



Anzeiger

May, 2014





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Anzeiger

Volume 54 No. 4
May, 2014



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ON THE COVER

Waiting for the run to begin at Autocross 3. Photo by Steve Scott.

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 27.

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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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*.

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Anzeiger

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PORSCHE

Oregon Region Events



May, 2014

- 3-4 HPDE @ PIR
- 10 Arrive and Drive
- 14 Board Meeting
- 15 HPDE @ The Ridge Motorsports Park
- 17-18 Oregon Caves Tour (SOLD OUT)
- 18 Autocross #4 @ PIR
- 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
- 8 ORPCA Open House @ 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
for the latest schedule of all activities**

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**FROM
THE
PRESIDENT**
Eric Freedle



April Showers bring May ...

What is that saying—"If you don't like the spring weather here, just wait five minutes"? One recent day saw a ten-minute blast of hail, surely strong enough to knock more pollen off of plants and trees. It seems that the ORPCA Spring Clean events have been able to dodge all of this drama, and have been rain-free for the last five years. Very ironic, as this event spawned as an alternative to the many wet Arrive and Drives that were held in April. And, if you have never made it to this event—you should! Look for the Sixth Annual Spring Clean in April, 2015.

Remember that by mid-Spring many of our driving events kick off. ORPCA has already held three AX events and the DE events (being outsourced to Hooked on Driving and NASA) have been on the track. Both of these venues offer those the ability to introduce our members to test their cars in a safe and controlled environment. Our first Arrive and Drive will be a Garage Tour to a special location—please RSVP for that event. All of these driving events are listed on our Events page on the Club website!

We have introduced a new event this year—the Oregon Caves Tour. This overnight tour was created for members that wanted a longer drive than our traditional Arrive and Drives. It was crafted by our master tourmeister Bill Munson and our board member Eric Underwood, and due to its appeal the tour booked fast—and with the limited rooms at the Chateau, the event booked out! We are planning a special Arrive and Drive in July, so keep your eyes on the event section.

The annual Porsche Parade, as most of you know, is being held this year in Monterey, California. This year is expected to draw many Porsche enthusiasts from all regions and zones in North America. Our very own Kathleen Behrens is the Parade registrar, and has been very busy with the registrations. At last count our region has 27 registered cars going to Parade! The Northwest Zone 6 will have well over triple-digit attendees going to this gala being held June 15-21. Our attending members are setting up some informal caravans to get down to Monterey.

The club recently received an unexpected special region rebate from PCA National that was based on our 12/31/2013 membership count. Aside from adding to our reserves, the board has decided to put together an ORPCA open house that will be held in June. Please watch for forthcoming details on how to participate in this unique Porsche Club event. We expect our members to really enjoy this new event.

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

Happy motoring! ■



Photo from April 27 Autocross by Bob Schatz.

STILL
PLAYS
WITH CARS
Peter Linsky



Will the 911 Go on Forever?

Recently, I was sifting through my magazine stacks searching for articles from the mid-1980s concerning the then-new 959 supercar. While I found some helpful material, I also happened across a piece in the summer 1987 issue of *Porsche Magazine*, a very-short-lived U.S. publication that came after *Gmund* and before *Excellence*. If you were around at that time, you might recall that lawyers for a certain German automaker took offense at someone borrowing the name of their client to sell a magazine, no matter how flattering it might have been. *Porsche Magazine* soon vanished. At any rate, the cover story, entitled “The 911, Will it Go On Forever?” struck a timely chord, since we have been busily celebrating that model’s 50th anniversary. The article’s author, the late Gene Babow, briefly summarized the history of the 356 up to the introduction of the new Type 901—soon to be renamed the 911—and noted that he was impressed by the fact that such an entirely new car had so few serious problems that had to be worked out. He quoted another European critic of the day, the late Jerry Sloniger, who in 1965 declared that “I wouldn’t think a decade and a half (the period of 356 production) would be anywhere near the maximum lifespan of a 911. More like the *minimum*.” (My italics). Here we are, then, 50 years on, and the 911 in its newest form, the 991, is still with us. I’m not sure that Babow’s use of “forever” is appropriate; after all, “forever” is a long, long time, but we’re at 50 and counting. As Babow said in closing, “The 911 is a unique car. It occupies a special niche. Other cars might encroach on a piece of (its) territory, but no car seems to be able to effectively compete with it on an overall basis.” Is that still true?

