



# Anzeiger

October, 2013





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# Anzeiger

Volume 53 No 9  
October, 2013



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## ON THE COVER

A row of 911s at Commemorating 50 Years of the Porsche 911 event in September. Photo by Charlie 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 29.

# Anzeiger

Noun, German

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

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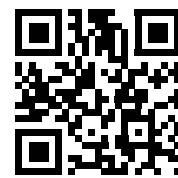
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# Oregon Region Events



## *October, 2013*

- 5 HPDE at PIR
  - 6 Autocross 8
  - 8 Board Meeting
  - 12 Arrive and Drive
  - 16 Monthly Club Dinner and Social
- 

## *November, 2013*

- 12 Board Meeting
- 16-17 Autocross Players Celebration Weekend
- 20 Monthly Club Dinner and Social

## *December, 2013*

- 1 Holiday Party
- 10 Board Meeting

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

**MARK  
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(See page 30 for details)**





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## Fall Has Arrived in Force

**W**ith the best weather behind us, we will become more selective as to when to drive our Porsches (Cayenne owners not included). The September AX sure proved to be interesting, as we saw the first ever thunder/lightning delay in the second run group. As I write this article, I am reminded what will be common in the coming months, with rain and wind pelting away at the house windows.

Those that chose to attend the event at Skamania Lodge celebrating the 50th year of the Porsche 911 were treated to spectacular 80-degree weather, awesome scenery and many wonderful cars! This event drew people from regions near and as far away as Calgary, Alberta; and cars of distinction and history, along with a national keynote speaker Preston Kelly.

The previous days of rain really greened up the grass and curtailed any dust, allowing the cars to really shine, and our MC (Peter Linsky) and his trusty sidekick (Randy Stolz) to interview many of the car owners.

We had many class winners from our region! Many thanks Paul Kust (event chair), Chuck Hervey, Anh Le and the rest of the team, as well as all of the sponsors that pulled together to create this fantastic event.

On the Sunday of the 911 event, a band of Porsches took off and explored roads east of Skamania, led by Bob and Kathleen Ellis (the tourmeisters) and eventually ended at Maryhill Museum. Please refer to our website for photos of the 50th event.

This brings us to new proposals and solicitations for next year's events, with a deadline of Oct. 15. Your proposals will be presented to the board, and if you and your team can lead an event that fits within our budget and insurance guidelines, we would most likely approve it. Remember, its members like you that make up the club, and without your input and support, the club becomes flat. Our Nomination Committee, which is comprised of past presidents who are active club members, are currently reviewing and making recommendations to the board regarding officer positions for 2014 and beyond. *(Continued on next page)*



The Miatas did very well at the September Autocross, as they often do. Photo by Bob Schatz



## PRESIDENT'S MESSAGE, CONTINUED

*(Continued from previous page)*

Our driving events will be winding down over the next month, our last HPDE on Saturday, October 5, at PIR, AX on October 6, and the Arrive & Drive on October 12. The A&D will be the Second Annual "Sausage Run" hosted by Joe McQueen.

We will do a grand finale end of year "fun event" AX and awards banquet at Spirit Mountain Casino over the weekend of November 16 and 17, on some good asphalt. It's open to all ORPCA members and anyone who has attended at least one AX event this year, and we will probably see some interesting cars given that it will be held so late in the season. Be sure to bring your umbrellas and rain gear!

The ORPCA Holiday will be held on Sunday, December 1 at the Portland Golf Club, 5900 SW Scholls Ferry Rd. and registration is open—but filling up! This marks the second year that we will hold the party at this very nice venue and is a must-attend event. Any questions, please contact Marlene MacEwan at [porsche82t@hotmail.com](mailto:porsche82t@hotmail.com). All of our members are welcome to attend our monthly board meetings, held on the second Tuesday of each month at Dang's Thai Kitchen restaurant in Lake Oswego, 670 N. State St. There is an open session at the end of the formal agenda for members to share their ideas and thoughts.

Remember to check our website [oregonpca.org](http://oregonpca.org) for all of the remaining events for 2013.

Happy Motoring! ■



Rod Street in his 2007 Boxster at the August Auto-cross. Photo by Bob Schatz

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**STILL  
PLAYS  
WITH CARS**  
Peter Linsky



## Mercedes Earns Highest Auction Price at Goodwood

In early July, one of the most iconic racing cars in the world changed hands for a stunning amount of money. Give all credit to the auction house Bonhams, which landed the ex-Juan Fangio 1954 Mercedes Benz W196 single-seat Grand Prix car for its annual sale at Goodwood—the ideal locale for such an offering. The Merc was hammered sold for an astonishing \$29.65 million, the highest price ever realized at auction for any automobile, and more than twice the previous record auction price, \$16.39 million realized for a 1957 Ferrari 250 TR Prototype sold by Gooding and Company at Pebble Beach



in 2011 (Full disclosure: I write for both firms). Bonham's noted that the sale price was came close to—but did not equal—the all-time record for an automobile sold between private parties, an ex-Stirling Moss Ferrari 250 GTO that changed hands for a mere \$35 million last year. At the time of this writing, no information was available concerning either the consignor or the buyer of the unrestored Fangio race car, which won two Championship races in 1954 (the German GP at the Nürburgring and the Swiss GP at Berne), but on hearing the news, I asked myself "What happens to this car now?" Will it end up behind glass in some museum, or parked in some zillionaire's living room or man-cave? Will its tires (new, I hope) ever again touch the asphalt of some of the world's most hallowed racing circuits? Every year, there are fewer and fewer enthusiasts who can recall the sight and sound of this magnificent machine being driven in anger, or at least with enthusiasm. It would be a shame if its newly-established value condemns it to static display from now on.

