



# Anzeiger

March, 2014





PORSCHE

*THE LEGACY OF EXCELLENCE CONTINUES.*



At Carrera Bend, we've been fulfilling dreams for over 32 years. As the newest member of the Kendall Auto Group family, we are proud to join one of the most respected automotive names in the Northwest.

***Carrera***  
**BEND**  
A KENDALL AUTO GROUP COMPANY



# Anzeiger

Volume 54 No 2  
March, 2014



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## ON THE COVER

The Badlands of South Dakota are a perfect backdrop for a beautiful Porsche. Photo by David Gerton.

## 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](mailto:bob@allusaarchitecture.com), and see page 30.

# 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 5652, Portland, Oregon 97228-5652, 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](mailto: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](mailto: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.

|                    |         |
|--------------------|---------|
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| 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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to view inventory



## **Leave the straight and narrow for walking.**

This isn't merely the new Porsche Cayman. This is a world unlocked. It's finding enlightenment and exhilaration in those twists in the road. Something we call the Code of the Curve. It's mid-engine balance, agility and precision. Combined with increased horsepower, lighter weight, a wider stance and acceleration from 0 to 60 in a mere 4.7 seconds, it translates into adrenaline-fueled curve-carving that opens up a world of possibilities. Unlock the Code of the Curve with a test drive. Porsche. There is no substitute.

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Beaverton, OR 97005  
503.641.8600  
[www.sunsetporsche.com](http://www.sunsetporsche.com)



**PORSCHE**

# Oregon Region Events



## ***March, 2014***

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

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## ***April, 2014***

- 9 Board Meeting
- 11 HPDE @ The Ridge Motorsports Park
- 12 Spring Clean @ Matrix Integrated
- 16 Monthly Club Dinner and Social
- 24 HPDE @ PIR
- 27 Autocross #3 @ PIR

## ***May, 2014***

- 3-4 HPDE @ PIR
- 10 Arrive and Drive
- 14 Board Meeting
- 18 Autocross #4 @ PIR
- 18 HPDE @ The Ridge Motorsports Park
- 21 Monthly Club Dinner and Social
- 29 HPDE @ PIR

## ***June, 2014***

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

## ***July, 2014***

- 9 Board Meeting
- 10-13 Portland Historics
- 12 Arrive & Drive
- 16 Monthly Club Dinner and Social
- 18 HPDE @ The Ridge Motorsports Park
- 19-20 Forest Grove Concours @ Pacific University

- 19-20 HPDE @ Pacific Raceways
- 24-27 Monte Shelton Rally
- 27 Autocross #6 @ PIR
- 31 HPDE @ PIR
- 31-August 3 Northwest Passage

## ***August, 2014***

- 13 Board Meeting
- 17 Autocross #7 @ PIR
- 20 Monthly Club Dinner and Social
- 23-24 HPDE @ The Ridge Motorsports Park
- 28-29 HPDE @ The Ridge Motorsports Park

## ***September, 2014***

- 6 Sunset Porsche Swap Meet
- 9 HPDE @ PIR
- 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
- 20-21 HPDE @ PIR
- 21 HPDE @ Oregon Raceway Park

## ***October, 2014***

- 4-5 HPDE @ TBA
- 4-5 HPDE @ The Ridge Motorsports Park
- 5 Autocross @ PIR
- 8 Board Meeting
- 11 Arrive and Drive
- 12 HPDE @ PIR
- 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](http://www.oregonpca.org)  
for the latest schedule of all activities**



# 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](http://www.marquemotors.com). We specialize in:

- Factory-scheduled maintenance
- Performance modifications
- Pre-purchase inspections
- Large parts inventory
- Over-the-counter sales
- Brakes and oil change
- Four-wheel alignment
- Corner weighting
- Electrical Repair
- Fuel Injection
- IMS Replacement

## Valuable offers for ORPCA Members!



### Marque Motors, Inc.

Porsche, Audi, BMW,  
Volkswagen & Mini Specialists

503.293.5386  
7310 SW Macadam Avenue  
Portland, OR 97219  
[www.marquemotors.com](http://www.marquemotors.com)

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your next service  
of \$100 or more



One coupon per visit.  
Coupon must be presented  
at time of purchase.

**10% Off Labor**  
your next service  
when you show your  
ORPCA membership card.



No cash value. One discount per  
purchase. Cannot be combined with  
other offers. Will not refund discount;  
must be used at time of purchase.



**FROM  
THE  
PRESIDENT**  
Eric Freedle



## Our Very Own Polar Vortex

It wasn't that long ago that we were hearing about the drought conditions of Oregon! The forecasters almost got it right—yes we did have snow on Saturday, February, 8, but also on Thursday and Friday! Snow forecasts are always different for those that encounter them; kids love them because of school closures, yet businesses and restaurants generally despise them. When it starts snowing, people will scramble to get out of work, kids get picked up at schools, store shelves get depleted of provisions that you can't do without—but there are those who welcome the chance to test their machines against



Photo courtesy ODOT

Mother Nature. With the proper 4-wheel drives (note: ground clearance needed) fitted with good shoes and a sensible driver behind the wheel (watch out for those OTHER drivers), the snow can be quite enjoyable to drive in. We pack our shovels and tow ropes to help out those in need (didn't pay attention to their vehicle's ability) and generally take advantage of this temporary winter wonderland. The high temperatures was 28 degrees on Thursday the 6th—this was the lowest on record since 1948! Just one week later we saw temps rise nearly 30 degrees—and the big snow event of 2014 was just a memory.

The month of March is when ORPCA starts to kick off car events. We have the Tech Session on Saturday March 15 at Matrix Integrated, followed by the AX 1 and AX 2 on the last weekend of March. In 2014, HPDE has been contracted out to Hooked on Driving and National Autosport Association (NASA—this outfit keeps four wheels on the ground), with events starting in April. Please go to our website for more information on these programs and dates. These events are designed to allow to use your Porsche as it was intended! If you don't do it this year, you'll be another year older next year—right?

All are welcome to attend monthly board meetings and bring up any ideas for the Club during the open session at the end of the meeting. We will continue to publish our minutes in the *Anzeiger*.

The financials of 2013 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. The Board is looking to host new events and drives in 2014 and beyond, where we can give back to our club members. We continue to encourage members (*Continued on next page*)



## PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page)  
to get involved with the club with ideas, desire to host a social, and even chairing an event. Please contact me at [president@oregonpca.org](mailto:president@oregonpca.org) and will gladly answer any questions you may have regarding club events.

