



# Anzeiger

November, 2014



PORSCHE

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# Anzeiger

Volume 54 No. 10  
November, 2014



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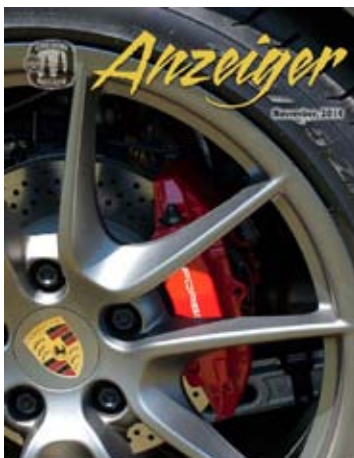
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## ON THE COVER

Beautiful wheel on a Porsche at AX 6. Photo by Steve Scott.

## Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, contact Photo Editor Bob Schatz, [bob@allusaarchitecture.com](mailto:bob@allusaarchitecture.com), and see page 23.

# Anzeiger

*Noun, German*

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

|                                                                                         |                                                              |
|-----------------------------------------------------------------------------------------|--------------------------------------------------------------|
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|                                                                                  |                                                                                     |
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## 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

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|--------------------|---------|
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**PORSCHE**



# Oregon Region Events



## *November, 2014*

- 12 Board Meeting
  - 19 Monthly Club Dinner and Social
  - 30 Holiday Party
- 

## *December, 2014*

- 10 Board Meeting
- 15 Food Box Pack Night
- 20 Food Box Delivery Day

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

**MARK  
YOUR CALENDAR!**

**2014 Holiday Party  
“One Enchanted  
Evening”**

**Sunday, November 30  
(See page 33 for details)**



# If only every Porsche had one of these.



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





**FROM  
THE  
PRESIDENT**  
Eric Freedle



## New Event to Feature Porsche SUVs in 2015

I trust all of us have checked out our tires on the fall and winter rigs we drive in the rainy months forthcoming. November is when most of the leaves have fallen and the streets are getting hit with the rain that brings the oil out of the asphalt, so the roads can be tricky. This is when the AWD systems really shine, and make us all a bit more comfortable out there.

As we wind down 2014, the Board is looking ahead into 2015 for some new and exciting venues to offer club members. For the first time, we will be having an event specifically geared for Porsche SUVs! We know you are out there, so bring that go-anywhere Porsche out for some fun.

We saw record turnouts for the 2014 Autocross, providing the club extra monies that we put into the general fund, to be used to subsidize some of our events such as the 2014 Open House at PIR, and our annual Holiday Party. If you have never done an AX event, you should put that on your “to do list” for 2015! Our last driving event, the Sausage Run, went off without a hitch—covering some 100 miles of great back roads before ending in Mt. Angel for some well-deserved brats and beer.

At our October Board meeting, the financial reports from our Treasurer, John Brams, continue to shine well on our club! Our well-attended AX events, sold out Northwest Passage and PCA subsidies continue to help our revenues exceed the 2014 budgeted numbers. At our November board meeting, we will do a review of our *Anzeiger Annual*, which is a hard copy of compiled *Anzeiger* articles from 2014. We also will be reviewing the budgets that have been submitted for the upcoming 2015 year, and voting for the annual awards that are given to outstanding club members for their efforts in 2014. These awards will be presented at the annual Holiday party.

The ORPCA 2014 Holiday Party will be held Sunday, November 30, at the Portland Golf Club, 5900 SW Scholls Ferry Rd., and registration is filling up fast. Any questions about this event, please contact Marlene MacEwan at [porsche82t@hotmail.com](mailto:porsche82t@hotmail.com).

We continue to send numerous notices of your ORPCA renewals. Please check your e-mail and spam box for these notices. If you change your e-mail, please notify the club with the new e-mail!

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

Happy and safe motoring! ■





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**STILL  
PLAYS  
WITH CARS**  
Peter Linsky



