



Anzeiger

January-February, 2014





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Anzeiger

Volume 54 No 1
January-February, 2014



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ON THE COVER

Looking for adventure, Alan and Muriel Meyer's Cayman S descends Washington Pass in the North Cascades during Northwest Passage 2013. Photo by Randy Stolz.

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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<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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Looking for exposure to an audience of high-end car enthusiasts? *Anzeiger* welcomes your advertising. Our annual rates are shown below; the per-issue rate is obtained by dividing the annual rate by 11.

All advertising is to be provided in a digital format. Please contact Nancy Scott, nanscottdesign@gmail.com for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

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Inside full page	\$2,502
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1/2 page	\$1,656
1/4 page	\$1,143
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Oregon Region Events



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 @ Sidedraught 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
- 30 Holiday Party

December, 2014

- 10 Board Meeting

**See www.oregonpca.org
for the latest schedule**

If only every Porsche had one of these.



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

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**FROM
THE
PRESIDENT**
Eric Freedle



Winding Down 2013 and Looking Ahead to 2014

With all of the holidays left in memory, presents and cards sorted through, we are looking at how the 2014 year will unfold. The 2013 Holiday Party has left us with a good memory. We hope that those that chose to attend the event enjoyed the venue, the band, and the very good food. Thanks to all that attended, including our editor Nancy Scott, and those that brought all of the new toys for the Boys and Girls Club! We welcomed all of the new board members, and said thank you and good-bye to those that left.

The new Board of Directors met on Wednesday, January 8 (please note in 2014 the BOD meetings will take place on the second Wednesday). At this first meeting of the year, board members were given their responsibilities and areas of oversight for 2014.

The board is entertaining some new venues for this year, as well as some of the popular past events. All are welcome to attend these monthly meetings and bring up any ideas for the club during the open session at the end of meeting. We will continue to report on these meetings in the *Anzeiger*.

Our Treasurer, John Brams, has closed the financials for 2013, and the club managed to be in the black—due to large turnouts at Autocross and a trimmed-back HPDE program. The investments in our website and online member registration have proven to be positive, allowing our club to save thousands each month.

Dollars will be invested into the Autocross program, and events will benefit from a more cost-efficient registration process, AX Ware. Joe McQueen, our web manager, will continue to look at ways at improving the website for our members in 2014.

We continue to encourage members to get involved with the club with ideas, a desire to host a social, and even by chairing an event. Remember the wonderful 50th anniversary of the 911 that was held at Skamania Lodge in 2013? That all started with an idea from one of our long-term members, Paul Kust! He approached the board with this idea, and it went from a napkin drawing to the final product. That event drew 135 cars and members from regions near and far. Please contact me at president@oregonpca.org and we encourage you to engage in club events. Wishing all of you the best in 2014.

Happy motoring! ■



Club President Eric Freedle presents Family of the Year award to Anh Lee and Carlos Santana at the Holiday Party. Photo by Brian Hranka.

FROM THE BOARD OF DIRECTORS

A Request from the 2014 Board of Directors

To all Oregon PCA members:

As we gear up for the new year, the Board of Directors wishes to expand the opportunities for you to accelerate your fun with the Club and your car. However, we are limited by one factor: there are not enough volunteers to help out.

The Club needs your help in the following areas:

Event Chairs

We are looking to expand our events calendar in 2014 and need members to step forward and manage a few events, or to help with those already planned.

Anzeiger Content Writers

We would like to broaden our Anzeiger content; technical, travel, advice, and musings are potential topics. Regular contributions are desired.

SUV & Sedan Event Chair

Can you believe that Porsche sells more SUV's and sedans than sport cars? It is true, and we shifting in to a new gear by looking for an enthusiastic Porsche SUV or sedan owner to lead a new position in the Club. With the introduction of the Macan and updated Panamera, there are many opportunities to connect with these owners and develop SUV- and sedan-focused events, such as off-road, winter-weather, and family-oriented. More high-revving ideas needed.

Tour Event Chairs

We wish to increase the frequency of full-day and multi-day touring events. Chairs needed.

