



Anzeiger

October, 2014





PORSCHE

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Anzeiger

Volume 54 No. 9
October, 2014



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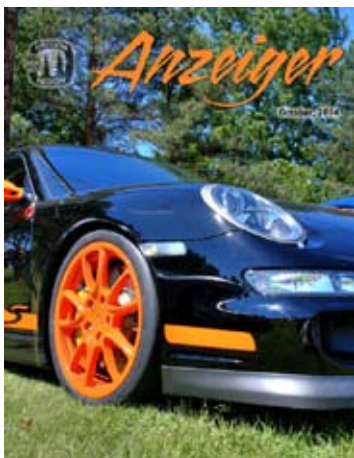
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ON THE COVER

This beauty was sitting in the Porsche Corral at the Rose Cup Races. Photo by Bob Schatz.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, contact Photo Editor Bob Schatz, bob@allusaarchitecture.com, and see page 26.

Anzeiger

Noun, German

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

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<http://oregonpca.org/>

Classified Advertising

Classified ads are a free service provided to Oregon Region Porsche Club of America members.

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 15th of the month will be included in the next issue of *Anzeiger*.

Each item is limited to 50 words. When selling a complete car, submit copy in this sequence: year, model, body style, additional features, mileage, price, your name, phone number and an optional e-mail address. Each ad may be accompanied by a single photograph; however, inclusion is subject to the availability of space.

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise. Display advertising space at nominal rates is available in *Anzeiger* for commercial products and services.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

Oregon Region Porsche Club of America reserves the right to reject or edit any ad, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.

Anzeiger

Commercial Advertising

Looking for exposure to an audience of high-end car enthusiasts? *Anzeiger* welcomes your advertising. Our annual rates are shown below; the per-issue rate is obtained by dividing the annual rate by 11.

All advertising is to be provided in a digital format. Please contact marketing@oregonpca.org for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

Inside front cover	\$2,970
Inside full page	\$2,502
2/3 page	\$2,124
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PORSCHE

Oregon Region Events



October, 2014

- 4-5 HPDE @ TBA
 - 4-5 HPDE @ The Ridge
Motorsports Park
 - 5 Autocross #9 @ PIR
 - 8 Board Meeting
 - 11 Arrive and Drive
 - 12 HPDE @ PIR
 - 15 Monthly Club Dinner and Social
-

November, 2014

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

December, 2014

- 10 Board Meeting

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

**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.



Having this on your instrument panel would definitely add to your peace of mind! In the meantime, know that at Marque Motors, we don't just specialize in Porsches—we live them, and we understand them. And in our opinion, the next best thing to working on Porsches is talking about them. Visit our website for tech tips, product updates, information and more at www.marquemotors.com. We specialize in:

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**FROM
THE
PRESIDENT**
Eric Freedle