A new headache for General Motors. As the calendar pages flipped to March, the Feds were taking a very close look at ignition switch problems with several models of late-model (Continued on following page)



911 50th Anniversary Edition. Photo courtesy Porsche.com

STILL PLAYS WITH CARS, CONTINUED

(Continued from previous page) Chevrolets. It seems that under certain circumstances, the ignition switch can malfunction, causing the car's electrical system to shut down while the car is in motion, disabling such critical functions as the steering and airbags. More than a dozen fatalities are said to be linked to the problem. A widespread recall was in the works, but since GM is said to have been aware of the ignition switch problem for over a decade, plaintiffs' lawyers may have another field day. One point that caught my attention was the suggestion that a heavy key-ring, i.e. one loaded with a large number of keys, might be a contributing factor. Many Porsche owners of my acquaintance keep their P-car keys on a dedicated ring and fob to minimize the wear and tear on the ignition switch. Probably a good idea, given the cost and inconvenience of replacing an ignition switch.

Earlier this year I wandered into the Tesla showroom at Washington Square for my first close look at this cutting-edge automobile. I've seen a few on the street, but never had a chance to examine it carefully. You probably know more about it than I do, so I won't get into the techie details, but I got a kick out of the outside door handles, which are normally completely flush with the door's surface. As soon as you touch them, sensors move the handles out an inch or two so you can pull on them and open the doors. The handles automatically retract once you're inside and close the doors. Very cool. Until that point, the most intriguing door handles I'd experienced were the flush levers with a little button seen on the Mercedes Benz 300SL, and similarly on various Italian exotics of the mid 1950s and 1960s. Gently press the button, and the lever, cast with finger depressions, swings out for you to grasp. Later, I happened to catch an episode of Jerry Seinfeld's entertaining little series called "Comedians in Cars Getting Coffee." This video clip featured Seinfeld picking up fellow funny guy and car collector Jay Leno in Jerry's 1949 Porsche 356/2 aluminum Gmund coupe, an extremely original example of this rare car. Lo and behold, the outside door handles on this tiny coupe are also of the flush variety; push the forward end and it swings out. Looks as if Porsche designers used this very ingenious design even before Ferrari and Mercedes Benz. If any of you spot the use of this application earlier than 1949, please let me know.

Until next time, drive carefully! ■

New Members

Clark Chipman / Susan Chipman
2012 911 Carrera

Chris O'Neill / Owen Olsson-O'Neill
1986 928S

Mitch Pauna/ Magdalena Pauna
2004 911 Turbo

John Wilson / Courtney Wilson
1986 911

Anniversaries

5 Year Anniversary

James King / Danni King
Phil Melahn / Andrea Melahn

Barry Olson / Barbara Telford
Douglas Shapiro

John Shmilenko / Patti Shmilenko
Tom Weddle

10 Year Anniversary

Neil Russell / Lynn Russell
Randy Stolz / Ann Stolz

20 Year Anniversary

William Berendes / Karen Meter
Michael Sexton / Lonnie Sexton

25 Year Anniversary

Vern Naito / Aki Naito
Ronald Pihulak / Toni Pihulak

50 Year Anniversary

Wyn Robertson / Linda Robertson

MAKING THE MOST OF EVERY RUN

Todd Averitt



Improve Your Time with a Conscientious Course Walk

***Author's Note:** In the following months, I am planning to write a short column of autocross tips to help you make the most of every run. This month, I'll feature the advice of Kate Hughes, Glen Region, SCCA, Painted Post, New York, © May, 1996, revised, March, 1998. I also thank Josh Sirota (San Francisco Region) and Andy Hollis (Houston Region) for course-walking and driving tips.*



There are many things I've found over my six-plus years of autocross that stand out as some of the most positive things I can do to become a better, more competitive driver.

I have found over the past year my times getting worse, and couldn't quite grasp why. Then I ran across articles by Kate Hughes, and the light came on.

One of the areas I have been sorely neglectful of is the course walk. I find myself counting too much on what the map says—and would rather find a comfortable seat and talk to everyone about the month past. Besides, we have seven or eight runs to figure the course out.

As a rookie, I had some great drivers initially walk me through a course and help me with nearly all the tips you'll find below. My times were directly tied to how well I could "see" the course before the accelerator was depressed.

