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July, 2013





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Anzeiger

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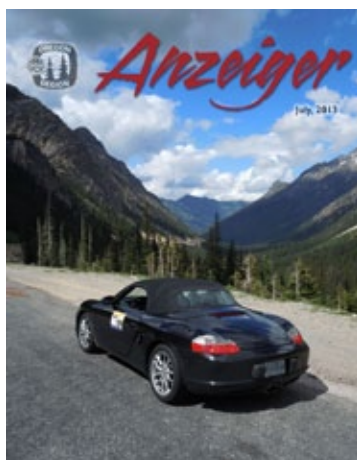
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ON THE COVER

From the 2013 Northwest Passage: The "Perl" stops near Kangaroo Trailhead. Cutthroat Creek is below flowing towards the Methow Valley. 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.

Anzeiger

Noun, German

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

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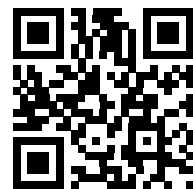
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PORSCHE

Oregon Region Events



July, 2013

- 9 Board Meeting
 - 13 Arrive & Drive
 - 14 Autocross 5
 - 17 Monthly Club Dinner and Social
 - 27-28 HPDE at Oregon Raceway Park
-

November, 2013

- 12 Board Meeting
- 20 Monthly Club Dinner and Social

December, 2013

- 1 Holiday Party
- 10 Board Meeting

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

**MARK YOUR CALENDAR!
2013 Holiday Party
“One Enchanted Evening”
Sunday, December 1
(See page 30 for details)**

August, 2013

- 4 Summer Tour and Picnic
- 11 Autocross 6
- 13 Board Meeting
- 21 Monthly Club Dinner and Social

September, 2013

- 6-8 911 50th Anniversary Event
at Skamania Lodge
- 7 Sunset Swap Meet
- 10 Board Meeting
- 15 Autocross 7
- 18 Monthly Club Dinner and Social

October, 2013

- 6 Autocross 8
- 8 Board Meeting
- 12 Arrive and Drive
- 16 Monthly Club Dinner and Social

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**FROM
THE
PRESIDENT**
Eric Freedle



An Action-Packed Month of June

Looking back at the month of June, we filled virtually all of the weekends with Porsche club events!

Our premiere driving event, the Northwest Passage tour, has been run and we have to wait another year before this event happens again in 2014.

The Rose Cup and Historic Car Races have finished up, and cars trailered home waiting next year's venue. These races have a long history here in Portland, yet with the economy and a seemingly sagging interest, one has to wonder how much longer we will have these storied events in our backyard. You never know how much you'll miss something, until it's gone!

The fourth Autocross of the year drew about 66 enthusiasts on June 23 willing to test their vehicles and quick reflexes! This marks the fourth consecutive time this year that the AX has seen 50-plus attendees show up for an event. Many thanks to Todd and Kathy Averitt, Michael Pinto and the rest of the AX team for their efforts in making the 2013 season a very successful one! The team is currently looking at other sites to run an AX event in 2014 in addition to the current location at the south pits at PIR. Our next AX #5 happens Sunday, July 14, for those who want to venture out to test themselves and their machine.

We have those ever-so-enjoyable Arrive & Drives that occur on the second Saturday of each month, with the next one on July 14, departing from the north location: Shari's restaurant at 9730 N. Whitaker Rd., Portland, OR 97217. Our driving event in August will be the Summer Tour & Picnic, which will take place on Sunday, August 4. Please refer to our website for more details.

At the June Board meeting, Treasurer John Brams shared the monthly financials, and we are seeing a positive cash flow for the club through the *(Continued on next page)*



Photo from June Autocross by Michael Pinto

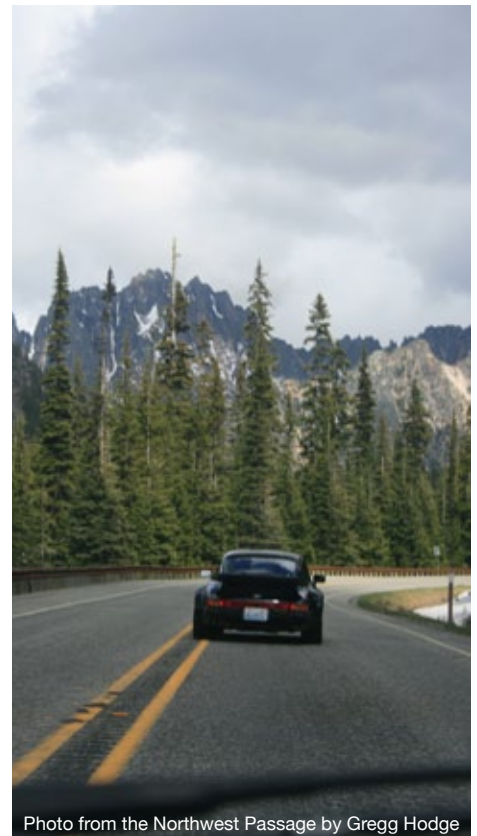


Photo from the Northwest Passage by Gregg Hodge

PRESIDENT'S MESSAGE, CONTINUED

(Continued on next page) month of May. We attribute this to great turnouts for AX year to date, the sold out Northwest Passage, and the positive HPDE event that was held in April. We have contained the costs associated with both *Anzeiger* and our website, which has been in development over the past two years.

