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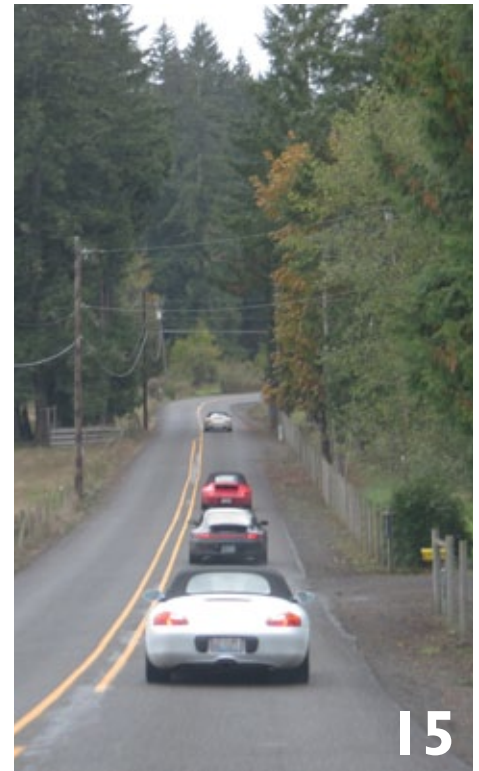
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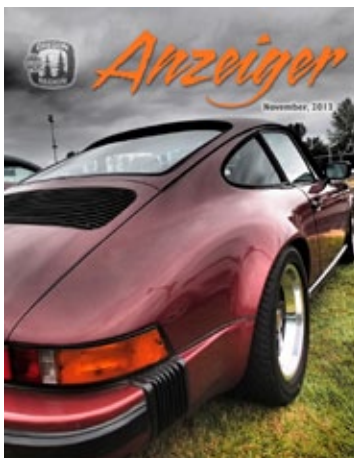
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ON THE COVER

The lines of Eric Freedle's 911 Carrera. Photo by Eric Underwood.

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 29.

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*.

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.

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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.

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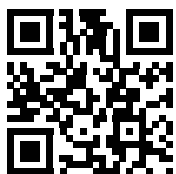
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PORSCHE

Oregon Region Events



November, 2013

- 12 Board Meeting
 - 17 Autocross Awards Dinner
 - 20 Monthly Club Dinner and Social
-

December, 2013

- 1 Holiday Party
- 10 Board Meeting

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

**MARK
YOUR CALENDAR!**

**2013 Holiday Party
“One Enchanted
Evening”**

**Sunday, December 1
(See page 28 for details)**



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see a Porsche**

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**FROM
THE
PRESIDENT**
Eric Freedle



Wasn't That a Wonderful Month of October?!

When I wrote the last month's President's Message, rain was coming down was such volume that I thought that we were not going to see those beautiful fall colors with the beautiful Northwest blue skies. We were rewarded with one of the driest October on record! The sunsets were just awesome.

We are winding down 2013 with all of our driving events behind us. The Autocross, Arrive & Drives, HPDE, and the NW Passage all saw great attendance and many new roads explored! If you haven't taken your Porsche out for one of these fun events, you really should put it on your bucket list for 2014—you'll be glad you did.

Our Nomination Committee, which is comprised of past presidents who are active club members, have reviewed their list of potential candidates for 2014 and have brought on a few new faces to the board. They want to position these board members so that they mature within the board and take on new and different responsibilities in the future. Feel free to drop by our board meetings at Dang's Thai Kitchen 670 State St. in Lake Oswego, and meet the board and express any new ideas during the opens at the end of meeting.

At our November 12 Board meeting, we will do a final review of our *Anzeiger Annual*, which is our hard copy of several compiled *Anzeiger* articles from 2013. We will also put any final touches on the 2014 Calendar and Membership Directory. These will be mailed in one envelope to our members in December. We will also be reviewing the budgets that have been submitted for 2014 events, and voting for the annual awards that are given to outstanding club members in 2013. These awards will be presented at the end-of-the-year Holiday party.

The ORPCA Holiday will be held on Sunday, December 1, at the Portland Golf Club, 5900 SW Scholls Ferry Rd. Registration is open—but filling up! This marks the second year that we will hold the party at this outstanding venue and is a must-attend event. We will be bringing back the Design Band to play those popular dance tunes, so that you move to the groove! Any questions please contact Marlene MacEwan at porsche82t@hotmail.com Remember to check our website oregonnpca.org for all of the remaining events for 2013.

Happy Motoring! ■



Club cars line up for the Sausage Run on October 12, one of the several well-attended events in October.. Photo by Bob Ellis

**STILL
PLAYS
WITH CARS**
Peter Linsky



Mercedes Earns Highest Auction Price at Goodwood

If and when you go shopping for a new or used car, do you ever think about recalls? Paul Eisenstein at the website The Detroit Bureau had some interesting comment on this subject recently. Just because a certain vehicle model has been made the subject of a federal recall campaign doesn't mean the corrective work has actually been done. The National Highway Traffic Safety Administration has taken an important step to help ensure that action has been taken. A new searchable database – found at SaferCar.gov – should be very useful. Writes Eisenstein, “Under the new rule, all manufacturers will have to set up easy-to-access web pages where the public can enter a car, truck or crossover’s Vehicle Identification Number, or VIN, to check its recall history. Motorcycle manufacturers also will be covered by this first-time rule. NHTSA will require manufacturers to update the information at least once a week.” Eisenstein notes that according to the NHTSA, only about 70% of the vehicles covered by the typical recall wind up being repaired, including those vulnerable to the most serious safety problems. Even when makers go out of their way, repeatedly notifying owners directly, as Toyota did after a series of issues related to unintended acceleration in 2010 and 2011, the figure seldom climbs above 80%.

