



Anzeiger

July, 2015





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PORSCHE

Anzeiger

Volume 55 No. 6
July, 2015



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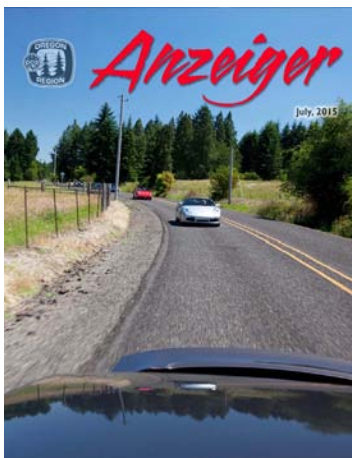
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A look back while driving one of the many great roads during the June Arrive & Drive. Photo by Bryan Spahr

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 33.

Anzeiger

Noun, German

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

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Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 25104, Portland, OR, 97298, is published eleven times a year.

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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

Commercial Advertising

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 marketing@oregonpca.org for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

Inside front cover	\$2,970
Inside full page	\$2,502
2/3 page	\$2,124
1/2 page	\$1,656
1/4 page	\$1,143
Business Card	\$550



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*See dealer for full details and restrictions.



Sunset Porsche

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purchase. Cannot be combined with
other offers. Will not refund discount;
must be used at time of purchase.



Oregon Region Events



July, 2015

- 8 Board Meeting
- 9-12 Northwest Passage
- 10-12 Portland Vintage Racing Festival
- 15 Monthly Club Dinner and Social
- 18 Arrive and Drive
- 19 Forest Grove Concours
at Pacific University
Autocross #5 at PIR
- 25-August 8 Zone 6 Grand Tour

August, 2015

- 9 Autoross—Open
- 12 Board Meeting
- 16 Summer Picnic
- 19 Monthly Club Dinner and Social
- 23 Autocross #6 at PIR
- 28-30 Crater Lake Tour

September, 2015

- 9 Board Meeting
- 11-13 Festival of Cars in Bend
- 12 Arrive and Drive
- 16 Monthly Club Dinner and Social
- 20 Autocross #7 at PIR
- 25-27 Rennsport Reunion at Laguna Seca
- 27 Sand Cruise In Gearhart

October, 2015

- 10 Arrive and Drive (Burrito Run)
- 14 Board Meeting
- 21 Monthly Club Dinner and Social
- 24-25 Astoria Overnight (Goonies)

November, 2015

- 1 Autocross #8 at PIR
- 11 Board Meeting
- 13-15 Rainbonnet
- 18 Monthly Club Dinner and Social
- 29 Holiday Party

December, 2015

- 10 Board Meeting

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



Halfway Through a Sizzling Summer ...

Here we are in July already; the calendar is half over. We've had some good events and I'm looking forward to the busiest months (see the June column). Hope you are too.

I sit in front of the screen each month and ruminate on what topic I should cover in my monthly missive. This month it is more of a rambling than a focused delivery, so I start with:

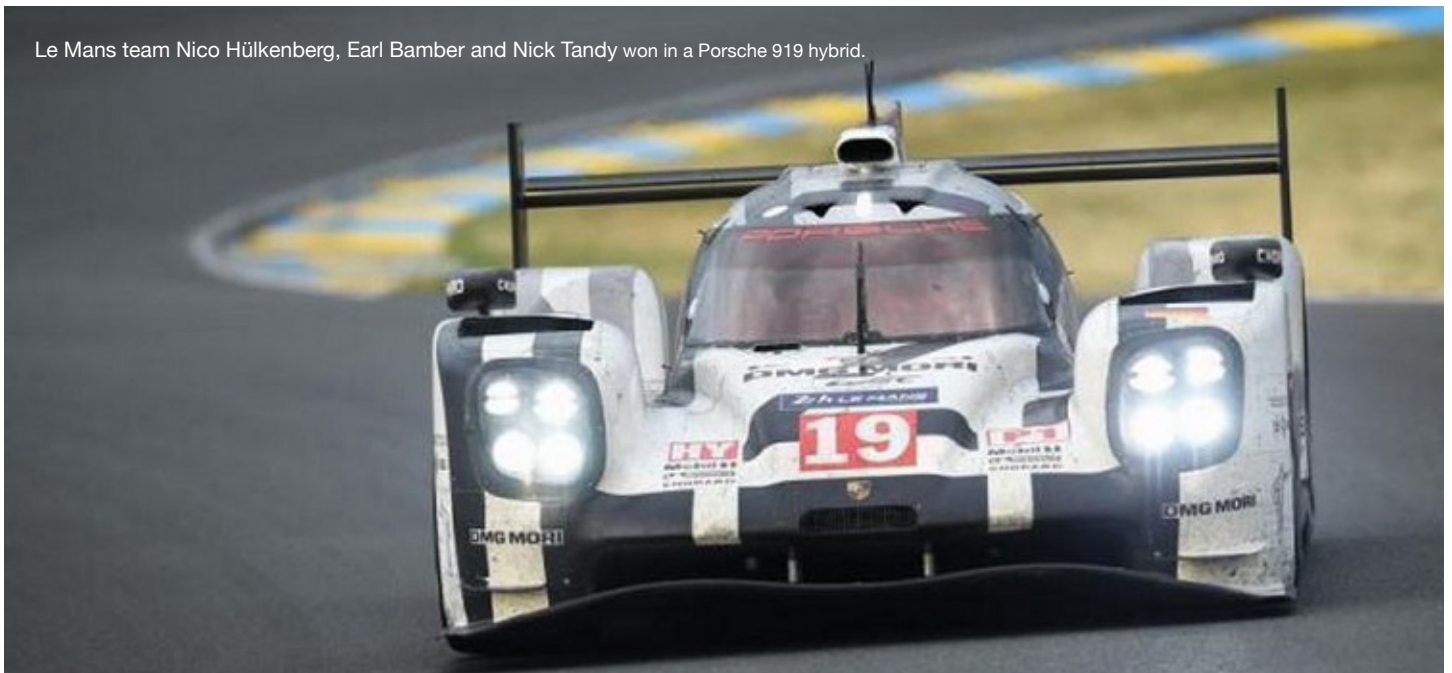
PORSCHE AT LEMANS

The 17th win for Porsche comes 17 years after the last; let's see what you numerologist can make of that. After three years of designing, building and testing, success wasn't automatic by any means. Taking the fight to Audi at the Circuit de la Sarthe in 2014, Porsche faced the full might of the Audi Sport team, and though the new Porsche team delivered a superb effort, it came up short to the established Audi team.

That wasn't the case this year, as the Porsche 919 Hybrids swept the first three positions in qualifying and Porsche went on to claim its 17th victory, exactly 17 years after the last one. Nico Hülkenberg, Earl Bamber and Nick Tandy (No. 19 Porsche 919 Hybrid) finished first, and Mark Weber, Brendon Hartley and Timo Bernhard (No. 17 Porsche 919 Hybrid) finished second for a stirring Porsche 1-2. André Lotterer, Marcel Fässler and Benoît Tréluyer (No. 7 Audi R18 e-tron Quattro) came in third.

Now about hybrids ... Porsche says that in the future you will see every Porsche model with a hybrid option. Why would a (The) performance car company dedicate itself to competing with a Prius? Could be they consider hybrid technologies a clear path to greater performance (consider the 919)? There is most likely a Hybrid Carrera in your future. Read the 2015 Cayenne Hybrid reviews for a sense of what's to come.

Le Mans team Nico Hülkenberg, Earl Bamber and Nick Tandy won in a Porsche 919 hybrid.



BICYCLES

We tend to get irritated a bit at the bicyclist when we are driving our favorite roads. We need to remember that our favorite roads are great cycling roads too. We, as Porsche enthusiasts, have to remember that cyclists are devoted enthusiasts as well. We are kin. We need to abide the few who think they own the road and won't give anyone the satisfaction of passing them. Sound like anyone we know? Give them their space, be magnanimous, and above all, be courteous. They will do the same for you.

TURN 1 FLAG STAND

Here's a couple of photos of the ORPCA flag stand at PIR turn 1. Our marketing partners at Porsche of Bend have secured the advertising rights, and so have helped with the cost. Hope you like it.



LASTLY

It's summer and all the crazies are out there. Oregonians try to get a year's worth of outdoor activities crammed into the next two or three months. Motor homes, boats, bicycles, kids, and dogs will be on the roads. When you come flying around that challenging right-hander expect one of the above. Be safe out there.