The ORPCA Holiday Party will be held on Sunday, December 1, at the Portland Golf Club, 5900 SW Scholls Ferry Rd., and registration is now open. This marks the second year that we will hold the party at this very nice venue and is definitely a must-attend event! The event did sell out last year, so be sure you register early. Questions, please contact Marlene MacEwan at porsche82t@hotmail.com

For those who haven't already registered for the Commemorating 50 Years of the Porsche 911, presented by Sunset Porsche from September 6 to 8, 2013, that will be held at Skamania Lodge. Registration and accommodations are limited, so don't miss this one. Please refer to our website www.oregonpca.org for all of the details.

All of our members are welcome to attend our monthly board meeting, second Tuesday of each month at Dang's Thai Kitchen restaurant in Lake Oswego 670 N. State St. There is an open session at the end of the formal agenda for members to share their thoughts.

The club continues to bring in new faces and friends of the marque. There is something very infectious about owning these cars! Looking forward to meeting new members at some of our events in the coming months. Remember to check our website oregonpca.org for all of the upcoming events for 2013.

Happy motoring! ■

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**STILL
PLAYS
WITH CARS**
Peter Linsky



Headlamps, Fuel Economy and Security Gadgets

Well, how interesting ... Porsche is bringing back the Targa. England's *9 Magazine* managed to snag some spy photos of a black 991 Cabriolet that appeared to have a non-Cabriolet roof. Although it was well-camouflaged, there was clear evidence of a wide built-in section easily recognizable as a Targa hoop treatment. The article says the new model will probably show up as a 2014 model.

I've written in the past about my desire to have the best and brightest lighting on my cars; that was especially critical in the years when the Feds insisted that American drivers could have nothing better than the dim seven-inch sealed-beam headlamps that were developed in the 1930s. That one-size-fits-all rule finally began to change with the introduction of smaller "quad" headlights in the 1960s, and then in the 1970s when rectangular lamps were introduced ... and finally we started to enjoy the benefit of European-style replaceable-bulb halogen/iodine lighting. The next big step was the introduction of "high-intensity-discharge" and projector lighting, but that remains a costly option for many cars. Now comes something we could call "smart lighting," but it is too smart to satisfy the Feds, who always seem to be a decade or so behind the times? Audi, which started dazzling us with multi-LED parking lamps that everyone else is now copying, is going to introduce a new "matrix-beam" multiple LED lighting system on its big A8 sedan that can reportedly "illuminate around corners and throw brighter-than-average beams. They're also smarter, adjusting automatically to traffic, pedestrians, and road conditions," reports Bloomberg ... but the U.S. market won't get this system for awhile, because a 1968 regulation requires that headlights switch between only two settings: high and low. Several other manufacturers, including GM, Mercedes Benz, and BMW, plan to join with Audi in lobbying the Feds to allow the new system on cars sold in this country.

From the ever-watchful Paul Eisenstein at *The Detroit Report*, a closer look at a report on American driving habits from Tennessee's Oak Ridge National Laboratory. There, a researcher concluded that while US car (*Continued on next page*)



Photo by Bob Schatz

STILL PLAYS WITH CARS, CONTINUED

(Continued from previous page)

buyers list good fuel economy as their top concern when checking out a new model, they also want to put the hammer down once in a while. As you might realize, a heavy right foot and higher speed limits mean sharply reduced mileage.

The most interesting part of the report, however, is that “there are surprisingly few differences between types of vehicles, whether brick-like SUVs or sleek, wind-cheating sports cars.” Researcher Brian West says increasing speed from 50 mph to 60 mph equates to a 12% drop in fuel economy, and another 14% from 60 to 70, and so on. It’s apparent that we have become used to paying

much more than \$3 a gallon for gasoline, and driving the way we did when fuel was much less expensive. The most interesting finding in the Oak Ridge report concerns hybrids. West writes that hybrids are really designed for stop-and-go city driving, which allows batteries to be constantly recharged through their regenerative braking systems. Driving a hybrid any major distance on the freeway doesn’t allow opportunity for the regenerative recharging that would offset the gasoline used. That, in turn is creating problems for the EPA, which is tasked with estimating mileage for new cars and light trucks. And it is one clear reason that some hybrid owners aren’t getting the gas mileage they were promised on the Monroney label.