We’ve touched on this subject before, but some firm numbers are now emerging from the aftermath of Superstorm Sandy...Quoting new data from Carfax, Tara Baukus Mello writes in her automotive column at bankrate.com that more than 212,000 flood-damaged cars are on the roads all over the country, a large portion of those due to Sandy.

DMV records from across the country show almost two-thirds of the flooded cars are registered in 10 states: Florida, Illinois, Kentucky, Louisiana, Mississippi, New Jersey, New York, Pennsylvania, Texas and Virginia. However, Carfax said its research shows that scam artists who do minimal cleanup on the cars to hide the flood damage but don't repair them are known for moving them to other parts the country, especially in areas far from where the flooding occurred. Buyers beware.

Is another “bubble” forming in the collectable Porsche market? Several observers at Monterey noted some extraordinary prices bid for 356s and early long-hood 911s. The premise that a rising tide floats all boats may be at play, but paying almost \$130,000 for a nice, but non-Carrera 356 coupe seems over the top, even as non-Carrera Speedster prices push above a quarter-million dollars, and Carrera-anythings go well beyond that. Some sales may well be to earnest collectors, but others are clearly of the speculative variety, with buyers hoping to “flip” their purchase for a nice profit at the next opportunity. At what point will buyers say “enough”?

So you've been entertaining the thought of buying a “Classic” automobile, but which one, and why? The always-entertaining website Jalopnik offers this handy guide... <http://jalopnik.com/this-flowchart-will-tell-you-exactly-which-classic-car-1226229515>

Until next time, drive carefully! ■

SPINNEN

Randy Stolz



Time for a Polar Moment ... A Chilling Account of Poor Communication

What can I say about the 911's 50 years that hasn't already been said far more eloquently by someone else? Anyone who is interested in the history of the cars can certainly find a drink from the "fire hose" of information out there. In fact, the amount of information out there would likely take 50 more years to read, assuming it's written well.

To save you all from that task, yours truly set out to research the age old 911 question asked by the un-initiated. Why is the engine in the rear?

Like so many things on the 'net these days, this question can be found and answered by the public in formats not unlike some of the more

popular talent shows on TV where contestants get votes on the quality of performance. The most votes determine the coveted "Best Answer" which seems to mean, THIS IS THE TRUTH, and the author advances to a game-like "Level 7."

All of what follows was found on the internet so it must be the correct, right? So, here we go. Ahhh ... Here's what we're looking for, posted right here:

"I was woundering, why do porsche 911 have a rear engine? why don't have it front?" Well, maybe not mortally "woundering" but wondering just the same. Let's have it.

The Best Answer, as determined by 33% of the vote (two votes) immediately follows with the author impressing us with his knowledge of the Tucker and its demise in the US. This is contrasted with how VW and Porsche were allowed to prove their science "unfettered" by the Big Three automakers here. Then, just when you think this seems plausible, it says, *"... The characteristics of instant on power, engine mechanicals working seamlessly with precision, near the ear of the driver, controlled by the right hand to shift to the next gear, became legendary. Porsche has always been about driving over entertainment. This company is the quintessential function over form. The rear engine Porsche makes the most sense driving the car the way it was built, bread and tested.... fast.* That answer certainly says a lot doesn't it? He must have some special options in his car (near the ear?) including a nice pumpernickel interior. (Continued on next page)



SPINNEN, CONTINUED

(Continued from previous page)

Here's a comment that follows under the heading, "Who found this interesting?"

"This answer reads like a 50's car brochure with about as much substance too...."

I should clarify, that with FWD having the power delivered thru the steering tyres means they are compromised. Unlike the RWD 911 design where the fronts have all available grip devoted to turning the car while the rears do the pushing. It's a far more efficient design and most race cars utilise this effect for that reason. ... As for polar moment, RR has a higher PMoI than MR but generally in great cars like Porsches the other benefits override the negatives. Clear??" Hmmm ... Not really. He may speak the King's English and have a physics degree, but I'm having trouble with this, too. I suspect that many readers will wonder what a polar moment is and reach for an Eskimo Pie, let alone RR (ReaR engine?), PMol (Polar Molar?) and MR (Mid-Rear engine?).

Actually the easiest explanation of polar moment of inertia, as it applies to cars, is to think of yourself carrying a long piece of exhaust tubing (representing the car) with your tool bag (representing the motor) slung on one end or the other. Now walk in circle. Aside from the force to keep the pipe level, you'll notice it takes a bit of force to move the pipe (car) in a circle with you and when you slow down; the end with the tool bag (engine) keeps moving in the direction it was going and you need more force to correct for that. Moving the tool bag closer to you and away from the ends makes it easier to go in a circle ... A circle which this guy has us going in with his comment.

Scrolling down we find a heading, "Other Answers" to wit:

"It's Porsche's style to have Carrera engines in the back. Probably to make it look cool." It's hard to disagree with that but I'm holding out for more.

"No more room at the front (attended) ... and it is good for two people." Well, yes.

"It's to maintain equal front and back weight, because Porsches were designed as racing cars and they just decided to keep the engine centered." Good thing too because I'd hate to see them make a special effort otherwise.

"...well, in any car, if you place the engine over the driving wheels you get more torque and more traction while accelerating..." More torque is debatable. Traction seems to be a matter of your right foot.