Happy Motoring! ■

SPINNEN

Randy Stolz



So Many Miles, So Little Time

That's the phrase that captures this summer for me. With the usual events at PIR and ORPCA's own events, a "normal" summer holds enough events for most of our automotive needs. June has been busy, to say the least. When not writing about some of our events, Ann and I have put together a Garage Tour and Dinner/Social for this month that, unless you've been paying attention to the calendar, you'll miss.

As I sit here trying to stitch together the detail of a tour entry for later this summer (more on that later), I'm thinking that even if I had the budget to attend all the things I want to, I'd be exhausted. As it is, we are missing the Northwest Passage (again) this year and, to my regret, they will be hitting the Coast—which they haven't done since 2009(?). Coincidentally, it's the same weekend as the SVRA Vintage Races at PIR and I can't do either, but I take solace in the fact that I'll be an enthusiastic host at our event three days later.

Beyond the Rose Cup Races and Porsche Parade that will be done by the time you read this, there's another chance to do Parade on a smaller scale, up north, for those who missed it. Our own Tom Jewett reminds me that Canada West Region is returning to the "Whistler Weekend" after a few years hiatus. Between our regular Autocross and Driver Education (Hooked on Driving) events, if you're dance card isn't full enough there's the inaugural PCA Zone 6 Grand Tour.

PCA's Zone 6 is the largest zone, consisting of 16 regions covering Oregon, Washington, Idaho, Montana, and most of Wyoming, as well as British Columbia, Alberta and Saskatchewan. Believe it or not, some intrepid souls (present company included) decided that a tour of the area was doable in two weeks. With respect to the 4700+ mile route, "doable" becomes a subjective term and the amount of eye-watering beauty of sea, mountains, and prairie tempered by "monkey butt" is up to you. Obviously, there's a selective few folks, like Zone 6 representative Tim Hagner, committed to the entire trek.



Me? I'm opting to do only part of this monster at 3,000 miles. Kind of sends shivers down my spine when I think about it. Let's hope my spine will be fine at the end of my own version of the movie, "Five Weeks in a Balloon," wherein there's a mix of adventure by Jules Verne and comedy by Red Buttons.

How did I arrive at this? Well, Ann wanted to see Canada this summer and I was looking for a road trip. Besides, I'm getting old, my stories are getting older and this could be my big break as an amateur journalist or wildlife photographer depending how food-free we keep the Boxster. The hard top should be a bit more bear-proof just in case we leave some Cheetos on the floor.

I know what you're thinking. Each region is going to send us on their own set of "twisties" and you'll never see anything. That's true and that's the beauty of the beast. How many back-to-back-great-drives-you've-never-done-before can you stand? And, you can drop in or drop out anywhere along the route, just as long as they know when to expect you via registration, which is free. So, while Vancouver Island Region is snaking others through the forest to Port Renfrow, you can check out Butchart Gardens. Instead of shooting the Beartooth Highway with Absaroka Region in Wyoming, you can opt out for Buffalo Bill's Museum in Cody. Any part of this route is optional, and really, a big part of this for me is to meet people in other regions. Actually, I'm going for the dinners.

The route of the "Z6GT" ends at the World of Speed museum in Wilsonville, and there's no excuse for Oregon Region not to party with us, while seeing some cars in the museum in mint condition and others, like my mine, less so. For more information, see the PCA Zone 6 Grand Tour page <http://zone6-pca.org/regiongrandtour.html>.

All of this—and it's only August, which brings the Summer Picnic and the Crater Lake Tour (the lodge is booked). September brings the Festival of Cars and the not-to-be-missed Rennsport Reunion (porscherennsportreunion.com), which happens every four years; this time in Monterey at Laguna Seca Raceway. If you want to see the largest collection of racing Porsches on track, doing what they were born to do, this is the one and possibly last chance on the west coast for some time.



Speaking of racing Porsches, if you watched 24 Hours of Le Mans, you know it was one of the closest races in history, with lap records beating those before the chicanes were installed on Mulsanne. That will be the focus of RS5 this year, as the company celebrates "Legends of Le Mans."

By the way, there's an aspect of the win at Le Mans I haven't seen covered at the usual places at www.autoextremist.com. Ferdinand Piech may be gone from the VW group, but his shadow is still present.

It's been a great start to the summer. I hope yours is full of fun and you have enough time to put some miles under that Porsche.

– KEEP SPINNEN.





