



# Anzeiger

May, 2015





## The classics never go out of style.

Vintage classics inspire new models, and at Porsche of Bend we embrace and celebrate both. No matter your style, we'll help you find what you love - and that means a great deal.



Porsche of Bend  
1045 SE Third Street  
Bend OR 97702  
(541) 382-1711  
[www.bend.porschedealer.com](http://www.bend.porschedealer.com)

Porsche recommends **Mobil 1**



**PORSCHE**



# Anzeiger

Volume 55 No. 4  
May, 2015



## COLUMNS

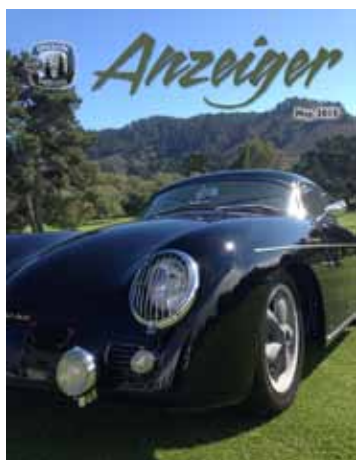
- 8 From the President
- 12 Spinnen
- 17 Making the Most of Every Turn
- 18 In the Zone

## FEATURES

- 19 Spring Clean Gets Porsches Ready For the Season!
- 20 Autocross #2: The Weather Teaser
- 22 ORPCA 2014 Financials
- 32 Announcing the Anzeiger Cover Contest

## COMING EVENTS

- 23 May Arrive & Drive



- 23 Kendall Porsche of Bend Track Day at PIR
- 24 Autocross 3
- 24 2015 Autocross Schedule
- 25 Teddy Bear Parade
- 25 May Social and Dinner
- 26 Rose Cup Races: 55th Anniversary Event
- 26 60th Porsche Parade in French Lick
- 27 Northwest Passage
- 28 Club Races
- 29 29th Annual Bull Session
- 30 Portland Vintage Racing Festival

## DEPARTMENTS

- 7 Oregon Region Events
- 18 New Members and Anniversaries
- 32 Resource Directory
- 34 Marketplace

## ON THE COVER

A classic photo of the photographer's 1958 Speedster at the WERKS Concours in Monterey, 2014. Photo by David L. Schroeder

## 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 32.

# Anzeiger

*Noun, German*

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

COORDINATOR/ DESIGNER Nancy Scott 503.997.2230 nanscottdesign@gmail. com	PHOTO EDITOR Bob Schatz bob@allusaarchitecture. com
---	--

## Board of Directors 2015

PRESIDENT Joe McQueen 503.650.9933 president@oregonpca.org	BOARD MEMBERS AT LARGE Todd Averitt 360.737.9500 bmal1@oregonpca.org
VICE PRESIDENT Eric Underwood 503.675.0099 vicepresident@oregonpca. org	Charlie Scott 503.929.7116 bmal2@oregonpca.org
TREASURER John Brams 503.297.6466 treasurer@oregonpca.org	MARKETING E.C. Mueller 503.720.2238 marketing@ oregonpca.org
SECRETARY Cristy Johnson 503.577.4465 secretary@oregonpca.org	PAST PRESIDENT Eric Freedle 503.936.0816 pastpresident@ oregonpca.org

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

The ideas, opinions and suggestions expressed are those of the authors and no authentication is implied by the editors or publisher. Editorial contributions are welcomed. By the act of submission, the author expressly warrants that the submitted material is completely original, that all rights are completely available, and that the material in no way infringes on the rights of any other person. The editor reserves the right to edit all materials submitted for publication. The Porsche Club of America, Oregon Region, Inc., has not authenticated claims and guarantees as offered by advertisers in this magazine and cannot assume liability for any products or services advertised herein.

© 2015 Porsche Club of America, Oregon Region, Inc.  
All rights reserved.

All pieces reproduced in this issue are under prior copyright by the contributors. Nothing shown may be reproduced in any form without obtaining the permission of the copyright owner.

<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.

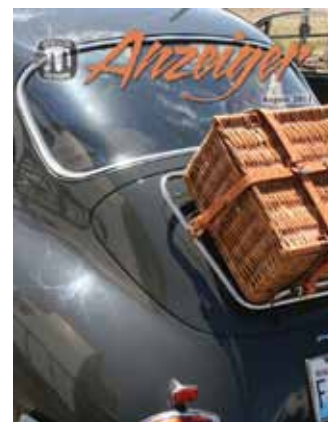
# Anzeiger

## 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.

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



To place an advertisement in *Anzeiger*, email [marketing@oregonpca.org](mailto:marketing@oregonpca.org)



Are dealers more expensive for service on your Porsche?

**We're not!**

At Sunset Porsche, we're here to set the story straight! We want your business. The old saying "the dealer is more expensive" is out the window.

**We will match or beat any competitor price** on service and repair.\*

**Celebrating 30+ years of servicing Porsches in the Northwest.**

**Sunset Porsche**

4030 SW 139th Way  
Beaverton, OR 97005  
503.641.8600  
[www.sunsetporsche.com](http://www.sunsetporsche.com)

\*See dealer for full details and restrictions.



**Sunset Porsche**



# 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)

**\$20 Off**  
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.



# Oregon Region Events



## *May, 2015*

- 9 Arrive and Drive
- 13 Board Meeting
- 14 Porsche of Bend Track Day at PIR
- 16 Teddy Bear Parade
- 17 Autocross #3 at PIR
- 20 Monthly Club Dinner and Social

## *June, 2015*

- 10 Board Meeting
- 13 Arrive & Drive
- 13-14 LeMans 24 Hour
- 17 Monthly Club Dinner and Social
- 19-21 Rose Cup Races at PIR
- 22 Porsche Parade in Indiana
- 28 Autocross #4 at PIR

## *July, 2015*

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

## *August, 2015*

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

## *September, 2015*

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

## *October, 2015*

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

## *November, 2015*

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

## *December, 2015*

- 10 Board Meeting

**See [www.oregonpca.org](http://www.oregonpca.org)  
for the latest schedule  
of all activities**



**FROM  
THE  
PRESIDENT**  
Joe McQueen



## Fifty-five and Counting

It seems a short time ago that we celebrated 50 years at the Monarch Hotel. It's now 55 years and we are in the 60th year of PCA. It is said that time flies when you're having fun; living with a Porsche is continuous fun. We need to consider that it is not just the car, it is the people.