Please help us drive even more variety and excitement to the club!
Thank you!

Your 2014 Board of Directors

Email your interest to vicepresident@oregonpca.org ■



**STILL
PLAYS
WITH CARS**
Peter Linsky



“Rush” Confirms Races are Won and Lost in the Pits

I'm sure many of you have seen the Ron Howard Formula 1 movie “Rush” by now. Along with some other gear-head friends, I caught the film on its introduction, and found it quite enjoyable. Sure, there were a few little items that begged nit-picking, but overall it was quite good. One thing that caught my eyes and ears (must that Dolby sound really be that loud?) was the scene where Lauda's Ferrari is caught sitting in the pits for a tire change that seemingly took forever, while his rival James Hunt is in and out much more rapidly. Those who follow various forms of road and oval racing today are certainly aware that races are usually won or lost in the pits; actual passing for the lead on the track is a relative rarity. I think back to published reports of that greatest of all pre-war races, the 1935 German Grand Prix, where a frustrated Tazio Nuvolari, having caught and passed the German Mercedes and Auto Union Silver Arrows with his obsolete Alfa Romeo, came in for tires and gas and was victimized by an excruciatingly slow and inept Alfa pit crew. Instead of the highly-efficient tire changes and refueling in the German pits which took just a couple of minutes, Nuvolari's stop left his P3 Alfa six minutes in arrears when he finally got rolling again. Of course, we know that he overcame that deficit a second time, and pulled out a brilliant win. Today, the quickest tires changes in F1 (they do not refuel for safety reasons) can be achieved in less than three (three!) seconds, and gas plus four tires in NASCAR in less than 30 seconds. Simply amazing pitwork, since NASCAR and F1 do not allow air jacks.



Well, here's more on Black Boxes for all of us to chew over. Credit the *Los Angeles Times* for providing details of this story in late October: The National Highway Trust Fund is looking for a new way to raise badly-needed cash, and it's turning to already-available technology. The Fund is responsible for the construction and maintenance of the country's major highways, and is nominally financed through Federal gas taxes. But because those taxes—18.4 cents a gallon—haven't been increased in the last 20 years, and also (*Continued on next page*)

STILL PLAYS WITH CARS, CONTINUED

(Continued from previous page) because we are driving fewer miles and today's cars are getting much better mileage, the fund has been depleted. Congress is loathe to increase the Federal gas tax, so a number of states, including Oregon, are looking for new ways to raise highway revenue. Enter a new version of the "Little Black Box." This device tracks every mile a motorist drives and transmits that information to a government computer. The motorist would then be taxed based on the miles the vehicle is driven. While that may seem reasonable—the more you drive, the more you should pay—privacy advocates on both sides of the political spectrum are screaming bloody murder, because many of these devices also contain GPS systems that can also track precisely where you are and where you have driven. A proposal to fund a pilot program involving about 10,000 cars failed to clear Congress, but several states have decided to try it on their own. You may have read that Oregon is in the process of signing up 5000 drivers to pay mileage fees instead of gas taxes. That was because a new generation of electric and hybrid vehicles were not seen as paying their fair share of road fees through gas taxes.

"In Oregon," writes the *Times*, "Planners are experimenting with giving drivers different choices. They can choose a device with or without GPS. Or they can choose not to have a device at all, opting instead to pay a flat fee based on the average number of miles driven by all state residents." Most privacy advocates are skeptical, although some say it might be a reasonable approach if there are some guarantees: No tracking or recording of vehicle speed or location, and no gathering of any other data not authorized by the vehicle's owner. Stay tuned.