For owners of early water-cooled Boxsters and Carreras, some very good news, with an announcement that Porsche has agreed to make whole any owner who had to pay for repair of a failed Intermediate Shaft (IMS) out of his or her own pocket. Details appeared in the July 2013 issue of *Porsche Panorama*. Many such cars were out of their factory warranty or certified pre-owned car warranty, and Porsche had declined to cover that repair. A lawsuit followed, with the settlement announcement coming in July. I would anticipate that this news will mean a recovery in the steadily declining market value of these cars. Now, Porsche should bite the bullet and also pair for out-of-warranty rear main seal repairs. (Continued on next page)



## STILL PLAYS WITH CARS, CONTINUED

*(Continued from previous page)*

**T**he fight over Ethanol-“enhanced” motor fuels continues; the latest news is a win for the corn lobby and a setback for those individuals and groups battling to slow or stop the steady encroachment of this foolish enterprise. In June, the US Supreme Court ruled that organizations—including The Alliance of Automobile Manufacturers and the American Petroleum Institute—lacked legal

standing to appeal a lower Federal court decision allowing expanded use of E15 in cars built before 2001. Nearly all of us have had to deal with mandatory E10 in all our vehicles that past few years, but E15—which appears to be even more damaging to the fuel systems of older cars and trucks—is already being sold in some parts of the country. You can find Ethanol-free premium-grade gasoline around Portland with some effort, but be aware that it is expensive ... about five bucks a gallon. By the way, the next time someone tells you that Ethanol is a wonderful idea, point out to them that the FAA won’t allow it to be used in aircraft engines. I wonder why?



**S**ome years ago, I opined that I would never buy another new automobile because they were all being fitted with so-called “Black Boxes,” on-board data-gathering devices that could store all sorts of data about the vehicle’s — and the driver’s—actions in the moments preceding an accident. Not that the data gathered therein wasn’t useful in reconstructing an accident, which could help the industry build safer cars and trucks, but because it would allow the camel to poke its nose into the tent. The data could find its way into the hands of other interests which could potentially download information that would otherwise be none of their business. Can you imagine your insurance company demanding the right to download stored data that could show that the car was being driven faster than the posted speed limit, based on an internal GPS marker? Alas, when just about every new vehicle is thus equipped, my options grew very small, and I eventually bought a new car which I know contains this sort of device. The New York Times recently offered an update on this technology—and its potential abuse—in July. Here’s the link, for your interest: [http://www.nytimes.com/2013/07/22/business/black-boxes-in-cars-a-question-of-privacy.html?nl=todaysheadlines&emc=edit\\_th\\_20130722&\\_r=0](http://www.nytimes.com/2013/07/22/business/black-boxes-in-cars-a-question-of-privacy.html?nl=todaysheadlines&emc=edit_th_20130722&_r=0)

**N**o, I did not waste my time watching “Sharknado” this summer on whatever desperate cable channel offered it up ... but reading about the utterly inane premise of a huge waterspout (a tornado over water) sucking up countless sharks (where were all the other fish in the area?) and dropping them into a major city where they could wreak havoc with their pearly whites, dear—left me musing about another slightly more likely scenario. What would happen if a huge storm passed over the warehouse area at a major US seaport where, say, new Porsches were being prepared for distribution? Rather than just flooding the cars in the tidal surge (that actually happened with Hurricane Sandy), why not envision the storm sucking up every Porsche in sight? Instead of hapless hammerheads falling out of the sky, why not new Caymans or Cayennes? Unlike sharks, these airborne beasts wouldn’t bounce when they returned to earth, and they probably wouldn’t pose a threat to any human in the vicinity, unless one happened to be standing directly underneath when gravity exerted its inevitable force. So, then, could you imagine a movie entitled “Porsche-nado”? Or “Any Porsche in a Storm?” Until next time, drive carefully! ■

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## Calm, Cool and Collected:

# ORPCA's AX Season Cools Down in the Hottest Month

by Michael Pinto / Photos by Bob Schatz

I'm sure you're expecting another report of record-breaking attendance (120 cars!) and insane course maps (loop-de-loop!), but the high heat and sun in August apparently scared everyone away. A mere 43 drivers braved the giant ball of fire floating in the sky to take a stab at "Mini PIR," a configuration designed to mimic Portland International Raceway with the chicane.

Fabrizio Leone took the victory in NP-S with his Toyota MR-S over 16 other drivers, including Jason Green in second place in a new Scion FR-S; Vladimir Fedotov in third place in his Mitsubishi Evo X; and Kathy Averitt in fourth place in her turbo Honda Civic. Newcomer Sam Um brought up the rear in 17th place, with an amazing 66 Mustang taking his first autocross laps. None of the top five in points came out to this event, and two new people climbed all the way up to sixth place. It's never a good idea to let up early in the season, fellas ...

NP-R featured four drivers, and Josh Hopwood and his 92 BMW 325i took the victory again, moving him into the points lead. Steve Schuback, a long-time participant, came out for the first time in 2013 to earn second place in his Lotus Elise. Rudy Avalon is second overall in the points championship, and has attended more events than Josh, so this will be an interesting finish.

Jim Pileggi continued his domination of S02 in his '05 Boxster S, taking the victory by 1.654 seconds over Gary Johnson's '07 Cayman S. Jim's missing event leaves him a mere three points up on Gary.

Bryce Bederka took the S01 victory for the first time in his '99 Boxster, with Rod Street's '07 Boxster in second. Rod is now tied for first in points with absent Chuck Jarvie, and Bryce moves up to third, a mere three points behind.