We tend to have few lifelong friends; those close schoolmates and cousins that are part of our fabric of life. However—consider your Porsche friends, the ones you see at every month at socials, drives, autocross, tours, or at the track. For the long-time member, they may be friendships fostered over 10, 20, 30, 40 or 50 years. We remain good friends connected by our love for the Porsche marque. And we must remind our new members it will take some time to grow into the Porsche family; you will have to give to receive.

Recently, we had a reunion of sorts at the Alpine Chalets at Otter Rocks. Most of those who attended had done so 15 years ago and were meeting here again to relive some of those great times. The last time I attended the Otter Rocks weekend was 2007; wow, eight years ago when we were trying to revive the tradition. This



This page, Above: A club barbeque; below: A event stop in Northern California. Opposite, Top: The group on the Oregon Caves Tour; middle: A stop on the Covered Bridges Tour; bottom: A group from a Cabin Fever Tour.





year we revived it again with great results; however, the Alpine Chalets haven't aged as well as we have. They could use a bit of (major) renovation. Nevertheless, a great time was had by all.

We have a few events that have stood the test of time—Northwest Passage (Mille), The Escape, Cabin Fever, Autocross, and the monthly Social. This is where you develop the friendships that last. I have traveled, driven, and dined with our Porsche  
*(Continued on next page)*





## PRESIDENT'S MESSAGE, CONTINUED



*(Continued from previous page)*

friends outside the Club framework. You don't have to isolate your relationships to the Club events; do more, explore, and expand your vision of Porsche ownership.

Every Region has events that you may enjoy and form new friendships. This year we are having the Zone 6 Tour where you can meet members from all the Regions—it's al la carte, so find the Regions you wish to explore and join in. In other Regions, Canada West has the Whistler Weekend, Silver Sage the Bogus Basin Bacchanalia, and there are more. And of course don't forget Parade. You will be welcomed and will make more Porsche friends. Go to the Zone 6 website to link up. See <http://zone6-pca.org> ■



Top: A big group of Mille participants (now Northwest Passage). Middle: Relaxing on the Otter Rocks Tour. Bottom: Picnicking during a Drive and Hike.



# BEAUTY IN THE BEAST

WE KNOW PORSCHE  
INSIDE OUT



*Since 1968*



**HECKMANN & THIEMANN MOTORS**

2327 SE POWELL BLVD, PORTLAND, OR 97202 503.233.4809 [WWW.HECKMANNTHIEMANN.COM](http://WWW.HECKMANNTHIEMANN.COM)

## SPINNEN

Randy Stolz



## Baby Eels and Graham of ye Hill

Race reports just aren't what they used to be. I guess it's because in this day of worldwide video either streamed, beamed or YouTubed, there's the presumption that the hard-core faithful will actually watch the race. Saturday evenings with your friends prevent awakening before dawn to view the doings in Europe. Thus, we must endure video. Despite this, the perceived need for any journalistic coverage, let alone any entertainment value, seems less.

This fact came painfully to the fore upon my viewing the Daytona 24 and 500 on TV and then reading the reports on Autoweek.com. While this long-standing publication has endured the transfiguration of becoming "online," like the monthlies, its original stock-in-trade was race reports from far and wide.

Not that lazy/sterile race reports are the exclusive domain of *Autoweek*; *Car & Driver* certainly is down to the task. So down, in fact, that as of this writing, I cannot find ANY report online of this year's races at Daytona (Rolex 24 or NASCAR). Perhaps I'm a bit too demanding of online publishing. Certainly the lagging print version should have something (?). It's a shame, really; why they would cede coverage of important races to reviews of cars with as much usefulness and availability in the US as a bidet? At the start of *C&D*, David E Davis Jr. did a pretty good job until he gushed over a BMW 2002.

While his persona sometimes did get in the way of the story, at least you had some sense of "what's it like out there." The following example was way out there, at the Targa Florio, in 1967, from the article *Racing Sicilian Style* *C&D* August '67.

After telling you that the Targa Florio can't be covered because it's such a large course he confesses, "... Having seen all ten laps, and dutifully making notes of their passing, I find that I have only the dimmest notion of what happened. I'm pretty sure that Porsche did well because all but one of the Ferraris stopped coming by after a while, and because some Sicilian kid who listened to the race on a Japanese transistor radio told me so ... The Targa Florio is the oldest road race in the world, and the longer you watch it, the older it gets. What you do is, you drive out onto the circuit—which is 45 goddamn miles long—and you perch on a rocky mountainside and pick ants out of your underwear all day while you wait for something to happen. With any luck at all, something happens about once every three hours."





This kind of reminds me of my days as a race worker at Portland IMSA weekend. We'd be out on a corner for what seemed like an hour between race groups when someone would point out the coming rain and we'd take bets as to how long and how much before breaking out the rain gear. Suitably suited, we'd work up a good sweat under that clear plastic as we'd chase cars on wet grass. Unlike the Targa, something happened every three minutes.

The spectators and participants were always a source of entertainment on our lunch break. Beyond the usual dads with big hats, black socks and shorts herding their brood, and the usual drunks yelling "Show us your t\*\*s!" to any fair maid; there was always the odd privateer who brought his car out to the races to work on ... There he was with the back end of a Hewland gearbox open, changing gears or some such in his DIRT pit. Even though he would miss practice entirely, you could always count on him to make maybe three laps in the race before retiring. But, there he was on track with the big boys. Oh the glory!

By now you've guessed that there's more to writing a good race report than simply putting down the facts of the race itself. In 1967, Indianapolis was ruled by a new car built by Andy Granatelli based on a gas turbine engine that outqualified and outran everyone until a bearing failed. But here's how Brock Yates put it long before "The Cannonball Baker Sea to Shining Sea Memorial Trophy Dash."

"There was this thing, this Day Glo vacuum cleaner, this four-wheel fan jet, this violator of good and proper automotive evolution, whooshing around the Indianapolis Motor Speedway in a cloud of kerosene fumes, making the rest of those monocoque torpedoes with peek-a-boo drivers and the \$22,500 Ford engines (remember, this is '67) look like quaint relics. Shades of the rear-engine revolution! ... and the Establishment was thinking how the Indianapolis 500 was going to become about as exciting as the taxi



strip at Kennedy International ... when three laps from the end that thing chewed up a bearing in the drive line and God's own A.J. Foyt, in a proper piston-engine machine, was suddenly the winner."

For a long-time, *Road & Track* had excellent race reports; now, entering the website under the subheading "motor-sports" finds nothing but how to photograph race cars at night. (One might assume that someone would write a race report to go along with those photos.) Or, you may see an article about what it's like to drive the latest one-off, highly suspect, fake race cars that make use of someone's new widget and wouldn't you like to buy one for your very own.