Articles of interest to auto junkies turn up in the least-expected places. For example, I was sitting in my doctor's office in September, leafing through a copy of *Forbes*, the business magazine. Within that issue was a feature on the resurgence of Corning Glass in New York, which had lost a great deal of its market share to Chinese manufacturers. It was reinventing itself by developing new, specialized products and is now doing quite well. Of particular interest to me (and us) was something called "Gorilla Glass." As you might suspect, the name suggests something extremely strong and tough, and it apparently is. It's described by Wikipedia as an alkali-aluminosilicate toughened sheet glass that is thin, light, and damage-resistant. It's widely used as a cover for numerous portable electronic devices, computer screens, and some TV screens. It doesn't scratch or chip. I think that a product like this might be welcomed by the auto industry—to a point. I last bought a new car in 2011, and it now has something approaching 30,000 miles, but before the car had accumulated 15,000 miles, the windshield was already nicked with tiny rock chips. Because it would save weight and be damage resistant, it would be nice to see this product appear in automobile windshields some day. First, however, the DOT would have to be convinced that it's better than the currently-mandated laminated safety glass.

While we still have the 911's 50th birthday in mind, here's a link to another way to celebrate:

http://flatsixes.com/porsche-culture/videos-porsche-culture/listen-as-7-generations-of-porsche-911-sing-happy-birthday-to-each-other/?awt_l=K22IM&awt_m=3eNUBz5hkh5gG0L

Until next time, drive carefully! ■





The Adventure of the Road

It's about the road, isn't it?
Is it the road that's entertaining?
We follow an asphalt ribbon that unwinds before us
into the known,
And then, the unknown.
We fulfill our need for adventure.

If we are not remembering; we are seeking.
But what are we looking for?

Some enjoy the technical things.
Like being expert at planning, maps, directions
and distance,
We love searching for the details.
The satisfaction of a well-organized tour is our reward.

Some go for the destination.
We look for things not seen and things we've seen
many times,
We stare in awe or dream of what might be.

For some, there is no destination.
We may remember the details of a favorite route.
Then again, we may discover we've never been
here before.
Just the act of traveling that road, is what we live for.

The approach to a corner or a blind brow;
The rise and fall of speed, sound, and wind;
The heightened awareness is what fills our soul.
It's just the driving.

But, for most of us, like the saying goes,
"... it's the people."

Like the road, people hold the promise of a new
beginning, a recreation.

The road is fun but we need to belong.
We need to share our experience.
We need tales of what we've seen and what it
took to get there.
We need a co-pilot, a navigator, a team, a party.

Along the road we see familiar faces and many times,
no one we know.
And here's the real adventure... do we reach out to
say hello?

—KEEP SPINNEN ■



Photo courtesy FreeDeskWallpaper.com

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One Last Race:

The Final AX Event of 2013 Was Wheel-to-Wheel

by Michael Pinto / Event Photos by Sammy Lin / Winner Photos by Various

Oregon Region PCA Autocross held its end-of-the-year party and awards banquet on November 17 at the Aero Club banquet hall in Salmon Creek, WA. This party was open to all ORPCA members and anyone who autocrossed in 2013, so the house was packed full. The evening was MC'd by our fearless leader, Todd Averitt, and featured entertainment such as a slide show of season photos, a selection of full-length Porsche commercials and films, speeches, and a veritable mint's worth of door prizes, including some very nice 1/32nd scale models.

The most important diversion, however, was racing! The past few years have had the ending party at SyKart, however not many attendees stayed to race. This year's wheel-to-wheel action was done in 1/87th scale with HO Slot Car racing provided by your author. Participants had a wealth of cars to choose from, including dueling Miata's, NASCAR stock cars, and a Boss Mustang, but the unequivocal favorite was a Red Porsche 911 Turbo rally car (with flames!). Club President Eric Freedle was often at the controls of that one, usually being lapped or flying off of the track and into a wall. For the more seasoned racers, vintage A/FX slot cars were available including a 917K, a 917/10, and a 917/30.

The slot car enthusiasm waned once the food showed up, a delicious selection of gourmet pizzas from the Vancouver Pizza Company. Awards were presented to a jovial crowd and a good time was had by all in attendance. We met new faces who will be joining the 2014 season, how about you? The PCA classes have been reorganized to allow for more competition, including three classes for completely factory stock late-model Porsches. The Non-Porsche groups are also up to three, being split into Rear Wheel Drive, Front Wheel Drive, and All Wheel Drive classes, so there is a place for every person and every car. We will have nine points events in 2014 and entry into any five will qualify you for trophies.