"The engine over the drive wheels give it better performance because it doesn't lose so much power that would be lost if it went through the drive shaft. For putting it in the back it also helps the car with aerodynamics." "Performance" is that instant you know you're going to "lose" it. And, if you have a Turbo or RS4, maybe you should put a few sand bags in the back seat to help the aerodynamics.

"Having it in the back makes it turn VERY well because, having it in the back makes the front turn, and the back has to follow the front, but if it was in the front, the weight of the engine would not let it turn as well." Early 911 owners will note that this is very true, up to the point in the turn where the front follows the back.

"Porsche made four front engine vehicles in the 70's They handled well, but large Porsche fans said they weren't 'true Porsches'." I wonder if it was because those "large" fans created their own polar moment at the first corner of a track day.

"It's a Porsche trademark.... The reason they never changed the engine is because then it would never be a 911 again." To my mind, all the science and engineering minutiae can't beat this answer. I found this at the bottom of the page.

Most folks will never know why a 911 has the engine in the rear. They CAN, however, improve the high school test scores for writing ... Talk to your kids, and their kids. All the knowledge in the world and credibility falls to pieces if it's not communicated correctly.

-KEEP SPINNEN ■

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The Sausage (or Bladder) Run—2013

by The Usual Suspects / Photos by Joe and Bob

The second annual Sausage Run started off much like the first: at 8:30 a.m., it was misting lightly, and, just like last year, the parking lot at Miller's Homestead Restaurant looked as if it was the wrong day or wrong meeting location; there were no other Porsches in sight. By 8:45 they were pouring in.

The driver's meeting was scheduled for 8:45; it was delayed a bit until the procrastinators showed. Much to everyone's surprise, since it's thought that most Porsche owners think their cars might shrink or rust if they get a little wet, there were 23 drivers with 20 passengers assembled at the back of the lot for the second running for Sausage. Hail to these hardy souls.

Intrepid tourmeisters Joe and Ginny McQueen got the participant's meeting started and Joe covered the usual items on driving etiquette and safety, mentioned that there were a couple of nasty dips on Kuban Road that he had previously marked for our benefit with red paint; not slowing would make your mechanic very happy. Covering the route in detail, Joe emphasized the importance of following the instructions, which evidently fell on some deaf ears. Later, one in-car conversation went, "N: Go left at 56.1 miles. D: But I already passed 56.1. N: The instruction says go left at 56.1." Hmm ...

Also mentioned was that since Clackamas County was charging a year-round day use fee of \$5.00 per car at their parks, we would not have our first rest stop until about two hours into the drive. It seems like there is a requirement for many drive participants to drink sufficient coffee before starting out that the first rest stop is really appreciated. For their benefit, Joe identified two service stations en route for anyone really needing that necessary break from driving. We would not see civilization for quite awhile.

Joe and Ginny's route quickly got us out of suburbia and into the country, and onto roads less travelled. We were treated to lots of challenging curves; some with the occasional cover of needles, leaves, moss and moisture to keep your attention. There were certainly many opportunities to practice our driving skills. The Oregon countryside is beautiful this time of year, and we saw plenty of it. The fall color was gorgeous and intermittent views of river and stream were a treat. We encountered a smattering of drizzle here and there, but nothing serious.

(Continued on next page)



SAUSAGE RUN, CONTINUED

(Continued from previous page)

At last, the rest stop. It's 11:00, less than two hours after the start. Half the cars are missing? Unfortunately, there's always the risk of "pack" mentality, as a few lost souls played "follow the leader." Ten minutes later the "missing pack" was to appear. Didn't go straight onto Callahan, eh? So it was a bit longer than the usual short stop, but the company was excellent and scenery divine. What was that sound in the woods? Oh, just being one with nature, eh.

By the time we got to Mt. Angel, we were sure that we had driven over every road in Clackamas County that had more than two turns. You gotta love those roads! The sausages and beverages at the Mt. Angel Sausage Factory were greatly appreciated. It was a great day EVEN if you need to spend two hours cleaning up "Das Auto" after all the fun, and before the harsher weather takes over. ■



A group of 911 race cars arrive from Laguna Seca



Monterey Car Week(s) 2013

Story and Photos by Peter Linsky

No question, Monterey 2013 was the best ever, especially if you were selling a rare Ferrari at auction, presenting an unusually elegant Packard at Pebble Beach, demonstrating a brand-new sports car that offers more bang for the buck than anything else on the planet, or racing a historic track machine at Mazda Raceway Laguna Seca. Since our focus here is Porsche, we'll note that many of the events celebrated the 911's 50th anniversary, perhaps overshadowing Corvette's 60th birthday.

The party began with the Rolex Motorsports Pre-Reunion party in downtown Monterey; 20 race cars were driven in from the track under CHP escort, accompanied by a pair of brand-new Corvette Stingrays (one word now), and they all got a lot of attention. The following Tuesday brought the annual Carmel Concours on the Avenue, which has been growing steadily in quality; this year, it grew in quantity as well. Something approaching 212 beautiful automobiles of all types—and a few collectible motorcycles—lined Ocean Avenue and half a dozen side streets in downtown Carmel. There was a special grouping of old Porsche 911 race cars that noisily trundled in from Laguna Seca—again with a Chip escort—and a similar group of old Trans-Am racers that also rattled a lot of windows on the way in. All were very well received. Collectors of automobilia filled a ballroom of the Embassy Suites in Del Rey Oaks for the two-day show of the same name; if you couldn't find a book, photograph, poster, or other original tidbit for your car, desk, or bookshelf, you weren't looking very hard.