Of course, back in the day, *R&T* would have someone from the British Isles (Rob Walker or Innes Ireland) covering the Grand Premio de Espana in excruciating detail up to and including: how difficult the border crossing was, the condition of the lavatory, the scrutineering, and how Mario was getting a long brake pedal during practice due to the minute quantity of air getting past the caliper's piston sealing rings upon release. Beyond this, there was the venue, Jarama, which was too cold or too hot with a Miguel Mouse course layout.

Then, there's the dining, with Innes whining: "Montezuma is not dead yet. He lives on to seek his dreadful revenge on the unwary traveler. I woke up about 6:00 a.m. Friday, the first day of practice ... with my innards twisting and untwisting ... This puzzled me slightly for having traveled the world extensively for the past 20 years I've developed a digestive system akin to an incinerator ... I tried to convince myself that it was not the dish of baby eels I found so succulent the night before. (Continued on next page)

## SPINNEN, CONTINUED

“As good fortune would have it, Professor Sid Watkins, the GP driver’s traveling doctor was staying in the same hotel and at a sensible hour I called him and asked for something ... He gave me six little pills, as ‘used by all the best astronauts,’ saying ‘that’ll stitch you up.’ He was right: for the next five long days! ... We decided that it was nothing to do with the baby eels, but the fact that I had added tap water to my whisky.” ... Are you sure, Ian?



Nine years earlier, in 1970, Rob Walker (then a race entrant) would report on the same race as follows: “The phrase, ‘If you want drama, go to Jarama,’ was coined and it certainly lived up to it ... We were rather late (to the start) because an official had parked his car in front of the entrance we used to get to the circuit. When we arrived, a very rude official said we could not start as we were late. Having explained to him that the entrance gate was blocked, he said that Graham Hill had been rude to him ... Thereupon the stupid little official ordered six police to forcibly remove Graham from the car...

“The next drama was that the CSI said only the original 16 qualified cars could run (a petition signed by all entrants, allowed everyone to run) and that the rest must be wheeled off the grid. At this, all hell was let loose as it meant the Spanish driver ... had to go, and as can be imagined, this was not popular... Eventually, after punches had been exchanged, drivers forcibly hauled out of cars, and mechanics mauled and their overalls torn, the grid was cleared and the race ready to be started, 20 minutes late.”



While Rob Walker, heir to the Johnnie Walker whiskey fortune, and the most successful private entrant in Formula 1 was informative, if not entertaining, his reports reflected his concerns as an entrant. Thus, he was not entirely free to roam into humor so characteristic of the Brits. It took an American who acquired that natty demeanor and wit in Europe.

At about the same time Rob was forming his race team, “our friend” Henry N. Manney III was starting to cover the races in Europe for *R&T*.

He was and still is referred to as a god

for the inimitable wit and style that only Henry could put to a page. Self-deprecating of his acquired persona, he would often have fun with “Brit-speak” and end his articles with “Yr fthfl Srvnt.” I close with Henry’s prologue to his report of the 20th British Grand Prix, *R&T* October ’67. (Try to imagine reading this in an old English freehand font similar to the Declaration of Independence where the “esses” look like “effs.”) (*Note to Ed: Do not use spell check here.*)



“SO PLEAFE YOU gentle reader in the Rayne of ye goode Queen Elisabeth there came to pass in a pleasant field called Silverstone a mighty Joust yea even with Knights not of this Realm. A right strange mixing trulie of mighty bloude it was; ye present following ye Queene’s grace being ye Scottish champion ye Laird (for so they call their leaders in those Hea-then parts) of Clark, the greate and upstanding Graham of ye Hill, another jollie Scot bearing proudly ye ancient tartan of Stewart, and another worthy Gentleman of Arms yclept Spence.

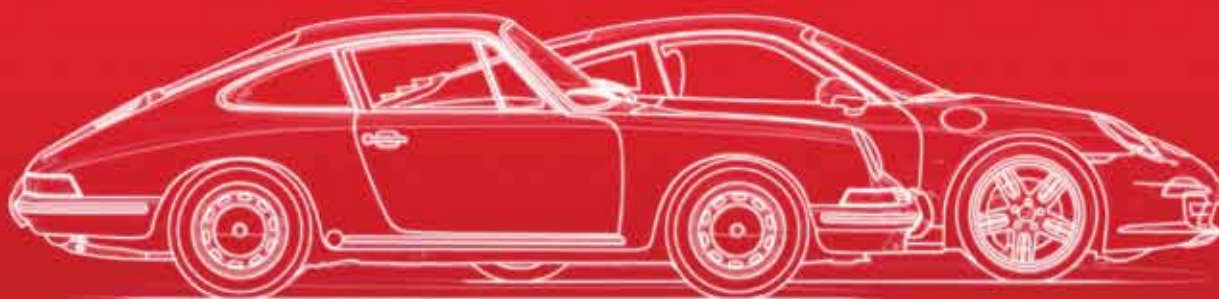
“Alle of these knights counting even the Scots that some look askance because of their odd dress and strong waters were a small company but a strong one supporting ye Realm of our glorious Queene. Row upon Row against them were such fantastic knights from faraway lands to wit: ye somber and brooding Sir Rindt from distant Austria-Hungary where Huns still roam and mountain eagles lift Babies from their beds, the small but able Rodriguez from parched Mexico still a colony of great Spain, two most silent warriors—brown from the sonne of their outlandish home where bear live in gum trees and strange swimming fish have Beaks like ducks—named simply Black Jack and Sir Denys (they speak of our people as Bloudie Pommies) and ye young Cisalpine knight St. Christopher with hys armour all in red. Yea and came more to wit: Sir Gurney of massive bulk from Hr Majesties lands in ye New World (althoe some say that he cometh from ye territories far West where painted and feathered Indians ... still hold sway), his cohort McLaren who hails trulie from across the heaving Pacific, and most wonderful of all ye Samurai Surtees-San clad in curious plate armour from far away and misty Japan. His numourous entourage, although smiling and bowing, set up such a hideous clamour with pipes and instruments as to knot your Bowels so that eavry One was seen to clap his hands over his Ears in payne.

“Ye jousting was of greate interest to ye hordes of folk assembled upon ye field no less because one of England’s greate hopes, Graham of ye Hill, suffered grievous maladies with his Mount before ye contest. Trulie in ye heat of Battle though he straightaway pushed his way to ye front past his compatriot Laird Clark and was leading all handily whilst the two Antipodeans lurked behind. Many suffered the Blows of cruel fayte and fell out but stalwart Graham, his classic nose cutting ye breese, reigned until his steed went lame; his handlers thereupon fell upon it and effected so soothing an ointment that ye Graham took ye Fray once more onlie to have his treacherous mount gather its in-nards together and in a mightie bumbolt blew them all out upon the ground. Laird Clark was therefore ascendant and carried ye glorious Daye with red-cladde St. Christopher raising his ancient countries banner by prevailing over Black Jack in ye last minutes of ye Fray. So it was that Hr Greate Majesties fortunes did prevail on the smiling field of Silverstone this daye.”