## An Autonomous Porsche? It's a No-Starter

**U**h, oh ... Are we hearing the death-knell of the automobile as we know and love it? A new study by the website Insurance.com suggests that a growing number of American motorists don't enjoy driving any more. The study also finds that a surprisingly large percentage would be willing to step into an autonomous vehicle. When I was gainfully employed in the news biz, I quickly learned not to trust polls without having read the questions' precise language and knowing who had skin in the game. Paul Eisenstein at *The Detroit Bureau*, whose writing I enjoy, quotes the study as saying that "fully three-quarters of licensed U.S. motorists would be very likely to con-



sider, if not buy, self-driving vehicles. And if offered lower insurance rates, the figure jumps to a whopping 86%." That said, notes Eisenstein, there remains a healthy level of skepticism about computer-controlled vehicles. "Nearly 60% of the 2,000 licensed drivers surveyed said they didn't believe an autonomous vehicle's computer system could match the decision-making of a human driver, and 75% said they'd be hesitant to allow a fully driverless car to take their children to school." On the positive side, he writes, "three-quarters of the survey respondents expect all 50 states will pass legislation allowing autonomous vehicles on the road by 2035. Insurance.com says that the vast majority of licensed drivers polled anticipate the cars of that era will be very different from those of today. So, how do you feel about an autonomous Porsche? It's a no-starter for me.

**E**isenstein also came up with this gem: A recent survey of some 3,000 American adults by the shopping website CouponCodesPro.com found that nearly three out of five admit to having sex in an automobile. Interestingly, when asked what kind of car was involved, the now-out-of-production Pontiac headed the list at 11%, with Toyota in second place at 9%. Ford, Chevrolet and Honda rounded out the top five. Fifty years ago, the Austin Healy Sprite might have made the list, if only for the very adventuresome and flexible. And please, no jokes about why sliding sunroofs were really invented. How did CouponCodesPro decide to pose the survey? Is it offering discounts for the most creative responses? *(Continued on next page)*



## STILL PLAYS WITH CARS, CONTINUED

*(Continued from previous page)*

Several websites have commented on the tragic loss in July of what was described as the world's most original surviving 1973 Carrera RSR. Chassis 911 360 1008 was destroyed in a fire that raced through the Sacramento, California, shop, along with more than a dozen other valuable Porsches. The loss was reportedly uninsured. A common theme in the responses was to ask Porsche owners if we have kept our insurance up to date. Good question! If you haven't had a chat with your insurance company about the real market value of your car, and if it is covered under every conceivable situation, this might be a good time to do so.

Ever wonder where the term "Kardex" came from, in reference to the those little file cards on which Porsche kept track of the cars it built, at least before computerized record-keeping arrived on the scene? I was curious enough to ask Jens Torner at the Porsche Archives, and he was kind enough to take this little photo for me, thus answering the question.