The new Macan will hit our shores sometime in May or June of 2014. Porsche expects this vehicle to be very well received and it comes in three models; the 335 bhp 3.0L V-6 Macan S, the 254 bhp / 427 lb ft 3.0L V-6

Turbo-diesel, and the mighty 394 bhp 3.6 bi-turbo V-6. These vehicles do borrow its underpinnings from Audi's Q5, yet Porsche states that two-thirds are original Porsche. Perhaps one of these will find its way into your Porsche line-up? Happy motoring! ■



Photo courtesy Porsche.com

## Carrera Motors Completes Ownership Change

Changes have taken place with Carrera Motors on Third Street in Bend, Oregon, near the Reed Market Road intersection. Tom Anderson, Carrera Motors founder and President since establishing the dealership network in 1982, has sold the dealerships to Kendall Auto Group. Kendall's acquisition includes the Porsche franchise as well as Audi, BMW and Volkswagen.

The Kendall Auto Group, headquartered in Eugene, Oregon, is family-owned and operates dealerships in Oregon, Idaho, Montana and Alaska. The Carrera Motors Porsche store in Bend will be the second Porsche franchise for Kendall as they also own Porsche of Anchorage. Kendall's portfolio contains 30 franchises and is one of the largest privately-owned dealership groups in the Pacific Northwest. The Kendall

Group's signature is their investment in the communities it serves by supporting a variety of causes like youth development, education and health-care for the underserved.

"Audi, Porsche, BMW and Volkswagen are extremely strong in terms of performance, safety and reliability and fit perfectly into Kendall's overall goal of providing customers with the very best options when it comes to their automotive purchasing and servicing decisions," said Paul Skillern, chief executive officer of Kendall Auto Group. "Kendall is a significant member of the Oregon community and we are excited to be able to grow the number and quality of brands that Kendall now offers to the people of Bend and throughout Oregon."

Kendall took over operations at the existing Carrera Motors location in Bend when the acquisition closed on

February 24. Kendall expects most current Carrera Motors employees to remain on board through the transition.

Tom Anderson and Carrera Motors have been great friends over the years to ORPCA. Paul Skillern and his team have expressed their interest to continue the strong relationship with the club. The Board and membership look forward to having the Kendall team as a marketing partner and enjoying the unique wonder of "Porsche Passion" for years to come. ■



Paul Skillern, CEO, Kendall Auto Group

**STILL  
PLAYS  
WITH CARS**  
Peter Linsky



## Cayenne Coolant Piping Lawsuit Settles with PCNA

**G**ood news for owners of 2003-2006 Cayenne V8 SUVs whose vehicles have been stricken with the failure of the molded plastic coolant piping unit that lives in the valley between the cylinder heads. You may be aware that these plastic pieces were prone to splitting and allowing coolant to make its way down the engine and into both the transmission bellhousing and nearby electronic “black boxes” where it caused major, and very expensive damage. Owners of Cayenne V8s that were out of warranty found themselves SOL in many instances, facing large repair bills for not just replacing the defective part with a new metal pipe assembly, but also the damaged components affected by the leakage. In late December came word of settlement of a class-action lawsuit filed in 2011 that should bring relief to many of those owners. The lawsuit against Porsche Cars North America alleged that the company knew about these failures but failed to notify owners. If you are among those affected and haven’t been contacted by PCNA or your dealer, here’s a link to the information. <http://coolantpipesettlement.com/index>

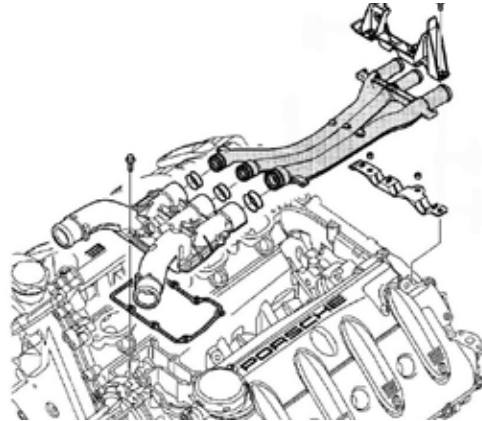


Photo courtesy Shark Werks

I really wish that Porsche would take care of its customers in a straightforward manner and quit trying to hide serious manufacturing and design problems. The recent debacles with porous engine case castings, rear main seal and intermediate shaft bearing failures have done incredible damage to the company’s quality image. This sort of thing isn’t new. Failure of the earliest 911 cam chain tensioners were met with a blunt denial from Porsche that there were any problems at all; any failures were the fault of the owner. That prompted 911 engine experts on this side of the parts counter to design their own bullet-proof replacement parts. It wasn’t until the arrival of the Carrera 3.2 that Porsche finally adopted a new oil pressure-fed tensioner system, which was in fact a de-facto admission that the original tensioner design was inadequate and failure-prone. Come on, Porsche, don’t let the bean-counters ruin your once-sterling reputation. *(Continued on next page)*

## STILL PLAYS WITH CARS, CONTINUED



*(Continued from previous page)*

Unfortunately, my calendar was full this past fall and winter to the degree that I was not able to visit one of the finest Porsche exhibits in the world. I'm not referring to the wonderful Porsche Museum in Zuffenhausen, which can't be topped, but rather the exhibit staged by the North Carolina Museum of Art in Raleigh. Entitled "Porsche by Design: Seducing Speed," this display of 22 significant Porsche racing cars, prototypes, and design studies was assembled under the guidance of Porsche collector Bob Ingram of Raleigh, and Ken Gross, former curator of the Petersen Museum in Los Angeles, and guest curator of the extremely successful automotive show "Allure of The Automobile" at the Portland Art Museum. That 2011 exhibit was the most successful show in PAM's long history. Fortunately, I was able to purchase a copy of the beautiful hardbound program from the North Carolina exhibit, and I can assure you that it was worth every pfennig of its \$50 price tag. The book contains a detailed story about each of the featured cars, including remarks by our own Cameron Healy, whose glorious 908 coupe is among the cars on display. There may be some copies still available; contact the NCMA on-line at [museumstore@ncartmuseum.org](mailto:museumstore@ncartmuseum.org)

Where does owning a Porsche fit in America's social order? I happened to be listening to NPR one Saturday morning last fall and caught a rebroadcast of "Click and Clack—The Tappet Brothers," the auto maintenance and humor show. The program's original run ended a year or so ago, but it remains popular with listeners, so the series is in what on television might be called "re-runs." At any rate, I switched on while the brothers were responding to a question from a lady who had been offered the opportunity to buy a used Porsche that had been in her family for some time. I didn't hear them mention the year or model, so that must have been covered earlier. The questioner wanted to know if she should sell her Miata and buy the Porsche. The answer startled me: The brothers advised against it, not because of anything about the car itself, but because the lady was once-divorced and might be looking again some day. The brothers advised her to hang onto her Miata because a woman owning a Porsche would be viewed as intimidating, and she was unlikely to find a man who could see past the car. Being a member of the male persuasion, I wondered if that was true to any degree. Is that an east-coast mind-set (I think the now-retired brothers are from New Jersey)? I know a number of single women who own Porsches, and I can't say that they are intimidating. If anything, it speaks to their high standard of taste.