Fall Brings Rain and Leaves to the Streets

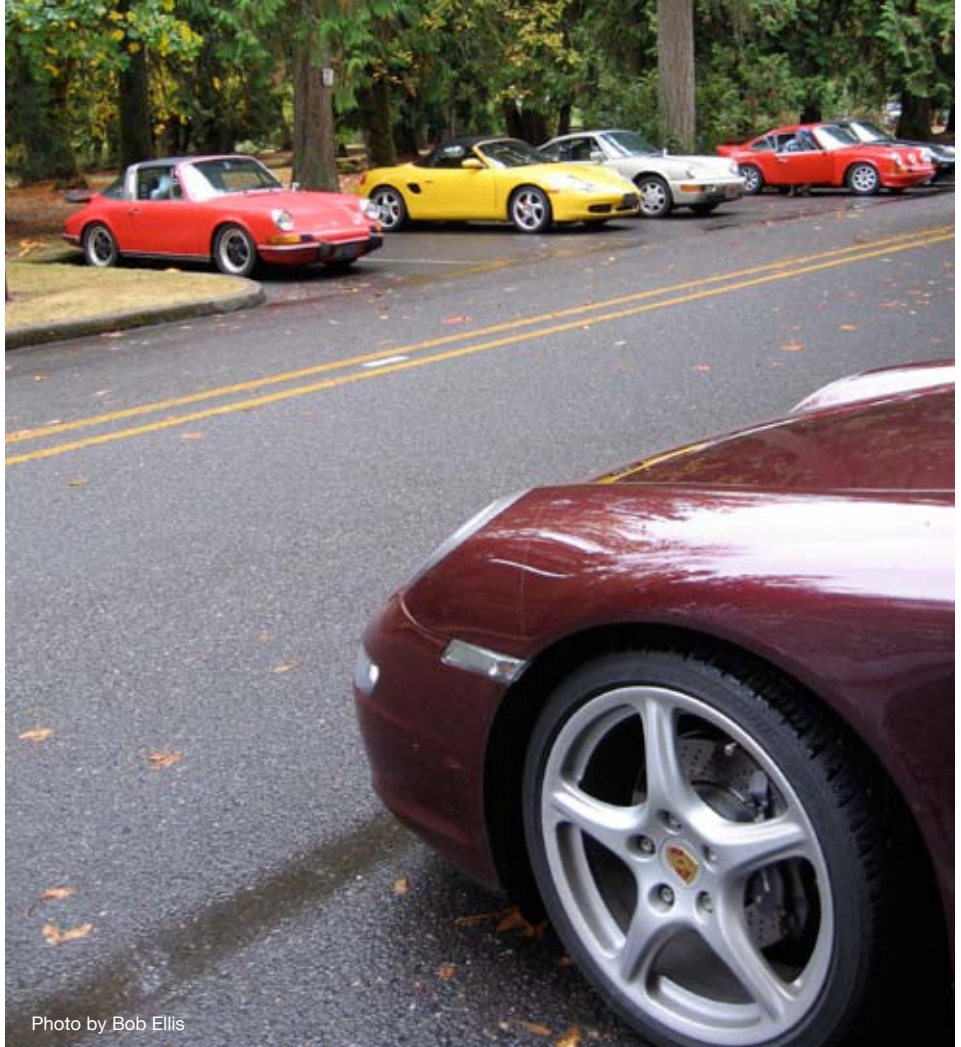
Summer shut the front door and left in a hurry in 2014. With more rain coming, which makes driving a bit more challenging—one needs to check their tires for age and tread depth. The standard is to replace tires at 2/32" tread depth, or the Lincoln penny tread depth test—meaning if you can see his head while being inserted (head first) into the tread groove, it's time. Yet, is that safe enough for the wet Northwest winters? Most of your car tires have between 20 and 25 square inches of a total footprint surface to the road. There have been stopping tests done from 70 mph with tires that had 4/32" (3 mm) tread depth, and compared them to tires with 2/32" minimum tire tread depth, and took about 100 extra feet to stop. Wow—that's quite a difference!

With some of our Porsches not putting on a lot of miles annually, we often find some tires have grown quite old—and are getting danger-

ous. When rubber ages, it dries and can develop cracks, and will harden over time, thus reducing overall traction.

Tires made after 2000 have a four-digit DOT code. The first two numbers represent the week in which the tire was made, and the second two represent the year. A tire with a DOT code of 1210 was made in the 12th week of 2010. Some car manufacturers, such as Nissan and Mercedes, tell their customers to replace tires six years after their production date, regardless of tread depth. Some tire manufacturers state that tires can last up to 10 years, providing you get them inspected annually after the fifth year. So stay on top of your tires, inspect them annually, and keep them properly inflated.

With one remaining AX for the season slated for Sunday October 5, what better way to test out your tires—rain or shine? The AX season will see a total of nine AX's in 2014, and with near-record (*Continued on next page*)



PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page) turn-outs for the year, this has been our most-attended season ever! Congrats to Todd Averitt and his team. Novices to nationally ranked auto-crossers come out to play at the ORPCA AX venues.

If you are looking for something a little more tame, how about our last driving event for the year: The third Annual "Sausage Run," hosted by Joe McQueen, ending at a fun dining location. You are encouraged to bring a navigator, plenty of fuel—and perhaps an umbrella!

At our September 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 subsides continues to help our revenues exceed the 2014 budgeted numbers.

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 porsche82t@hotmail.com.

We continue to send our 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. Meanwhile, I'm going to check the age and tread depth on my grocery-getter.