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June Arrive & Drive: Barns, Brides and Cars

by Eric Freedle / Photos by Bryan Spahr



Wonderful blue skies with pleasant temperatures greeted those enthusiasts that ventured out for some Porsche driving on our second Arrive and Drive of the year. We're seeing some crossover from the Autocross group, with Ryan Davis as our tourmeister and two other participating in their first A&D. After Ryan gave the 35 drivers and their navigators the route instructions and advised about the tricky parts of the route, we ventured out for some really good road work.

As predicted, when one car goes off route, others will follow. But, with great weather like we had—consider it more value added into the route! We all managed to arrive at the Ranch Hills Golf Course for our rest stop, and we actually took a food order for lunch at the Seven Brides Brewery in Silverton.

As we started to gobble up the second leg, we encountered many more barns, lots of twisties and roads that you would never drive—unless you were on this route! We had a series of nine 90-degree turns on one particular road. Amazing! We cruised into the town of Silverton and many of us had a great lunch at Seven Brides Brewery (never saw any of the grooms), and the food order was waiting for us. What timing! This drive really made you appreciate why you own a Porsche and for days like this. ■





MORE PHOTOS FROM ARRIVE AND DRIVE ON FOLLOWING PAGES

ARRIVE AND DRIVE, CONTINUED





Nice example of a road-going GT3.



Rose Cup Races Carry on Tradition of Excitement

Photos by Eric Freedle

Our region is fortunate enough to host the oldest amateur road race west of the Mississippi, the Rose Cup Races at PIR. This year, they were held on June 12 to 14 and carried on the tradition for its 55th year. More than 400 drivers competed in over 25 race classes from vintage to modern.

This year, the Spec Racer Ford Group joined the lineup for the first time. This event featured 40 race cars that have been identically prepared. Also competing were the SCCA Solo Competition, the Portland Karting Association and GASS, featuring V8 stock cars. The sights and sounds of these vehicles recall the old stock car days and added to the excitement of the event.

SCCA also sponsored Track Night in America, where drivers could take the track with their own cars and glean the knowledge of a racecar driver as a personal coach!

As in past years, ORPCA members enjoyed the races and time spent in the Porsche Corral. The marque battled hard with other performance vehicles for the Festival Trophy. All in all, yet another memorable year! ■

A Rose Cups Perspective from the Porsche Corral

by Larry Werre

My wife and I have been PCA members for some years and have attended the Rose Cup races each year. In recent years we've noticed a steady decline in attendance, exhibitors, racing events and most discouragingly the Porsche corral. We began to wonder if the Rose Cup races would continue or if we would even be interested in attending in the future.

We were surprised and pleased to see a turn around in the 2015 Rose Cup events. Overall attendance was up and there was more interest in our Porsche corral than there has been in recent years. The racing events were better organized and more interesting and hopefully will continue to improve under the new sponsorship. We thoroughly enjoy the weekend.

We can't wait for the "new" Vintage Historic Races and the changes we've heard about under the new sponsorship for this event. We hope to see a good turn out in the corral and look forward to seeing all of our PCA friends. ■



Air-cooled 3.2 Carrera.



Larry and JoDee Werre with something more sedate.



Ernie Spada's new GT3 Cup Car.

New Members

Peter Bigler / Camas, WA
2000 911 Carrera

Kurt Macey / Portland, OR
1975 911 S

Dave Schechter / Portland, OR
2015 911 Carrera 4S

Anniversaries

5 Year Anniversary

Jorge Ferro / Susan Ferro
Todd Jordan
Niren Lall
Monte Olsen
Bruce Rose / Kris Rose

10 Year Anniversary

Ed Grayson / Barbara Grayson
Jack Long / Marcy Fisher
Howard Petersen
Daniel Sheehan / Janie Sheehan

15 Year Anniversary

Kevin Chapple /
Rhonda Swearingen

20 Year Anniversary

Don Clinkinbeard /
Debra Clinkinbeard
Jay Culbertson / Leslie Culbertson

25 Year Anniversary

Michael Criscione /
Joseph Criscione

30 Year Anniversary

Douglas Skinner



Autocross #4: Bring on the Heat

by Todd Averitt / Photos by Bob Schatz

Last year it was the rain. This year it was the heat, which promised to separate the driven from the casual enthusiast.