Thursday brought the traditional Pebble Beach Tour, a leisurely 60-mile jaunt around the Monterey peninsula for about 200 Pebble Beach Concours entrants. Cars that participated and thus proved their roadworthiness get extra credit in case of a points tie in their class. Now that a vast majority of entries hit the road, it's getting more difficult for judges to select the best in each class if there's a close call. Categories highlighted this year included Lincoln, Simplex, Lamborghini, the BMW 507, Pre-war Alfa Romeo 8Cs, and Vanvooren coach-buils—Hissos, Bentleys, and the like—along with Aston Martin's Centennial and the 911 (now 50 years old, but you knew that). For the first time, the Tour included a lap of Mazda Raceway Laguna Seca, an interesting diversion but perhaps not such a good idea for antiques with minimal brakes and cooling systems. A 1934 Packard 12 Dietrich-bodied cabriolet that had once been reduced to taxi service in Puerto Rico claimed Best of Show, the first American car to do so in a good many years. On display outside the Clubhouse was a pre-production Porsche 918. *(Continued on next page)*

MONTEREY CAR WEEK(S) 2013, CONTINUED

(Continued from previous page) If you didn't have the cash or time to spend at Pebble Beach, several other Concours d'Elegance beckoned, depending on how much time you had. Those included The Quail, Concorso Italiano, Legends of the Autobahn, the goofy Concours d'Lemons —“won” by a bizarre, golf-cart-sized 1949 Voison Biscooter prototype which took Worst of Show honors—and the always entertaining Little Car Show in Pacific Grove.

Both of the Rolex Motorsports Reunion weekends were well-attended entry-wise with over 500 cars in the paddock, including 30-odd old Formula One racers. The Weissach Cup grid for 911s on the second weekend was very crowded—almost 50 strong—



A row of delectable 911s

which contributed to a nasty accident in the Sunday morning qualifying race that wrecked two cars. Stewards wisely split the grid in two for the afternoon. Several other races also saw hard contact and brought out red flags. I was working in the announce booth, so I couldn't get too much in the way of photos or watch the races from the corners, but one Corvette driver remarked to me afterward that he saw too many drivers racing to win, as opposed to showing the cars, which is the point of vintage events, isn't it? An experienced Porsche driver stated flatly that there were a number of people who drove well beyond their talent level and got into trouble. There will certainly be some serious discussion about race management before next year. On the plus side, there were many new cars previously unseen at the Reunion, including Peter Giddings' 1927 Delage 1500cc blown Grand Prix car, which Dick Seaman drove to a world title, certainly a treat for spectators. To support the 911's 50th, the Porsche Museum shipped over a LeMans-winning 911 GT1, the ex-Jacky Ickx 911 RSR Turbo 2.1 “Baby”, a 935 “Moby Dick,” and a 1984 Type 953 Paris-Dakar AWD racer, all of which did demonstration laps. Also on hand throughout the weekend was a 1967 911 coupe that Porsche is taking around the world to celebrate the model's golden anniversary. There's lot of video on line, so please forgive my lack of on-track photos.

The question among those following the collector car auction scene was whether big bucks would again emerge at the major auctions, and boy howdy, did they. There are still people out there with lots of money to spend on interesting and exotic automobiles. *Sports Car Market* pulled out its abacus and came up with a staggering sales total of just over \$310 million, a big jump over last year's sales total. The biggest individual sale came at RM, where a 1967 Ferrari GTB/4 NART Spyder was sold for an astonishing \$27.5 million, making it, in RM's words, “the most valuable road car ever sold at auction,” emphasis on “road,” since a Mercedes Benz Grand Prix racer recently changed hands recently in England for just a few million more. RM reported selling 27 lots for more than a million dollars. Gooding's two-night sale generated over \$112 million; 30 lots were sold for more than a million dollars apiece. Top sale was a Ferrari 250 GT Tour de France 14-louver coupe that brought \$9.4 million, followed closely by a 1937 Bugatti T57SC Atalante at \$8.7 million and a 1997 McLaren F1 at \$8.4 million. Bonham's reported a sales total of \$33 million, topped by a 1931 Bentley LeMans racer that brought \$4.67 million. Ten cars topped the million-dollar mark at Bonhams. Mecum had three million-dollar babies among its \$31 million (Continued on next page)

MONTEREY CAR WEEK(S) 2013, CONTINUED

(Continued from previous page) in sales, topped by a 550RS Spyder, 550-077 that brought a hefty \$3.75 million. I would have liked to attend a couple of auction sessions, but my track co-announcing duties had me to bed early and up early; no late-night carousing this trip, as much as I would have enjoyed the spectacle. On the other hand, Janice didn't need to worry about my raising a bidder's paddle at an inopportune moment and leaving her/us destitute and me probably a bachelor again. There was some disconcerting news from the auctions, however; several restored Chevrolet muscle cars vanished from a couple of the auction sites, despite what's been called tight security. Clearly not tight enough. The circumstances are suspect; it will be interesting to see if and where the cars are ever recovered. Online discussions afterward make the point that owners should make certain their vehicles are adequately insured, since auction houses may disclaim liability. That's another one for lawyers to argue about.

If you've never been to the Monterey peninsula and all that it offers car buffs at certain times of the year, remember that Parade 2014 in June is your next best opportunity, and then Car Week again in August. ■



Top left: Spiffing up a 356 cabriolet before judging. Top right: A 1973 Carrera RS. Left: Carrera Abarth fronts RSs and RSRs. Above: Dennis Kranz' customized 1958 356 with Polo power drew a crowd.