Until next time, drive carefully! ■





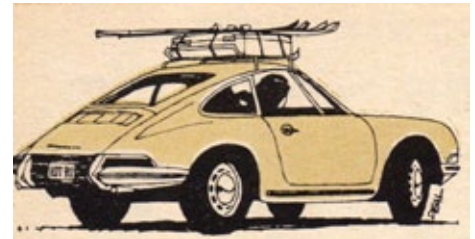
## Mittens, Models, Mangos and a 550

**A**s a young man with a sports car I was always on the lookout for neat stuff that would somehow transform my lowly Sunbeam Alpine into something more. I couldn't afford the transplant of a 260 V-8 to make it a Tiger, but I could afford a pair of Jimmy Clark string-back driving gloves, a walnut shift knob, Talbot racing mirrors (?) or an Abarth free-flow exhaust system with black crinkle finish. I'd spend hours looking through the ads of aftermarket parts suppliers but I'd always come back to the usual double-page MG Mitten ad.

**COVER YOUR BODY**  
say Doctors. Hi, there! My mother had a lot of good advice for us girls when we were growing up and I will never forget her saying, "A little sun is all right but you shouldn't cook!" The same is true of your car. If it is exposed to the sun, smog, dampness, industrial grime and birds, even, it deteriorates and you lose money. Keep it covered with a genuine **MG MITTEN**... the original tailored car cover. Select **DURICON** for water repellency; **GOLDEN MINK** for waterproof. Both are easy-on, easy-off and stow into small bundles. —Marion Weber

|                      | <b>Duricon</b> | <b>Golden mink</b> |
|----------------------|----------------|--------------------|
| MG Mitten            |                |                    |
| Alfa (Spyder) Apron  |                |                    |
| Cobra Cap            |                |                    |
| Fiat Frock           |                |                    |
| Lotus Leotard        |                |                    |
| Morris Mini Muff     | <b>\$22.50</b> | <b>\$29.95</b>     |
| Sprite Spat          |                |                    |
| Healey Hugger        |                |                    |
| Triumph Tunic        |                |                    |
| Sunbeam Snood        |                |                    |
| Alfa (Sprint) Apron  |                |                    |
| Ghia Gown            | <b>\$27.50</b> | <b>\$36.95</b>     |
| Porsche Parka        |                |                    |
| Vest for VW          |                |                    |
| Mustang Mukluk       |                |                    |
| Corvette Cap         | <b>\$30.50</b> | <b>\$41.95</b>     |
| Corvair Cap          |                |                    |
| Jaguar Jacket        |                |                    |
| Volvo Vest           |                |                    |
| For any domestic car | <b>\$39.50</b> | <b>\$49.95</b>     |

We tailor covers for all cars. Send for catalog.



MG Mitten was the first to sell "car specific" car covers and accessories for sports cars.



Marion Weber, the proprietress of this now-defunct car cover business, was a clever gal. Not only did she give her creations great names like Alfa Apron, Porsche Parka, Sunbeam Snood, and so on. She recognized that a talented young artist with a sense of humor could hold your interest on her ads and catalog. The drawings you see on these pages were created by David Allen Deal, aka Dave "Big" Deal.

You'll notice many of these illustrations include Porsches. There's a reason for that.

For a struggling artist in the late '50's living in Julian CA, landing a gig like MG Mitten was a boon and a gateway for success to follow.

So what's a guy in his late 20's to do with all *(Continued on next page)*





## SPINNEN, CONTINUED



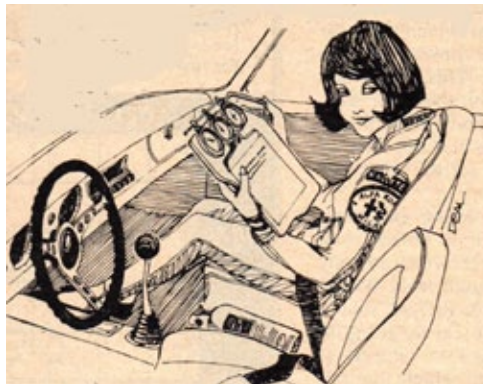
(Continued from previous page) that new-found income? Why, buy a Porsche of course. A 1954 Le Mans prototype would do nicely, specifically, a type 550/1500RS serial #10.

Amazingly, neither Dave nor anyone else ever raced the Spyder during its time with him. Though it was a driver for a while, I can't help but wonder if there weren't some impromptu "hillclimbs" on Route 78 coming back into Julian (elev. 4200'). Instead, I think it became a talisman, a muse if you will. For an artist, inspiration is everything. After holding it for 20 years it was a great investment. More on that later.

Speaking of inspiration, I remember the day I brought home my Porsche. I spent the better part of the evening out in the garage just staring at it, wondering if it was real, wondering what would happen down the road but most of all recognizing a promise kept to myself and the confidence that brings ... a confidence to do something more.

Moving forward, Dave widened his connection to California car culture by designing corporate advertising and logos. Two of the more notable were Keystone and Jackman Wheels, and perhaps more famously, the little Viking for Armor All.

Now an established graphic artist, Dave was making a real name for himself in that regard. Still, he needed to share with others his humor, wit, and unique perspective on automobiles. (Continued on next page)





## SPINNEN, CONTINUED

(Continued from previous page)

With contributions to automotive magazines, not the least of which was the then-popular *CARtoons* magazine, Dave continued his fun. You can see why in in one of my favorite comic strips by him (see it on page 16).

His work caught the attention of the folks at Revell Models. They were looking for something different and something fun despite the purists. The result was the brilliant “Deals Wheels” model cars and planes for Revell originally issued in 1970-71.

Not only was the box art fun, so were the instructions illustrating the “features.”

As a kid, how could you not buy a car kit titled, “ZZZZZZ-28,” “Tirebird,” “Stink-ray” or “Glitterbug (?)” ... or my favorite Spitfire kit, “Rif RAF.”