Course Walking Tips

"You must be able to keep track of the course in your head. If you can't, then you can't drive it to its fullest potential."—Josh Sirota

That quote is worth five seconds to a novice. Knowing how to walk the course is the most important step in being competitive and staying "ahead" of the course. Usually, you'll want to walk the course at least three times.

Step 1) Walk the course. Your first walk will be to get the general layout, and is often a social walk. Now get away from friends and walk the course alone, concentrating on memorizing the layout. Think of it in sections, with key cones marking the turns, such as:

- Start straight
- Slalom (enter on right)
- Decreasing sweeper to the left
- "Little snake" then "big snake"

(Continued on next page)

AUTOCROSSING, CONTINUED

(Continued from previous page)

- Right-hand curve (look for three pointers)
- “Thread the needle section”
- Tight right, then tight left
- Finish

Stop every now and then and run through the course in your head, from the beginning to where you are. Crouch down—the course looks different from a seated position. This will give you a better picture of what the course will look like at speed.

Pace off the distance between cones in a slalom. Some course designers vary the distance, and it's good to know before you arrive whether you will have to vary your speed in a slalom. Take a notepad if you like, and make notes such as pavement changes, camber change, bumps, sand, etc.

Note how far ahead you will be looking. When I walk the course, I say to myself, “Okay, when I am here, I will be looking there.” This will help you to remember to look ahead while you are driving.

“Repeat this step over and over until the picture is perfect.”—Andy Hollis, four-time Pro Solo and Solo II National Champ.

How do you know if the picture is perfect? Try to draw the course on a blank piece of paper. Include the key cones you want to recognize while you drive. If you can't draw the course, you will want to walk it again. Once you leave the start line in your car, you should not be spending any time figuring out where the course is.

Step 2) While walking the course again, plan the course. Now decide exactly how you want to drive the course. Driving the course perfectly involves two things; coming up with the correct plan, and executing the plan correctly. If you don't have a plan, you can't possibly know where you didn't execute it correctly. It's hard to know if you did this step correctly, but Step 4 is something you can work on.

The plan involves the line you will take through the cones—the quickest way through. Note, I didn't say “shortest.” Think about the characteristics of your car: does it corner better than it accelerates, or the other way around? That will tell you whether to slow down so you can get through the corner in control and get on the throttle as soon as possible, or try to carry speed through to keep up the revs.

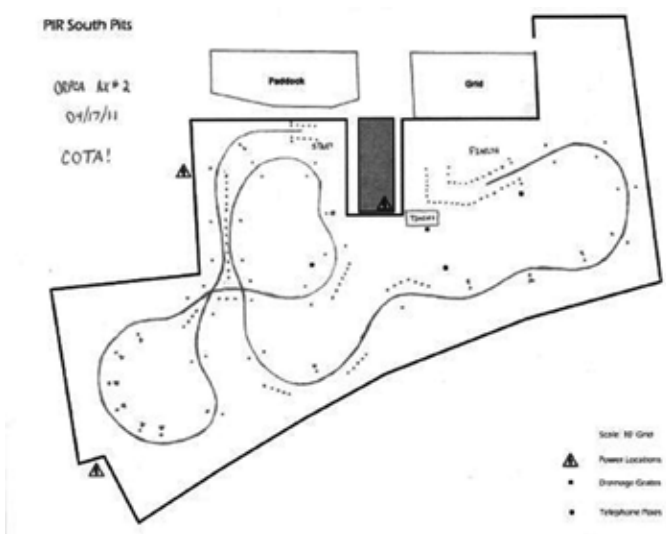
Don't forget to plan where you will be looking. There is no need to memorize every cone on the course, only the ones you plan to be near, the “important” ones. Look from one important cone to the next in your plan.

Step 3) Before you run, while you are in grid, go over the course again several times in your head, executing the plan you made before.

Step 4) After the run. Sit in your car and go over your run. Figure out where you didn't execute the plan. If the plan was to be near a particular cone, and you were five feet from it, then you didn't execute the plan correctly, and a red light should have gone off in your head. Maybe you need to adjust the plan because you were going too fast in the slow parts. Decide at this point whether your next run needs to be a better execution of the plan, or a modification of the plan.

Basically, don't use the car as an excuse; you will see a big difference in your times when you drive a course that never surprised you.