Porscheplatz Texas Style—Y'all

Story and Photos by E.C. Mueller



991 RSR and Ferrari 458

From September 20 to 22, I had the opportunity to travel to Austin, Texas, and the spectacular Circuit of the Americas (COTA) for the International Sports Car Race Weekend. Featured was the American LeMans Series (ALMS) AND the World Endurance Championship Series (WEC). This “two for one” event offered the only U.S. appearance of the 991 based RSR, the LeMans winning and dominant Audi prototypes, and of course a host of terrific Porsche race cars in both series and several support races including the Porsche Cup.

WEC is the globetrotting series that includes LeMans, where Porsche will debut its LMP1 prototype in June, 2014, as they challenge the Audi juggernaut. If you want to see this car in the United States, mark your calendar, because from September 18 to 20, 2014, the new LMP1 car will make its only United States appearance, again at COTA in Austin. But that's next year; here's a taste of this year's event.

Porscheplatz ... it means Porsche place, or specifically at Austin—the PCA member tent on the Turn 1 hill overlooking the spectacular facility and the exciting first corner. Being a PCA member meant BIG benefits for the weekend. Porsche Cars North America and the Porsche Club of America joined with Longhorn, Lonestar and Hill Country regions to offer up Texas size hospitality. And on Friday, when a gusher of a storm roared through, much-appreciated shelter too!

The PCA ticket included access to the Porscheplatz, Turn 1 reserve grandstand seat, paddock pass and Porsche corral parking (or close by parking for those with rental cars like me). Also, during the weekend activities there were chances to win pace car rides, a set of Michelin tires and hot pit tours! The VIP visitors to the tent were non-stop. PCA President Manny Alba was down from Maryland. PCA Vice President, *(Continued on the next page)*

PORSCHE 911 CELEBRATION, CONTINUED

(Continued from the previous page) and Austin resident, Caren Cooper, was there making sure guests were greeted warmly and taken well care of. And of course there were celebrities and drivers ... and sometimes one in the same! *Grey's Anatomy* television star and Porsche driver, Patrick Dempsey, and his co-driver Andy Lally made a surprise visit to a packed house. Other drivers that stopped by included factory driver Patrick Long and his CORE Autosport teammate Colin Braun. There were also presentations from Michelin, Mobil 1, Falken Tire and race officials regarding the new Tudor United Sports Car Championship that debuts next year.

A major highlight was the Porsche management brain trust that didn't just drop by the tent, but also conducted a 30-minute Q&A with members. They included Porsche Cars North America Vice-President of Marketing, Andre Oosthuizen; Worldwide Motorsport Manager, Hartmut Kristen; President Porsche Motorsports North America, Jens Walther; and Porsche Cars North America Club liaison, Paul Gregor. Mr. Kristen announced that CORE Autosport will run two 991 RSRs in the new Tudor United Sports Car Championship so U.S. fans will finally get to see the car in the 12-race series and Patrick Long is likely to continue his driving duties. During the Q&A session Kristen also stated that Porsche is looking at where it makes the most sense to race the Cayman. So that was interesting.

Twenty-fourteen is shaping up to be a tremendous year for Porsche in the showroom and on the race track. Be sure to check out both! ■



Top left: Patrick Dempsey and Paul Gregor. Below left: Porsche Cup race Friday in rain. Below: Host and Zone 5 rep Lynn Friedman.



The wonderful benefit of Porscheplatz for members at select motorsports events is only possible due to the hard work of the Porsche Cars North America staff, PCA National's commitment and the PCA local volunteers who operate the events. The leadership in Austin is listed below and we thank their dozens of volunteers who worked their tails off sweeping and cleaning the tent after Friday's monsoon, making sure everyone was kept up to date with the activity schedule and organizing great prizes and speakers. But most of all, they connected people with their Porsche passion. Thank you all!

Lynn Friedman: Zone 5 Rep and Porscheplatz weekend host

Jack Merrell: Longhorn Region President

Greg Platt: Lone Star Region President

Mike Globe: Lone Star Region Vice President

Scott Smith: Hill Country Region Treasurer

Tuffy von Briesen: National Porscheplatz Manager



D.E. Under the BIG Sky!

Story by Kathleen Ellis / Photos by Bob Ellis

BIG sky, wheat fields cut and turned golden by the sun, great camaraderie, fun driving and beautiful cars. By happenchance, we got to experience it all! This opportunity presented itself during the 50th Anniversary 911 event at Skamania. The weekend was full of fun and conversation with friends old and new. While visiting with Dave Cooley, our Zone 6 Representative, we realized that the Big Sky Region DE weekend was on the calendar for the weekend following Skamania. When we shared our immediate vacation plans with Dave, which included visiting Glacier National Park, Montana, and a bicycle exploration around Lake Coeur d'Alene, he suggested that as long as we were that close to Lewistown, Montana, why not come out and join in the fun. After all, it was only 300 miles further from home than the roughly 700 miles we would be out already. Everything is big in Montana, so a 300-mile distance is relatively easy. Having attended other Region's events in prior years and ALWAYS having a super time, we decided to extend our time out and include Lewistown in our plans. This was a very good decision, as the fun was non-stop!

