odd-shaped, and more than one, but hadn't a clue. Ripping open the envelope, I gave it a shake as they fell to my hand: ORPCA 10-year pins. Ten years—has it been that long?

Like most of you, it began when I bought my Porsche, though it feels like way before ...

I was just a kid really, maybe seven or eight, when I saw it first. It was at Vineland Speedway, one of those local bull rings with a drag strip and a snaky, widened, return road back to the pits. The South Jersey Region of SCCA was having a race and Mom and I were doing a lap chart for Scoring. I'd call out the car numbers and Mom would write them down. The start of a race and the resultant first lap was a catastrophe. So many cars are close together on the first lap you can barely get the numbers out of your mouth without missing some. The one I never missed was the silver 550 RS Spyder driven by Bob Holbert. The following year it was Roger Penske in an RSK. A lasting impression for a kid.

The following year, we moved to Los Angeles—and soon we're at strange dusty tracks like Willow Springs and Riverside which made the course at Goleta Airport (Santa Barbara) seem cramped but far more pleasant. Ken Miles, Jack McAfee, Jay Hills, Scooter Patrick, Don Wester and John "Bat" Masterson, all in Type 718s, race after race, created the icon and my dream of driving one. A few years later in high school, I'd let that dream out with my '62 Beetle—but with the sound of my dad's lawnmower and almost as much power, it didn't quite cut it.

The years sped by and it's 2004. Interest rates are low, and after 34 years in high tech, *(Continued on next page)*



An RS-60 like this was my dream car. Photo courtesy Porsche

SPINNEN, CONTINUED



Not a Type 718, The Boxster was much better. Photo by the author.

(Continued from previous page) I decide to go for it. The decision to buy a Boxster instead of a 911 was pretty easy. While the 911 had become the definition of a Porsche it wasn't the one I wanted, nor could I afford it. Nope, I wanted a 718. The Boxster wasn't a 718, and looking back, it was much better ... for my purposes at least. Those "purposes" for the last 10 years included being my daily driver to work for two years, a grand turismo on "sun runs" to Phoenix, L.A. and Monterey via the coast and alternatively US 395 or CA 49. Then, there was Rainbonnet, the Cabin Fever Tours, Tech Sessions, The Mille, The Covered Bridge Tours, probably 5,000+ miles of Arrive and Drives led and followed, a Track Day or two, a Wine Tour, The Burrito Run, The Northwest Passage, three seasons of Autocross, Volunteer and Summer Picnics, Holiday Parties and more Dinner Socials than my waistline needed. Some of those events have disappeared from our midst and good members with them. I pray they come back and we can have more contact than 140 characters.

High points—they've happened here and there within and without you. They were simply me writing something I think was entertaining or interesting to read apart from the facts of a club event (I'm not much of a journalist). Thank goodness for those of you who stepped up to cover those events that I didn't for various reasons. We need more folks like you to share your experience and viewpoint, for without you there's no "clubness" in the *Anzeiger*.

Beyond club activities, there were many times I felt the need to share with you other memories, adventure, discovery, opinion, humor and other trivia, because to truly enjoy the sport we love, it must have a context. Just writing those stories were a fun for me—and, I hope, for you.

As this is the last issue of the year and the last issue you'll get until February, I thought I'd look back at those 10 years and provide you with some of my impressions. If you have printed back issues of the *Anzeiger* ('04-'09) you're in luck. Or, the rest are in the *Anzeiger* archive online at the ORPCA website.

My first real event (and article) with the club was an Arrive and Drive led by Earl Green. It was a roll through Council Crest, the Hoyt Arboretum and points west in "Arrive & Drive—With a Little Help From Your Friends"—August '04.

Fear and loathing of door dings drove my "Parking Paranoia"—January-February '05.

A personal, fall road trip to Eureka, Bodega Bay, Lake Tahoe, Lassen Park and Crater Lake ... need I say more? "Plan B"—December '07.

After my "new" Boxster is declared a used car classic in (March '08) and I speculate on new Porsche classics (April '08), I window shop Lamborghinis at a Tech Event in "Breakfast at Tiffany's" and learn the true meaning of "symposium" on the "Cabin Fever Tour" in July '08

You'll note there were no articles in '06. It was the year I lost my mother and (Continued on next page)

SPINNEN, CONTINUED

(Continued from previous page) all that went with that. I celebrated her and all the “Women in Motorsport”—January-February ’09. A season of great tours with the club (July, August, and October ’09) helped me move on, and I rediscovered a great racer’s life in “Of Pride and Passion”—December ’09

I spruced up the Boxster at the “*April Spring Clean and Detail*”—June ’10, then drove to “*Mary’s Peak ...*”—August ’10.