Barry Cogut returned after an extended absence to find his previously deserted P04 class suddenly have competition in the form of Donald Prier and Alex Perekurenko, both in 996-era 911's. Barry's Cayman was able to claim the victory and retain the points lead. *(Continued on following page)*

Bryce Bederka is top in his class in his 1999 Boxster.



**More photos from the August Autocross on the following page**



## AUGUST AUTOCROSS, CONTINUED

*(Continued from previous page)*

In P03, Jeff Gretz managed to keep it clean this event, and wheeled his Boxster S to the victory over Bob Schatz's Boxster S. This has extended Jeff's points lead.

In P02, King Eric of Freedle the Third managed to not get lost, and to keep his '86 911 ahead of Jim Parks' '86 911. His Royal Highness has cemented his points championship lead further with that result.

Ryan Davis and his 944 finally earned his first victory, defeating points leader Harry Danberg's '73 911T. Ryan doesn't have a mathematical shot at Harry (unless he just doesn't show up), but early season winner Cary Kutter does (Cary, where'd you go?!).

Your author took the sixth victory in a row in I01, once again having to resort to cheating and blatant lies to win by barely half-a-second over car owner and Autocross Chair Todd Averitt. I'll have to run another 50-shot through the hidden nitrous next month ...

And last, but certainly not least, M01 had a real-deal shootout for the first time in awhile, with Greg Olsen and his 2000 911 taking the class win and the overall FTD, over Douglas Skinner's stupendous '73 911 Carrera hot rod by .005 seconds! That is the closest overall finish in the history of ORPCA (see, I wouldn't let you not get another record broken). Porsches actually outright dominated the overall charts as well, taking first through fifth place overall.

Elsewhere in this issue you will read about our Autocross Player's Weekend at Spirit Mountain Casino; this event should be an absolute blast and we hope to see you there as well. As always, additional pictures are available at <http://www.facebook.com/CascadeRacing>. ■

Jimmie Mittelstedt in his 1982 911.



Jim Pileggi in his stock 2005 Boxster S with street tires is not only top in his class but 4th fastest car of the day.



Doug Skinner pulling tight into the small sweeper. Photo by Bob Schatz



## A Stormy Afternoon at September Autocross

by Bryan Brock / Photos by Bob Schatz and Mike Pinto

**T**hunder? Check. Lightning? Check. Downpour? Check. Pre-registered? Check!

For those of us who were not scared off by the forecast for Autocross #7 on September 15 (or because we pre-registered before we saw the forecast), we got everything we were promised and then some. Thanks to the devoted crew of volunteers, we were off to a punctual start at 9 a.m. However, we were told right away that because the forecast was for thundershowers at 1 p.m. we would only be getting six runs (typically we get eight). The first group out was treated to a wet, misty, semi-slick course. But as time went on and the course dried out, the times came down. Forty seconds was the barrier to break, and Greg Olsen was the first to break through and ended up with top time of the day at 38.523.

By the time the second group went out, the course was dry and we all felt that the first run group's times would not hold up. The 40-second barrier was quickly broken, and it looked like some very good times were on the way. Then everything changed. First it was the thunder that foretold of what was to come. Then the clouds rolled in, and with them came a downpour that sent even the hardiest native Oregonians for cover (ducks too). The course was temporarily shut down because it was decided that corner workers holding flags in the parking lot were lighting rods for—yes, lighting! When we started back up, the wet course became the equalizer and the times jumped back up to par with the first run group. When all was said and over, we all had a great time—and I think six runs is probably all we needed anyway. Only two other drivers were able to break through the 40-second barrier and join Olsen: Ryan Sauer in his race-tuned Miata, and Josh McCall in his equally tricked-out 240Z.

Looking forward to next month and championship points, all eyes will be on the battle in the modified class between Gary Chapman (24 points) and Greg Olsen (28 points). As for the annual battle between Gretz and Schatz, that once again should come down to the last race with only four points separating them.

But that's not all. This year we all are excited about a Autocross first, a players weekend at Spirit Mountain that combines taking risks with expensive cars in the Casino parking lot and taking risks with money inside the Casino. This all happens November 16 and 17—hope to see you there. ■

**More photos from the September Autocross on the following page**



## SEPTEMBER AUTOCROSS, CONTINUED



Above: This classic 1966 Mustang with many modifications was great to see at the track. Right: Photo by Michael Pinto. Below: Photo by Michael Pinto. Bottom left: Photo by Michael Pinto. Bottom Right: Barry pushing his 2010 Cayman S hard in this corner. Photo by Bob Schatz.



## Special Report on “Commemorating 50 Years of the Porsche 911” Presented by Sunset Porsche



A shady hillside proved popular on a warm day. Photo by Chris Mitchell

### A Weekend to Remember

by Peter Linsky and E.C. Mueller

Photos by Peter Linsky, Joe McQueen, E.C. Mueller, and Chris Mitchell

Everyone who attended Oregon Region’s celebration of the Porsche 911’s golden anniversary at Skamania Lodge should offer a quick “Thank You” to the Native American icon named Tsagalalal (“She Who Watches”). The ancient and world-famous stone petroglyph near Cascade Locks in the Columbia Gorge is said to represent a woman chief who was changed into rock so as to better watch over her people forever. Organizer-in-Chief Paul Kust and his large staff of volunteers had been laboring on this project for over a year, with Paul hoping to honor the 911 as close to the precise date in September, 1963, when Porsche unveiled its sleek new sports coupe, and he succeeded.