It must be said that in this day and age, with the vast safety improvements that have occurred, there is much less “action” on the track. Certainly, with the vast sums (and egos) involved, journalists must face an impenetrable armor of secrecy, favors, and flat out refusal to give one’s side of the story. Still, I can’t imagine that while the world of racing has changed, all the bits that make it interesting and entertaining beyond the race itself are still there for the seeking. But time is money, publications can no longer afford a well-reported race with a flair to make it entertaining. Ironical that in this day of “reality” we are doomed to watching hours of race video and very little “color” to find what used to be had in 20 minutes of reading ... Remember reading? Tell you what ... GO to a favorite race this summer and skip the report.

– KEEP SPINNEN ■





# FROM VINTAGE TO MODERN PORSCHE

---

## WE'RE HERE TO SERVE YOU

---

USING GENUINE PARTS & 100+ YEARS OF COMBINED EXPERIENCE, OUR METICULOUS CRAFTSMANSHIP DELIVERS IMMENSE VALUE. FROM REPAIRS TO RESTORATIONS TO PERFORMANCE UPGRADES ON VINTAGE AND MODERN PORSCHE'S, WE'RE HERE TO SERVE YOU. e: [contact@matrixintegrated.cc](mailto:contact@matrixintegrated.cc) p: 503.443.1141

---

SAVE 10% ON LABOR BY SHOWING YOUR ORPCA MEMBER CARD.\*

**MATRIX**  
**INTEGRATED**



## MAKING THE MOST OF EVERY RUN

Todd Averitt



## It's All About the Driver

**A**utocross is an amazing drivers sport. We all go through the stage believing if we had stickier tires, more horsepower, all that slippery slope stuff, we would totally dominate. In reality, it's all about the driver and their understanding of their car's strengths and weaknesses. It's not a one shot deal and it will take a few years to understand what autocross encompasses regarding drivers' skills.\*

To begin, it's the course walk where everything starts. Walking a course is almost an art form. Books have been written about it. Basically, get as much help as you can and do whatever it takes to memorize it. Pencil and paper really help with this.

Take notes and ask the good drivers where they would accelerate and where they would brake, not in general but within a foot or two. They can help you determine where time can be made up, and those areas where getting through clean is the best outcome possible. Yes, championship-caliber drivers work on this and study it.

Do you know which cones should be taken tight? Which shouldn't be? How to approach a decreasing radius corner? What is the spacing between the cones in a slalom (yes, course designers use this intentionally)? Can you identify those cones which are just window dressing (intended to confuse) and those which are primary? Usually there are six to eight cones on any course.

Have you ever used landmarks outside course boundaries to get your car into the correct position? Try it at your next event.

For fun, close your eyes and remember the last course you competed on. Do you remember the position of your vehicle, when you hit the gas and when you braked? Was it the best run for you that day? Was it the top run in class? What did other drivers in your class do differently that made them quicker? If you don't know now, ask them at your next event.

When you envision the course and your car's positions throughout the course while sitting at the start line with your eyes closed, I'd say it would be time to consider stickier tires.

May all your roads be twisty and dry! ■



Autocross photo by Steve Scott

## IN THE ZONE

Tim Hagner  
PCA Zone 6 Representative



## Zone 6 Grand Tour Planning is in Full Swing

**T**he snow flakes have stopped flying, mostly; the plants are blooming and Porsches are starting across the zone. It's not just the Porsches starting, it's the volunteers starting! Our club would not be the great club it is without the tireless work of our volunteers. Our club Officers who help to stay the course, at the Regional and National level, making sure all those things we enjoy and take for granted are there.

Communication is paramount in successfully running our club and without the mighty effort of our newsletter editors and/or webmasters we would not be the club we are today.

Take some time to look at all the events being put on in our zone in the next month and take a moment to think about all the effort, planning and coordination required to make it happen. That's volunteers at work! Without them where would our club be? That's a scary thought. The next club event you attend, thank the volunteer(s) that made it happen. Hopefully, it's you taking the well-deserved "Thank you" from your fellow club members.

To all the volunteers that make it happen for us here in Zone 6 "Thank You!"

The Zone 6 Grand Tour is coming to the Zone 6 Region you're a member of—will you be part of the adventure? I can't wait to do this! This is a huge undertaking (volunteers at work!) that will start July 25 in the Pacific Northwest Region and end two weeks later, August 8, in the Oregon Region. We will drive in ALL 16 Regions. If you can't do the whole tour, we understand, and are planning it so members can pop in and out as schedule and time permits. Lots more to come as we put finishing touches and details together. I hope to see each and everyone of you on the road!

I'll see you in the zone! ■

### New Members

Doug Laird / Lisa Laird  
Lake Oswego, OR  
1980 911 SC

Roy Girasa / Lisa Girasa  
Beaverton, OR  
1970 914 Targa

Tuna Ishik / Carolyn Hughes  
Portland, OR  
2015 911 Carrera

Donald Wilson / Jessie Wilson  
Camas, WA  
2003 Boxster

**Don't miss anything from  
the Club this year!  
Remember to send any changes  
in address or email to  
[membership@oregonpca.org](mailto:membership@oregonpca.org)  
Thank you!**

### Anniversaries

#### 5 Year Anniversary

David Dibble / Joanne Dibble  
James Hosford / Karen Hosford  
Roy Slack

#### 10 Year Anniversary

Jon McArthur / Beverley McArthur

#### 15 Year Anniversary

Marlene MacEwan

#### 20 Year Anniversary

Thomas Dunbar / Ryan Dunbar  
Edwin Greenwood / Chris Greenwood  
Klaus Heyne / Carolyn Coons

#### 25 Year Anniversary

David Lettow / Kimberly Lettow  
Dennis Phelan / Linda Phelan

#### 35 Year Anniversary

Jeffrey Gretz / Jeannie Gretz

#### 40 Year Anniversary

Buck Peralta / Margot Peralta



# Spring Clean Gets Porsches Ready for the Season!

by Eric Freedle / Photos by Bob Schatz

**T**his event was launched due to the lack of good weather that usually came our way with the first Arrive and Drive of the year. We have been very fortunate that over the last six years we have had very good weather in which to have this event—this year was no exception, as Mike O'Connor managed to get all of his vendors lined up for this once-a-year Spring Clean.