We prepared for the promised scorcher. We erected tents for our corner workers. Barry Cogut substituted water, energy drinks and fruit for the usual coffee and Danish. We did slip a little though, because no one could resist the couple of cookies he supplied. In addition, Eric Freedle brought several cases of water which were distributed throughout the grid and paddock. With everyone also bringing assorted anti-dehydration liquids, tire sprayers, and wearing appropriate garb we were ready for PIR's best efforts to make our event feel like a Sahara Rally.

Guess what happened? It wasn't all that hot, temperature-wise. Normally, after seven runs most would be cooked, burnt, shot and pretty well fried. As I said earlier, the driven can never get enough—as over half the participants stayed after the competition runs for fun runs. It was awesome! The Great Sahara threat turned into a nearly perfect day.

For those unfamiliar with fun runs, they are where all the secrets are revealed. Barry Cogut has a brand new understanding of why Eric Freedle wears gloves. Eric learned certain Porsches do go faster than his Carrera and have power steering. Ryan Davis and Casey Hollingsworth understand that a 914 will always turn quicker than a 944. Jim Pileggi learned his Chevy Spark EV will make seven runs, if home isn't too far away from the course. Most of us came to the realization we could have gone a lot faster on our official runs, if only ...

Now on to the results:

The hot news is six out of the top 10 finishers were Porsches. The cooler news is that Ben Cort, in a track-modified 280Z, took Top Time of the Day at 34.011 seconds. Kudos to Ben.

I01—Cary Kutter took this class by storm.



Opposite: Anson Lytle with his new Cayman S, back from a 20 year break from Autocross, returns with a 11th overall fastest car. Above: Mark Qandil co-driving with Tom Kotzian. Below: Goofballs #1.

P01—Ryan Davis did it again, but Harry Danberg is getting his tires sorted and closing fast.

P02—Jeff Gretz fought off Eric Freedle for the win. These two just never let up.

P03—Barry Cogut took Bob Schatz and Eric Hoff in this extremely quick class. You will always see these guys at the top of the top times of the day.

S03—Tong Qi took top time with Anson Lytle, Mark Qandil, and Lon Jackson chasing. Less than two seconds separated first from fourth.

NPA—Chris Schultz took top honors, but Ted Gurin, David Kosa and Jemal Mfundshi were within a second of Chris.

NPR—Ben Cort won this very competitive class, as well as TTOD. This class had four drivers in the top 10, including John Juhring, Andy Hsiao, and Garrett Cogburn. Congratulations to all.

NPF—Dean Kennedy beat Dan Bullis by .002 seconds for the top spot. Jim Pileggi was only 0.322 back in his son's Chevy Spark EV.

The complete listings can be found on our ORPCA website, as well as standings in the Championship Points race. If you are wondering about the classes not listed, there were no registrants.

The competition was great, the weather cooperated, and there were lots of smiles and lots of friends having fun.

Our next event, Autocross #5 will be July 19 in the South Paddock of PIR. Come early, as help is always appreciated. Register early at https://axwaresystems.com/axorm/calendar_main.php and save some money. Remember you must pay when you pre-register to get our discount. If you have any problem doing so shoot me an email at bodmall@oregonpca.org.

Thanks again to everyone who participated. You are what makes this event so much fun. ■



MORE PHOTOS FROM AUTOCROSS #4 ON FOLLOWING PAGES

AUTOCROSS #4, CONTINUED





Opposite, top: Anson Lytle with his new Cayman S. Opposite, below: Mark Qandil co-driving with Tom Kotzian.

This page: Top left: Goofballs #2. Middle left and above: Jim and William Pileggi drive their all electric Chevy Spark to an overall 16 fastest car of the day. Bottom left and below: Tong Qi with his GT3 did an impressive 6th fastest car of the day.



Oregon Region Porsche Club of America NORTHWEST PASSAGE 2015

July 9th – July 12th

Announcing the 2015 Northwest Passage!

The ORPCA Northwest Passage Team is busy planning another fabulous driving tour with fun roads, beautiful scenery, delicious food, luxury accommodations and an opportunity to renew old friendships and make new ones. This year we will explore Western Oregon on picturesque back roads winding through the Clackamas and Willamette River valleys, the Coast Range, and the Nestucca, Alsea and Siletz River to the Pacific Ocean.