Tsagalalal surely had an eye out as we gathered September 6 at the lovely resort in Stevenson, Washington. Heavy rains and thunderstorms had raked the area all week, and with Friday’s forecast on the iffy side, there were concerns that we’d be rained out—but She Who Watches became She Who Washes, because by the time early arrivals began trickling in, the rains had moved on. The hotel had blocked off a large parking lot and provided numerous hoses, and our friend Neil d’Autremont from Sidedraught City in Portland brought a trailer-full of Griot’s washing and detailing supplies. In no time at all, 911 owners were greeting old friends, squirting one another, and giving their cars a thorough scrubbing, flushing away the dirt and debris accumulated on the way in from across Zone 6—Washington, Oregon, Idaho, Montana, as well as Alberta and British Columbia from north of the border.

*(Continued on next page)*



# PORSCHE 911 CELEBRATION, CONTINUED

*(Continued on next page)*

A casual reception Friday evening saw a further reduction in the local inventory of adult beverages and hors d'oeuvres, while a great compilation of Porsche racing videos and a new long-format Porsche factory commercial provided background entertainment. Those who had arrived in time to get their cars prepped headed off to bed early so they could grab wash buckets bright and early Saturday ahead of the non-judged show, which was sponsored by Sunset Porsche of Beaverton.

On a bright and sunny Saturday, 130 gleaming 911s, including one of the first 300 built, drove past Dennis Kranz' beautifully-restored ex-Emerson Fittipaldi 1974 911 RSR IROC racer and gathered on the show field. Appropriately, the display area was the green grass of Skamania's driving range; what better place to show off the world's greatest drivers? There were ten classes, marking each of the 911's design changes, and as cars moved to their appropriate display areas, it would become easy to follow the progress in the 911's timeless design. Guests and participants all were given ballots for selecting a Peoples' Choice award for each class.

After everyone enjoyed a box lunch provided by the Lodge, your author, ably assisted by Randy Stolz, strolled through the model groups to interview owners of cars that were especially interesting and pleasing to the eye. As we strolled, it was nice to see old friends like former Portlanders Rick Tiplady and Tom Beutz, now calling the Bend area home. At 3:30, all the ballots had been turned in, and the brave among us began guessing which cars would be recognized at the Awards Banquet that evening.

A few hours later, more than 200 guests filled a ballroom to enjoy a wonderful meal of flank steak, baked salmon, and all the accompaniments. After everyone sang Happy Birthday to Cheryl Carpentier and Joe McQueen, OR-PCA President Eric Freedle welcomed the guests, and introduced Zone 6 Representative Dave Cooley, who declared that there was no place he'd rather be at that particular moment. Eric also had each of the sponsors take a well-deserved bow: Greg Rennord from presenting sponsor Sunset Porsche, Rick Pogue from banquet supporter Principal Financial and Neil d'Autremont from Sidedraught City; all said a few words about how much fun they were having. Then it was time to award the Peoples' Choice prizes, which were presented by Chuck Hervey, Steve Knepper, and Anh Le (Chuck and Steve deserve a special "Thank you" for the awards as well as the great commemorative coins given to each entrant). The winners were:

- Class 1, 1964-68 SWB Rick and Connie Tiplady, High Desert Region, 1968 911L
- Class 2, 1969-73 LWB Doug Skinner, Oregon Region, 1973 911S
- Class 3, 1974-77 911 Steve Knepper, Oregon Region, 1976 Turbo Carrera
- Class 4, 1978-83 911SC Bob and Kathleen Ellis, Oregon Region, 1979 911SC
- Class 5, 1984-89 911 Carrera Tom Weddle, Oregon Region, 1984 930 Turbo
- Class 6, 1990-94 964 Nathan Merz, Inland NW Region, 1993 964 RSA
- Class 7, 1995-97 993 Mike Fohl, Oregon Region, 1997 Carrera 4S
- Class 8, 1998-04 996 Carl Ley, Inland NW Region, 2002 Ruf R Turbo
- Class 9, 2005-11 997 Chip and Tillie Hammond, Inland NW Region, 2007 C4S Targa
- Class 10, 2012-13 991 Helen Cain, Oregon Region, 2012 Carrera cabriolet

*(Continued on next page)*



Photo by Chris Mitchell

## PORSCHE 911 CELEBRATION, CONTINUED

*Continued from previous page)*

A special award was presented to David Kincaid (Inland NW) for showing the oldest car on the field, a 1965 911 coupe, the 285th built. It was sold new in Hawaii, but spent almost all of its life in Alaska before Kincaid tracked it down and brought it home a couple of years ago to Goldendale, Washington—a short stone's throw from Skamania Lodge—for renovation. Fritz Peyerl, from Turner River, Alberta (Wild Rose Region), part of an enthusiastic contingent of Canadians who journeyed south to join us, was made welcome with his, uh, almost 911, after begging Paul Kust to be included. Fritz' 912 blended in nicely, and we sent him home with a special award as well.

The evening's keynote speaker was Porsche authority Prescott Kelly, a contributing editor to *Sports Car Market*, *Panorama* and *356 Registry* magazines. He has authored over 200 articles on Porsche cars, Porsche history and Porsche collectibles. Prescott told the story of the 911 through its ups and downs as a model, its impact on the automotive and racing scenes and pointed out why 50 years of the 911 is so very special. It was Prescott's first visit to the Northwest and he was enjoying every moment of it.

The evening concluded with a drawing for a variety of door prizes. Teri Kranz won 48 hours' use of a new Cayman, courtesy of Sunset Porsche. Rick Pogue drew Ming Kust's ticket number, making her the winner of a handsome silk-screened 911 print by local artist and long-time PCA member Alan Nies. Griot's Garage gift packs were donated by Sidedraught City's Neil d'Autremont; and Sunset also donated several nice 911 50th Anniversary caps. Elegant centerpieces of miniature flags and special 911 50th Anniversary coffee mugs went home with those lucky enough to have picked the right seats.

Another great day dawned on Sunday, perfect for the Ellises to lead a Porsche tour of local attractions, which included the world-renowned Maryhill Museum and Stonehenge war memorial overlooking the Columbia River.