Of course, all this hard work designing models, box art illustration, and instructions was hard work. Dave needed some time off ... way off ... in the desert.

While contributing to *Hot VWs* and *Off-Road* magazines, racing VW's down Baja became a passion. His '73 record-setting run with Don Ernst (of Revell) in the Champion-sponsored “Spark Bug” from Tijuana to La Paz stands to this day.

Not a bad way to spend one of many weekends in Baja. As a pilot, he and others helped mapped the place long before the highway was completed.

Lastly, most of us are familiar with the movie *Cars*. It was Dave who created some of the conceptual characters for that and *Cars 2*.

From the book *The Art of CARS*, featuring the artwork of the Pixar movie:

“Big Deal not only contributed his fair share of conceptual artwork to the film but also held a workshop at the studio to teach the storyboard artists how best to draw an automobile.

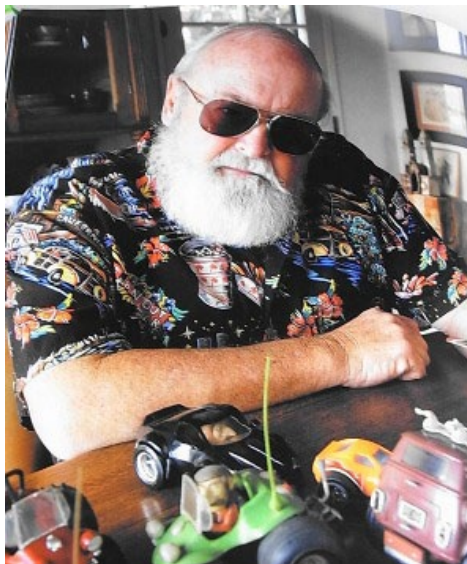
‘I had a large room filled with very talented people watching me at the drawing board,’ says Dave. “Most people who want to draw a car in perspective start by drawing a box and then sliding the car in so they end up with a rigid drawing. I don’t approach it that way, but I had them start by drawing a Ford and a Porsche in boxes.’

(Continued on next page)





## SPINNEN, CONTINUED



*(Continued from the previous page)*

The resulting Fords looked like bars of soap or shoe boxes, and the Porsches certainly didn't look right. Then Dave had the artists draw the same cars inside circles. Now the Porsches appeared rounded, like mangos. 'So I drew a mango,' explains Dave, 'And I put in some shadow and added a couple fenders and a windshield and made the tires hang down like they were grabbing the road. It was a wacky little Porsche, but it had gesture and correct detail.' At that point everyone in that room stood up and applauded. It was an epiphany. They saw it was a new way to draw."

I never met Dave, but he's one of my heroes. He passed away in 2008. Many of his drawings are still at: <http://www.bigdealart.com>.

Porsche Spyder 550-10, when I last checked, is now on its 10th owner. Several owners after Dave, it passed through Kevin Jeanette's Gunnar Racing for a 10 year restoration. It last sold in 2009 for over \$1 million at Monterey. Eventually, the car made its way back to Europe, and has recently been entered in the Mille Miglia Rally, the Goodwood Revival, and the Villa d'Este Concours.

Like the 550, Dave's works will remain cherished classics, at least to me ... I wonder how a walnut shift knob would look in my Boxster.

—KEEP SPINNEN ■

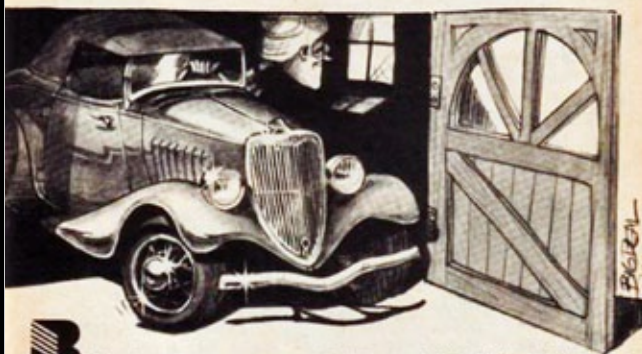
Above left: Dave Deal, Above: Dave's Porsche Spyder 550-10, now on its 10th owner.





## 1 THE HISTORY OF HOT RODDING

By Dave Deal



**B**ACK IN THE OLD DAYS, 1934, HISTORY WAS MADE, AN EVENT LONG TO BE REMEMBERED. CARLA MORLEY, A LITTLE OLD SCHOOL TEACHER, FROM PASADENA, BOUGHT HER FIRST CAR, A 1934 FORD ROADSTER. IN THE YEARS THAT FOLLOWED THIS CAR WAS TO BECOME FAMOUS, IT WAS SEEN & SOLD MORE OFTEN THAN EVA BRAUN'S MERCEDES. BUT... THE TRUTH IS CARLA MORLEY NEVER DROVE IT! THE REAL "LITTLE OLD SCHOOL TEACHER FROM PASADENA'S" CAR IS STILL THERE, LOCKED AWAY FROM PRYING, HOT RODDERS' EYES. ALL YOU NEED TO FIND THIS CHERRY ORIGINAL, IS TO FIND CARLA MORLEY'S GARAGE, FIGHT OFF THE ATTACK DOGS, AND CONTEND WITH THE TEACHER, BY THE WAY SHE TEACHES KARATE, GOOD LUCK!

2



THE **50**'S WERE THE TIMES THAT MOST HOT ROD TRADITIONS BEGAN, THE CHOPPED TOPS, THE DAGO RAKES, STRAIGHT PIPES, DUALS AND CRUISING, WHICH WAS NOT CALLED CRUISING PER SE. AT LEAST NOT BY EVERYONE, IT WAS 'HANGING OUT' AT THE LOCAL DRIVE-IN AND YOU HAD TO PULL OUT THE CHOKER IF YOU DIDN'T HAVE A 3/4 RACE CAM.