Speaking of trophies, the awards for first place this season were wonderful hand-crafted hardwood "cones" made by Jim Pileggi (who missed a chance at a hugely comical moment by not making his trophy larger than the others), along with custom embroidered ORPCA jackets! Other winners received framed portraits of their cars and free event entries for next season. ■



Photos, top to bottom: Anh Le and Carlos Santayana finally getting to relax and enjoy themselves; Only known photograph of Michael Pinto, our Registrar, and Chuck Jarvie, Safety Officer, not moving; Kathy Averitt, the AX Chairman behind the AX Chairman; Todd Averitt surprised again by ORPCA President Eric Freedle.

MORE AUTOCROSS AWARDS PHOTOS ON FOLLOWING PAGES

AUTOCROSS AWARDS, CONTINUED



Above: Bob and Jaque Schatz finally arrive at the party. Right: Harry Danberg just “coning” around.



AWARD WINNERS IN ACTION ...

“Persons Who Most Need to Buy a Porsche” Award



Erik VanDyke



Andres Ferrer

Volunteers of the Year



Jeff Gretz



Jim Pileggi



Chuck Jarvie

MORE AUTOCROSS AWARDS PHOTOS ON FOLLOWING PAGE

AUTOCROSS AWARDS, CONTINUED

I01: First Place



Michael Pinto

P01: First Place



Harry Danberg

P02: First Place



Eric Freedle

P03: First Place



Jeff Gretz

P04: First Place



Barry Cogut

S01: First Place



Chuck Jarvie

S02: First Place



Jim Pileggi

NPR: First Place



Josh Hopwood

NPS: First Place



Sammy Lin

One Enchanted Evening, Once Again!

by Marlene MacEwan / Photos by Brian Hranka



Board members Anh Le, Joe McQueen, Eric Freedle and E.C. Mueller show off some of the toys donated to the Boys and Girls Club of Portland.

On Sunday, December 1, Portland Golf Club was decorated to the hilt and served as the backdrop for our annual Holiday Party. It was a record year, with 160 members attending. From business casual to formal attire, it certainly was festive.

This year's party was subsidized again by our Board of Directors, keeping the cost down for all. Design Band played their usual hits, and many danced the night away. The Fireplace Room was added this year for those members who wanted a quieter environment to visit while the band played in the ballroom.

Door prizes were provided by Sunset Porsche, Matrix Integrated, Marque Motors, Side Draught City, Stuttgart Autotech and Ed & Phyllis Thiemann. Thank you to all of these sponsors!

Members brought unwrapped toys, which were picked up by the Boys and Girls Club of Portland, to be distributed to children in need. With increased attendance, more toys were given this year to ensure a happy holiday for the many recipients.

Conversation was lively as members dined on filet mignon or salmon and caught up with old friends and made new ones. The food and desserts were top quality and enjoyed by all.

We said goodbye to the 2013 Board of Directors and welcome to the 2014 Board. Thank you gifts were given to the retiring directors for their service.

Annual perpetual awards were given to the following members:

President's Award: Paul Kust

Gear of the Year: Todd Averitt;

Enthusiast of the Year: Jeff Gretz

Mark Donahue Award: Peter Linsky;

Family of the Year: Anh Le and Carlos Santayana

New Member of the Year: Eric Underwood

Tourmeister of the Year: Bob Ellis

Congratulations to all of the award recipients and a big thank you for all you do for the club.

Please mark your calendar for next year's party, Sunday, November 30. ■

MORE HOLIDAY PARTY PHOTOS ON THE FOLLOWING PAGES

HOLIDAY PARTY, CONTINUED



Left: Members dance the night away to the Design Band. Below right: Judy and Jim North, Lullu Truitt. Bottom: Portland Golf Club Holiday Tree. Bottom left: Eric Freedle with New Member of the Year award winner Eric Underwood. Below left: Tricia Rogers.