Until next time, drive carefully! ■



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### New Members

Greg Bartley / Jeni Bartley  
Sacramento, OR

Anne Gross  
Salem, OR  
2015 Cayman S

Richard Jamieson  
Portland, OR

Osvaldo Rivera  
2008 Boxster  
Portland, OR

Jun Joey  
2015 Macan S  
Portland, OR

### Anniversaries

**40 Year Anniversary**  
Tedric Coleman /  
Karlyn Coleman



# FROM VINTAGE TO MODERN PORSCHE

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## SPINNEN

Randy Stolz



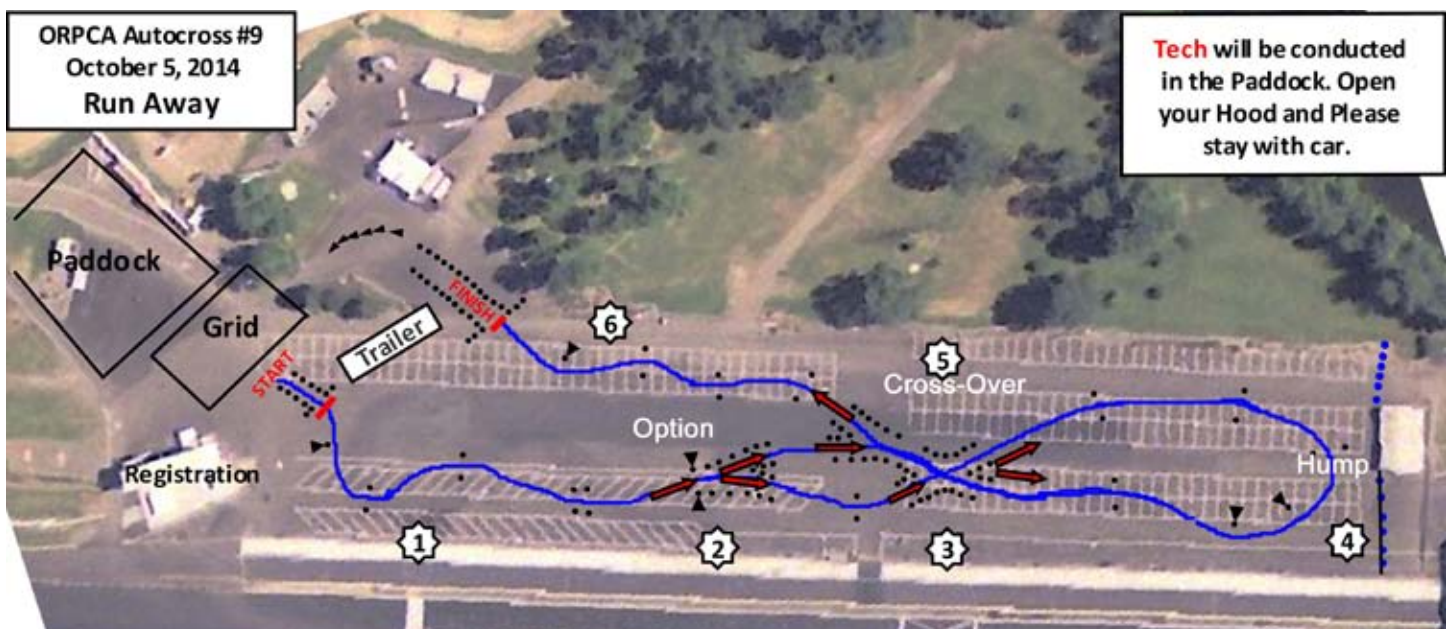
# The Reward: A Learning Experience

Ever since we got a new car last fall, I've wanted to enter an ORPCA Autocross (AX) with it. You see I have my Boxster and a Eurovan, but we really needed an around-town errand-runner. Anyway, we wound up with a 2014 Mazda 3 by a decision process that could easily fill a column by itself.

Almost every car we've owned, save the four VW Transporters, I've taken to an AX at least once. Why? I see it as a learning experience. Just as you would take the driving test for a license, so too, I believe, you should take any new car through a few gates to get a sense of how to control it when the need arises. There are many reasons why I believe that, but for now, let's just say that until autonomous cars become commonplace (why not just take a cab?) or life takes away my ability to drive, I'll continue to maintain this practice. Moreover, I try to do it at least once a year to refresh my memory. Good for me, good for the club.

The back story here is I've been trying to complete my house painting for the year and great weather (80s) was on hand for the weekend. After a long Saturday masking and painting I sat in front of the tube that evening sipping the last of a nice Australian Syrah. As I was just about done in, Ann offered a reward of sorts. "Did you know there's an autocross tomorrow? Do you want to go?" Normally, I would jump at this opportunity but I thought I had one more day to get the painting done and said, "I need to finish the trim before the rain comes back." Later that evening, the weatherman extended the sunny outlook through the following week but I never gave it a second thought and went to bed a tired puppy.

I awake at O Dark Thirty, which comes later and later in the fall. After making coffee, I sit transfixed in front of my PC. Ruminating on my morning download of the world by anyone with a keyboard, it comes to me what I passed up the night before! Could I still go and renege on my painting the trim? I quickly go to the ORPCA website. Autocross #9 ... Be there by 7:30? It's now 7! I wake my dearest and let her *(Continued on next page)*



## SPINNEN, CONTINUED

(Continued from previous page) know what's up. She says, "Okay, hon. What do you mean you're taking MY CAR?" Allaying fears, I make the case as explained above plus a promise to finish the house trim on Monday. All in hushed, calm, tones.

Okay, dump the usual detritus from the back seat. Helmet? Check. After a breakfast of coffee and Mickey Dee's finest en route, I arrive finding we are using the pro-pits inside the track. The Alfa Club is having a track day but it's early and I'm waved across the track to find a pit where I can.

As I roll in, I see Barry Cogut and wave him over. He's got a big grin on his face. "What's this?"... "I thought I'd run this one today."... "I hear they're a fun car."... "I guess we'll find out how much." Then, I see Jeff Gretz, "Hi Jeff ... Yea it's the wife's car." He's says, "Yeah, so is your big TV."

---

While you can stand at the entry to a complex of cones and try to burn "the way" into your memory, or say "turn in here" or "this seems to be the quicker line," it all can go out the window when you view the course from a lower angle in the car ....

---

Registration was longer than usual, since I'm a "walk-on" and it's my first (and last) event of the year. I was in the "SO1" class for 986 Boxsters, but now I'm introduced to the Non-Porsche classes, NPA, NPF, and NPR. The Mazda fits in NPF, along with other front-wheel drive cars like a Ford Focus, VW Golf, or a Dodge Neon. NPA means All-Wheel Drive like the Subaru WRX or an Audi Quattro. NPR does NOT mean National Public Radio.