Happy and safe motoring! ■



Photo from 2014 Holiday Party by Brian Hranka

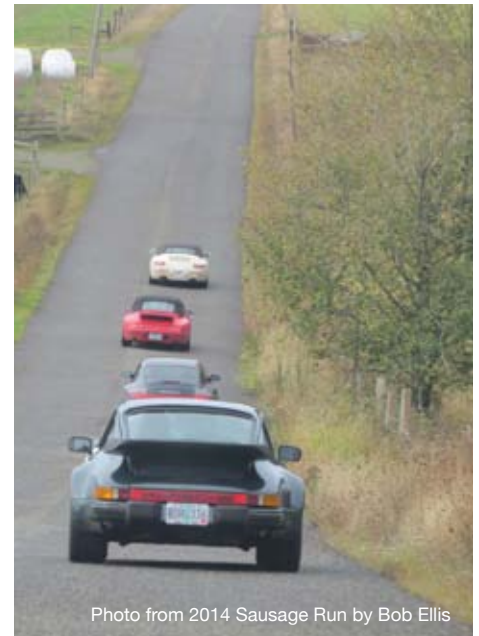


Photo from 2014 Sausage Run by Bob Ellis

New Members

Michael Burgoyne /
Denise Burgoyne
Camas, Washington
2003 911 Carrera Cabriolet

Robert Carlson
Sherwood, Oregon
2008 Cayman

Raul Estrada / Kristina Estrada
Hillsboro, Oregon
911 Carrera

John Lorenz
Portland, Oregon
1990 911 Carrera 4 Cabriolet

Philip Mills / DaLee Mills
Happy Valley, Oregon
2006 911 Carrera S

Anniversaries

10 Year Anniversary
John Zernel / Nancy Zernel

20 Year Anniversary
John Joyce / Pat Joyce

40 Year Anniversary
Stephen LaFranchi / Pam Fischer

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**STILL
PLAYS
WITH CARS**
Peter Linsky



Industry News, and Porsche-spotting in Greece

Did the arrival of the new Macan crossover give Porsche's sales numbers that fat 11% boost for June? Sure looks like it. Data for June shows 763 Macans of all sorts were delivered, versus zero for last year, and 2,026 year-to-date in 2014. That helped push Porsche's sales total for all models to almost 23,000 for the first half of the year, up from 21,300 year-to-date in 2013, a pretty impressive start.

It's also nice to see that Porsche again topped the J.D. Powers Initial Quality Survey, with just 74 complaints per 100 newly-delivered cars in the 2014 survey. Jaguar, of all brands, was second-best with 87 complaints, which must have British car enthusiasts scratching their heads. Looks like the sale to Tata Motors worked a small miracle. Perennial top finisher Lexus was third at 92. The industry average was 114. But that's not the entire "Quality" story ... Strategic Vision released its 19th annual Total Quality Index winners at the end of June: Kia is the leader for non-luxury brands while Audi and Jaguar deadlocked for the luxury market. No mention of you-know-who.

Examining the new Panamera S E-Hybrid at the Monterey Parade was quite interesting. If I had a spare 100 Large to spend, I'd certainly give it a look. I like the Tesla, but I can't see an all-electric car for myself until it can travel a couple of hundred miles on a single charge. So far, a hybrid would better fit my needs. If you didn't have the chance to sit in of the presentation by a Porsche engineer, you can find a more comprehensive review and explanation of the car's myriad of systems at this site, the online version of Porsche Engineering magazine:

<http://www.porscheengineering.com/peg/en/press/customermagazine/>



The June issue of *Panorama* contained an enticing tidbit that suggests Porsche has finally seen the light—news that there is a Cayman GT4 under development, and that the new model would become the basis for the company's future production-based racing efforts. My views on the subject are no secret: The rear-engined 911 has been developed as far as it can go, and it's still being thrashed by the likes of Corvette and BMW, with new arrivals from Audi and Aston Martin—all offering mid-engine designs—in the United Sportscar series
(Continued on next page)

STILL PLAYS WITH CARS, CONTINUED

(Continued from previous page) sure to add to the problem. I love 911s, and the 991 RSR is a great race car, but the basic design is over half a century old, and when Porsche has a much more modern chassis on hand, its reluctance to accept reality has been baffling. I personally don't think anyone is going to stop buying whatever model of 911 is still available simply because a 450hp mid-engined Cayman becomes the face of Porsche production-car racing. We all want Porsche to succeed in competition, and I'll cheer if the new racing Cayman puts the company back on the podium.

Those clever folks at Hyundai have come up with a new way to help you avoid a speeding ticket. The new Genesis luxury sedan—at least those delivered in South Korea—will be equipped with software that knows where speed cameras are located, and warn the driver half a mile in advance. If the driver fails to lift, the system automatically slows the car. No word on if the system will be available here.



Before heading down to Parade, Janice and I checked a box on our “Bucket List,” visiting the Greek Islands and Athens. While behaving like typical tourists, I also had my eyes peeled for Porsches; after all, there is a Porsche Club of Greece. I suspect that most of those members call Athens home, since I only saw two in the Islands, which are not very pleasant places on which to drive. Low speed limits, narrow and crowded roads, manic drivers, and expensive gasoline—about 10 bucks a gallon for regular grade. I did spot a red 944 Turbo parked in a little town on the north end of Paros, the other was a nice late model Carrera cabriolet being driven past the harbor-front on Mikonos. I also saw a Boxster parked in Athens. All but the Carrera were quite dirty, which is understandable, since southern Greece and the Islands go through a drought every summer and in many areas it is illegal to wash your car seven or eight months of the year. Somehow rental car companies manage to keep their cars clean. Another couple traveling with us flew in via Moscow, just for the experience. At the Moscow airport, it seems there is a Porsche store! I now own some current Porsche advertising with all the text in Cyrillic. I can't imagine they sell many to ordinary folks over there.