Jeremy and Justin Williams of Matrix Integrated were our hosts for the event, along with some tasty treats and the warm liquids to wash 'em down. The spacious interior of Matrix allowed for cars to move freely through the facility, and for those who wanted to mingle and graze.

The paint and touch-up crew seemed to have the biggest interest—must be the tough conditions of the Pacific Northwest. For those that haven't seen how good the cars turn out after some paint touch up and some massage by the paintless dent removal experts—it's amazing! There were wheel pros to take out those nasty curb rashes and the very clever windshield guy that made those pesky nicks virtually disappear.

It seemed those 30 enthusiasts who brought their vehicles for some "Spring Clean" time all left a bit happier. Looking forward to the seventh Spring Clean next year—because if you're like most of us, we really don't like those pesky nicks and rashes that just seem to happen. ■



Above: Thirty people came to the event at Matrix. Left: Rim with curb rash "before" ... and "after," completely gone! Below: Removing small dents without repainting the fender. Bottom left: Filling in small rock chips. Bottom right: Our president with some incredible advice!



# Autocross #2: The Weather Teaser

Story by Todd Avertitt / Photos by Andy Hsiao (Running Rich Photography) and Bob Schatz

**S**unday morning, April 26, Autocross # 2 is now in the books. What a beautiful day it turned out to be. Like most everyone else, the night before was spent with our checklist: car numbers, check; tool kit, check; helmets, check; tire pressures, check; course maps, check; alarm set for sunrise, check; weather report (prediction turned to a WAG—wild Ass Guess for you non-military people), check; car windows cleaned, check; stuff out of trunk, check ... we were ready.

Arrived a little early, at 6:15 a.m., to have plenty of time to get things organized. Everyone registered, including myself, and then the walk around the south pits to admire all the wonderful toys. I'm just like a kid in a candy store, whether it's being allowed to touch Barry's new blue Cayman GTS, Jorge's '74 240Z, John Joyce's 914-6, Tong Qi's, Mark Quandil's or Gary Everest's GT3s, Douglas Skinner's early 911, and all the fabulous Boxster's, 996s, 911s, BMWs, Corvettes, Neons, Miatas, etcetera. What a thrill—and such a wonderful mix of vehicles you rarely get to see at other events. There were 29 Porsches and 48 Non-Porsches in the field. Arriving early also gave us some time to swap stories and get the latest lowdown on the modifications and newest improvements made in the battle of gaining that elusive .2 of a second.

Then the course walk. Every time, I learn a new way to look at each corner and set of cones with advice from those who are far more experienced than I; breaking points and turn-in locations, where to tap the brakes and where to hit them hard. I really do appreciate the members of our club and the great camaraderie among those that are there to drive, have fun, and learn both something about themselves, their cars, and those participating.

We appreciate all the efforts the staff and volunteers go through to get each event together. The next time you see Ryan Davis, Chuck Jarvie, Jim Pileggi, Andre Ferrer, Erik VanDyke, our refreshment man Barry Cogut, Bob Schatz, and Jeff Gretz, say hi and "thank you." While you are at it, give a hand to yourself, too, because without every one of

you helping and contributing, there wouldn't be an ORPCA Autocross program.

It was a great Pileggi course. There were places where acceleration was required and other places where finesse was called for. It was just downright exciting.

Everyone now appears to be getting more accustomed to the modifications made over the winter and the times are starting to show it. Douglas Skinner took TTOD and the M01 class, Gary Kutter in his 3.2 RS took I01, Ryan Davis edged out Harry Danberg by under a second in P01, Jeff



Photo by Bob Schatz



Photo by Andy Hsiao





Photo by Bob Schatz

Gretz and Eric Freedle's epic battles continue in P02. Jeff got this one. Barry Cogut kicked some booty in his Cayman GTS, edging out Bob Schatz in the P03 class. Bryce Bederka took S01 unchallenged; practice has paid off for Carlos Santayana as he took the well-populated and very competitive S02 class. Tong Qi in his beautiful GT3 took the ridiculously competitive S03 class, where less than one-half second separated the top four drivers, which included George Hudetz, Jim Pileggi, and Mark Qandil.

Our non-Porsche group began with the NPA all-wheel drive group: Carl Tanner edged out Sammy Lin

by ½ second for the win. The largest single class is the NPR non-Porsche rear wheel drive class: James Paulson took the class win in his Scion FRS by 1/2 second over Josh Hopwood and his BMW 325i. The front wheel drive class, NPF, was won by Dan Bullis, Dan's Mazdaspeed 3 edged out Erik VanDyke's Neon and Andres Ferrer's VW Jetta by one-half second. There is some seriously close competition going on.

The day was beautiful and I finished only five seconds behind the TTOD. Wasn't great, coned too many times, but that goes with the territory. Did I have fun, check; did I learn something new, check; did I meet someone new, check; could I ever stop smiling—no way.

A thanks goes to everyone that came and participated. See you all May 17! ■



Photo by Bob Schatz



Photo by Bob Schatz

Opposite page: top, Eric Freedle, where is the racetrack? Bottom, Jeff Gretz. Above: Austin Schatz keeping up with dad. Below left: Tong Qi; below right, Barry Cogut.



Photo by Andy Hsaio



Photo by Andy Hsaio

# 2014 ORPCA Financials

	Income	Expenses	Gross profit (loss)
Meetings/Events			
Holiday Party	7607.00	11,540.00	(3,933.00)
Rose Cup Races	679.00	639.00	40.00
NW Passage	24,175.00	21,660.00	2,515.00
Historic Races	1,841.00	1,780.00	61.00
Summer Picnic	2,129.00	2,205.00	(76.00)
Open House	1,704.00	4,915.00	(3,211.00)
Other meetings/events	169.00	661.00	(442.00)
	<u>38,304.00</u>	<u>43,350.00</u>	<u>(5,046.00)</u>
Autocross	23,763.00	16,456.00	7,307.00
Anzeiger/Calendar/Directory	25,535.00	21,439.00	4,096.00
Contributions	0.00	9,000.00	(9,000.00)
Membership	7,861.00	2,830.00	5,031.00
PCA Subsidies	20,587.00	0.00	20,587.00
Business Operations	0.00	10,888.00	(10,888.00)
Website Expenses	0.00	14,587.00	(14,587.00)
	<u>77,746.00</u>	<u>75,200.00</u>	<u>2,546.00</u>
Interest, Other Income	4,020.00	551.00	3,469.00
Pre-tax Income	120,070.00	119,101.00	969.00
<u>Balance Sheet (as of 12/31/14)</u>			
<u>Assets</u>			
Checking Account	17,577.00		
Savings account	1,778.00		
Certificates of Deposits	20,400.00		
Investments	<u>85,169.00</u>		
	124,924.00		
Deposits Receivable	2,925.00		
Accounts Receivable	<u>4,358.00</u>		
	<u>132,207.00</u>		
<u>Liabilities and Equity</u>			
Deposits Payable	18,150.00		
Equity	<u>114,157.00</u>		
	132,207.00		



# May Arrive and Drive

Saturday, May 9 8:45 a.m.