I sure hope that Porsche has its act together for the new GFT racing season. The competition will be even tougher this year. Audi’s R8s were first and second in class at Daytona, we have already seen how quick the Ferrari 458GTs are. Corvette is extremely competitive, and now BMW will be even tougher, having just introduced its new Z4 GTE, which is even better-balanced than the much larger M3 coupe. Rahal-Letterman-Lanigan Racing expects its pair of new two-seaters, with their front-mid-mounted 4.4-liter V8 engines, to be fully capable of keeping Porsche off the podium. They finished 18th and 22nd overall in their first race at Sebring, where a Corvette took class honors just ahead of a Ferrari, with a GT3RSR one lap back and the BMW another lap down. Not bad for a new car.

In early April came news from southern California that some clever guys with electronics talent have crafted a device that allows them to unlock a locked vehicle from the outside. That’s usually called a remote control when it’s in the hands of an owner, but police in Long Beach are calling it something else after several cars in a parking garage were found to have been unlocked and then ransacked by thieves. The thieves apparently used a device that also turned off the cars’ security systems. A hungry Rottweiler may be the next solution ...

Until next time, drive carefully! ■

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The Barn Find: June Arrive and Drive

by Eric Underwood / Photos by Eric Underwood and E.C. Mueller

The June Arrive and Drive was a true barn find. No, we didn't find any rare, highly valuable timeless classics that had been stowed away in a barn for decades. We did, however, find barns, and a lot of them. Some were large, some were small and quaint, and some had obviously given in to the elements. No matter their size or state of repair, each conveyed its own agrarian majesty as they stood basking in the sunshine of a perfect spring afternoon with the backdrop of open fields, rolling hills planted with a sea of evergreens and a clear deep blue sky.

It was a great turnout on June 8 and attendance was a remarkable 50+. After socializing, talking cars, and going over the route ahead, the morning silence was broken by the harmonious sound of Porsche engines as an impressive German-engineered convoy began to head out on the open road for an exhilarating day of driving. The route had just as much for the drivers as it did for the passengers that were lucky enough to be riding along. It was filled with rises and falls, twists and turns and beautiful Oregon scenery that you just can't get anywhere else.

We ended up at the Mt. Angel Sausage Company, which was both a delicious and educational experience. Why educational, you ask? Well, it was educational in the sense that I learned more about sausages than I ever wanted to know, but that's another article. All in all, the food was great, the drinks were cold and the company was even better.

On the drive back home as I was recapping the events of this perfect day in my mind, a familiar childhood song slowly crept its way into my thoughts. Yep, you guessed it, "With a barn-barn here and a barn-barn there, here a barn, there a barn, everywhere a barn, barn." ■

Above: Stop on a dime. Photo by E.C. Mueller

More photos from Arrive and Drive on the following pages

JUNE ARRIVE AND DRIVE, CONTINUED



Clockwise from top left: Photo by Eric Underwood; photo by E.C. Mueller; a large turnout at the drivers meeting, photo by E.C. Mueller; comparing noses, photo by E.C. Mueller.

**More photos from
Arrive and Drive
on the following page**

JUNE ARRIVE AND DRIVE, CONTINUED



Above: Mt. Angel Sausage Company patio, photo by E.C.Mueller; left and bottom, photos by Eric Underwood.

Rose Cup Races Make an Exciting Father's Day

by Eric Freedle / Photos by Eric Underwood

The Rose Cups revisited Father's Day once again, making it a Dad day at the track. The Northwest weather cooperated, keeping the temperatures in the 70's and making the racing weekend quite pleasant.

For the first time in recent memory, we didn't see the Monte Shelton #57 Porsche race car in the pits or on the track. It seems that the ageless Monte has decided not to race big horsepower cars at this time in his storied career. We also did not see the "Frankenstein Cayman," an 800+ hp one-off of Loren Beggs from California. He delighted the fans last year by running at the front of the big race, only to have his quest ended by an overheated car.

So the stage for the 53rd Rose Cup was set, sans Monte, Loren, and Steve Hodge (a local multi-winner of the Cup) due to a practice accident. With Matt Crandall having won the last two Rose Cups, he seemed to be the one to beat! Canadian Andy Pearson in a very fast tube-frame Camaro Trans-Am car looked like he would pose a serious threat to Crandall. We also had some very fast GT3 Cup Porsches driven by Phil Fogg Jr., who ran away from the field in the Porsche Cup race, and Jim Walsh, a perennial front-runner. Our very own local driver Cindy Lux was lurking in her SRT Viper and could be a threat.