From all reports, everyone who attended this very special gathering to recognize the greatest sports car in the world had a wonderful time, and we all pledged to return, at least in spirit, to celebrate the 911's Centennial. "She Who Watches" will be there, too, keeping a weather eye out for the world's finest sports car—and those who gather to celebrate it. ■



Class 4 911SCs and Turbos. Photo by Chris Mitchell

**Additional article, and more photos from the 911 Celebration  
on the following pages**



## PORSCHE 911 CELEBRATION, CONTINUED



Scenes from the event banquet: Above left, event Chairman Paul Kust, Eric Freedle, Peter Linsky, Prescott Kelly. Above right: Chip and Tilly Hammond's entry was the People's Choice winner in Class 9. Below left: Keynote speaker Preston Kelly. Below right: 200 famished Porsche 911 enthusiasts enjoyed a great meal. Bottom left: Bob and Kathleen Ellis with Zone 6 rep Dave Cooley. Bottom right: Helen Cain's 991 took home the Class 10 award. All banquet photos by E.C. Mueller.



**Additional article, and more photos from the 911 Celebration on the following pages**



## PORSCHE 911 CELEBRATION, CONTINUED



Left: Class 7 993s lined up by the 50th marker—a perfect spot. Below: Tom Weddle's 930 expresses its inner self. Photos by Peter Linsky.



Center photo: The Emerson Pittipaldi IROC 911. Photo by Peter Linsky. Other photos above and below by Joe McQueen.



**Additional article, and more photos from the 911 Celebration on the following pages**



# PORSCHE 911 CELEBRATION, CONTINUED

## Celebrating the 911 With a Tour to Maryhill Museum

by Paul Kust / Photos by E.C. Mueller and Joe McQueen

**M**y morning for the tour started earlier than I had ever expected, rising at first light and making my way down to the coffee in the lobby for a little pick-me-up. It was so quiet and peaceful as I walked through the halls with nothing but the rhythmic squeaking of my running shoes as I made my way to those containers of the magic liquid that would bring me out of my sleepyhead condition.

Once reaching the lobby I noticed that I was not alone, for sitting at the table across the room there was Neil D'autremont relaxing in the early morning twilight. Mixing up a special blend of a little of everything and savoring a first sip, I made my way over to thank Neil again for participating in the weekend's events.

Of course I had to sit, talk and reminisce with him over that cup of coffee, and discovered that, like reading Peter Egan, we had lived parallel lives' with cars and experiences that mirrored one another.

It truly is amazing how you can get a group of car guys together and we all have very similar stories of growing up and our discovery of the things that move us, and it is not only Porsches but many makes that we had owned and wish we would have never sold.

There is a thing about being in the right place at the right time, for as we sat there talking we witnessed the sun appear right at the vee where the mountains come together right at the river. What a spectacular sight! The sun rising in the eastern sky beckoning another beautiful day, a beautiful setting and good friends and of course no camera. Oh well.

With the sun rising, the activity began picking up also; Larry and Kathy Hannan stopped by, as did Bob and Kathleen Ellis, Mike Connor, Mike Fohl and numerous others such that by the time I returned to the room, Ming had begun to wonder where I had gotten to—I was only gone two hours. *(Continued on next page)*



Heading out on the Sunday tour. Photo by E.C. Mueller

## PORSCHE 911 CELEBRATION, CONTINUED

*(Continued from the previous page)*

After getting dressed in what I was going to wear for the day and being hungry, I decided to head on down to the lounge for the abbreviated brunch while Ming was “getting put together”—funny how they always have to be put together; I didn’t notice anything falling off.

Once getting a table I noticed Peter Linsky and invited him over to talk about the previous day’s events and while we talked, Dick Grant our prior Zone rep from PNWR stopped by to chat, I must admit the number



At the halfway point, the rest stop at Chamberlain Lake rest area. Photo by Joe McQueen.

of people that came to this event was great, seeing old friends that had attended our Rainbonnet events, or ones that we had met up at Whistler Weekend, people from across the zone, these types of events are far and few between, but we all have that connection and it was great see everyone again, on top of meeting all the new faces that attended. Ming did finally show up and joined in on the food and conversation with numerous members stopping by.

After having a great breakfast and noticing that time was drawing near for the drivers’ meeting, we thought we had better get with the program and check out, load the car, and find the rest of the group for the meeting. Well, of course the drivers’ meeting was at the upper far end of the parking lot while the old 911 was parked at the lower near end by the lodge—did I mention that it is quite a hike from one end to the other, up the incline toward where we washed the cars the previous day? The sun was beating down at 10:30 a.m. and you could tell it was going to be a hot one, unlike Thursday, when I was sweating with the thunderstorms and downpour, thinking that was the worse-case scenario for the weekend.

Well, Anh Le and Carlos Santayana had the cart with the water and snack bars for the tour already on site and distribution well underway, the crowd was gathering, and Bob Ellis, our event Tourmeister had everything under control. If you have never been on an ORPCA club tour, it is more than a Lemans start, with everyone running to their cars for a launch down the byways. Launch control is activated and directions given, waivers signed, rules repeated and questions answered, it is very organized as we don’t want to lose anyone, which has happened before; there’s nothing worse than getting to a destination stop and realizing only half the cars made it because of a wrong turn.

Originally, we had 49 cars signed up for the tour, but we actually had a smaller turnout. This was not surprising, as a number of members decided to just chill and relax at the lodge after such an active and emotional day on Saturday, with all the Porsches on the field and the well-attended banquet the night before—not to mention all of our friends that decided to get an early start on the trip home and bypass the tour and late start.