Here are some reasons why you MUST attend Rennsport V in 2015. “*Rennsport IV: Celebrating Porsches’ Racing Past and the Return of the Special*”—November ’11.

Twenty-twelve was the year I started SPINNEN. Every issue was great fun for me. Sebring, Bicycles, a Pignatelli, the *Heckmann-Thiemann Rally*, and a Premonition were all part of the fun.

In 2013, I explored my high school dreams and the world of automotive styling in two parts, starting with “*Sketches ...*”. Every line of the *April Fool’s issue*, with co-conspirators Eric Freedle, Bob Schatz, Michael Pinto, Nancy Scott, Pietro Prototipo, Al Cantera, Rob Silli, and Seymour Wheels was enough fun for a year, but the *Northwest Passage* beckoned, and finally the *IMS bearing* was replaced.

This year, 2014, saw a celebration of the great CARtoonist, Dave “Big” Deal in “*Mittens, Models, Mangos and a 550*” in March, with more fun if you’re were a regular reader.

Throughout this 10-year journey, there have been my “fast friends;” they’re the ones that show up at events and have provided encouragement over the years. I’d be remiss if I didn’t give thanks to those who supplied copy and pictures to help me tell those stories (Bob Ellis took the one below). I hope to see you back here next year as time, stories and sanity permit.

Thanks for all those good times. Meanwhile, Ann and I wish you Happy Holidays.

—KEEP SPINNEN. ■



Randy and Ann goin' for a spin.

MAKING THE MOST OF EVERY RUN

Todd Averitt



2015 Autocross Season

It's going to be December when you read this. Time flew by this year. It seems we just put on our 2014 season opening Drivers Skills Clinic (DSC) and here it is already—time to start advertising for our 2015 DSC. That was a plug for it.

First and foremost, let me clear up one very important item: Our Autocross Awards Dinner is and will always be open to ALL members of a participant's family! We are proud to have participants sharing their victories and acknowledgements with the most important people in their lives. This year and last we had slot cars and RC cars for young and old. I got whooped in slot cars by a seven-year old. He was good!



This month I want to share changes that have been in discussion and taken place during the off season. Beginning in our 2015 Autocross season, these changes will impact how you register, the new stuff you'll see, and when all is said and done, a system which flows smoothly and provides real-time results for each competitor.

One of my goals for 2015 is to have our first car out at 9:00 a.m. sharp. The changes we have discussed will help move us in that direction.

Though we are facing a 40% per event, paddock rental fee increase at PIR, we have taken steps to assure our pre-registration fees will remain the same for 2015. We are not a business; we are a club with members who love to autocross and enjoy the comradery and competition. Raising our prices would be counterproductive—it would simply put more financial pressure on all our participants, and that's not our goal. Again: pre-registration prices will remain the same for the 2015 season, i.e. \$35.00 for members, \$40.00 for non-members.

New for 2015 you must pay when you pre-register. Pre-registration will be on an event-by-event basis. Event registration will open the after preceding event, at which time ORPCA/PCA members will have an exclusive opportunity to sign up until approximately 15 days before the next event. At that time, registration will be open to everyone. We will open pre-registration for the first event in February, 2015. I'll keep you posted as to the specific time.

New for 2015 we will be raising the walk-up fee \$10.00 over the pre-registration cost. ORPCA/PCA members will pay \$45.00 at the gate; non-members will pay \$50.00. *(Continued on next page)*

MAKING THE MOST OF EVERY RUN, CONTINUED

(Continued from previous page)

Also new for 2015: Avoid all the individual event payments, waiting in line with the rest of the walk-up world, and paying a premium to compete by buying a Trophy Pass. This year we will be offering a Season Trophy Pass which will cover all ORPCA autocross events, with the exception of the Drivers Skills Clinic. We have eight events locked in at this time, with October still open. The special offer is the equivalent of paying for seven events and getting the eighth and possibly a ninth event free. You do the math for cost per event. It's a great deal.

When the 2014 season ended, we went through each event and identified things which could be improved. We put together an agenda. The top items of that agenda are to develop a more efficient system which in turn will shave time off course and equipment setup, time spent by volunteers and participants at registration, and correcting problems during the event, such as work assignments and printer failures.

Our actions regarding course and equipment setup was replacing the timing light system. We're going wireless.

Action taken to reduce time of on-site registration: We are changing the rules of pre-registration. Now you're going to have to pay when you pre-register. There won't be any refunds, so I have full confidence if you pre-register you will be there. This makes it possible to prepare work assignments and assign run groups in advance.

Finally, in 2014 we spent a lot of down time during each event fixing timers, attempting to make our printers work, etcetera. During his off season, Ryan Davis has been working like a madman expending personal time and energy bringing our new wireless timing light system to full operation. He fixed our printer, so next year everyone's run tickets will print as expected.