Sunset Porsche will again host a pre-tour social event on Wednesday night, which will also serve as check-in for the 2015 Northwest Passage. We will be treated to a tasty selection of hors d'oeuvres, wine and beer, amidst beautiful Porsches.



The 2015 Northwest Passage officially begins on Thursday afternoon when participants meet in Oregon City to drive scenic back roads along the Clackamas River and through Willamette Valley farm land to Silverton where we have the opportunity to tour the Oregon Garden and historic Frank Lloyd Wright house.

Thursday night we will stay at the beautiful Oregon Garden Resort. The Northwest Passage Team will host a reception on Thursday evening with hors d'oeuvres, wine and beer to welcome

participants and to provide a time for us to meet and socialize with one another.



Friday, our route weaves through the western Willamette Valley and the Coast Range, where we will enjoy some excellent driving and spectacular scenery as we follow along the Upper Nestucca, Little Nestucca and Nestucca Rivers.



Friday and Saturday nights, we will stay at Salishan Resort, a world class destination, situated on a hill overlooking the Pacific Ocean. Friday evening, the Northwest Passage Team will host a happy hour event to give participants an opportunity to share experiences.

On Saturday we will drive scenic, winding roads along the beautiful central Oregon coast, and the Alsea and Siletz Rivers.



Back by popular demand, Northwest Passage Team will once again host its locally famous beer wash following our Saturday drive. This event gives everybody a chance to clean their cars and socialize. A hosted beer keg and a no host bar will be provided.

Saturday evening we will enjoy a sumptuous dinner together at the Bay House Restaurant overlooking the Siletz Bay where we can watch the sun set.



The tour will culminate with a lovely farewell brunch on Sunday morning at Salishan Lodge.

The cost of the 2015 Northwest Passage will be \$550 per car. Because of the size of the dining and lodging venues, we are limiting the number of cars on this year's tour to 50. The 2014 Northwest Passage filled up very fast, so we recommend signing up early. To secure your place on the tour, send a check for \$550 made out to ORPCA to Jim North. Contact Jim at (503) 221-6262, or james.north@morganstanley.com.

All of us on the Northwest Passage Team look forward to having you join us on the 2015 Northwest Passage!



Portland Vintage Racing Festival (formerly Portland Historic Races)

July 10 to July 12 at PIR

REGISTER VIA: www.tickettomato.com by June 19

CLUB CONTACT: Eric Freedle 503.936.0816 pastpresident@oregonpca.org

Cost: \$45 for the three-day package, including Racing Festival and Collector Car Corrals

The 2015 Portland Vintage Racing Festival by SVRA feature an entry list of more than 200 historic race cars to take place July 10 to 12 at Portland International Raceway. The Portland Vintage Races allow enthusiasts the opportunity to see race cars up close, and feature a display of over 400 collector cars and hot rods, an auto-



cross. In addition to the auto racing, Saturday night will conclude with a concert by Mitch Ryder and the Detroit Wheels (Devil with the Blue Dress On). The ticket package consisting of a three-day admission for two adults, one car corral pass, and the ever-popular parade lap.

We ask that you have your Porsche in the corral located in the infield of the track by 10:00 a.m., so make time allowance to cross over the track into the infield. Entry will be at turn 8 (north side of the track). Come out enjoy the event in your favorite Porsche. ■

July Arrive and Drive

Saturday, July 18, 8:45 a.m.

CLUB CONTACT:

Eric Freedle, pastpresident@oregonpca.org

Note: this A&D will on the third Saturday, not the second as usual.

Enjoy some of the best roads with the monthly Arrive & Drive. Each drive is roughly 60 to 100 miles in length and finishing in under three hours. It is a great way to kick off the weekend and a fun way for new members

to get acquainted with ORPCA! We leave from our north location at Shari's Restaurant at 9730 N. Whitaker Rd. Portland, OR 97217. Take the PIR I-5 exit and head east to Whitaker, and proceed 1/4 mi. and Shari's restaurant will be on your left; 503.289.2351. Many arrive early at 8:00 a.m. for a no-host breakfast.

To attend, bring your favorite Porsche (with plenty of fuel) and ideally, a navigator; we meet no later than 8:45 a.m. in the rear parking lot. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. Driver's meeting takes place at 9:00 a.m. The first group of cars will depart at 9:15 a.m.