## CLUB CONTACT:

Eric Freedle, [pastpresident@oregonpca.org](mailto:pastpresident@oregonpca.org)

**K**ick off the A&D season with a Garage Tour! This is our first Arrive and Drive, and events extend monthly into October (there is no A&D in August). Each drive is roughly 60 to 100 miles in length and finishes in under three hours. It is a great way to kick off the weekend and a fun way for new members to get acquainted with ORPCA. To attend, bring your favorite Porsche (with plenty of fuel) and ideally, a navigator to Miller's Homestead at 17933 SW McEwan Ave, Tigard 97224, (503.684.2831) no later than 8:45 a.m. Driver's meeting takes place at 9:00 a.m., 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. More details TBA. **THIS IS A NO FEE EVENT.** ■



# 2015 Kendall Porsche of Bend Track Day at PIR

Thursday, May 14, 8:00 a.m. to 3:00 p.m.

REGISTER VIA: Rene Verbrugge at [reneverbrugge@kendallauto.com](mailto:reneverbrugge@kendallauto.com)

Local Contact: Todd Averitt, [bodmal1@oregonpca.org](mailto:bodmal1@oregonpca.org)

You must sign up by May 1, 2015. This event is being sponsored by Porsche of Bend. Contact Rene Verbrugge at [reneverbrugge@kendallauto.com](mailto:reneverbrugge@kendallauto.com) for registering and your level of track experience. Locally, contact Todd Averitt at [bodmal1@oregonpca.org](mailto:bodmal1@oregonpca.org).

## Join Kendall Porsche of Bend for Track Day at Portland International Raceway.

**A joint event with High Desert Region and Oregon Region PCA**

*Driver's Education facilitated by Hooked on Driving*



**Sign up by May 1st to reserve your space. Only 30 spots available!**

**Thursday, May 14th: 8am - 3pm**

**\$195 admission (includes catered lunch)**

For more information contact Todd Averitt at: [bodmal1@oregonpca.org](mailto:bodmal1@oregonpca.org)

**KENDALL**  
PORSCHE OF BEND

# Autocross 3:

Sunday, May 17, Gates Open 6:30 a.m.; Registration 7:30 a.m.

REGISTER VIA: [axwaresystems.com/axorm/](http://axwaresystems.com/axorm/)

CLUB CONTACT: Todd Averitt, [taverittster@gmail.com](mailto:taverittster@gmail.com)

**A**utocross #3 will be Sunday, May 17, in the South Pits at Portland International Raceway (PIR).

The weather should be perfect so come on out and join in the fun. Whether you are an Arrive & Drive aficionado or a track junkie, autocross is for those of you who want to build new skills and/or shake the cobwebs off the old ones within a safe environment.

Come out have some driving fun and make some new friends. This event is open to drivers of all skill levels, 18 years and older with a valid driver's license.

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

Autocross is a great way to help you understand and feel what is taking place between you and your car as well as build new skills, gauge the limits of your car, or just having some driving fun and meeting new people.

Registration is limited to 75 drivers so act quickly Get online and register at <https://axwaresystems.com/axorm/> .

Gates open at 6:30 a.m. Everyone must check-in at the Registration desk. Registration is open 7:30 a.m. to 8:15 a.m., Drivers Meeting at 8:30 a.m. and first car out at 9:00 a.m.

Cost of participation is as follows: ORPCA/PCA registered and paid online: \$35.00; pay at the gate: \$45.00. Non-members pre-registered and paid online: \$40.00; pay at the gate: \$50.00. ■



## 2015 Autocross Schedule

**A**utocross is a precision sport, much like, say, billiards, shooting or golf. "You must be precise and consistent, all the while driving so fast you can barely concentrate" —Mark Sirota

Autocross events are an all-forward motion driving skill contest. Each driver is individually timed to the thousandth of a second, over a short, miniature road course clearly defined using traffic cones. Cars compete one at a time in a class with similar cars. Autocross emphasizes driver skill and vehicle handling rather than just speed. The corners are tight, and there are lots of them, so the driving is exciting and challenging. Autocross speeds do not exceed those normally encountered in highway driving.

The skills you learn and practice here; smooth transitions, enhanced braking, and skid correction, will have an immediate impact on improving the safety and skill of your street driving. Autocross is also a very social sport, filled with some of the friendliest people you'll ever meet. The camaraderie of the drivers is a special part of autocrossing that is profoundly satisfying.—Todd Averitt, Autocross Chair

AX #3	May 17	PIR	AX #6	August 23	PIR
AX #4	June 28	PIR	AX #7	September 20	PIR
AX #5	July 19	PIR	AX #8	November 1	PIR



# Teddy Bear Parade

Saturday, May 16, 10:30 a.m. to Noon  
Oregon City, Oregon

REGISTER VIA: Eric Underwood, [uwoodmailme1@yahoo.com](mailto:uwoodmailme1@yahoo.com) by May 1

If you like the idea of showing off your car, helping to promote the club, hanging out with great people and helping out a great cause, then join us for the Teddy Bear Parade in Oregon City on May 16, 2015. The ORPCA has been invited to participate in this annual event and 20 spaces will be reserved just for us. The Teddy Bear Parade is one of Oregon City's signature events. It's a one-hour processional over a 1.10 Mile route. The Teddy Bear Parade has been a community highlight for Oregon City and the entire county for the past 12 years. The Parade ends at the Pioneer Family Festival at Clackamette Park. The Teddy Bear Parade gathers new teddy bears/stuffed animals that are given to law enforcement agencies, fire departments, emergency rooms, children's hospitals and women's shelters in Clackamas County. These stuffed animals are then distributed to children throughout our community who need comfort in times of crisis. The parade is also a time for us to honor our community's emergency personnel who protect the entire community.

Check in for the parade begins at 9:00 a.m. and the parade starts at 10:30 a.m. sharp. Contact Eric Underwood to register at 503-675-0099 or [uwoodmailme1@yahoo.com](mailto:uwoodmailme1@yahoo.com) by May 1, 2015. Additional details will be provided upon registration.