By Sunday afternoon the temperatures had started to rise, providing an element to finishing a 45-minute race. The two Trans-Am cars were cat-and-mouse during the first third of the race, only to see the Camaro start to lose its tires and a cool-suit failure. That left Fogg Jr. the task of trying to keep Crandall in view. Even though out-matched in horsepower, the reliable Porsches took podium finishes and Lux ended up in a respectable fourth. Crandall's victory matched his car number—three—in *(Continued on next page)*

ROSE CUP RACES, CONTINUED

(Continued from previous page) consecutive wins. Perhaps Monte needs to acquire another 962 Porsche so that Neil Shelton could give chase to the #3 car of Crandall.

The Rose Cups also saw some great action in the Spec Miata (SM) and Spec Racer Fords (SRF). These are evenly prepared race cars, where driver skill determines the final outcome. The buzz of the 30 race field of the Miatas provided the closest racing of the weekend, and a lot of rubbing. There is that saying: “rubbing is racing.”

There was even some vintage racing at this year’s Rose Cups, which always provides for a nostalgic look back at racing history. Even a low-budget 1972 German-Ford 2-liter Capri was out there as a back marker, trying not to over-heat those disc/drum brakes on 13” rims. Those historic racers need to have a good sense of humor.

We had about 25 Porsches end up in the club’s corral. There were three clean 914s, along with the usual 911s, Boxsters, Caymans, and some big-horsepower 911 Turbos. Even a very rare 1980 924 Turbo was parked at the far end of the corral. Do you ever recall seeing a 924 Turbo in Portland?

For those that attended the event, you know how much fun it was; for those that didn’t make it, please consider marking your calendar for the 2014 Rose Cups. They are a lot of fun! ■



**More photos from
the Rose Cup Races
on the following page**



ROSE CUP RACES, CONTINUED





Northwest Passage in the “American Alps”

by Randy Stolz / Photos by Gregg Hodge, Joe McQueen and Randy Stolz

It's been a few years since I'd last participated in the ORPCA's annual Northwest Passage and I was looking forward to it, especially since we signed up six months ago.

Thursday June 20: After a day of putting a coat of wax on the “Perl,” airing the tires and fueling, we leave Portland and head for Tacoma and the Hotel Murano, our first stop.

If you haven't been to Tacoma lately, there is more going on than rock concerts at the Dome. You might know that Dale Chihuly, a master of glass art and a national treasure is a hometown boy. Thus his works are displayed throughout buildings in the city and, as of 2012, opened a long term exhibit up the road in Seattle Center.

While not on the island of Murano in Venice, where the art of glass making reached new highs in the 16th century, our room on the 23rd floor was literally a new high for us in accommodations. The speedy elevator passing floor after floor named for significant glass artists with their works displayed at each floor. The lobby is filled with beautiful things, including, an Offy-powered midget racer.

Much as we'd like to tarry awhile, we're off to the LeMay Museum for the evening festivities and guided tours with our fellow NW Passengers (?). It's a wondrous place filled with something for everyone. From the mundane to the exotic, there are exhibits and displays to educate and allow us to wonder. See my previous article concerning the LeMay in the October, 2012, *Anzeiger*.

Friday June 21: We are heading east on Washington 410 into the Chinook Pass and Mt. Rainier National Park. A stop at Whistlin' Jack's Lodge for lunch is a good break in the action and good meal. On to Yakima, then we head north via US 97 to the Bavarian-themed town of Leavenworth. This place is worth a day in itself with all the beautiful scenery and little shops but we just had time for a wonderful dinner at Visconti's. Thanks to Rupert for the great wine.

Saturday June 22: This morning we ramble north towards Hwy 2 and then west again back over Steven's Pass. As has become the custom, some of our members and sponsors bring out some other marques to play with. With the “Perl” topless, we follow David and Lulu Truitt's 575 Maranello out of Leavenworth, (*Continued on next page*)

NORTHWEST PASSAGE, CONTINUED

(Continued from previous page) doing the Chumstick Hwy. Melody. This twisty little road has the V-12 playing the scales against the rhythm of our flat-six. I need to get a Go-Pro.

After crossing back through the Cascades and lunch stop in Arlington, we're set for the crown jewel of the tour.

The North Cascades Hwy or WA-20 passes through the "American Alps" and is mile for mile, the most scenic and fun (a rare combination) road in the Pacific Northwest. Glaciers on the peaks tell us why the road is closed in winter. There are no gas stations or services from Marblemount to Mazama WA; a distance of 75 miles through some steep climbs, switchbacks, long sweepers, downhills and heartbreaking beauty. The area is pristine with little encroachment by man save the road which can sneak up and give you a pucker or two while looking at the peaks. I've been over this road three or four times previously and still can't get enough. Truly, THIS is a Northwest Passage.