MORE HOLIDAY PARTY PHOTOS ON THE FOLLOWING PAGE

HOLIDAY PARTY, CONTINUED



Top left: Design Band working hard. Top right: Fireplace in the ballroom. Above left: Fireplace room for quieter dining. Above right: Greg and Kaylene Kirchem. Right: Marlene MacEwan, Social Chair, and board members John Brams and Joe McQueen give out Board appreciation gifts.



2013 ORPCA Financials

	Income	Expenses	Gross prof t (loss)
Meetings/Events			
Holiday Party	7,223.00	12,032.00	(4,809.00)
Rose Cup Races	908.00	840.00	68.00
NW Passage	20,907.00	16,451.00	4,456.00
Historic Races	1,228.75	1,177.00	51.75
Summer Picnic	2,999.00	4,449.00	(1,450.00)
50th Anniversary Event	19,301.00	24,758.00	(5,457.00)
Other meetings/events	0.00	228.00	(228.00)
	<u>52,566.00</u>	<u>59,935.00</u>	<u>(7,369.00)</u>
DE Events	40,325.00	36,285.00	4,040.00
Autocross	19,515.00	13,572.00	5,943.00
Anzeiger/Calendar	21,646.00	23,715.00	(2,069.00)
Membership	7,979.00	1,894.00	6,085.00
PCA Subsidies	14,092.00	0.00	14,092.00
Business Operations	48.00	4,408.00	(4,360.00)
Website Expenses	0.00	5,288.00	(5,288.00)
	<u>103,605.00</u>	<u>85,162.00</u>	<u>18,443.00</u>
	156,171.00	145,097.00	11,074.00
Interest, Other Income	1,255.00	2,761.00	(1,506.00)
Pre-tax Income			9,568.00

Balance Sheet Highlights

Assets

Checking Account	24,063.00
Savings account	1,777.00
Certificates of Deposits	20,400.00
Investments	<u>81,901.00</u>
	128,141.00
Accounts receivable	338.00
Prepaid Expenses	<u>0.00</u>
	128,479.00

Abbreviated Statement of Cash Flows

Cash & receivables, 1/1/13	98,759.00
Cash & receivables, 12/31/13	<u>128,479.00</u>
Cash increase during 2013	29,720.00

Driver Skills Clinic and Autocross #1

Saturday, March 29, PIR South Paddock

Autocross #2

Sunday, March 30, PIR North Paddock (Pro Pits)



This ORPCA Autocross year begins with the opportunity for you to take advantage of two full days of driving, beginning with a Driver's Skills Clinic (DSC), then two full autocrosses on two different courses.

Our annual Driver Skills Clinic is offered again this year on March 29, 2014. We're going to follow that up immediately by Autocross #1. Both these events will be held in the South Paddock of PIR.

On Sunday, March 30, 2014 Autocross #2 will take place in the North Paddock (Pro Pits). What a season kickoff. There's not a better way to shake off the winter blues and get things rolling again.

Our first event, Saturday March 29 is our DSC features: A skid pad to improve your on-limit car control, slalom to help develop your timing and line, looking and planning further ahead, and positioning the car with early and late turn-in and braking exercises to enhance your ability to be quick and in control.

We provide one-on-one support to guide and help you understand what is taking place between you and your car. The event is open to drivers of all skill levels. Drivers will experience, in their own car, with our instructors, autocross techniques ranging from the very basic to more advanced. It is a great way to build new skills, gauge the limits of your car, or just get back in shape after a long winter.

Drivers Skills Clinic: The Skills Clinic will be limited to 16 drivers and includes the Autocross #1 registration fee. Payment at the time of preregistration for our DSC event is mandatory and must be made online. The last day to preregister for this event will be Tuesday, March 25, should there be any openings available. We will maintain a list of standbys, should an emergency occur with a preregistered participant. The package cost is only \$70.00.

The day of our DSC, registration opens at 7:30 a.m. Mandatory driver's meeting at 8:30 a.m. and the course hot at 9:00 a.m.

Our DSC Saturday will be followed by Autocross #1. Registration for AX #1 opens at 11:00 a.m. All participants, whether preregistered or not, must check in with registration for run group and work assignment.