After registration, I see Chuck Jarvie for Tech inspection. I used to run against Chuck in his Boxster years ago and it's good to see him still going for it. I tell him I have a new car and he asks if I've torqued the wheels ... No. He says he's had limited success with dealer's torque settings. Mine are fine. A few more items, a helmet check, and we're done.

As long as I can remember, Chuck has been doing autocross. Even when I was doing SCCA Solo II in the '90s, he was there in an old Reynard formula car. You'll not meet a more friendly or astute enthusiast of the sport. He says these days his car is "faster" than he is. I tell him, "Look at it this way, you don't have to spend any more money!" He smiles and I wish him luck as always.

It's time for a course walk. This one looks like an open-ended figure eight with a slalom after the start and before the finish. The "Cross-Over" is, as to be expected, an optional right or left, and before that, the "Option" to take a right or left to the Cross-Over (see map). Sound confusing? Try driving it for the first time. With four possible choices, there are plenty of ways to mess up.

I meet up with Todd Averitt, the AX Chair for ORPCA. After losing several key autocross folks in the past few years, Todd has done a great job of not only running, but promoting the program (see his column in most *Anzeigers* for info on the ORPCA program, along with some valuable tips on autocrossing.) He and his cadre are making adjustments to cone placement on the course. A fellow scribe for the *Anzeiger*, I tell him I've had "writer's block" for the last few months, and in so many words he hoped that would be fixed today ... so it has.

We continue walking the course until the signal is given for the course to turn "hot" for a test run. This is usually done by an experienced driver, usually of regional or national standing. Today it's Tom Kotzian in a Barry's Cayman S. Everyone moves off the course to watch a thing of beauty. Already, I'm anxious to jump in my car. Tom gives his blessing and the cones are chalked (outlined) for their final placement. Todd continues his duties elsewhere and I continue my walk.

Over the years, I've learned to take course walks with grain of salt. While you can stand at the entry to a complex of cones and try to burn "the way" into your memory, or say "turn in here" or "this seems to be the quicker line," it all can go out the window when you view the course from a lower angle in (Continued on next page)



## SPINNEN, CONTINUED

*(Continued from previous page)* the car and moving at much higher speed. I make a few notes on the course map but we'll see. One thing's for sure, the Option, the Cross-Over, and a significant "Hump" in the pavement at the top lobe of the "8" looks tough.

Soon it's time for the Driver's Meeting. It's a time for clarifying work assignments, how to score cones, giving tips, admonishments, and "Run Groups," (class dependent) which determine whether you, rest, work or run first. Today we'll (hopefully) get eight runs. Looks like I'll be running last so I get to rest first. That's okay, because you can learn a lot about the course and how to drive it by watching others.

A good thing about autocross is there's no restriction to the grid. You can walk through it while the cars are running and see the different cars, setups, and what each driver does to prepare for the next run. The grid looks to be five lanes wide by about five cars deep, with one lane reserved for "dual driver" cars. They run through the dual driver lane first then the next and the next then switch back to the dual lane which has changed drivers, then, finish the last lanes. It's not a perfect cycling of cars but it's easy to remember for everyone except those who are too busy socializing between runs (including me).

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He looks at me with a stare and says, "You've got experience, right?" I nod, thinking I have too much experience and not enough legs to shag cones. Old turn workers get that way. "You're the starter," he says. I nod again, thankful.

---

I guess it's been quite a while since I've walked through the grid, because I don't remember what looks to be garden spray bottles about. You remember how folks started showing up with tire warmers? Yep, these are for tire cooling ... Let's hope they're smart enough not to use anti-freeze ... Hey! Why not use bleach (an old drag racer's trick) for burnouts at the line? ... Along with compressed air bottles, pumps, pressure gauges, a milk crate full of other miscellaneous goodies and drinks, it's yet another piece of gear to bring along. No matter, assuming the bottle is only used for water there's been a few hot days in the past when I'd say to hell with the tires and use it on myself!

As the cars begin their runs, the first ones for many are pretty slow—reconnaissance runs, if you will. It's often tricky the first few times through a sea of cones. Some never do find their way. Others get it right from the start. I can see some going right on the Option and others going left. Some even go right at the Cross-Over (not really a cross-over in this case as you *MUST* go right on the return). There was some speculation that going right might be a faster way but that's proven wrong very quickly as many miss the following gate resulting in the dreaded "DNE."