Still, a couple dozen 911s in a variety of colors, and a new Cayman (the Kaczmarek’s from Silver Sage Region had sold their 911SC just a short time earlier but still attended) was quite a sight cruising down the highway in a line—I was loving it!

The plan originally was just to follow highway 14, but Bob and Kathleen did a most excellent job in making the tour a little longer, and included a stop with an overlook and photo op outside the vehicle at Chamberlain Lake Rest Area. *(Continued on next page)*



## PORSCHE 911 CELEBRATION, CONTINUED

*(Continued from previous page)*

Starting the tour at the Skamania Lodge, we turned left at Rock Creek Drive and followed the road into Stevenson, passing the Columbia River Gorge Interpretive Center. Turning left onto Hwy. 14 heading east, we paraded through the town of Stevenson, Washington, where the people had probably never seen this many Porsches at one time and all the folks that we passed waved enthusiastically. One of the local groups was having a car wash and they wanted us to stop in the worst way, but we were on a bug killing mission and we had not yet accomplished that. The washing would have to wait.

After leaving Stevenson, we set a comfortable pace along the highway taking in the dramatic views of the Majestic Columbia River and the spectacular topography of the Columbia River Gorge. If you travel on the Oregon side you follow Interstate 84, and this is the path that most people take, but the views from the northern side of the river put a totally different perspective on the drive that you really have to experience. At about the 20-mile mark the view of Mount Hood is absolutely outstanding; there are a couple of pull-over spots, but once you get in that driving rhythm stopping was out of the question, so a few camera shots through the windshield or out the sunroof had to suffice at this point.

At about the 35-mile mark we detoured off of Hwy. 14 onto Old Hwy. 8. This was a short stretch of road with some twists and spectacular views of the river from an elevated perspective along the hillside above the river—an outstanding bit of road. Coming down off the hillside, we made a right turn at Hwy. 14 and travelled a couple of miles west to the Chamberlain Rest Area for a pit stop and photo op. If you were doing the Option B tour route, the longer one, this was the halfway point.

The Longer Tour had less traffic, more Porsche curves, and more open road, though less river view as we were up in the farmland north of the river. Heading east on Hwy. 14, aka Lewis and Clark Hwy., we turned left onto the Centerville Hwy. At the 13-mile point, instructions noted to “Look Out for Turkeys on the Highway.” Now, we aren’t just talking about slow, inattentive, cell phone talkers out on a Sunday drive—we are talking about real live wild turkeys of the fowl kind. And guess what? Yes, there it was in the road, one ready-to-cook full grown carcass. At least I can say I didn’t do it!

We passed through Centerville at a pedestrian 25 mph, received waves from the locals, and once out of town picked up the pace once again. What a great drive all the way to Hwy. 97 and all the wind farms on the hillsides. It had been a long time since I was last in this area, and I thought the wind mills in Tehachapi, California, were something, but I think this area is giving that location a run for the money for wind power; quite impressive.

Once on Hwy. 97, we encountered heavy traffic and cruised to the intersection with Hwy. 14 and on to the Maryhill Museum just a couple of miles west of the junction. We were lucky, as a group, in the sense we had an area to park that all of us were able to fit into. We created a stir among those who were visiting the museum and a number of them came over to take photos of our cars all lined up in a row. Some of us decided to go to the Stonehenge Memorial, which is a full-size, astronomically-aligned replica of Stonehenge in England. It was commissioned by Samuel Hill and dedicated on July 4, 1918, as a memorial to those who died in World War I. I think the first to visit it had said “What in the Sam Hill.” You know, I always wondered where that terminology came from.

Ming and I went on to Route 30 in Mosier for some ice cream and to visit with Stephen Demosthenes, a fellow Oregon PCA member who had his 1972 911 with a 3.2 in it at the show on Saturday. We were able to take in the Rowena Loops Road, as seen on the test drive program with Townsend Bell and Justin Bell. This is a great road and the view from the overlook was awesome.

By this time, it was getting late in the day and we were getting a little tired, so we elected to head home traveling down Interstate 84 past Hood River. I wanted to stop at the Aviation Museum, but we will have to do that next time. This was a great day for a tour and Bob and Kathleen really did a fine job on putting this one together; I would do this drive again, only next time I will take the Boxster so Ming can get a little drive time also. It was a blast. ■

# Autocross 8 ...The Last Event of a Great Season!

Sunday, October 6, Pro-Pits, 7:30 a.m., Portland International Raceway

**T**his is the end my friend. Time has run out to qualify for Class Trophies (five events needed), so join us for our eighth Autocross Event of the season.

This event will be held in the Pro-Pits, located in the center of track at Portland International Raceway (PIR). Enter through the Main Gate. Track crossing will be at the north east end of the South Pits where they start the drag racing.

Tech and Registration begin at 7:30 a.m., driver's meeting at 8:30 a.m., with the first car going out by 9:00 a.m.. You don't need a Porsche to participate, so bring all your friends!

Save \$10.00 and preregister with [www.MotorsportReg.com](http://www.MotorsportReg.com). ORPCA/PCA preregistered members are \$35.00, preregistered non-ORPCA/PCA participants \$40.00.

Preregistration will be open until midnight Friday October 4, 2013. ■

AUTOCROSS REGISTER VIA: [orpca.motorsportsreg.com](http://orpca.motorsportsreg.com)

CLUB CONTACT: Todd Averitt, [axchair@oregonpca.org](mailto:axchair@oregonpca.org)

## Important NEW Autocross Announcements

1. Effective with the 5/5/13 Autocross #3, the prices for walk-ups will increase to \$50 for non-members and \$45 for ORPCA members. This is to try and encourage participants to use the online preregistration at [MotorsportReg.com](http://MotorsportReg.com), which will be staying the same price (\$40 for non-members and \$35 for ORPCA members). Additionally, registration will be kept open until the Friday before each event at midnight. So, for example, the online registration is available for AX #3 until Friday 5/3 at midnight. Preregistration makes run groups, work assignments, and registration easier the day of the event for a smoother event and less volunteer workload.