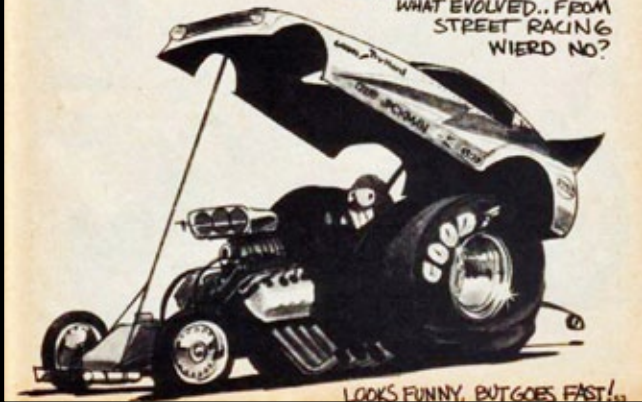
THIS TECHNIQUE WAS CALLED "DASHBOARD CAM" AND MADE A LOT OF SMOKE. AH YES, CARSON TOPS, FLAME JOBS & "OLDS" FLIPPER HUBCAPS WERE "COOL MAN" LOUVERS TOO! CHOPPING & CHANNELING, DECKING & NOSE-ING, WERE POPULAR AS WERE AERCHLE DICE (NO ONE KNOWS WHY.) TOTAL DE-CHROMING WAS VERY MUCH IN, ALONG WITH DUCK TAIL HAIRCUTS AND BABY MOONS. THE FIFTY'S WERE A TIME OF GREAT INNOVATION, AND MANY OF THESE IDEAS ARE STILL WITH US.



3 **D**UCK TAILS WERE "BITCHIN'" AND PONY TAILS WERE CUTE BUT THE PRIME MOVER WAS THE WEEKLY "STOP LIGHT GRAND PRIX" OTHERWISE KNOWN AS DRAG RACING



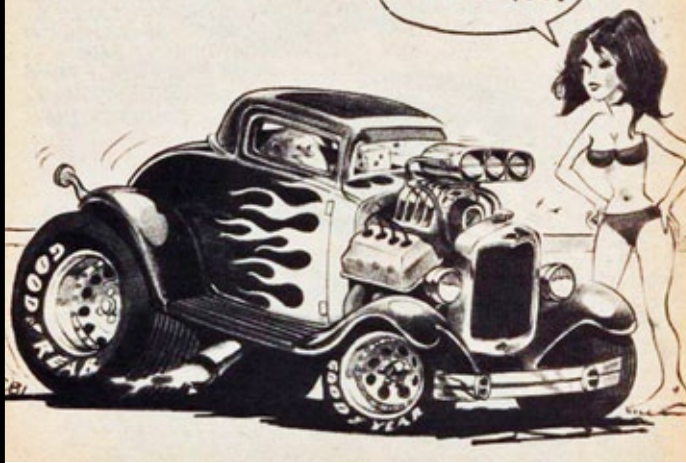
**T**HIS THEN, IS WHAT IT'S ALL ABOUT, TO SEE WHO CAN DROP A CLUTCH, U-JOINT, AXLE OR REAR END FIRST! THEN WORK AT NIGHT 'TILL 2AM ALL WEEK, AND DO IT AGAIN NEXT FRIDAY NIGHT, NO WONDER IT'S CALLED DRAG RACING, ALL THAT WORK'S A DRAG! SPEAKING OF COO, FUNNY THINGS... HERE'S WHAT EVOLVED.. FROM STREET RACING WIERD NO?



4

**W**ELL... NOT MUCH HAS CHANGED REALLY. I MEAN ON ANY GIVEN FRIDAY NIGHT YOU STILL SEE THOSE NEAT 1950'S STYLE HOT RODS CRUISING SUNSET, WHITTIER OR VALLEY PARKWAY SHOWING OFF, DRAG RACING WHEN THE COPS AREN'T LOOKING AND HANGING OUT AT THE MCDONALDS OR CARLS JR. OR TUBBYS. THE ONLY THING THAT BOTHERS ME IS, WHAT ARE THESE KIDS GOING TO DO FOR NOSTALGIA IN 20 YEARS, THE HOT RODS OF THE 70'S & 80'S ARE REALLY HOT RODS OF THE 50'S AND I WONDER WHAT THEY'LL BE DOING FOR CARS? IN THE FUTURE, I MEAN ALL THE VINTAGE TIN WILL OBVIOUSLY BE USED UP, AND WHEN IT'S GONE THERE'S NO MORE... OR IS THERE....

HEY CREEP DO I SMELL FIBERGLASS?





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# Very First Porsche Goes on Display After Gathering Dust for Over a Century

by David Szondy / Reprinted with Permission from Gizmag.com / Photos Courtesy Porsche.com

Ask most petrolheads when the first Porsche was built and the likely answer you'll get is 1948, when the Type 356 rolled out. In fact, that's off by fifty years. This week, the Porsche Museum in Stuttgart-Zuffenhausen will mark its fifth anniversary with the unveiling of the rediscovered and unrestored first Porsche, the P1 built in 1898. Recovered from a warehouse where it languished forgotten for over a century, it's now the centerpiece of a new permanent exhibit telling the early history of Porsche and its founder.

The official name of the P1 is the "Egger-Lohner electric vehicle, C.2 Phaeton model," but it gets its unofficial name because it was built by Ferdinand Porsche himself, who stamped "P1" standing for Porsche 1, on all the major components. It's important historically, not only because it was the first car to be built by the founder of the Porsche company, but also because it contains a number of remarkable technological features.

For a bit of automotive history, the P1 isn't in that great a shape. Though it's been cleaned up and conserved against further decay, the years have not been kind to the little electric car.

There's not much left apart from the chassis and the heavy, wooden dash. The tires, seats, body and floor are all gone, and what's left looks more like a hay cart than a car, but the museum has fitted what remains with a translucent blue plastic body to give some idea of what the P1 looked like in its glory days.

The ironic thing about the P1 is that it wasn't born out of Porsche's interest in petrol engines, but in electricity. In 1893, at the age of 18, he was apprenticed to the electrical engineering firm of Béla Egger & Co, which later changed its name to Vereinigte Elektrizitäts-AG. There he worked his way to head of the testing department and the first assistant in the calculations office, where he made the acquaintance of *(Continued on next page)*



Above: The P1 was given a plastic body to show how it once looked; below: Built in 1898, the P1 was the very first Porsche.





## FIRST PORSCHE, CONTINUED

*(Continued from previous page)*

Ludwig Lohner, owner of the K.K. Hofwagenfabrik Jacob Lohner & Comp. The latter was in the luxury carriage business, but the dawning of the motor car was putting paid to the horse-drawn market and he'd decided to go into petrol and electric cars, and Porsche joined his staff.

After helping to develop a concept electric car, Porsche was given more of a free hand to produce a new vehicle aimed at production. The result of this was the Egger-Lohner C2, AKA the P1, and when it drove through Vienna on June 26, 1898,



Above: The P1's motor; below: Ferdinand Porsche stamped the major components "P1."

it was one of the first vehicles registered in Austria.