After spending two days touring Glacier National Park, we were up early Saturday morning and on the road towards Great Falls. We arrived at the Lewistown track mid-afternoon and found DE well underway. The facility is managed by the state of Montana, and they rent the track portion for a fraction of what P.I.R. charges. The big element it offers is a track that is used for the Montana D.R.I.V.E. (Driver In Vehicle Education) program for state drivers, such as bus drivers, etc. A portion of the facility is designed to be used for teaching vehicle exercises in evasive steering, skid control, cornering, controlled braking and teen driver education. It is listed as a raceway and does have a quarter-mile drag strip (billed as Montana's oldest drag strip) and SCCA has run Autocross on this track on occasion. *(Continued on next page)*

Working the corner.



D.E. UNDER THE BIG SKY, CONTINUED

(Continued from previous page)

In 1991, Dave Cooley discovered this sleeping gem and realized that it had the potential for DE events in an area that doesn't have a track for at least 360 to 700 miles, depending on which direction you go. Since then, he has developed the DE program into a fun, well-run event. Like our DE program, there are four run groups, certified instructors, etc. The same DE requirements we are familiar with apply here as well.

The track is 2.4 miles long, compared to PIR at 1.967 miles. The course has a couple of S-turns, a sweeper and other curves, features such as "The Kink," "Carousel" and "Duck Pond," although no ducks or water were present while we were there. There is some minor elevation change around the Duck Pond, and on occasion they have experienced driving through standing water. The views/vistas at the track are wide open and HUGE; very different from P.I.R., where walls and grandstands provide a frame of reference for the drivers. If you go off-course here, it is an excursion into the wheat field rather than possibly hitting something very solid, much like the ORP track. There are no alligator strips on the corners to alert you of being close to edge of pavement, although the edge was not as spooky as I first thought. Dave and his DE staff had apexes, brake points, entry lanes etc. well marked with cones, but it was a different feel from P.I.R.—the only real comparative I have experience with. For a map and overview of the Big Sky DE program, please visit the Big Sky website bsk.pca.org/

Saturday afternoon, we observed the action from both the corners and the pits. I estimate there were possibly 45 cars participating, and some DE days there have been up to 65 cars. The mix of car makes was eclectic, but of course, I see Porsche first! We had the opportunity to meet Randy Cheney, Big Sky Region President, and watch him drive his very cool 1987 911 Turbo. I understand he has done some of the work on the car himself. When it takes off and the turbo kicks in, WOW! I would have suspected an F15 just flew overhead if I didn't know better.

Dave Cooley ending the session.



Gorgeous cars waiting their turn at the track. Randy's Turbo Toy is in slot #2.

Randy, Dave, Bob and I had dinner in Lewistown Saturday night at what was a cowboy bar, the Mint Bar and Grill. YES, Lewiston, population 5,800, does have some fine food! This was more gourmet than I would have expected and a very good value. After more great conversation, we all headed for our motels and a good night's rest anticipating the Sunday fun.

(Continued on next page)

D.E. UNDER THE BIG SKY, CONTINUED

(Continued from previous page)

Sunday morning, we were greeted with a blue bird sky and perfect weather. This day, I got to drive a couple of sessions in the Novice class. I was privileged to have Dave as my instructor. In the first session, Dave drove the first couple of laps to illustrate the braking, turn points, etc. He then rode right seat and coached me as we flew along. Focus is a necessity in applying the information given in conjunction with the visual input and feel on the track. I can say Speedy was a blast on the track! The next session, I continued to work on executing the braking and turns in the appropriate places, as Dave provided insight into the drive. When I got it right, turns improved, going from a rock and roll sensation to Speedy moving through the curves smoothly. Yay! I do wish I could have run one more run session to put all the curves together, but perhaps it is like skiing; you never take the last run. Between my sessions, we had time to visit with the other participants. What a great group. The people, the environment and the opportunity to drive were spectacular.

We convoyed back to Great Falls for a wonderful dinner prepared by Dave and Doris Cooley and continued great conversation. Monday morning, Bob and I headed back to Coeur d'Alene for our bicycle excursion and then home.

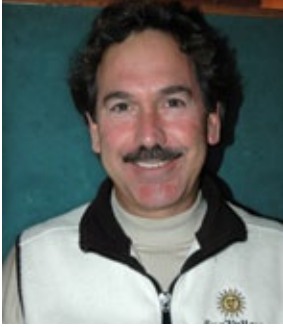
I encourage you to visit the Big Sky Region if you have the opportunity. Everyone is really friendly and the Montanan hospitality is outstanding! It is also about not just the destination, but the journey as well. There are open roads less traveled that we found, beautiful views and great people. Thank you Dave and Big Sky Region! ■

Below: Drive talk. Right: Glacier National Park, Wild Goose Island in Saint Mary Lake. Below: Speedy flying past the pits under the BIG sky with Kathleen driving and Dave riding right seat.



2014 Board of Directors Candidate Statements

ERIC FREEDLE / PRESIDENT



I have served on the board since 2007 in various positions, and served the club in 2013 as President. Having been a club member for over 15 years, I have seen the club grow and change over time. In 2012, we saw our club integrate to an online *Anzeiger*, a user-friendly website, and Harry's e-mail blast that brings news and information to our members. Over the past seven years, I have assisted the club with the Historics, Rose Cups, Arrive & Drives, and working with the AX team. I co-chaired the communication team that oversaw the transition of the *Anzeiger* into the current e-format. With Joe McQueen, Vice-President, Bob Schatz, photo editor, and Nancy Scott, editor, this effort has saved the club many thousands of dollars. This has proved to have been a good investment of time and money, as it has given the club stable financial status. I'm confident that with Treasurer John Brams we will continue to be solvent in the years to come.