2. All helmets must be Snell M2005, SA2005, M2010, or SA2010. DOT-only or older Snell helmets are not legal for ORPCA Autocross, or PIR's property. Loaner helmets are available, but there are not many of them, and it's making it hard for all to participate. Legal helmets can be found online for under \$100 shipped.



Photo by Michael Pinto

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# Everything You Need to Know About Autocross

**Schedule:** The schedule is below, and is posted on the ORPCA website. You can also find more information for the ORPCA events and schedule them on a personalized calendar on Where2Race.com. We have updated the classes to match the current small region PCRs. Please review the ORPCA website to see where your car is now classed.

**Registration:** All registration for the ORPCA Autocross events will be done on [www.MotorSportReg.org2](http://www.MotorSportReg.org2)

Registration for all events is open now. Registration for non- ORPCA members will be open two weeks prior to the event. Registration will be closed for all events at midnight the Wednesday prior to the event. All participants who preregister for an event will receive a copy of the course map via email before the event. There will be no refunds for any ORPCA Autocross events.

**2013 Autocross Season Pass:** The 2013 Season Pass will include all championship points events. Group Price: ORPCA Members: \$245; Non-ORPCA Members: \$280.

If you were to attend all of these events, the ORPCA member pre-registration fee would be \$280. We are offering a discount for the AX Season Pass. The total registration fee for the year is \$245, for a savings of \$35 (equivalent to one event).

For non-ORPCA participants, the preregistration fee is \$340 for all events. We are offering the same discount, bringing the total registration fee for the year to \$280, a savings of \$40 (or equivalent to one event). By purchasing the Season Pass, you are automatically signed up for all events, guaranteeing a slot and avoiding missing the registration window. You will also be emailed a copy of the course map after registration is closed on the Wednesday before an event. Registration for the 2013 Autocross Season Pass will be open until March 9 (before the start of the first event). Sorry, there are no refunds or credits for missed events.

**2013 Championship Points:** Participants must attend at least five of the eight events this season to be eligible for class trophies. Each participant is allowed to drop one event for the season. Trophies will be awarded based on class participation. We have a Non-Porsche Class. The Non-Porsche class is divided into two categories, Race Tire (NP-R) and Street Tire (NP-S). Race Tires are defined as any tires with tread ware ratings of 140 or below. We will count points and present trophies for both Non-Porsche classes. To be eligible for class points, participants must run at least five events in the same class and retain the same car number throughout the season, regardless of the car they campaign. Any and all Porsche cars (as defined by the PCA rules) will be ineligible for the Non-Porsche class (i.e. a Porsche with a non-Porsche engine is regarded as a Non-Porsche in the PCA rules).

**2013 Reserved Car Numbers:** The ORPCA database has been wiped clean for all participants who did not attend more than one event last season as well as all Non- Porsche entries. The remaining reserved car number will be distributed on a first come, first served basis. If you wish to reserve a number in the database for the 2013 season, please review the following:

1. Numbers below 100 will be reserved for ORPCA members. If you are a non-ORPCA member, your number will be over 100.
2. Numbers will be assigned on a first come, first served priority and you will retain that number the entire season. You will be notified if conflicts arise with your number selection.
3. Per our Autocross rules, each car/person combination you wish to enter needs a unique number. If you plan to share your car with another person, each person needs a unique number for the car. If you plan to run various cars throughout the season, please request a unique number for each combination.
4. When you request your number, please provide the driver's name, year, make and model of the car, and the ORPCA class you will be running. Remember, if you are not running a Porsche you will be automatically assigned to either the NP-R or NP-S (Non- Porsche) class.
5. Once your number is assigned, it will be yours for the entire Autocross season. Number reservations will close on March 1. Please e-mail [AXRegistration@oregonpca.org](mailto:AXRegistration@oregonpca.org) with your requests.

Questions? Contact [axchair@oregonpca.org](mailto:axchair@oregonpca.org). ■



**Last Event of the Season:  
Autocross 8  
October 6 at PIR**

# October Dinner & Social

Wednesday, October 16, 6:00 to 8:00 p.m.

**Claim Jumper/Tualatin**  
18000 SW Lower Boones Ferry Road  
Tualatin, OR 97224  
[www.claimjumper.com](http://www.claimjumper.com)  
(503) 670-1975

Social hour: 6 p.m. - 7 p.m.  
Dinner: 7 p.m. - 8 p.m.  
Hosted by: Carlos and Anh Santayana



October marks the start of the cold season. Claim Jumper's hearty menu and generous portions are perfect for the coming Fall and Winter months. Favorites include steaks, baby back ribs, fresh baked pot pies, salads, pizzas, burgers, and more. Don't miss the six-layer chocolate Motherlode cake and other delicious desserts.

The restaurant decor features huge Douglas Fir logs, natural rock, corrugated and pressed tin, natural and finished woods and large fireplaces. Rich fabrics and authentic log chairs are used to decorate the lobby, dining room, and saloon.

Claim Jumper will process separate checks for the Oregon PCA. Standard large-party gratuity will be added. Arrangements have been made for a PCA reserved parking area (subject to availability).