THIS IS A NO FEE EVENT. WE WILL BE HEADING NORTH INTO WASHINGTON FOR THIS DRIVE

Questions? Charlie Scott bodmal2@oregonpca.org 503-929-7116 ■



July Social & Dinner: Garage Tour

Wednesday, July 15, 5:00 to 8:00 p.m.

(NOTE EARLY START)

REGISTER VIA: socialevents@oregonpca.org

RSVP Early, RSVPS end on July 7!

We are limited to 45 people

Hosted by Randy and Ann Stolz

PART 1

5:00-6:00 p.m.

GARAGE TOUR

Rothsport Racing

14015 SW Galbreath Drive

Sherwood, Oregon



Jeff Gamroth has graciously allowed us to peek inside his speed shop which is home to many local, national and international race cars.

After food for thought we'll talk it over and dine 1.5 miles away at:



PART 2

Social Hour: 6:00-7:00

Dinner: 7:00-8:00

TREES RESTAURANT

20510 SW Roy Rodgers Rd #160

Sherwood, Oregon

Dinner Buffet, \$20 per person:

Grilled Lemon Pepper Salmon

Garlic Smashed Potatoes

Tree House Salad

Bananas Foster

BBQ Chicken (Boneless Breast)

Seasonal Fresh Veggies

Fresh Capri Salad

Creme Brulee

Autocross 5:

Sunday, July 19, Gates Open 6:30 a.m.; Registration 7:30 a.m.

REGISTER VIA: axwaresystems.com/axorm/

CLUB CONTACT: Todd Averitt, taverittster@gmail.com

Autocross #5 will be Sunday July 19, 2015, in the South Pits at Portland International Raceway (PIR). This marks the mid-point in our Autocross season.

Autocross is a great way to help you understand and feel what is taking place between you and your car. This event is open to drivers of all skill levels, 16 years and older with a valid driver's license and those who enjoy good stories interrupted by a 40 adrenalin rush.

For first time participants attending an ORPCA Autocross, instructors and loaner helmets are available. For all the rest of us, instructors are an invaluable asset for improving our times.

Gates open at 6:30 a.m. and everyone must check-in at the Registration desk. Everyone must have a barcode lanyard. You can only get one at registration.

Registration is open 7:30 a.m. to 8:15 a.m., Drivers Meeting at 8:30 a.m. and first car out at 9:00 a.m.

There are only four events left including AX #5. If you are still in the hunt for Championship points and awards now is the time to let it all out. To be eligible you must participate in a minimum of five ORPCA autocross events.

Registration is limited to 75 drivers, so act quickly Get online and register at <https://axwaresystems.com/axorm/>. Cost of participation is as follows: ORPCA/PCA registered and paid online: \$35.00; pay at the gate: \$45.00; Non-members pre-registered and paid online: \$40.00; pay at the gate: \$50.00.

Questions? Chairman Todd Averitt at bodmall@oregonpca.org / Registrar: Ryan Davis at rycdavis@gmail.com



2015 Autocross Schedule

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. 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 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

AX #5	July 19	PIR	AX #7	September 20	PIR
AX #6	August 23	PIR	AX #8	November 1	PIR

29TH BULL ANNUAL SESSION



THE BS AT DUNGENESS

**SATURDAY
JULY 25TH**

10AM - 4PM

SEQUIM, WA



MORE INFO AT

WWW.356GROUPNW.ORG

TZN

2015 CLUB RACING

WEST COAST SERIES

MAR. 28-29 GOLDEN GATE REGION
THUNDER HILL RACEWAY

APR. 10/12 ZONE 8

AUTO CLUB SPEEDWAY

MAY 16-17 GOLDEN GATE REGION
BUTTONWILLOW RACEWAY

JUNE 5/7 GOLDEN GATE REGION
MAZDA LAGUNA SECA
RACEWAY

AUG. 15-16 ROCKY MOUNTAIN REGION
HIGH PLAINS RACEWAY

SEP. 5-6 GOLDEN GATE REGION
THUNDERHILL RACEWAY

SEP. 18/20 INTERMOUNTAIN REGION
MILLER MOTORSPORTS
PARK

SEP. 26-27 SAN DIEGO REGION
WILLOW SPRINGS RACEWAY

NOV. 14-15 SAN DIEGO REGION
BUTTONWILLOW RACEWAY



5 events to
qualify for a trophy

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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, bob@allusaarchitecture.com.