More runs show the Hump unsettling cars and the ensuing off-camber right sweeper kicking cars sideways. Cones are starting to fly on gates approaching the finish as drivers press for lower times towards the end of their session. I hope I remember all this as it's time to do my work stint.

Our Run Group 3 gathers 'round the trailer as Todd picks folks for station team assignments, each station has as a minimum, one person on the radio, and two folks to reset downed cones. He looks at me with a stare and says, "You've got experience, right?" I nod, thinking I have too much experience and not enough legs to shag cones. Old turn workers get that way. "You're the starter," he says. I nod again, thankful.

One of the great things about the ORPCA program is the number of runs you get. Nominally, you get three more runs than other venues. From a driver's perspective, it's most forgiving and you have a chance to really explore different approaches to technique and to the course. Failing that, there's a chance to redeem yourself. From an event execution point of view, it places a premium on keeping the cars moving and course issues to a minimum. Not easy.

What we do to keep the "pipe" full is start cars when a car on course is about two or three gates from the finish. If a cone is downed at that point, there's enough time to safely fix it and get off the course; otherwise, the next car is red-flagged (stopped) on course and given an extra run. About a dozen other things *(Continued on next page)*

## SPINNEN, CONTINUED

(*Continued from previous page*) can slow down the process, so I'm keeping my fingers crossed as "Control" takes a final status of stations on the radio.

When the course goes hot, I give them the first car number, check helmet and seatbelt, send it on, and wave the next car to the line. For me, as starter, watching for track status and a clear course before I release a car is most important. Between that and an occasional sweep for fluids at the line, my work session was over sooner than I thought it would be.

At last, my run session is at hand. A timing light issue in the first session has cheated us all out eight runs but for me, seven is more than enough. My NPF car and others run with the NPA cars. The Mazda, bone stock as it sits on the grid with all manner of altered Neons, WRXs, STIs, STs, etc. is not to be heard. The loudest part being the paint (red) which I hope is good for an extra second of speed.

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**After the drop, still in second gear, I punch it and the front now hooks up. YEAH, BABY!**

---

Fortunately, the seat is communicative as I take my first run. This two-liter has a selectable auto six-speed gearbox that you can row back and forth on the lever, but I decide to leave it in full auto for the first few runs to learn the course and get a feel for things. For some odd reason, I take a right at the Option and, perceiving "the way" to the left I, illogically, GO BACK to the course as if I'd gone left at the Option (?). I do this on the next run too. The car feels good, but as I don't know where I'm going wrong—I'm in a bit of a panic as the first two timing slips say DNF! ... I feel like an idiot, lost in space.

That's it! I'm going left at the Option and the Cross-Over on the next run. Can't be any worse!

The next three runs are good as I make all the gates dropping six seconds off my time. There's an immediate left 20 feet from the start line that seems to bog me down, but I pick up speed through the next three or four gates. The tranny shifts to third through the Cross-Over, I enter the upper lobe of the "8" on the left too hot and in too high a gear as the radius decreases to the Hump at the top of the eight.

BAM! We drop into understeer and give it power, but there is none as I'm still in third, a gear too high. I think, "This is a nose heavy front driver ... not your Boxster!" As the tranny finally kicks down to second, things get going again back through the Cross-Over as the last three-gate slalom and a hook right to the finish looms. I seem to be going in too hot, but the brakes work really well. Steering is great, but I just need more response on gate exits.

Okay, I've got the course and the feel of the car. Let's see what we can do. Remember, it's a front-driver, so punch it when the front starts to push ... Left foot on the brake, right foot on the accelerator and the tranny now in manual mode, I release to a nice "chip" of the tires with a spritely jog through that first left. Up to second and through the first gate she's pulling nicely all the way to the Cross-Over but tapped out beyond and into the first gate of the upper lobe, no matter, I feather the throttle a bit then trail brake into the Hump. After the drop, still in second gear, I punch it and the front now hooks up. YEAH, BABY!

The Yokohama "Blue Earth" low-rolling resistance tires protest as the car now pulls its way through the corner like it should. Once again, I'm trail-braking into and feathering throttle through the last set of gates. A final punch out of the hook right into the finish, as I feel like I'm going take out the timing lights ... All this for another second saved.

My last run was the same, save for a little too much aggression in the slaloms, thus losing a half-second. Probably not much more improvement would be there given an eighth run. I'm at once frustrated but happy. It's all good. A great time.