Next time out, try a few or all of these Course Walking Tips and see if your times don't improve. Bet the DNF's come to an end. ■



IN THE ZONE

Tim Hagner
PCA Zone 6 Representative



Zone 6 Makes Plans for Monterey Parade Event

I've been "zoning" some and I am still a long way from meeting everyone! But I'm closer now than a month ago and by the end of the year I will have had my feet in every Region at least once.

Lots of Zone 6 activities going on; so let's get started.

If you are part of Zone 6 and attending the Parade in Monterey, you are invited to attend the Zone 6 Reception. As of a couple of days ago there were 250 Zone 6'ers registered. Good job Zone 6! We are in the process of finalizing the reception,

and here's what we know so far. It will be on Monday, June 16, at the Hyatt (host) Hotel, after the Concours. The time is not firm, but 4:30 to 5:30 p.m. is what we're trying to get: the perfect time for a reception. There is no Parade Banquet that night and everyone is on his or her own for dinner. Meet your friends and make some new zone 6 friends at the reception, then head out for dinner. We'll make sure you are updated with all you need to know before you go to Parade.

Have you heard about how California is low on water? If you are going to Parade you'll find out firsthand. We'll not be allowed to wash our cars at this year's Parade. I'm bringing my waterless cleaner and a bunch of micro-fiber towels. It'll take more than that to dampen my Parade spirits!

Have you heard about the Zone 6 logo contest going on from now till September 1? There are lots of talented people in our zone and I'm sure there will be no lack of great ideas. I know this because I've received five logos already! The winning logo will be announced on September 15. Send your logo submission to your regional President and they'll pass it on to me. We are updating the Zone 6 website so all your entries can be viewed there. More to follow.

Speaking of the Zone 6 website, Dennis Coplen of PNW is doing some updates and revisions to the site for us. Thank you, Dennis. This is a work in process, so stop by and check it out and look for the logos!

Big news, Living Skies Prairie Region is proud to announce the launch of their new club on Saturday May 31, in Saskatoon, SK. This is the 16th Region in our zone. Welcome to the family! I look forward to meeting everyone.

Coming next year, it's never too early to start planning, the Lap of Zone 6. This should be a driving tour for the ages. Lots more to come on this and thank you to Bill Bauer for taking this on!

Hope to see you soon and don't forget: it really is about the people. ■



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Robert Edgar
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Fifth Annual Spring Clean Boasts Record Attendance

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

The fifth annual Spring Clean event was in full bloom this year with a record turnout of over 30 attendees wanting to rid themselves of the winter doldrums and get their cars ready to “spring” into action for a new driving season. Beautiful weather complimented this fun day at Matrix Integrated as many of us said goodbye to those pesky rock chips and dents that have been bothersome for far too long. The fun was accentuated by getting a chance to learn about products that give our cars that quality shine, protect those leather interiors and make our favorite tunes sound so good while we’re cruising along.

It was a good opportunity to catch up with old friends and make new ones. The vendors on hand were fast, highly professional and did excellent work. I can’t speak for everyone but at the end of the day, I felt like I had a new car and as far as I’m concerned, that’s spring cleaning at its best. The fresh donuts and coffee were pretty good too.

So when you’re out driving around this season, don’t worry so much about that scratch in your door, that dent in your fender or that rattle in your speaker when you’re playing your favorite tune. Just remember that you can drive with confidence because, as an ORPCA member, you have a chance to attend next year’s Spring Clean event.

Big kudos go out to our host Matrix Integrated and the participating vendors in making this event one of the best Spring Clean events yet. See you next spring! ■



Above: Paint correction haze. Photo by E.C. Mueller. Below left: Your hosts Mike and Mary O'Connor. Photo by E.C. Mueller. Bottom right: Photo by Eric Underwood.