On Sunday, our Autocross #2 will be held in the center of the PIR track in the North Paddock or Pro Pits. Onsite registration opens at 7:30 a.m. Again, everyone must check in for run group and work assignment.

Online registration for Autocross #1 and #2 will remain open until midnight Thursday; March 27. Entry fees are as follows: ORPCA/PCA members preregistered online: \$35.00 regardless if you pay online or at the gate. Remember though, we can only accept cash or checks at the gate. For ORPCA/PCA members not preregistered, cost at the gate is \$40.00, Non-ORPCA/PCA members preregistered paying online or at the gate is \$40.00, and Non-ORPCA/PCA members not pre-registered cost at the gate is \$45.00.

Help make 2014 the best year ever and always remember to enjoy the ride!

Next Autocross Events, 2014

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

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

February Social & Dinner

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



Buffalo Gap Saloon and Eatery
6835 SW Macadam Ave
Portland, OR 97219
www.thebuffalogap.com

Hosted by Robert and Linda Heilwick

RSVP socialevents@oregonpca.org with meal choice below

Social Hour: 6:00 p.m. to 7:00 p.m.

Dinner: 7:00 p.m. to 8:00 p.m.

This building is over 100 years old and has been used, among other things, as a private residence, a rooming house, a brothel and a tavern. Many of the nails still have square heads! Stories have been added to its history since 1974 ... IF ONLY THESE WALLS COULD TALK!

No pre-payment; pay your server. Dinner choices include: 1. Cod Fish & Chips (3 pc); 2. Caesar Salad w/chicken or blackened salmon (add \$1); 3. All American Burger (served with salad or fries); 4. Buffalo Stroganoff (served with salad); 5. Macaroni & Cheese Deluxe (served with salad); 6. "The "Reuben" (served with fries)

Come join us for a lively gathering of Porsche friends!

Announcing the Anzeiger Cover Photo Contest!



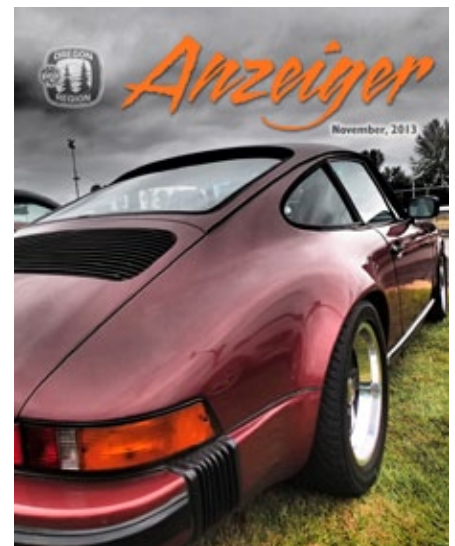
Grab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of Anzeiger, the Oregon Region's award-winning magazine. Enter as often as you like.

Details: Picture Format: Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

Remember that many digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and per-

fect photo, set your camera for its highest resolution. That's the one that uses the most memory.

The fame: 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 ■



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.



Name that critter? 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 (i.e., 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 Notes 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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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.

Details: Picture Format: Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

Remember that many digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, set your camera for its highest resolution. That's the one that uses the most memory.

The fame: 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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1981 Porsche 911 SC. 133,700 miles. Runs great but needs some TLC. Mark, 503-880-9575. \$16,500. (8/13)



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, 8xJ19H2 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)

New Members

Jack Loacker / Lynn Loacker
1965 356SC Cabriolet

Lee Herskowitz / Yvonne Herskowitz
2001 Silver 911 Cabriolet

Anniversaries

5 Year Anniversary

Terry Petersen / Jill Petersen
Stephen Piazza / Candice Piazza
Sascha Keller / April Keller

10 Year Anniversary

Stephen Miller / Winnie Miller

15 Year Anniversary

Gregory Denning /
Suzanne Denfield
Steve Zenker

20 Year Anniversary

Larry Bruton / Janice Bruton

25 Year Anniversary

Signa Vernholm / Michael Palmer