All in all, it was a really good day. I got to understand the feel of this car should I ever need to stop in a hurry or swerve to avoid something. It's a good little car and—oh yeah—on Monday I finished painting the house.

—KEEP SPINNEN. ■



# Autocross #9: Decisions, Decisions

Story and Photos by Todd Averitt

The last autocross of the season is supposed to be easy; a kind of second-nature event, and fun (consisting of anything requiring minimal thought and concentration). We'd been through eight previous venues, so this one should be a simple meandering through the pylons, right?

If that was what you were expecting upon arriving in the north paddock at PIR for autocross #9—kaboom! Your darling little Disney scenario just exploded into a mind-numbing, decision-making, heart-pumping adventure. What a fantastic way to wrap up the season and determine class winners.

Your run began long before your right foot ever touched the pedal. You had to envision the route you were going to take and stay true to it. You could go right-right, right-left, left-right or left-left. Indecision would cost you three-quarters of a second, one second or more. You had to take that deep breath, see the route in your mind, then go for it full bore.

The course was a quick one. Quick enough that I swear some of our participants were out running Alfa Club Track Day cars on the front straightaway.

It was an adrenalin-rushing, mind-numbing, thrill-a-second ride. I hope everyone enjoyed it as much as I did.

I thank everyone who came out and participated! Because of your interest, we broke every ORPCA autocross attendance record. Those records include most participating in a single event—85; most registered—96; highest average timed participants per event—68; and the most important ... most smiles per event.

Great year! Have new things planned for next season. Stay tuned for updates over the holidays.

To the finish ... see the photos on this page and the next.

May all your roads be twisty and dry. ■



M01: Dave Frasier #39 in his 1981 911SC



I01: Cary Cutter #59 in his Carrera 3.2 RS



P01: Harry Danberg #6 in his 1973 911T



P02 and fastest Porsche: Jeff Gretz #11 in his 2001 Boxster S

## OCTOBER AUTOCROSS, CONTINUED



P03: Barry Cogut #1 in his 2010 Cayman S



S01: Bryan Brock #36 in his 1997 911 Carrera



S02: Dana Jacobsen #37 in his 2004 Carrera 4S



S03: Mark Qandil #7 in his 911 GT3



NPA: Sammy Lin #157 in his Mitsubishi EVO X



NPR: Dennis Healy # 412 in his 1967 Shelby GT500

Top Time of the Day also went to Dennis Healy in his 1967 Shelby GT500, completing the course in 27.216 seconds.



NPF: Eric VanDyke #220 in his Dodge Neon



# 2015 Board of Directors Candidate Statements

## JOE MCQUEEN/ PRESIDENT



I have been a member of the PCA for 16 years, the last ten in the Oregon region. 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. I believe we met those objectives and now have an effective communications infrastructure. It's time to move on to other challenging objectives.

We are engaging new members to get them involved and participating in our great events, and member participation has increased considerably. 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. Now is the time for the Board to identify the next group of leaders who will take the wheel of our great club. This is one of our top priorities in 2015.

As President I plan to guide ORPCA towards a broader scope of improved and new events, and in an effort to engage our SUV brethren branch out to off road activities. As president and with the Board, 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 I will continue to solicit your participation and ideas to ensure that ORPCA is, above all, fun.

## ERIC UNDERWOOD / VICE-PRESIDENT



I'm passionate about Porsches and have been since around the age of eight. I can tell when a Porsche is coming down the road by the sound of the engine alone.

I first became a member of ORPCA in 2006 and have been a renewed member since October, 2012. Since 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 been another exciting year with the club and I have enjoyed coordinating the Caves Tour, leading an Arrive & Drive to Hood River, managing ORPCA participation at the Rose Cup Races and the Forest Grove Concours de Elegance, and leading the Teddy Bear Parade, which was a first for ORPCA. I have also contributed content for the *Anzeiger* magazine and have developed promotional materials

for the club. However, it remains true that the most rewarding and fun aspect of the club for me is interacting with fellow club members.

My career in public service has provided me with invaluable leadership experience that has leveraged my success in working with groups of varying dynamics to achieve common goals. I am confident that my talents and experience will align perfectly with what is required to successfully fill the role of Vice-President. I am excited to have the opportunity to serve the club in this capacity and I look forward to an exciting year to come. (*Continued on next page*)

## CANDIDATE STATEMENTS, CONTINUED

*(Continued from previous page)*

### CRISTY JOHNSON / SECRETARY



**H**aving been a member of the Porsche club since 2010, I have met many great people with the same passion for the iconic car as myself. I have owned two Porsches, a 2009 Cayenne and 2013 Boxter S, and have participated in the club during the Arrive and Drive and social events experiencing great times in each occurrence. I have personally organized dinner social/meeting making the experience easier with great response from other members. I hope my participation as a board member can help this wonderful club to grow in the coming year.