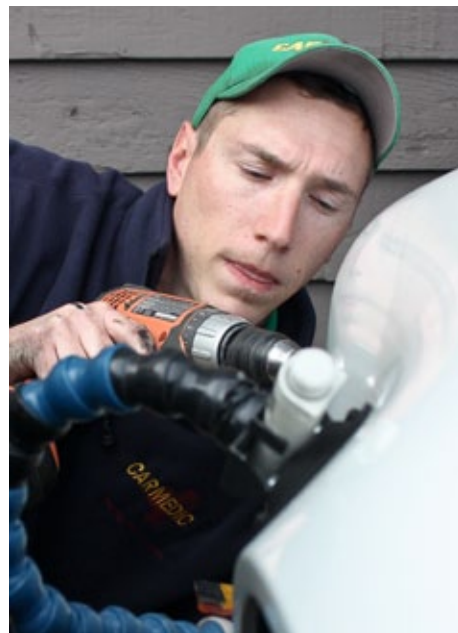


**MORE PHOTOS FROM SPRING
CLEAN ON FOLLOWING PAGE**

SPRING CLEAN, CONTINUED



Above: Eric Freedle, Barry Cogut, and Jeremy Williams. Photo by E.C. Mueller. Right: Breaking out the big tools and concentration. Photo by E.C. Mueller. Bottom right: Photo by Eric Underwood. Below: Old with the new. Photo by E.C. Mueller.





Todd Averitt hits the big puddle just after the finish line. Photo by Bob Schatz

Only in the Great Northwest:

Not a Tornado in Sight for Autocross 3

by Todd Averitt / Photos by Bob Schatz and Steve Scott

I believe again we outdid ourselves! All our participants have firmly entrenched themselves in my mind as the most dedicated, enduring, and happy motorheads anywhere on this planet. Please, if you beg to differ, name those who have ever raced around paddocks, three events in a row, through torrential downpours, lightning, hail, wind, and a little sun? And that was only what went on in one three-hour period. Remember, of course, one-half of our motorheads are in their cars and the other half are standing outside, straightening up what can only be called a mess. You have to love these folks!

Autocross #1 and #2 we affectionately called The Paddocks Lake PIR. After event #3, I've got to rename the paddocks Noah's Park.

Portland State University brought their vehicle out, along with PSU-TV film crew, to record the drivers and cars progress in their pursuit of a National Collegiate Title to be held in Nebraska later this year. Yours truly and Eric Freedle, our ORPCA President, did an interview for the film crew in the pouring rain. It has to be one interview I wish never to have to watch. I don't photograph that great when the sun shines and I'm warm so I can only imagine I must resemble an old wet and cold Maine mariner whose been on one too many fishing trips—without the slicker, of course.

I wish I could say our event was all happiness and roses, but it wasn't. We had an incident involving a vehicle and a railing. Everyone is fine but the car and the guardpost suffered some serious damage. Fortunately, the corner worker at the spot of impact was paying attention and was able to quickly move out of the way. I can't emphasize enough how important it is that when you are working on the course, please don't bring phones or cameras, and pay attention. I'm sure if our corner worker hadn't been alert, this incident could have been far worse.

I know everyone is anxious for the results so here are our class winners for the event: *(Continued on next page)*

AUTOCROSS 3, CONTINUED

(Continued from previous page)

M01 – Dave Frazier
I01 – Todd Averitt
P01 – Ryan Davis
P02 – Jeff Gretz
P03 – Barry Cogut
S01 – Bryan Brock
S02 – Chuck Jarvie
S03 – Jim Pileggi
NPA – Carl Tanner
NPR – Charles Dodds Jr
NPF – Eric VanDyke



Congratulations to all 58 participants for making this event a must-do. Our next event will be May 18, and I'm hoping everyone will be able to attend.

There will be more on the incident and how all of us as autocross enthusiasts can help our comrade out financially. May your path always be bright and your roads dry and twisty. ■



Above: Chris and Ryan: "What weather? We're good!" Photo by Steve Scott. Below: Another Cayman safely into port. Photo by Bob Schatz. Bottom: Kenny Lohr heading out at full speed ahead after the rain stopped. Photo by Bob Schatz. Left: Bryce Bederka pondering the one that got away. Photo by Steve Scott.



MORE PHOTOS FROM AX 3 ON FOLLOWING PAGE

AUTOCROSS 3, CONTINUED



Left: Harry doing what Harry does best. Photo by Steve Scott. Below: Jason Green ready to go again. Photo by Bob Schatz. Bottom right: Power walking with purpose. Glad I didn't knock that cone down!. Photo by Steve Scott. Bottom left: Eight ball making it look easy. Photo by Steve Scott. Below left: Photo by Steve Scott.