We end our tour at Withrop, WA with accommodations at the Methow Valley Lodge, Hotel Rio Vista, and the Sun Mountain Lodge site of the Sunday Brunch and farewell. Kudos to Jim and Judy North and all of the NWP team, and sponsors Chubb Collector Car Insurance, Sports Car Market and Sunset Porsche. It takes a lot of time to put this together. Well done! ■



Left: Midget under Glass—In the lobby of the Hotel Murano is a sample of what we'd see at the LeMay Museum. Photo by Randy Stolz. Above: One of the rest stops along the way. Photo by Joe McQueen. Below: The morning sun illuminates a facade in Leavenworth Visconti's is on the right. Photo by Randy Stolz.



More photos from the Northwest Passage on the following page

NORTHWEST PASSAGE, CONTINUED



Left: Sue Hodge at a scenic overlook on Highway 20. Photo by Gregg Hodge. Below: Pretzels, anyone? Photo by Randy Stolz. Bottom left: Lulu and David Truitt with Jim North. Photo by Gregg Hodge.



Warhol's Revenge: The Championship Race Heats Up

Story and Photos by Michael Pinto

The fourth ORPCA autocross of the season was held at Portland International Raceway on Sunday, June 23. This was an unusual date, as it was not only sandwiched between the Rose Cup and Historics weekends; it was also the same weekend as ORPCA's immensely popular Northwest Passage. Despite so many other excellent automotive events vying for attention, an attendance record was nearly set! The word is out, and ORPCA's Autocross is the place to go!

The Non-Porsche Street class saw a record 45 cars and drivers out to take their runs! There was a little bit of everything represented, from a Dodge Neon, a pair of quick Fieros, the usual RX-8's, Miatas, and Mustangs, and even a hand-control Mazda 5 again. Everybody had a great time, especially Sammy Lin, who took the victory in his 2008 Evo, utilizing its AWD traction in the variable and damp conditions to power ahead of Tom Koh in an S200 and Jim Xiong in an AE86 Corolla GTS. NP-R only had four drivers competing, and Josh Hopwood mastered the field in his 325i, with Jorge Salong's gorgeous 71 240Z in second.

P01 had three entries and it was the tightest field of the day! Harry Danberg earned a well-deserved victory in his 73 911T with a 47.887. Steve Getsiv brought out his newly painted Guards Red 914 in second with a 48.045 and Ryan Davis brought his 944 home third with a 48.113! That's after seven runs through the tricky track, dubbed "Warhol's Revenge," that combined two high-speed sections with three very technical, and tight, sections. Jim Parks took the solo victory in P02 in his Carrera with regular foe, Chief Eric "Smoking Tire" Freedle, attending the Northwest Passage.

Chuck Jarvie earned another victory in S01 in his '04 Boxster S, over a healthy five-driver field, including Bryan Brock's 993 in second, and Rod Street's '07 Boxster in third. Frank Friedman and Don Dexter rounded out the field, both in Boxsters. S02 had Brian Schmidt and his '05 Carrera S take the victory over Gary Johnson's '07 Cayman S in second, and Jeff Forsythe's '12 Carrera GTS in third. It was very interesting to watch three very different cars run times so similar. *(Continued on next page)*

Below: Autocross Chair, Todd Averitt #25, I01, 1971 Porsche 914, 2nd.A



JUNE AUTOCROSS, CONTINUED

(Continued from previous page)

In I01 your author barely squeaked by Todd Averitt, both in his 71 914. (I'll have to resort to cheating soon to stay in front of the autocross chair, do you think he'd notice if I brought a nitrous tank with me for all of my runs?!?) M01, for the first time in recent memory, actually featured multiple cars and drivers, AND they were trading top time of the day back and forth! Greg Olsen laid down the gauntlet in the first run group with a 42.554 in his 996 Carrera. Gary and Pamela Chapman were back in their 914/6 and Gary really attacked full bore going for the one perfect run and pulled out an incredible 42.144! That's the first time a Porsche was 1 and 2 overall in many seasons, so a major congratulations to both competitors. This was Gary's first TTOD since August of last year.

There are still four events left in the season, so why not come out and participate? It's only \$35 for ORPCA members who preregister at orpca.motorsportsreg.com! Registration remains open until midnight the Friday prior to the event. That means you have until the end of the day Friday July 12 to register for Autocross #5 and save \$10. See you there!

Full results can be found at <http://www.oregonpca.org/events/autocross/2013-event-results-2/4470-2/>. Pictures of all of the events are available for free at www.facebook.com/CascadeRacing, please remember to "like" the page to get the news and pictures when they are posted, and while you are on Facebook, don't forget to join the Oregon PCA Autocross Group at <http://www.facebook.com/groups/369426646803/>. ■



Clockwise from left: Damian Donesky #177, NP-S, 1986 Pontiac Fiero, 13th; Jorge Salang #194, NP-R, 1971 Datsun 240Z, 2nd; Don Dexter #86, S01, 1998 Porsche Boxster, 5th; David Rowe #188, NP-S, 2005 Mazdaspeed Miata, 25th.