See you there! ■

## PORSCHE CLUB OF AMERICA ESCAPE2013 October 24-27



**Your Southern California Adventure Awaits:  
Friends! Parties! Porsches!**

### Highlights:

- Special Guest -- Chad McQueen  
Spend time with Chad, hear about his experiences with his father, Steve McQueen, and his own Porsche racing career
- A weekend of terrific driving tours  
Angeles Crest Highway, Big Bear Mountain, Glendora Ridge Road to Mt Baldy, Joshua Tree National Monument

Escape with us! Registration is now open: <http://escape2013.pca.org>



# Autocross Players Celebration Weekend

November 16-17, Spirit Mountain Casino, Grand Ronde, Oregon

*ALL ORPCA/PCA MEMBERS AND ALL 2013 AUTOCROSS PARTICIPANTS WELCOME!*

**M**ark your calendar for November 16 and 17, 2013. Your ORPCA Autocross group is holding a very special awards banquet called The Players Celebration Weekend at the Spirit Mountain Casino on Hwy 18 in Grand Ronde, Oregon, 97347.

If you are a 2013 ORPCA Autocross participant and/or an ORPCA/PCA member you are invited.



Our Players Celebration Weekend starts with a full day of autocrossing beginning at 10:00 a.m. Saturday November 16. There will be a 60 minute lunch break at noon to enjoy the grills at Spirit Mountain. If you're not too full from lunch, more runs will be waiting for you at 1:00 p.m. Want to reminisce about your fantastic runs? Our Meet & Greet starts at 5:00 p.m. with our Awards Banquet doors opening at 6:00 p.m. Our Awards Banquet will include door prizes, drawings, and some great handcrafted awards for our class winners. Our host will be providing a Themed Buffet titled "Tour of Italy." For those vegans out there, we plan on having a full complement of fresh vegetables and pastas with vegan-approved sauces. For those carnivores in the group, you will have the choices of classic herbed beef lasagna, pasta stations with marinara, alfredo and pesto sauces, and featuring tender shrimp and grilled chicken breasts. Unfortunately, the banquet must come to an end at 10:00 p.m. but there will be plenty of other activities available. After all this is being held at a casino.

On Sunday, November 17, we will have a Players Special Day with all family members in mind (16 and older). It will begin around 9:30 a.m. and end around 1:00 p.m. Time may vary in direct relation to the previous evening's activities and cheer.

There will be two days of autocrossing for \$25.00 and a Player's Awards banquet for only \$25.00 per person.

Call The Lodge at Spirit Mountain for your accommodations and their latest room rates. Their rooms range from a Standard Room featuring double king or queen beds, to full suites with living rooms and microwaves. The rooms are priced accordingly. The ORPCA has blocked 25 rooms for November 16, so after they're gone ... ? For your room reservation at the Spirit Mountain Casino Lodge call 1-800-760-7977.

RV parking is free the first night. If you wish to stay a second night you must join the Coyote Club by filling out a form including your name, address and email. Then the second night is free too.

Other accommodations are available in the local area, should the Casino Lodge be booked. Those accommodations are posted below.

All you have to do is preregister at [www.MotorsportReg.com](http://www.MotorsportReg.com) to pay for your autocrossing and banquet dinner. When you preregister, you will be checking off how many in your party are interested in autocrossing and how many will be joining us for dinner. It's that easy, and—oh yes—there will be a place to check your gourmet preference, and if you will be bringing an RV.

For your room reservation at the Spirit Mountain Casino Lodge call 1-800-760-7977

Should you have any questions concerning our Autocross Players Celebration Weekend, please contact our Autocross chairman Todd Averitt at [taverittster@gmail.com](mailto:taverittster@gmail.com) or registrar Mike Pinto at [mapintotc@yahoo.com](mailto:mapintotc@yahoo.com)

Our cutoff date is October 19, 2013, for signing up—and sorry, no walkups admitted.

## OVERFLOW ACCOMMODATIONS

### **Willamina**

Hanson House Bed and Breakfast

503-779-4397

[www.hansonhousebnb.com/index.php](http://www.hansonhousebnb.com/index.php)

Wildwood Hotel & Restaurant

503-876-7100

### **Sheridan**

Sheridan Country Inn

503-843-3151

Bethel Woods Bed & Breakfast

503-956-3377

### **Dallas**

Best Western

503-623-6000

### **Grand Ronde**

Wandering Spirits RV Park (hook-ups)

503-879-5700

### **McMinnville**

America's Best Inn & Suites

503-472-5187

Best Western Vineyard Inn

503-472-4900

### **Comfort Inn & Suites**

503-472-1700

McMenamins - Hotel Oregon

503-472-8427

Motel 6

503-472-9493

Red Lion Inn & Suites

503-472-1500

Mulkey RV Park (hook-ups)

503-472-2475



## 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](http://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](mailto:porsche82t@hotmail.com)**



# Resource Directory

## Auto Upholstery

Guy's Interiors ..... 503.224.8657

## Automotive & Performance Supplies

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

Carrera Motors ..... 541.382.1711

Sunset Imports ..... 503.641.8600


Monte Shelton Jaguar ..... 503.224.3232

## Tires & Wheels


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

## Wheel Polishing & Repair

Skip's WheelWerks ..... 503.641.8001



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## ■ 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

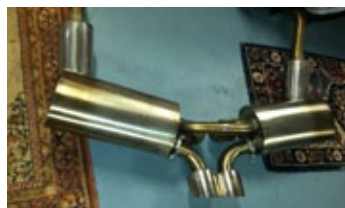
Wanted: One maroon vinyl Christophorous binder with wires in good condition. Peter Linsky, 503-644-2709. Linsky911@comcast.net (5/13)

## ■ 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)



2006 Porsche Boxster S stainless steel sport exhaust system made by Car Graphic. Deep throaty sound, just like new, purchased new for \$2300.00 from Gran Prix imports, For sale \$800.00 Call Gene at 503-434-2138. (5/13)

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