The rear-wheel drive P1 with stub axle front wheel steering was something of a convertible, with an alternating vehicle body that could be a coupé in the winter and an open topped Phaeton in the summer. Like many cars of its day, it had wooden wheels with pneumatic tires, and a wheelbase of 1,600 mm (62.9 in). Of its 2,977 lb (1,359 kg) of curb weight, 1,103 lb (500 kg) were the

batteries and 287 lb (130 kg) went to the motor.

The heart of the P1 was the Octagon electric motor designed by Porsche with commutators wired both consecutively and in parallel, and a single-speed differential gear. It had a phosphor bronze motor shaft pinion that engaged a system of cast steel gear rings on internally toothed wheel hubs, and the motor itself was protected by shock absorbers and suspended to allow it to oscillate around the axle.

Power came from the "Tudor system" 44-cell accumulator battery providing 120 amp hours, with the individual accumulator cells able to be connected and disconnected. The P1 had a 12-speed controller with six forward gears, two reverse gears and four braking gears. There was also a mechanical hand brake and an electrical short circuit brake activated by pressing on the steering wheel rim.

Of course, this being 1898, performance left something to be desired with only 3 bhp (2.2 kW) of oomph, though it could do 5 bhp (3.7 kW) when overloaded. Top speed was 21 mph (33 km/h), *(Continued on next page)*



## FIRST PORSCHE, CONTINUED

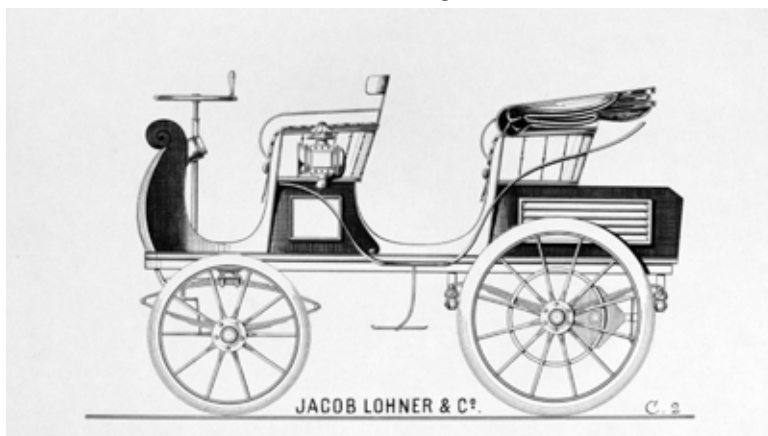


Above: The P1's controls; right: diagram of the P1; below: Ferdinand Porsche.



*(Continued from the previous page)* with a cruising speed of 15 mph (24 km/h), and it had a driving range of up to five hours or about 49 mi (79 km).

But the P1 was more than just an early electric car. According to the company, it was also Porsche's first racing victory. Entered into the international motor vehicle exhibition in Berlin in September 1899, it ran in a competition against 19 electric vehicle manufacturers in a 64 mi (40 km) race from Berlin to Zehlendorf and back that included high-speed sections, gradients, and a 4.8-mile



(7.8-km) efficiency test. Ferdinand Porsche rolled the P1 over the finish line 18 minutes before the second place getter, while other competitors either failed to finish or were disqualified for not going fast enough. The P1 also came tops in efficiency with the lowest energy consumption in urban traffic.

Despite all this, the P1 wasn't exactly a roaring success. According to Porsche, only about four were built before Lohner and Porsche turned to a new design. Meanwhile, the P1 ended up in a warehouse in 1902, where it remained for over a century.

Part of an extensive redesign of the Porsche Museum, the P1 will serve as the beginning of the exhibit in the "prologue" section complete with an animated film describing the technology used. It will be unveiled on Friday by Wolfgang Porsche, Chairman of the Supervisory Board of Porsche to a gathering of invited guests and goes on public exhibition from Saturday. ■

# Wax On / Wax Off!

Story by E.C. Mueller / Photos by E. C. Mueller and and Chris Mitchell

**P**OP QUIZ! When you wash, dry, wax, and polish your Porsche, should you use a circular motion? (Insert game show music here ...) Time's up! The answer is *no*. Always move in the direction your Porsche travels. Front to back or back to front. Now, if you attended the car care ORPCA Tech Session at Sidedraught City on February 22, you know that!

Twenty-five ORPCA members spent two terrific hours learning about detergents, clay bars, detail spray, polishes, and waxes and the proper techniques for their use. And it wasn't just a lecture. Attendees were able to experience hands-on use of Griot's Garage products like clay bars and even power polishers! Neil d'Autremont and detail expert Dave Reich demonstrated multiple techniques and products. Dave's resume goes deep and wide, having prepped cars for multiple competitions including the iconic Monterey Historics. Having access to this level of expertise was outstanding!

Neil recently purchased a Guard's Red 928S and it provided the perfect learning platform. Dave took the group through step-by-step demonstrations, and during the two hours, a couple of polishing pads and micro fiber towels had become Guard's Red as the oxidation on the "gently used" 928 was lifted off and replaced with a bright shine and smooth-to-the-touch feel. And get this, after you clay a section of the car, how about this for a tip how to check if any impurities remain? Use a plastic sandwich bag between your fingers and the paint. It helps to accentuate any remaining contaminants on the surface.

One of the most interesting demonstrations was clay bar of the windshield. Most of us had never heard of that and had not seen it done before. It was amazing to see the difference in clarity after Neil finished a section of glass. It truly renewed the finish and showed the high amount of impurities and water spots that can be removed.

If you were unable to attend, remember that Neil at Sidedraught City welcomes your questions and has a Griot's

Garage retail store. For contact information, just check the resource directory at the back of this issue or on the club website. Remember, wax on, wax off ... front to back, back to front! ■



Top: Examining the surface before the application of the clay bar. Photo by E.C. Mueller. Right: Ready for the Sidedraught City event. Photo by Chris Mitchell. Below: Neil d'Autremont in a reflection. Photo by Chris Mitchell.





# Tech Session at Matrix Integrated

Saturday, March 15, 9 a.m. to 11 a.m.

**Club  
Event**

**Matrix Integrated**  
4000 SW Macadam Ave.  
Portland, OR 97239  
503.443.1141

**T**ake the cover off the Porsche, unclip the battery tender and come on down to Matrix Integrated for an enlightening tech session. We will be discussing the Intermediate Shaft Bearing (IMS) that affected the Porsche 911 and Boxster from 1997-2005. Refreshments will be provided. RSVP [Jeremy@Matrixintegrated.cc](mailto:Jeremy@Matrixintegrated.cc)



## March Social & Dinner

Wednesday, March 19, 6:00 to 8:00 p.m.