Great Roads, Great Friends at July A&D

Saturday, July 13

Enjoy some of the best driving roads in the five county area with the monthly Arrive & Drive.

The second Saturday starting in May and extending into October (as of yet we will not have an A & D in August), each drive is roughly 60 to 100 miles in length and finishes in under three hours. It's a great way to kick off the weekend and a fun way for new members to get acquainted with ORPCA.

To attend, bring your favorite Porsche (with plenty of fuel) and, ideally a navigator that doesn't get motion sickness to Miller's Homestead at 17933 SW McEwan Ave., Tigard, OR 97224, 503.684.2831 no later than 8:45 a.m. Drivers' meeting takes place at 9:00 a.m. sharp, but many arrive early at 8:00 a.m. for a no-host breakfast. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m. This is a no fee event.

Club Contact: Mike O'Connor, bmal1@oregonpca.org, 503.320.2447. ■



Autocross 5 ...The Forecast is for Sun and Fun

Sunday, July 14, Portland International Raceway

Autocross #4 will be Sunday, July 14, in the South Pits at Portland International Raceway (PIR). This means there are only four events left including AX 5. By now everyone should be in the full swing of things. New participants, now is the time to join in the fun, use the season to evaluate your strengths and weaknesses. Most importantly, just come out have some driving fun and make some new friends.

This event is open to drivers of all skill levels, 16 years and older with a valid driver's license. For first time participants attending the ORPCA Autocross, instructors are available. For others the instructors are an invaluable asset for improving your time. Autocross is a great way to help you understand and feel what is taking place between you and your car as well as build new skills, gauge the limits of your car, or like was mentioned above have some driving fun and make new friends.

Autocross 5 registration opens at 7:30 a.m. Pre-registered participants must check in with registration for car number, work assignment, and run group. Drivers meeting will be at 8:30 a.m with first car out at 9:00 a.m. Again, instructors are recommended for first-time drivers. This event will count towards 2013 Championship points. Pre-registration for this event can be made online through www.MotorsportReg.com. The last day to preregister for this event online will be Friday midnight, June 21, 2013.

Entry fees are as follows: PCA members preregistered online: \$35.00; PCA members at the gate: \$45.00; Non-PCA members preregistered online: \$40.00; and Non-PCA members at the gate: \$50.00.

AUTOCROSS REGISTER VIA:
orpca.motorsportsreg.com
CLUB CONTACT: Todd Averitt,
axchair@oregonpca.org

Important NEW Autocross Announcements

1. Effective with the 5/5/13 Autocross #3, the prices for walk-ups will increase to \$50 for non-members and \$45 for ORPCA members. This is to try and encourage participants to use the online preregistration at MotorsportReg.com, which will be staying the same price (\$40 for non-members and \$35 for ORPCA members). Additionally, registration will be kept open until the Friday before each event at midnight. So, for example, the online registration is available for AX #3 until Friday 5/3 at midnight. Preregistration makes run groups, work assignments, and registration easier the day of the event for a smoother event and less volunteer workload.

2. All helmets must be Snell M2005, SA2005, M2010, or SA2010. DOT-only or older Snell helmets are not legal for ORPCA Autocross, or PIR's property. Loaner helmets are available, but there are not many of them, and it's making it hard for all to participate. Legal helmets can be found online for under \$100 shipped.



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Welcome to the 2013 Autocross Season!

Schedule: The schedule is below, and is posted on the ORPCA website. You can also find more information for the ORPCA events and schedule them on a personalized calendar on Where2Race.com. We have updated the classes to match the current small region PCRs. Please review the ORPCA website to see where your car is now classed.

Registration: All registration for the ORPCA Autocross events will be done on www.MotorSportReg.org

Registration for all events is open now. Registration for non- ORPCA members will be open two weeks prior to the event. Registration will be closed for all events at midnight the Wednesday prior to the event. All participants who preregister for an event will receive a copy of the course map via email before the event. There will be no refunds for any ORPCA Autocross events.

2013 Autocross Season Pass: The 2013 Season Pass will include all championship points events. Group Price: ORPCA Members: \$245; Non-ORPCA Members: \$280.

If you were to attend all of these events, the ORPCA member pre-registration fee would be \$280. We are offering a discount for the AX Season Pass. The total registration fee for the year is \$245, for a savings of \$35 (equivalent to one event).

For non-ORPCA participants, the preregistration fee is \$340 for all events. We are offering the same discount, bringing the total registration fee for the year to \$280, a savings of \$40 (or equivalent to one event). By purchasing the Season Pass, you are automatically signed up for all events, guaranteeing a slot and avoiding missing the registration window. You will also be emailed a copy of the course map after registration is closed on the Wednesday before an event. Registration for the 2013 Autocross Season Pass will be open until March 9 (before the start of the first event). Sorry, there are no refunds or credits for missed events.