### TREASURER / JOHN BRAMS



**B**orn 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 over two years, 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 24 to 34 all off the family payroll.

### BOARD MEMBER AT LARGE / TODD AVERITT



**D**on't we all love to drive these fantastic cars!" was an opening statement Dr. Gary Chapman made in his BOD introductory letter. I couldn't agree more, nor feel it could be better stated. That one statement says it all about our club.

I was asked to participate at the BOD level this year as a Member at Large by the nominating committee. I appreciate their confidence in my abilities and leadership.

Over the past three years a fantastic team of club members and non-club members have come together to run the autocross events efficiently and with a huge measure of fun and camaraderie. We have grown the program in budget, participation, quality and scope of events. I intend to continue with my role as Autocross Chairman. It will be my main focus,

but not my only focus.

I realize this is a club composed of people who are here to have fun with their fantastic cars. The strengths that I will bring to the board, as a member at large, are a passion for organization, teamwork, appropriate recognition of team volunteers, leadership skills, as well as just having fun.

We have, as always, challenges to overcome and decisions to be made. Through the combined efforts of your BOD we can guide the club through these challenges, maintain the fun factor for the membership, and bring even a greater spirit of participation and volunteering. I would be happy to be part of the team. *(Continued on next page)*



## CANDIDATE STATEMENTS, CONTINUED

(Continued from previous page)

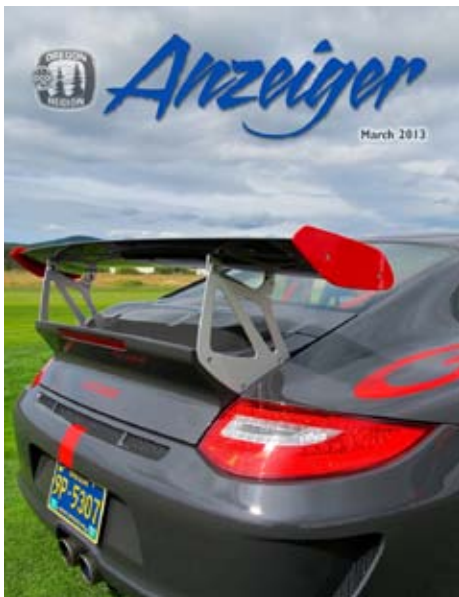
### BOARD MEMBER AT LARGE / CHARLIE SCOTT



**H**i my name is Charlie Scott, I have been a member of ORPCA for almost three years. But this journey to become a member started way back in 1963, yes 1963. I was an Army brat stationed in Germany back in 1963. Every afternoon as I would walk from the dependent housing to the army base where I would see this red 356 just screaming around the curve and that is when I was hooked on Porsches. From that point on I wanted a Porsche. Many years later I finally got a Porsche even though some would say it was not a real Porsche but to me it was, a 914. That 914 was replaced by a 924 which replaced by a 944. So here I am today after a long dry spell of not having Porsche I have a Boxster and couldn't be happier!

Going forward I would like to be a more active member of the ORPCA. Serving the membership on the BOD will help achieve that goal. A few of the changes I would like to see, more stay over weekend drives like the Caves this year and Crater Lake. We also need to bring more new members in. One way we might do this give new member a trail membership to they can experience what the ORPCA is about and all the fun things we do. I am looking forward to serving you on the BOD in 2015.