**Gustav's at Washington Square**  
10350 SW Greenburg Road  
Portland, OR 97223

Hosted by Mike and Mary O'Connor  
Limited to 45 attendees, so RSVP early!  
RSVP [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org) with meal choice by March 16. Please bring exact change to be collected at the door.  
Social Hour: 6:00 p.m. to 7:00 p.m.  
Dinner: 7:00 p.m. to 8:00 p.m.

**G**ustav's bistro-style, ala carte menu offers scratch-made recipes of traditional German fare as well as Northwest favorites. Offering at least 18 imported German beers on tap at each location, you will always find the perfect brew to accommodate your delicious meal.

Meal choices:

Roast Chicken, \$14.50; Sauerbraten, \$17.50; Roast Pork, \$16.50; Chicken Schnitzel, \$15.50.

Add a house or Caesar salad for an additional \$3.50.

Come join us for a lively gathering of Porsche friends!

**Club  
Event**



# Driver Skills Clinic and Autocross #1

Saturday, March 29, PIR South Paddock

## Autocross #2

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



**T**his 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.

# PIR Automotive Swap Meet

April 3 - 5, Portland International Raceway

It's the event that gives a whole new meaning to wheeling and dealing. The 10th annual Portland International Raceway Automotive Swap Meet will feature more than 1,500 vendor stalls and more than two miles of automotive-related gear located on the racetrack. The event will take place on the PIR racetrack at 1940 N Victory Blvd. in Portland, April 3 through 5, from 7 a.m. to 5 p.m. daily. Cost is \$5 per day; free for children under the age of 12. Parking is \$10 per day, or the MAX Yellow Line stops just outside PIR. The event annually attracts more than 15,000 visitors.

From memorabilia to manuals, coveralls to cars, gas pumps to go karts, and tools to transmissions, the swap meet offers thousands of unique, original stock, antique, vintage and custom vehicles and parts and auto-inspired items on display and for sale. This celebration of car culture is designed for gearheads, but appeals to everyone who loves a good find and a great deal.

The event offers a complimentary parts pick-up area that stores purchased items for the day, allowing consumers to secure a way to retrieve them; as well as a "haul and go" delivery system that transports purchases directly to consumer's vehicles, provided they are parked in the PIR parking lot. This donation-based service raises funds for the Community Transitional School (CTS), a Portland-based organization that provides educational services to area homeless children; past events have brought in more than \$45,000 for the school. ■

## Fifth Annual Spring Clean and Detail

Saturday, April 12, Matrix Integrated

**Matrix Integrated**  
**4000 SW Macadam Ave.**  
**Portland, OR 97239**  
**503.443.1141**

After great reviews of the 2013 Spring Clean & Detail event, we decided to repeat this event in 2014. So, take the cover off the Porsche, unhook the battery charger and bring your car down to Matrix Integrated. There will be experts on hand to take care of those paint chips, paint-less dent removal, a windshield and glass pro and a wheel repair tech for those nasty curb rashes. We'll have a leather expert on site to help those with their blemishes.

NEW in 2014: Paint protection film, exterior detailing and an audio expert.

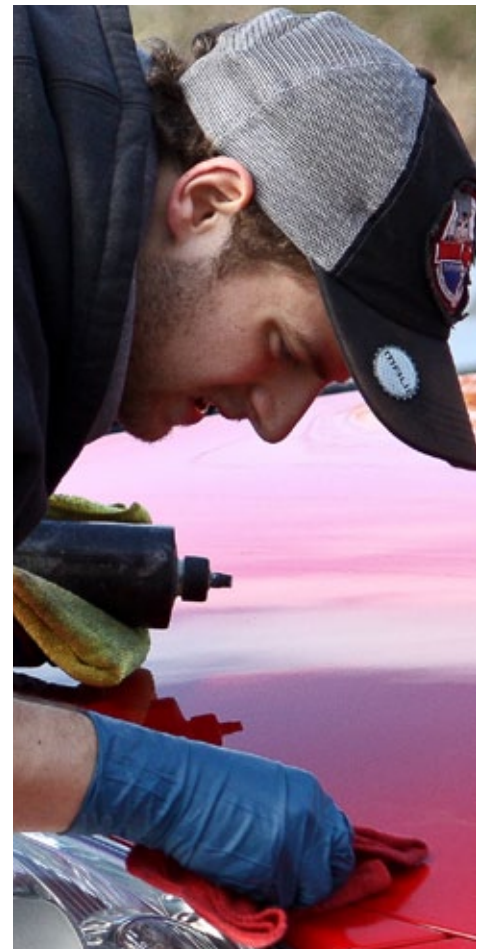
Get all of those services at one site and at a club discount! Bring those Porsches to the pros!

Deadline: April 8, 2014

Register: [secretary@oregonpca.org](mailto:secretary@oregonpca.org)

Club Contact: Mike O'Connor 503.320.2447

**Club  
Event**





# High Performance Driver Education 2014

First Event, Friday, April 11

**O**RPCA is pleased to present our new HPDE program for 2014. We think you will find it more accessible, many more choices and offers a much greater opportunity for you to enjoy your car on the track. We have contracted with both Hooked on Driving (HOD) and National Auto Sport Association (NASA) NorthWest to provide our membership with a total of 27 days of track time on the Northwest's best tracks. Both vendors offer the novice HPDE driver instruction with experienced and dedicated instructors. There are also classroom sessions and/or feedback after your driving sessions.

What is High Performance Driver Education?

HPDE is an opportunity to enjoy your car in the safe, controlled environment of a race track. You will improve your car skills in areas such as looking further ahead, awareness, car control in a skid, proper line on the track, threshold braking, to name a few. You will drive your car at a higher level all the while grinning from ear to ear. You will find it challenging, fun and rewarding.