There is no fee for this event and it's a great way to promote ORPCA while helping others and having fun. Don't forget to bring your teddy bear! ■



# May Social & Dinner

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

REGISTER VIA: [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org) by May 15  
3580 SW River Pkwy., Portland, OR 97239 (S. of Curry @ River Pkwy.)

Hosted by William and Anne Rasnake

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



Rilassi is in the SW corner of the Meriwether West condominium, one block from the river, one block from Elizabeth Caruthers Park and two blocks diagonally from the OHSU aerial tram (and four blocks north of the Spaghetti Factory). The Rilassi Coffee House is normally closed in the evening, but we have arranged for them to be open for our private dinner—Rilassi will serve wine, beer, and non-alcoholic drinks. The Spanish Paella from Crown Paella is wonderful—it is great fun to see it prepared outside in a giant pan.

**The cost for this special event is \$40 per person—please have cash at the door. This is a privately catered event; we pay for your commitment even if you do not show.**

Complete details about the menu and parking at Rilassi is on [oregon.pca.org](http://oregon.pca.org).

See you there! ■

# Rose Cup Races: 55th Anniversary Event

June 12-14 PIR

REGISTER VIA: [www.motorsportreg.com](http://www.motorsportreg.com), from April 2 to May 10

CLUB CONTACT: Eric Freedle 503.936.0816 [pastpresident@oregonpca.org](mailto:pastpresident@oregonpca.org)

**T**he Portland Rose Festival is proud to bring the Rose Cup Races to PIR, celebrating the 55th running of one of amateur auto racing oldest traditions.

Come and support the racing community and bring your Porsche to the corral. 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. We ask that you have your Porsche in the car corral on the south side of the track by 10:00 a.m. each morning. ■



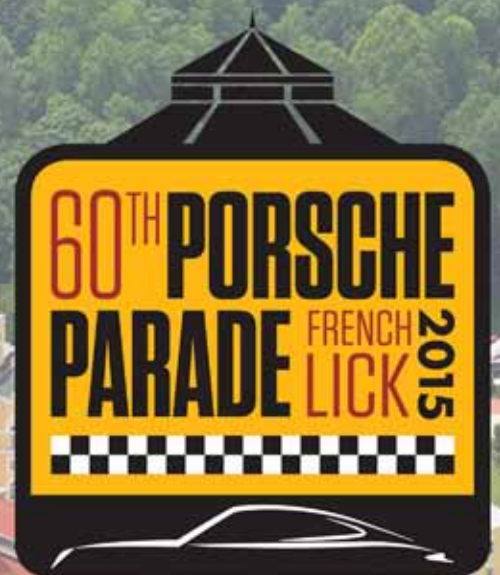
**Come Join Us for a Week of Fun!**  
**June 21-27, 2015**

**Activities you can enjoy:**

- Autocross
- Concours
- Rallies
- Tours
- Tech Sessions
- Social Events
- Kids Events
- More

**Rated the Best Historic Resort**  
by Historic Hotels of America, 2013

**Spas • Golf • Casino • Stables • Carriage Rides • Trolley**



**Registration opens**  
**March 17, 2015**  
**at 12:00 Noon EST**



# Oregon Region Porsche Club of America NORTHWEST PASSAGE 2015

July 9<sup>th</sup> – July 12<sup>th</sup>

## Announcing the 2015 Northwest Passage!

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

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



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

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

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



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



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

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



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

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



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

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

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



# 2015 CLUB RACING

## WEST COAST SERIES

MAR. 28-29 GOLDEN GATE REGION  
THUNDER HILL RACEWAY

APR. 10/12 ZONE 8

AUTO CLUB SPEEDWAY

MAY 16-17 GOLDEN GATE REGION  
BUTTONWILLOW RACEWAY

JUNE 5/7 GOLDEN GATE REGION  
MAZDA LAGUNA SECA  
RACEWAY

AUG. 15-16 ROCKY MOUNTAIN REGION  
HIGH PLAINS RACEWAY

SEP. 5-6 GOLDEN GATE REGION  
THUNDERHILL RACEWAY

SEP. 18/20 INTERMOUNTAIN REGION  
MILLER MOTORSPORTS  
PARK

SEP. 26-27 SAN DIEGO REGION  
WILLOW SPRINGS RACEWAY

NOV. 14-15 SAN DIEGO REGION  
BUTTONWILLOW RACEWAY



5 events to  
qualify for a trophy

contact zone rep  
for more info



# 29<sup>TH</sup> BULL ANNUAL SESSION



**THE BS AT DUNGENESS**

**SATURDAY  
JULY 25<sup>TH</sup>**

**10AM - 4PM**

**SEQUIM, WA**



**MORE INFO AT**

**WWW.356GROUPNW.ORG**

# Portland Vintage Racing Festival (formerly Portland Historic Races)

July 10 to July 12 at PIR

REGISTER VIA: [www.tickettomato.com](http://www.tickettomato.com) by June 19

CLUB CONTACT: Eric Freedle 503.936.0816 [pastpresident@oregonpca.org](mailto:pastpresident@oregonpca.org)

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

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



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

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

## Collision Rebuilders, Inc.

QUALITY AUTOBODY REPAIRS SINCE 1943

Velocity Measuring Equipment

Glasurit Factory Finish for  
all European Cars

Quality Documentation

Body ♦ Frame ♦ Paint



**503.226.6311**

**Robert Edgar**  
Owner

2077 NW Marshall • Portland, OR 97209

[www.collisionrebuilders.net](http://www.collisionrebuilders.net)





Morgan Stanley  
Smith Barney

## WHO'S HELPING YOU PRESERVE YOUR WEALTH?

**Jim North**  
**Financial Advisor**  
Morgan Stanley Smith Barney  
1001 SW 5th Ave. Suite 2200  
Portland, OR 97204  
James.North@mssb.com  
(503) 221-6262 (direct)  
(503) 221-8602 (fax)  
(800) 767-7824 (toll free)



Your status in life calls for sophisticated estate planning solutions. If wealth preservation has become as important to you as wealth generation, then it's time for Morgan Stanley's personalized trust and estate planning solutions.

Personal trusts are customized estate planning tools used to:

- Control and preserve wealth
- Help reduce tax liabilities
- Plan for asset distribution to heirs/charities

To discover how Morgan Stanley's considerable wealth management experience, along with the trust services and fiduciary experience of Morgan Stanley Trust, N.A., can help you meet your wealth preservation goals, please call.

Morgan Stanley does not render advice on tax and tax accounting matters to clients. This material was not intended or written to be used, and it cannot be used by any taxpayer, for the purpose of avoiding penalties that may be imposed on the taxpayer under U.S. federal tax laws.