Our club focus is on its members, where people look forward to attending events, enjoying their cars and the people at these events. We strongly encourage that members stay engaged in the club and participate in the events. I'm looking forward to working with all of the board members, chairs, and volunteers in 2014. Remember, with the Porsche Club, it's not the cars—it's the people!

JOE MCQUEEN / VICE-PRESIDENT



I have been a member of the PCA for 15 years, the last nine in the Oregon PCA. I have enjoyed the camaraderie and friendships developed over this time in pursuit of motoring fun. When it became evident that our communication processes were lagging I asked the Board if it was time for a Webmaster and re-energized website. In that role I helped direct the changes that have created a consistent set of timely and effective communications tools; namely, *Anzeiger*, the website, and the weekly Blast. We are still developing our delivery of club information in a format that appeals to the majority of our members.

Our website enables event chairs to publicize their events in a consistent format and keep those event ads up to date. *Anzeiger* has evolved to a timely club newsletter that can be produced with up-to-the-minute information and it is no longer constrained to set pages and formats. Our communications tools are up-to-date and effective. In the coming year I will target our communications deficiencies and make the necessary improvements.

We are engaging new members and getting them involved and participating in our great events, but member participation is not at the level we believe is appropriate for 550 members. During the past year the Board of Directors made it a point of emphasis to develop events and engage new event leaders, so that this exciting organization can be more tuned to our member's desires. We have made some progress, but we still need to get members more engaged. As Vice President I will help to guide that continuing effort and make the decisions that will promote improved and new events. As a Board member I will ensure that our members understand the decisions the club makes and the directions needed to keep ORPCA vital and fun. Most of all we will continue to solicit new participation and ideas from our members to ensure that ORPCA is a fun club.

(Continued on next page)

CANDIDATE STATEMENTS, CONTINUED

MIKE O'CONNOR / SECRETARY



With the purchase of my first Porsche in 1999 my wife Mary and I became members of ORPCA. Since that time we have enjoyed making new friends within the club and participating in many club activities including monthly dinners, Arrive & Drives, Autocross and attending three Porsche Parades.

This past year I served as a Board Member At Large, overseeing the annual Spring Clean event, monthly Arrive & Drives and Tech Sessions.

I am honored that for the coming year the nomination committee has asked me to additionally serve as your Secretary.

Twenty-fourteen looks to be another exciting year for ORPCA. I again look forward to being part of a great board who works hard to make your Porche Club membership fun and rewarding.

JOHN BRAMS / TREASURER



Born and raised in Detroit, Michigan. Undergraduate college at Case Institute of Technology, Graduate School at Duke University. Self-employed CPA. Has lived in Portland since 1973. On my fifth Porsche (Super 90, 356C, 1974 911, 2006 911 4S).

Have been the Club Treasurer for about 15 months, since Marlene MacEwan drafted me. Lives in Raleigh Hills (SW Portland).

Hobbies—golf, crossword puzzles, travel.

Wife is Shary—our combined family has five children ranging in age from 23 to 33 all off the family payroll.

ANH LE/ BOARD MEMBER AT-LARGE



I have been a PCA and ORPCA member since 2010. I have volunteered at various events and have developed an appreciation of what the club provides its members. I enjoy meeting all the wonderful people in the club and developing lifelong friendships.

I was appointed by the Board to be your Membership Administrator in 2012. I am delighted to now be appointed as your Member-at-Large. I bring to the club strong organizational skills and years of board experience in other professional associations.

I look forward to working with the Board and am committed to the success of our chapter.

(Continued on next page)

CANDIDATE STATEMENTS, CONTINUED

E.C. MUELLER / BOARD MEMBER AT-LARGE



In the two years of being a member of ORPCA I have greatly enjoyed the activities of the club and have chaired the Marketing and Advertising function, which includes overseeing the participation of our marketing partners. My participation also includes working with members on multiple activities such as the New Member Event, 50th Anniversary at Skamania, Forest Grove Concours and contributing photography and stories for the *Anzeiger*. I am pursuing being a Board member, while continuing these duties, so I may participate in the decision making and leadership for the club. I have tremendous passion for the Porsche brand but also for delivering great experiences for the ORPCA membership. I am a professional marketer by training and experience and I look forward to making contributions that continue moving the club forward.

ERIC UNDERWOOD / BOARD MEMBER AT-LARGE



I'm I am passionate about Porsches and have been since around the age of 8 when I first took notice of these wonderful machines. Whether on the playground or in the neighborhood playing with my childhood friends, I remember that I would always stop whatever I was doing to affix my gaze on any Porsche that came rolling by. From that time on, I told myself that I would own one someday. I've actually now owned two but not much has changed because I still stop to look whenever one drives by.

Fast forward to the present; I first became a member of ORPCA in 2006 and have been a renewed member since October, 2012. Upon becoming a renewed member, I have set out to do whatever I can to help make this club the best it can possibly be. This has truly been an exciting year with the club and my wife and I have enjoyed participating in the various social events and Arrive & Drives. I volunteered at the Rose Cup races at PIR this past summer and have submitted several articles and photos for the *Anzeiger* magazine. Even though these things have been great, the best thing about this past year is the fact that I have gotten to know many of you.

My career is in public service, which is also a passion of mine. From my work as a public administrator, I have gained valuable experience in and have been very successful at working with various groups under varying circumstances to achieve common goals. I am confident that my talents and experience can be effectively applied during my service to ORPCA as a board member and I am eager to get started in this new role. ■

2013 Autocross Awards Dinner

Sunday, November 17, 3:00 to 9:00 p.m.