2013 Championship Points: Participants must attend at least five of the eight events this season to be eligible for class trophies. Each participant is allowed to drop one event for the season. Trophies will be awarded based on class participation. We have a Non-Porsche Class. The Non-Porsche class is divided into two categories, Race Tire (NP-R) and Street Tire (NP-S). Race Tires are defined as any tires with tread wear ratings of 140 or below. We will count points and present trophies for both Non-Porsche classes. To be eligible for class points, participants must run at least five events in the same class and retain the same car number throughout the season, regardless of the car they campaign. Any and all Porsche cars (as defined by the PCA rules) will be ineligible for the Non-Porsche class (i.e. a Porsche with a non-Porsche engine is regarded as a Non-Porsche in the PCA rules).

2013 Reserved Car Numbers: The ORPCA database has been wiped clean for all participants who did not attend more than one event last season as well as all Non- Porsche entries. The remaining reserved car number will be distributed on a first come, first served basis. If you wish to reserve a number in the database for the 2013 season, please review the following:

1. Numbers below 100 will be reserved for ORPCA members. If you are a non-ORPCA member, your number will be over 100.
2. Numbers will be assigned on a first come, first served priority and you will retain that number the entire season. You will be notified if conflicts arise with your number selection.
3. Per our Autocross rules, each car/person combination you wish to enter needs a unique number. If you plan to share your car with another person, each person needs a unique number for the car. If you plan to run various cars throughout the season, please request a unique number for each combination.
4. When you request your number, please provide the driver's name, year, make and model of the car, and the ORPCA class you will be running. Remember, if you are not running a Porsche you will be automatically assigned to either the NP-R or NP-S (Non- Porsche) class.

5. Once your number is assigned, it will be yours for the entire Autocross season. Number reservations will close on March 1. Please e-mail AXRegistration@oregonpca.org with your requests.

Questions? Contact axchair@oregonpca.org.



Next Event: July 14 at PIR

July 14 / AX 5 @ PIR
August 11 / AX 6 @ PIR
September 15 / AX 7 @ PIR
October 6 / AX 8 @ PIR

July Dinner & Social

Wednesday, July 17, 6:00 to 8:00 p.m.

Widmer Brewery

929 N, Russell Street, Portland, OR

Note: RSVP early; attendance limited to 40.

Hosted by Joe & Ginny McQueen; RSVP: socialevents@oregonpca.org

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

\$26 per person to be collected at the door; please bring correct bills.

BBQ Buffet Offerings

Spinach salad with tomatoes, corn and red peppers with a jalapeno vinaigrette

Drifter Pale Ale potato salad with bacon, Tillamook cheddar, green onions, and sour cream

Blackened chicken breasts grilled and served with our BBQ sauce

Rotator IPA braised bratwurst sausages with sauerkraut and deli mustard

BBQ baked beans

Seasonal vegetable

Drop Top Amber Ale bread pudding

Freshly brewed coffee, decaffeinated coffee, and freshly brewed iced tea



Summer Tour and Picnic

August 4, 2013

Please join us on Sunday, August 4 for what is sure to be another great ORPCA picnic! Our Summer Tour & Picnic starts off Sunday morning at 11100 SW Murray Scholls Place (24 Hour Fitness parking lot in Beaverton). Please be at the meeting place no later than 9:00 a.m., as the driving tour leaves promptly at 9:30 a.m.

The driving tour will wind its way through some great western Washington & Yamhill County rural roads and ends at a beautiful winery west of McMinnville. We'll have another exceptional catered gourmet lunch with tastings of Estate-Grown Pinot Noir and Pinot Gris wines. Wine tasting plus wine and beer with lunch is included. Registration opened May 23, 2013.

Reservations must be made in advance no later than July 26. This event is limited to 40 cars, so please register early!

To register, go online to <http://orpca.motorsportreg.com> and search for the Summer Picnic event. For questions, please contact Jeff Gretz at 503.915.2364 or jgretz@onlinenw.com.



Register NOW for “Commemorating 50 Years of the Porsche 911” Presented by Sunset Porsche September 6 - 8, 2013

EVENT INCLUDES:

- People's Choice Awards in 10 Classes
- This is a Shine and Show event to encourage the greatest participation from the Membership
- Special Guest Speaker, Prescott Kelly, *Renowned Porsche collector, author, speaker, and historian*
- With a special 911 presentation
- Participate in the Lodge's 20th Anniversary Events



EVENT REGISTRATION:

Full Registration Package (LIMITED TO FIRST 125 REGISTRANTS) Includes:

- Friday Night No-host Reception
- Saturday Field Display and Box Lunch
- Saturday Night Banquet (at the Lodge)
- Sunday Tour (to Maryhill Museum/Stonehenge Memorial)

TWO PEOPLE / ONE CAR:

March 1 – June 30: \$160

July 1 – August 1: \$185

August 2 – September 6: \$210

ONE PERSON / ONE CAR:

March 1 – June 30: \$80

July 1 – August 1: \$105

August 2 – September 6: \$130

ONE CAR DISPLAY ONLY:

Display Only – Includes participation in the “Commemorating 50 Years of the Porsche 911 presented by Sunset Porsche” Car Show Only

March 1 – June 30: \$25

July 1 – August 1: \$35

August 2 – September 6: \$40

Additional Box Lunch tickets are available for Saturday.