Investments and services are offered through Morgan Stanley & Co., Incorporated, member SIPC.  
© 2007 Morgan Stanley.



SERVICE AND REPAIR FOR

Porsche • Audi • BMW • VW • Mini

503.635.3098  
stuttgartautotech.com



17263 SW PILKINGTON ROAD • LAKE OSWEGO, OR 97035

# Resource Directory

## Certified Public Accountant

John B. Brams ..... 503.297.6466

## Detailing & Track Day Gear

Sidedraught City ..... 503.548.6334

## Financial Advisor

Morgan Stanley ..... 503.221.6262

## Porsche Parts

Euro Tech Auto Parts ..... 503.371.6800

## Porsche Service & Repair

Canyon Auto Rebody ..... 877.489.2520

Collision Rebuilders ..... 503.226.6311

Heckmann Thiemann ..... 503.233.4809

Marque Motors ..... 503.293.5386

Matrix Integrated ..... 503.443.1141

Stuttgart Autotech ..... 503.635.3098

Trackside Motorsports ..... 503.236.2106

## New and Used Porsche Sales & Service

Porsche of Bend-Carrera Motors ..... 541.382.1711

Sunset Imports ..... 503.641.8600

Monte Shelton Jaguar ..... 503.224.3232

## Tires & Wheels

A-n-T Tire & Wheel ..... 503.236.2106

## Wheel Polishing & Repair

Skip's WheelWerks ..... 503.641.8001

# Announcing the Anzeiger Cover Photo Contest!

**G**rab 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](mailto:bob@allusaarchitecture.com) ■

## JOHN B. BRAMS, CPA, PC

### Services Include

- Tax return preparation
- Estate planning
- Life planning
- Business evaluation
- Experienced expert witness

**WWW.JBBCPA.COM**

4880 SW SCHOLLS FERRY RD., SUITE 33  
PORTLAND, OR 97225

PH 503.297.6466 / FAX 503.297.6566

JOHN@JBBCPA.COM

email us at [wheelwerks@yahoo.com](mailto:wheelwerks@yahoo.com)



**Alloy Wheels**

- Polishing & Painting
- Minor Repair
- Hand-painted center caps
- Precise mounting & balancing with your tires shipped in from anywhere.

Family-owned & operated  
62 years combined experience

**503.641.8001**

*Skip's*  
**WheelWerks**



Serving the Pacific Northwest since 1989



#### Factory Certified Collision Equipment

"Celette" Dedicated Fixture straightening system. We have factory exact fixtures for most Porsche, Ferrari, BMW & Mercedes models new & old. Few Oregon shops have a Celette or Carbench. Ours have been in use since 1997, most of the others are new. Experience? You do the math.



## car AUTOBODY

CanyonAutoRebody.com

**"Concours or racecourse, of course!"**

High-End European Collision Repairs  
Vintage Racecar Restoration  
Suspension Geometry Upgrades

#### Factory Certified Paint

"Glasurit" Refinishing System. The exclusive only paint specified by Porsche, it's the paint that is on new Porsches and has been for years. Why accept anything else?



#### Factory Certified Wheel Alignment

"Beissbarth" Germany's finest alignment equipment. To get that Factory Exact alignment, or to align highly modified suspension we trust Beissbarth's accuracy.



21916 Ferry Rd. SE, Stayton, OR 97383 1.877.489.2520 car@wvi.com



Neil d'Autremont  
503-548-6334

1001 SE Main St.  
Portland, OR 97214



sidedraughtcity.com

## Trackside Motorsports

A Division of A-n-T TIRE AND WHEEL

DRAG • ROAD  
AUTOCROSS  
RALLY

8131 N. Interstate Ave., Portland, OR • 503-236-2106

Your Race Tire  
Headquarters

TIRES  
ALIGNMENT  
SUSPENSION

race - street  
work - tow



## We Would Like To Buy Your Gently-Used Porsche 911.

(Top Prices Paid for Nice Clean Cars.)

MONTE SHELTON  
**JAGUAR**

Purveyors of quality classic  
and collectible automobiles.

1638 W. Burnside P.O. Box 5545 Portland, OR 97228  
503-224-3232 Fax 503-224-4310 monteshelton.com



PARTS FOR REPAIR, RESTORATION OR PERFORMANCE



**EURO TECH**  
A U T O P A R T S

New genuine OEM and quality aftermarket parts for  
Porsche, Audi, VW, BMW, Mini, Mercedes, Saab, and Volvo.

WWW.ETAPARTS.COM | SALEM, OR

503.371.6800 | 888.356.2911

# Marketplace



## ■ CARS FOR SALE



Immaculate, low mile-age 2002 Porsche Boxster S. Asking \$21K. Two owner, dealer maintained California car, garage kept, never tracked or crashed. Seal

Grey, black partial leather interior, no blemishes soft top with clear, no creases/no leaks rear window. 6 speed, BB polished SS exhaust, RMS & IMS replaced under warranty. Heated seats, Bose sound system, 18" Turbo Twist wheels, colored center caps, Continental Extreme DW tires with <3K miles. Inquire: Mike (415) 420-7741 (mobile) (12/14)

## ■ PARTS FOR SALE

Winter tires: Michelin Pilot Alpin. Porsche factory wheel/tire package, selling tires only. Fits 235/40-19 and 265/40-19 from a 981 (late Cayman) 500 miles or less, asking \$400.00 total (for 4) plus shipping. Gordon Ledbetter 503.799.7496 (12/14)



\$325. Michelin Pilot Alpin snow tires for sale. Fronts: 225/40R18 8-9/32's tread (new is 10.5/32). Rears: 235/40R18 7-8/32" tread. The Alpines are in good condition. I don't know how many miles are on the tires as I bought the wheel/tire combination from a know-nothing dealer. I used them for 100 miles of use on my Boxster prior to switching to Sport Pilots. Contact David Derting, 503-579-6169 (1/15)

For sale: 4 Victor Lemans wheels for Porsche Carrera - sizes: 19x8 5-130 and 19x11 5-130 - removed from my '07 Carrera at sale of vehicle - 6,124 miles on wheels and in very good condition. Cost: \$340 new - will sell the four for \$500. total. Doug Stirling, dsstir@gmail.com, 503.703.6033 (1/15)



Used: Cayenne 18" Turbo wheels with chrome OE center caps \$1000 or best offer. New: Cayenne Serpentine belt/oil filter/Porsche OE spark plugs. New: 964 Dual Mass flywheel & Sachs clutch Contact: S. Rabbani 503-489-8597 (1/15)