High Performance Driver Education 2014

Next Event, Friday, May 3-4

ORPCA 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

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

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

Sept. 9 (Tuesday)

Portland International Raceway

Sept. 21 (Sunday)

Oregon Raceway Park

- 2 drivers for the price of 1
- Breakfast is included

HOD HPDE Dates

May 15 (Thursday) The Ridge Motorsports Park

May 29 (Thursday) Portland International Raceway

June 12 (Thursday) The Ridge Motorsports Park

June 29 (Sunday) Oregon Raceway Park
• Breakfast is included

October 4-5 (Sat-Sun) The Ridge Motorsports Park

- BBQ and paddock party Saturday night

October 12 (Sunday)

Portland International Raceway

May A&D: Garage Tour

Saturday, May 10

Enjoy some of the best driving roads in the five county area with the monthly Arrive & Drive. We'll start with the much-anticipated Garage Tour.

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 #4

Sunday, May 18, PIR South Paddock

The plan again is for sun that weekend so don't disappoint and come on out to PIR. Have some fun, meet some new friends, put you and your car to the test, and enjoy a little competition.

If this is your first experience or just want to improve yourself, we have instructors to guide and help you understand what is taking place between you and your car. Car Classing Descriptions, visit: <http://www.oregonpca.org/events/autocross/ax-rules-regulations/>.

Preregistration for Autocross #4 can be made online. The last day to preregister for this event online will be Saturday, May 17. EVERYONE must go through registration at the event whether preregistered or not. Registration opens at 7:30 a.m. Drivers meeting will start at 8:30 a.m. First car scheduled out at 9:00 a.m. We usually are complete by 1:30 p.m.

Entry fees are as follows: ORPCA/PCA members preregistered online – \$35.00, ORPCA/PCA members registering at the gate – \$40.00, Non-ORPCA/PCA members preregistered online – \$40.00, and Non-ORPCA/PCA members at the gate – \$45.00. If you wish to pay at the gate we can only accept cash or checks at this time.

Remember our forecast is for sun and fun. ■



Oregon Caves Tour

May 17-18

This overnight tour will leave Portland area Saturday morning for a back roads tour through the coast range with a lunch stop along the way. The destination is the Chateau at Oregon Caves where we will be spending the evening with dinner at the Chateau. You can book a cave tour for Sunday if you like, or just relax at the Chateau. Cost of the tour is free, but you are responsible for your own lodging, meals, and other expenses. **NOTE:**

All rooms at the Chateau have been booked, but you are free to go on the tour and find lodging elsewhere.

If you plan to go on the tour (and have not already booked a room at the Chateau), email your contact info to: orpcatour@gmail.com with Oregon Caves Tour as the subject., and you will receive additional information about tour start time and location, lunch and dinner options. Also indicate if you are interested in the cave tour on Sunday. ■



**Club
Event**

May Social & Dinner

Wednesday, May 21, 6:00 to 8:00 p.m.

Joe's Burgers

4439 SW Beaverton-Hillsdale Hwy.

Portland, OR 97221

503.892.6686

www.joesburgers.com

**Club
Event**



Hosted by Eric Freedle and Cheryl Carpentier

Limited to 40 attendees, so RSVP early! RSVP socialevents@oregonpca.org by May 19

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

Joe's features Cascade Natural Beef—natural raised cattle, grass-fed, grain-finished, 100 percent vegetarian diets. Joe's also offers pizza, pasta, southwest fare, fish & chips, soups and salads. Please view the new menu at www.joesburgers.com, click menus, then SW PDX to view meal options. Once at the restaurant, we will order and pay at the hostess desk, receive a number, then head upstairs to the Trophy Room. ■

Autocross #5

Sunday, June 8, PIR South Paddock

This is the one autocross event you don't want to miss. I've heard our Oregon Region PCA is planning something huge! The club is planning a day of fun, food, and fantastic rides. **If you've never been to an autocross this is the one to attend.** If you ever wondered if you could be an autocross driver, this is the event to find out. If you ever wondered what it would feel like to ride shotgun in a Top Time of the Day Autocross Car, you can't miss this event. If you like good food, don't miss this event. If you like browsing top of the line car products, be up close and personal with Porsche show cars, or just sit under the trees and meet a great bunch of car folks, this is the event not to miss. Everyone is invited. Autocross #5 will be held Sunday June 8 in the South Pits at Portland International Raceway (PIR). ■



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.