My goal is to build a system able to accommodate at least 90 cars effectively. Territory I'm not familiar with, but with everyone's support and cooperation we can do it and have fun in the process!

Did I mention the large screen TV with F1 racing, real-time class standings and movies/instructional videos?

I've just touched on a few of the things which will be going on this season. Of course, none of this is possible without you, each of you attending our events and giving a helping hand. You'll wonder why you hadn't done it sooner. To those who make up our core, thank you! Suggestions are always welcome but you have to contact me.

Autocross New Year's resolution for you: Spend more on you than your car.

Have a wonderful Holiday Season and may all your roads be dry, clear and twisty. ■



Photo by Bob Schatz

IN THE ZONE

Tim Hagner
PCA Zone 6 Representative



Logging 17,000+ Miles Visiting Our Regions in 2014

It's that time of the year—for a large number of us, the Porsche gets tucked away till spring, and our thoughts turn toward the holidays or those winter “updates!” We got an early snow here in Bend, and all the Porsche sports cars disappeared!

But first, let's look back a little bit. Polar region celebrated their 25th anniversary and I'm happy to say, “I was there.” “There” is Edmonton, Alberta, Canada. Thank you, Polar Region, for great hospitality, great food and great Porsche camaraderie. Like all the Regions, I'm looking forward to the return trip! I hope to be able to help celebrate many more anniversaries with you.

We drove to the Silver Sage Region in Boise, Idaho, to attend their annual charity dinner and auction. This was another great event with both a silent auction with bidding open through dinner, and a regular “bidding war” after dinner. The bidding provided some great after-dinner entertainment, and some really fun items were on the block! During the evening we did get an occasional update on the “Broncos” football score, but not one Duck update! After the bidding ended and the dust settled, Silver Sage had raised approximately \$10,000 for their two charities. Great job, Silver Sage!

Logo update: We have a winner and it has been approved by Porsche Cars as good to go! Because the logo has a likeness of a Porsche in it, we needed their approval. We are in the process of a few last-minute “tweaks” and will have it out to you very soon. It looks very cool!

This has been a learning year for me—thanks to everyone for your support. Figuring out the travel has been the hardest part, but we mostly got through it all unscathed! For the record it was 5,600 miles driven (mostly the old 930) and approximately 11,500 flying miles, all in support of Zone 6. Whew! You're worth it!

Looking forward, have a happy and safe holiday season with your family and Porsche friends. I plan on seeing everyone next year!

Don't forget: it really is about the people. ■

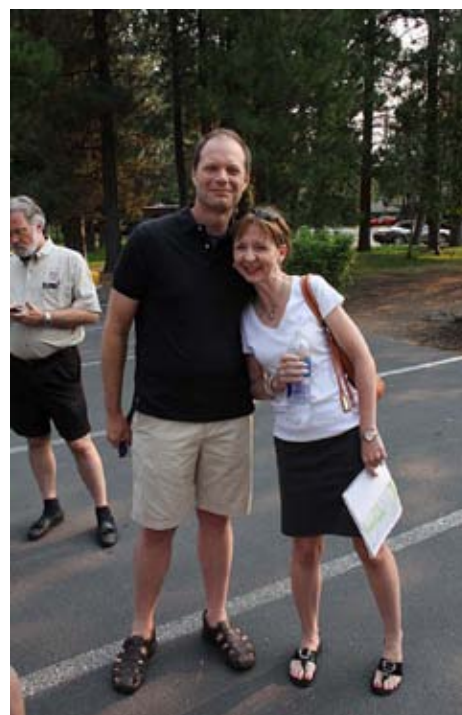


Edmonton, Alberta. Photo courtesy Wikimedia



2014 Northwest Passage Photo Gallery

Photos by Kaylene Kirchem



Top: Participants on the 2014 Norwest Passage pause to pose for a group photo before heading out through the Umpqua River Valley to Diamond Lake. Middle Left: Carl & Marianne Lewis take advantage of the warm weather. Above: Chris & Tricia Rogers pose for the roving photographer. Left: A brief pause on the way to the Painted Hills and John Day Fossil Beds.

MORE NORTHWEST PASSAGE PHOTOS ON FOLLOWING PAGES

NORTHWEST PASSAGE PHOTO GALLERY, CONTINUED



Above: Settling in at Mt. Bachelor Village Resort. Top right: Steve and Melanie Spahr. Right: 2012 Porsche Carrera "Zilba" driven by Helen Cain. Below: The tour receives a friendly welcome from the Spray Grange and enjoys a delicious lunch catered by Tate and Tate. Lower right: Eric Jensen and Kristine Kruger pose in front of Eric's new Porsche.