The Aero Club Banquet Room

9901 NE 7th Ave #C200

Vancouver, WA 98685

(The Aero Club is located only one block west of I-5 off NE 99th St., six miles north of PIR. There is plenty of parking available.)

Final get together for our Autocross group in 2013!

Please join us for an afternoon of **socializing, storytelling, slot car racing, and great food!** (Soft drinks and water provided otherwise B.Y.O.B.), and a **slide show** presented by Michael and Todd (Runs from the Past)



The cost is \$0.00 per person! (Yep that's nadda, zero, zilch, not one thin dime!) Is this a great deal or what? There are great door prizes and awards as well. And we promise we won't make you shag cones in the wet and cold!

We only ask you **register with Michael Pinto mapintotc@yahoo.com or Motorsportreg.com to give us a count for dinner. Please RSVP by November 13.** Limit: Get real, this is the Autocross Group. We stand in the rain for each other.

Questions please email: Todd Averitt taverittster@gmail.com or Michael Pinto mapintotc@yahoo.com

****NOTE:** The Aero Club will be open by Todd Averitt around noon. We could use some help setting up. If you would like to help, contact Todd at taverittster@gmail.com. Please tell your friends and fellow members to join you for a fabulous evening!

November Dinner & Social

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

Casa Colima Mexican Restaurant

6319 SW Capital Highway

Portland, OR 97239

503.892.9944

Social hour: 6 p.m. - 7 p.m.

Dinner: 7 p.m. - 8 p.m.

Hosted by: Steve and Winnie Miller



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ORPCA 2013 Holiday Party

One Enchanted Evening

Sunday, December 1, 5:30 – 11:00 p.m.

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

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

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

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

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

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

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

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

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

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

Announcing the Anzeiger Cover Photo Contest!



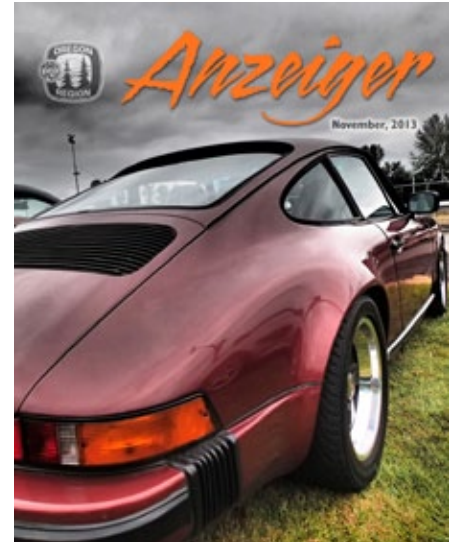
Grab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of Anzeiger, the Oregon Region's award-winning magazine. Enter as often as you like.

Details: Picture Format: Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

Remember that many digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and per-

fect photo, set your camera for its highest resolution. That's the one that uses the most memory.

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



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Marketplace



■ CARS FOR SALE



1981 Porsche 911 SC. 133,700 miles. Runs great but needs some TLC. Mark, 503-880-9575. \$16,500. (8/13)



1988 Porsche 944 Turbo, 118,000 miles, one owner, 5 speed, leather, new tires, removable sunroof w/electric tilt, non smoker, Lonnie, 503-394-4450 lonniemorris@smt-net.com (6/13)



1976 Porsche 914 2.0 fuelie. Black/Black. Complete rebuild in 2000. Approximately 169,000 miles. Very nice 914 in very nice condition. \$7,900.00 Tom Carey 503 642-1331 (6/13)

■ WANTED

Wanted : 2003-2005 911 Cabriolet All wheel drive, tiptronic or manual OK, prefer Lapis Blue but will consider other colors. More options the better, No high mileage or abused car considered. Pictures most helpful. Dick Thomas, rthomas@mwrinc.com

■ PARTS FOR SALE

GoPro 1080 HD Hero Camera with LCD backpack. Includes many optional mounts plus spare battery. \$175 Barry 360-210-7900 (9/13)



1 set of OEM Porsche "Sport Design" wheels, 8xJ19H2 ET57, 9.5XJ19 ET46, Porsche Part # 997.362.156.04, 997.362.158.07 made by BBS in Germany, excellent condition + Yokohama Advan 235/35 ZR 19, 265/35 ZR19 with quite a bit more than 50% left on them. These wheels will fit 997, 987 models (all 911 models, Boxster/S, Cayman/S). \$1950. Klaus Heyne, 503 695-3412. (6/13)

■ FOR RENT

1450 Sq. Ft. garage/shop in Tigard, off Hwy 99 & Walnut. Located in quiet residential neighborhood near Fowler Middle School, very private on back of large lot with gated entry. Well lit, 110 & 220 power, overhead gas furnace, storage shelves, work benches, tool bins and a refrigerator. Has outside water hook-up and additional parking area. Great spot to store and or work on your car collection. Rent the whole shop for \$700 mo or split it with me for \$350 mo. Call Mike O'Connor @ 503-320-2447 (11/13)

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Don Bonta / Gayle Bonta
2005 911 S

Andrew Davidson / Lisa Davidson
1976 912 E

Peter Howe / Laura Howe
1983 911 SC

Jim Lake / Tyson Lake
1986 951

Mark Wills / Deleen Wills
2009 Carrera S

Stefan Mullikin / Joy Mullikin
1988 944 Turbo

Brian Krokus / Don Krokus
1985 Carrera

William Cismar / Shawn Cismar
2005 Cayman S

Steve Groman
2005 Boxster S Roadster

Anniversaries

5 Year Anniversary
Glen Wooden