A race track is the safest place to drive a car. Everyone is driving in the same direction. Everyone has a single purpose and is focused on their driving. There are corner workers that control the track and maintain a safe environment for everyone. Drivers are divided up by skill level and into separate run groups: Novice, Intermediate, Advanced, Instructor. Novice drivers will not be placed in the same run group as advanced drivers for both safety and enjoyment for all. ■

## HPDE Events, 2014 (Note: Updated 3/9/14)

### NASA HPDE Dates

*All NASA events are Saturday/Sunday*

May 3-4 Portland International Raceway

June 7-8 The Ridge Motorsports Park

July 19-20 Pacific Raceways

August 23-24 The Ridge Motorsports Park

Sept. 20-21 Portland International Raceway

October 4-5 TBA

June 12 (Thursday)

The Ridge Motorsports Park

June 29 (Sunday)

Oregon Raceway Park  
● Breakfast is included

July 18 (Friday)

The Ridge Motorsports Park

July 31 (Thursday)

Portland International Raceway

August 28-29 (Th-Fr)

The Ridge Motorsports Park  
● One day options available  
● BBQ and paddock party  
Thursday night

### HOD HPDE Dates

April 11 (Friday) The Ridge Motorsports Park  
● 2 drivers for the price of 1

April 24 (Thursday) Portland International Raceway

May 18 (Sunday) The Ridge Motorsports Park

May 29 (Thursday) Portland International Raceway

Sept. 9 (Tuesday)

Portland International Raceway

Sept. 21 (Sunday)

Oregon Raceway Park  
● 2 drivers for the price of 1  
● Breakfast is included

October 4-5 (Sat-Sun)

The Ridge Motorsports Park  
● BBQ and paddock party  
Saturday night

October 12 (Sunday)

Portland International Raceway

# A Guide to Access and Registration for ORPCA's Autocross Events Using the AXWare Systems Program

Photos from 2013 Autocross Season

1. If you plan on autocrossing with ORPCA in 2014, you will need to email the following information to Michael Pinto: [mapintotc@yahoo.com](mailto:mapintotc@yahoo.com)

- a. First Name, Last Name
- b. Year, Make, Model, Trim, Color of car
- c. PCA Class (Please note NP is now FWD, AWD, and RWD)
- d. Desired number (3 digit maximum, PCA members have 1-99, 100 and up are open, if you have registered that number in previous years, you will get a preference for it, please send your top three numbers).
- e. Your email address for blasts/registrations
- f. Physical address
- g. Phone number
- h. PCA membership number

2. When you hear back from Michael you can click the link here: <https://axwaresystems.com/axorm/> or the ones found throughout the ORPCA webpage, the Anzeiger, and our Blasts.

3. When the AXWare System comes up there should be an email address for you on the left side of page – enter password and click “Login.”

4. If the left side is blank click on “Create a New Account” and follow the directions. It may take a few minutes.

5. You should now be on the Calendar Page. Left side of page under “Calendar From” you will see “Month:” and “Year.” Use scroll down arrow. Scroll down to “All” and click. All 2014 ORPCA AX *(Continued on next page)*





## 2014 AUTOCROSS REGISTRATION, CONTINUED

(Continued from previous page) events should be listed on the page.

6. Pick the event(s) you wish to register for and click the blue box which says “Register.”
7. Your vehicle(s) should come up. Check on the box of the vehicle you will be running.
8. Click on “Register Selected Cars” to the right of your car selection.
9. You will see the car you selected immediately come up. Double check the information including car number, member status, make and model. You can make some changes by clicking on the pencil. You cannot change your membership status. Notify Michael Pinto at [mapintotc@yahoo.com](mailto:mapintotc@yahoo.com) as soon as possible because this does affect the admission cost to you. Also be sure to click the “Save” button before moving to the next step.
10. If you want to unregister at any time then you click on the red X (scissors).
11. Click “Add Registrations to Cart” at the bottom of the page.
12. “Item” should appear below “Your registration for this event.”
13. You are now “Registered” for our ORPCA Event. You can return to the Events Calendar found as a red flag at the top of the page at anytime from anywhere.
14. If you wish to prepay you must continue on and complete registration.
15. Click on “Submit Online Payment.”
16. Click “Checkout.”
17. Follow directions from there.
18. If you have questions or trouble, first try clicking on the yellow “?” in the green box. If this doesn’t help please contact Michael Pinto at [mapintotc@yahoo.com](mailto:mapintotc@yahoo.com), or Todd Averitt at [axchair@comcast.net](mailto:axchair@comcast.net).

### Trophy Pass

1. Login as described above by clicking on this link: <https://axwaresystems.com/axorm/> .
2. At the top of the page are red flag tabs. Click on “My Controls”
3. Find the “Club Store” and click on it.
4. ORPCA—Oregon Region PCA has 2 items under “Description” one is for non-members the other is for members.
5. On the “Description” line you will see a “Price” column—(\$175 for non-members, \$150 for members), “Quantity” column, and “Sub-Total” column.
6. In the “Quantity” column there are scroll down boxes. Click the scroll down arrow under the appropriate Trophy Pass and click on the quantity you desire.
7. Click on “Add items to cart” The “Sub-Total” will now reflect cost.
8. Back at the top of the page there will be a new red tab, “Checkout” and the price. Click on it.
9. If you are happy with your choices click “Checkout.” The rest of the checkout process is standard. Just follow the directions. If you want to delete the item(s) selected and return to the “Club Store” or the “Event Calendar” click on the red X (scissors).
10. You select the events you wish to participate in at any time prior to the close of registration for that event. You now have a bank and can enter any 5 of our 9 events for \$5.00 less than the appropriate preregistration cost. It’s a great deal.
11. NOTE: The online payment for our Trophy Pass is NOT optional and must be paid by March 25, 2014 to be valid. The Trophy Pass cannot be used for the Driver’s Skills Clinic. Sorry but there are no refunds.
12. If you have questions or trouble, first try clicking on the yellow “?” in the green box. If this doesn’t help please contact Michael Pinto at [mapintotc@yahoo.com](mailto:mapintotc@yahoo.com), or Todd Averitt at [axchair@comcast.net](mailto:axchair@comcast.net). ■

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# Marketplace



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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

Cayenne factory roof racks fit up to year 2009, \$200.00. Cayenne Cargo liner fits up to 2009, \$25.00. Cayenne secondary bypass pipes-fits 2005 and 2009 Turbo, \$250.00. Jim Flynn 503-789-8472; jamesflynn1110@gmail.com (3/14)

*Christophorus* issues in very good condition from 1971 thru 1982. *Gmund* magazines Vols 01-12 and 14. Porsche factory manuals (mint) 1972. *Automobile Quarterly* (mint) Vol 01-1 thru Vol 44-4. Right rear bumper 1969 911-912 (never used). New inside door trim 1976 911. Reasonable offers accepted. Bill Johnson, 803.240.1377; johnsonbill104@gmail.com (3/14)



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

Joel Kuhl / Meredith Kuhl  
2003 911 Carrera

Gene Snook / Carol Snook  
2001 911 Carrera

Stuart Wilde  
2012 911 Carrera

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### 5 Year Anniversary

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Rebecca Soderstrom  
David Moore / Winston Moore

### 15 Year Anniversary

Andrew Flavell / Figen Ulgen  
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### 40 Year Anniversary

Michael Branam / Grant Branam