## Announcing the Anzeiger Cover Photo Contest!



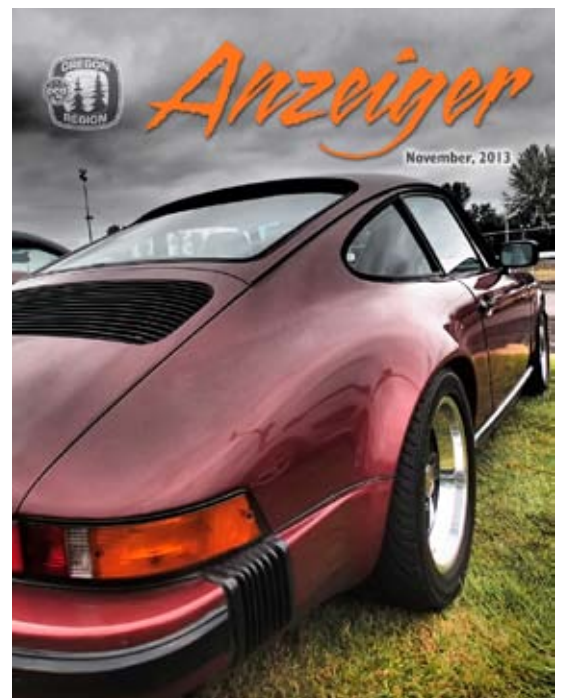
**G**rab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of Anzeiger, the Oregon Region's award-winning magazine. Enter as often as you like.

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

Remember that many digital cameras and software compress the image so much that it becomes

unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, set your camera for its highest resolution. That's the one that uses the most memory.

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



# November Social & Dinner

Wednesday, November 19

6:00 to 8:00 p.m.

**Los Potrillos Mexican Restaurant & Bar**

**1735 SE 192nd Ave  
Camas, WA 98607**

Hosted by Steve and Winnie Miller

RSVP [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org)

Limited to 30 attendees, so RSVP early!

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

Dinner: 8:00 p.m. to 9:00 p.m.



**J**oin us for some excellent mexican food and an outstanding tequilla bar. SEE YOU THERE! ■

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## ORPCA 2014 Holiday Party

### *One Enchanted Evening*

Sunday, November 30, 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 2013 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” (encore from last year’s party)**

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](http://Motorsportreg.com)

RSVP by November 21; \$15 surcharge per person after November 21. *Limit 160 persons.*

NOTE: The fireplace room will again 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 charity\*\***

**Questions please call or email:  
Marlene MacEwan 503-936-9887,  
[porsche82t@hotmail.com](mailto:porsche82t@hotmail.com)**



# Holiday Food Box Party

Pack Night: Monday, December 15, 6:00 to 9:00 p.m.

Box Deliveries: Saturday, December 20, 9:00 a.m.

## Portland Police Bureau Sunshine Division

687 N. Thompson St.

Portland, OR 97227

**C**ome joining fellow ORPCA members for our annual trek to the Sunshine Division warehouse to help with the packing of food boxes for local families in need this holiday season! This is a great event and a chance to give a little of our time to the less fortunate. You have two opportunities:

**PACK NIGHT:** Club participation is limited to 15 members and spots fill up fast! If you would like to join in the fun, please RSVP to Mike O'Connor at [secretary@oregonpca.org](mailto:secretary@oregonpca.org)

**BOX DELIVERY:** Spots are also open to help with food box deliveries. If interested, please RSVP directly to Kris Padden at the Sunshine Division, [kris@sunshinedivision.org](mailto:kris@sunshinedivision.org).



Photos from the 2010 Food Box Party. Top: Paul Goudy packing oranges. Left: Bob & Kathleen Ellis, Mary O'Connor & Donna Helzer. Above: Andy Wilson. Photos by Jim Ayers

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## 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

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## Wheel Polishing & Repair

Skip's WheelWerks ..... 503.641.8001

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**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) ■

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19" BBS CH-R (Bright Silver w/Polished Stainless Lip), 4 Wheel set - asking \$1,600

Wheels were on a '08 Porsche Boxster for ~10K miles. new, this set of 4 wheels is ~\$2700. They are in good condition minus one rear wheel has minor scratches on the stainless lip, one front wheel has some minor scratches (see magnified images)

FRONTS: 19 x 8.5

Offset: 51mm Backspacing: 6.81" Bolt Pattern: 5-130

Recommended Tire Size: 235/35-19

Weight: 24.4 lbs ea.

REARS: 19x10

Offset: 38mm Backspacing: 7.01" Bolt Pattern: 5-130

Recommended Tire Size: 265/35-19

Weight: 26.8 lbs ea.

Contact Stan Tomiyasu, : 503.332.3819, stamiyasu@msn.com. (9/14)

## ■ PARTS FOR SALE



2009 Cayman S brake parts: Front OE calipers, \$300 for the pair, front and rear OE brake rotors, \$50 each axle set. All used for just 10K miles, no track time or abuse.

Mark Wilson 503 936 5336 m.wilson94@yahoo.com (6/14)

## ■ WANTED

1974 VW Thing, Type 181. Good shape not perfect but good. Dennis Nolder 503-392-4883, dandj42210@gmail. (11/14)