MORE NORTHWEST PASSAGE PHOTOS ON FOLLOWING PAGE

NORTHWEST PASSAGE PHOTO GALLERY, CONTINUED



Above: Joe and Ginny McQueen join the parade of Porsches on the winding roads. Left: Each day began with a drivers meeting. Bottom left: David and Lullu Truitt take advantage of the popular "beer wash" to wash the day's grime off their Porsche. Below: Glen Enright and Jan Whittlesley arrive in their 1961 Austin Healy for the sumptuous brunch at the Brasada Ranch outside of Bend.



2014 Sausage Run Photo Gallery

Photos by Alex Estrada



MORE SAUSAGE RUN PHOTOS ON FOLLOWING PAGE

SAUSAGE RUN PHOTO GALLERY, CONTINUED



Holiday Food Box Party

Pack Night: Monday, December 15, 6:00 to 9:00 p.m.

Box Deliveries: Saturday, December 20, 9:00 a.m.

Portland Police Bureau Sunshine Division

687 N. Thompson St.

Portland, OR 97227

Come joining fellow ORPCA members for our annual trek to the Sunshine Division warehouse to help with the packing of food boxes for local families in need this holiday season! This is a great event and a chance to give a little of our time to the less fortunate. You have two opportunities:

PACK NIGHT: Club participation is limited to 15 members and spots fill up fast! If you would like to join in the fun, please RSVP to Mike O'Connor at secretary@oregonpca.org

BOX DELIVERY: Spots are also open to help with food box deliveries. If interested, please RSVP directly to Kris Padden at the Sunshine Division, kris@sunshinedivision.org.



914 Tech Seminar and Bull Session

Sunday, January 15, 12:30 p.m. to 4:30 p.m.

Mount Scott Motors

8400 SE 82nd Avenue

Portland, OR 97266

Attention, 914 owners: Here is an event specifically for YOU! This is a free event, open to anyone that's even remotely interested in 914s.

Drive your 914 and park it with as many as can fit on the property (lots of 'em) ... or arrive in any manner possible.

The important aspect of the event is that you get to this gathering.

Should you bring food or drink? Snack foods to share, and bring your own beverages. However ... some or both may be provided, and contributions of either or both will be gratefully accepted and enjoyed by the many.

What is there to do? Eat, consume beverages, hang with a bunch of like-minded Porschephiles, look at lots of cool 914s, and participate in a general 914 bull session ... and 914 videos! We will covering general winter maintenance items ... CV joints, brakes, fuel system, mods, rubber replacement, etc. ... get it ready for SUMMER!

Any questions at all? Call Steve Knepper, 503.407.6408, or Paul Kust, 360.256.3873; or email Steve at stevencknepper@yahoo.com, or Paul at paulk81.911.sc@gmail.com.



Autocross Season Beginnings ...

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

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

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

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

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

Drivers Skills CL./AX #1	March 28	PIR north paddock	AX #6	July 19	PIR south paddock
AX #2	March 29	PIR north paddock	AX #7	August 23	PIR south paddock
AX #3	April 26	PIR south paddock	AX #8	September 20	PIR south paddock
AX #4	May 17	PIR south paddock	AX #9	Open	
AX #5	June 28	PIR south paddock	Awards Dinner	October	

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Announcing the Anzeiger Cover Photo Contest!

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

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

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19" BBS CH-R (Bright Silver w/Polished Stainless Lip), 4 Wheel set - asking \$1,600

Wheels were on a '08 Porsche Boxster for ~10K miles. new, this set of 4 wheels is ~\$2700. They are in good condition minus one rear wheel has minor scratches on the stainless lip, one front wheel has some minor scratches (see magnified images)

FRONTS: 19 x 8.5

Offset: 51mm Backspacing: 6.81" Bolt Pattern: 5-130

Recommended Tire Size: 235/35-19

Weight: 24.4 lbs ea.

REARS: 19x10

Offset: 38mm Backspacing: 7.01" Bolt Pattern: 5-130

Recommended Tire Size: 265/35-19

Weight: 26.8 lbs ea.

Contact Stan Tomiyasu, : 503.332.3819, stamiyasu@msn.com.

(9/14)

■ PARTS FOR SALE



Winter tires: Michelin Pilot Alpin.

Porsche factory wheel/tire package, selling tires only.

Fits 235/40-19 and 265/40-19 from a 981 (late Cayman)

500 miles or less, asking \$400.00 total (for 4) plus shipping.

Gordon Ledbetter 503.799.7496 (12/14)

■ WANTED

1974 VW Thing, Type 181. Good shape not perfect but good.

Dennis Nolder 503-392-4883, dandj42210@gmail. (11/14)