HOTEL INFORMATION:

Special Room Rates: \$125 per Guest Room per Night
Superior Forest View Guest Rooms

Room Rate noted does not include Daily Lodge Fee @ \$16 per day nor applicable taxes
(Rooms are separate from Event Fees)

Participate in the Lodge's 20th Anniversary Events
Mention PCA or Porsche Club of America for the special price

Or make reservations online at: www.skamania.com
And enter in the drop down menu Group Code PCA
For hotel reservations call 509-427-7700 or 800-221-7117



Register at motorsportreg.com—current pricing ends June 30!



ORPCA 2013 Holiday Party

One Enchanted Evening

Sunday, December 1, 5:30 – 11:00 p.m.

No-Host bar at 5:30 p.m.

The Portland Golf Club, 5900 SW Scholls Ferry Rd, Portland

**Our 2012 party was a huge success!
Please join us this year for a wonderful
evening of socializing, a scrumptious
dinner AND dancing to the “Design
Band” (from Parade and the 50th)**

The cost is \$55.00 per person: what a great deal!
(The Board of Directors is subsidizing the party
again this year)

We SOLD OUT early last year. Register early to
assure your reservation. Registration will open
June 1 on Motorsportreg.com

RSVP by November 25; \$15 surcharge per person
after November 26. *Limit 136 persons.*

NOTE: The fireplace room will be available for
quiet dinner seating for those members who
would rather visit with friends and not be in the
ballroom with the band. Please email Marlene if
you would like to be seated in this area.

**Please tell your friends and fellow
members to join you for a fabulous
evening!**

****Please bring an unwrapped toy for a local char-
ity****

**Questions please call or email:
Marlene MacEwan 503-936-9887,
porsche82t@hotmail.com**

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Morgan Stanley 503.221.6262

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Euro Tech Auto Parts 503.371.6800

Porsche Service & Repair

Canyon Auto Rebody 877.489.2520

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■ CARS FOR SALE



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)



1982 - Porsche 911SC - Coupe - 153796 miles - color Pewter Metallic - \$15,999 or Best Offer. Tom Williamson, 541.595.0990, wtiii@hotmail.com (4/13)

1993 Carrera 4 AWD Cabriolet, 110,000 miles, all original. Blue-green paint, unusual color, tan interior. Tight, solid, dry daily driver. Good top, no rips or cracks interior, no dents or scratches, only rock chips. \$25,000. Gary W. Collins, 503.789.5146, garywcollins@hotmail.com (4/13)

ANZEIGER / July 2013

95 Carrera, Black/black 57,000, VIN WPOAA2990SS321588, have Carfax report. Owner since 2002, must see and drive to appreciate. \$35,000. Jon, Camas, WA 360.608.7815 (4/13)

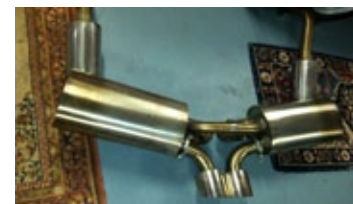
■ WANTED

Wanted: One maroon vinyl Christophorous binder with wires in good condition. Peter Linsky, 503-644-2709. Linsky911@comcast.net (5/13)

■ 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)



2006 Porsche Boxster S stainless steel sport exhaust system made by Car Graphic. Deep throaty sound, just like new, purchased new for \$2300.00 from Gran Prix imports, For sale \$800.00 Call Gene at 503-434-2138. (5/13)

New Members

Brian Schmidt
2005 Carrera S

Jonathon Douglas
1991 Carrera 4

Al Lidner / Brenda West
2009 Carrera S

Christopher Sherland
2001 Boxster S

David Maxwell / Cody Boen
1978 930

Ted Ciochon
2013 911

Eric Mankowski / Heather Mankowski
1970 914

Dennis Powell / Tim Powell
1978 911

Charles Rice / Sara Rice
2002 Boxster S

Rob Sherry
2013 Boxster

Anniversaries

5 Year Anniversary
Mitch Koyama

10 Year Anniversary
James Barless / Judy Barless
Frank Hosford / Kim Hosford

15 Year Anniversary
Earle Chiles
George Davais
Pedro Garcia
Robert Heilwick / Linda Heilwick

20 Year Anniversary
Douglas Worthington / Cathy Worthington

25 Year Anniversary
Ted Rodgers / Joan Rodgers