ORPCA Open House at Portland International Raceway

Sunday, June 8, PIR South Paddock



This is an event for the membership to come together and celebrate their passion for Porsche. From 10:00 a.m. to 3:00 p.m. at Portland International Raceway, the club will host an open house for members. We will have booths for all the activities the club offers, you can meet the club's Marketing Partners and learn about their businesses, see old friends, meet new ones, enjoy a terrific lunch and even get a ride with an Autocross instructor. RSVP today and take advantage of the lunch discount!

Register and learn more at Motorsport Reg.
<http://msreg.com/ORPCAopenhouse>. ■

Rose Cup Races 2013: 54rd Running at PIR June 13-15

The Portland Rose Festival is proud to bring the Rose Cup Races to PIR, celebrating the 54th running of one of amateur auto racing oldest traditions. Come and support the racing community and show off your car at the same time.

Porsches to Formula cars, Vipers to GT's, Miata's to Vintage—400 racers from all over the country compete for regional points in 25 different classes. The Rose Cup Races, the oldest amateur auto racing event west of the Mississippi, is sure to excite all that attend!

Your \$40 registration fee includes a three-day admission ticket for a driver and a guest, one corral pass for the Porsche, an event program and the ever-popular parade lap on Saturday and Sunday. Note: corral passes NOT available at the track.

The car corrals will be on the south side of the racetrack. We ask that you have your Porsche in place by 10:00 a.m. each morning. Go to motorsportreg.com to order your three day ticket. **Note: Order deadline is May 10, 2014.**

CLUB CONTACT: Club contact : Registration Eric Freedle 503.936.0816 president@oregonpca.org



2014 Porsche Parade in Monterey June 15-21

The 59th annual Porsche Parade, PCA's annual convention, will be held in Monterey, California June 15-21, 2014. It is a week-long extravaganza of competitive events, tech sessions, social events and FUN.

Registration began April 1, and links for registering will be provided on pca.org and parade2014.pca.org at that time. Keep checking parade2014.pca.org for information on events.

The Hyatt Regency Monterey will host many of Parade's staples (Goodie Store, Tech Sessions, the Art Show, etc.) and two of our five banquets. Three of the banquets will be held at various offsite locations. We have blocks of rooms available at five local hotels, and anticipate that many people will stay throughout the area. Discount rates for Parade entrants for hotels will be available upon the completion of registration. ■

Portland Historic Races: 38th Annual Event July 11-13



The 2014 Portland Historic Races feature an entry list of more than 250 historic race cars to take place July 11 to 13 at PIR. The Races allow enthusiasts the opportunity to see race cars up close, and feature a display of over 600 collector cars and hot rods, an autocross, food vendors and a kid's zone.

The ORPCA is offering a ticket package consisting of a three-day admission for two adults, one car corral pass, and the ever-popular parade lap. The three-day package can be purchased for \$50 through motorsportreg.com and the order deadline is May 16. We ask that you have your Porsche in the corral located in the infield of the track by 10:00 a.m., so please make time allowance to cross over the track into the infield. Entry to the infield will use Turn 8 (north side of the track). Come out and make the Porsche car corral larger than other car clubs. CLUB CONTACT: Eric Freedle, president@oregonpca.org 503.936.0816 ■

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Announcing the Anzeiger Cover Photo Contest!

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

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

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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



OEM Set of 993 narrow body 18" turbo twist wheels. Rear pt# 993.362.140.01, 10 x 18 ET65, Front pt#993.362.136.00, 8 x 18 ET52, Bridgestone RE11's - 30% remaining included. \$1400. Rick, 971.409.8632, griffinslav@gmail.com.



1993 Cab roll bar, custom built by Racetech Motorsports in Portland, Oregon. Easy 20-minute installation. Enough protection for HPDE events without having to deface a stock cabriolet. \$1000. Rick, 971.409.8632, griffinslav@gmail.com.

Boxster/Cayman ultra lightweight wheels - OZ Alleggerita HLT Black - 2 Front wheels 8x18. Two 8x18 OZ Alleggerita HLT Black wheels for front of Cayman/Boxster and S models. 57mm offset and 17.4 pounds each. Very good to excellent condition. No

curb rash. Center caps are included. Porsche center caps will also fit these wheels. New cost is \$820. I will sell for \$475. Barry (360)210-7900 (4/14)

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, 8x19H2 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)