A relative rarity turned up in my neighborhood recently: a 1976 912 coupe. The owner stopped by to chat recently, asking for some help in replacing the window regulators. I was able to find a used copy of Wayne Dempsey's “101 Projects ...” for him, so he now has a better idea of how to get into those infernal door panels and fix what needs fixing. If you have a 911, especially an older model, that book belongs on your bookshelf.

Until next time, drive carefully! ■



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MAKING THE MOST OF EVERY RUN

Todd Averitt



Understanding Suspension Guidelines

Our autocross events are governed by the Porsche Club of America Competition Rules (PCR's) which can be found on the National Porsche Club website. Oregon Region PCA will be using the 2014 PCR's starting in 2015 found at <https://www.pca.org/resource/2014-pcr-complete-final>.

Before you make any modification to your Porsche for the intent of racing or autocross read the governing rules and regulations thoroughly. Be sure you understand them. They are never as clear as you may first think.

There are many rules to remember but perhaps the one which gets most participants in trouble is: **"IF THE PCR'S DO NOT SPECIFICALLY PERMIT A MODIFICATION, IT IS NOT ALLOWED EXCEPT IN MODIFIED..."**. This is a quote from the 2014 PCR's as well as 2012, 2011, 2010, etc. Remember it.



Photo by Steve Scott

A-2.1. Categories

There are four categories of classes—Showroom Stock, Production, Improved and Modified. Categories are related to automobile configuration.

The Showroom Stock (S) Category contains classes of automobiles as normally delivered and specified for use in the United States and Canada. Factory options as normally available for a specific model year are permitted. Certain factory and/or dealer installed equipment/ options will move an automobile out of S and into Production or higher as specified in the Modifications Allowed List (Appendix V) table so as to maintain the intent and integrity of the Showroom Stock classes. This includes R-rated tires even if they were on the automobile as delivered. No aftermarket equipment that might be reasonably perceived as performance affecting is permitted in these classes. Items included in this restriction include, but may not be limited to, aftermarket air filters, *(Continued on next page)*

MAKING THE MOST OF EVERY RUN, CONTINUED

(Continued from previous page) aftermarket exhaust systems, aerodynamic aids, computer chips, five/six point seatbelts, race seats, harness bars, roll bars, roll cages, etc.

The Production (P) Category contains automobiles (as normally delivered to the United States and Canadian public through authorized sales outlets of the manufacturer) plus others with limited performance-affecting changes from stock.

The Improved (I) Category contains automobiles with more substantial performance-affecting changes from standard (stock) specification, whether changed by the factory, dealer or owner. These modifications have defined limits. These automobiles are classed according to their number of cylinders and actual displacement.

The Modified (M) Category contains automobiles that have performance-affecting modifications outside of the limits of the improved category and for race automobiles (factory-built or otherwise). These automobiles are classed according to their specified number of cylinders and actual displacement.

Now we get down to what we can do to our suspensions to improve handling. From the allowances in the Showroom Stock Class it's easy: NOTHING. The addition of any performance enhancing equipment will move you to the Production Category Classes.

I am only going to discuss the Production Class because the rules cover the majority of modifications allowed; it has a great participant base, and is the first step into serious completion. The Improved Class and Modified Class participants have been down this road many times for many years and have given me some great advice over the years.

Our Production Class suspension improvement allowances:

A-2.5.5.2. Suspension

- (a) Limited Suspension Adjustments: Any adjustment of the standard suspension components is permitted, provided no machining is required for the adjustment. Factory components must be used for mounting of struts and shock absorbers to the body.
- (b) Alignment: Any adjustment may be made provided no other change is necessary to make the adjustment.
- (c) Coil Springs/Torsion Bars: Any coil spring may be replaced by any other coil spring. Any torsion bar may be replaced by any other torsion bar as long as they are of the same type and mount in the same manner without modification to the chassis or suspension components.
- (d) Shocks Absorbers: Any shock absorber may be used provide it has no more than a single adjustment.
- (e) Adjustable spring perches are allowed.
- (f) Sway Bars: Any anti-sway bar may be installed. Sway bar may not be adjustable from the cockpit.
- (g) Rear Camber Compensation (356 only): Any rear camber compensating device may be used.
- (h) Bushings: Non-standard (non-elastic) suspension bushings may be used.
- (i) Shock Tower Brace: A front and/or rear shock tower brace may be used in any automobile provided that: (1) it can be quickly and easily removed, it must be a bolt-in component. Any number of attachment points may be used; (2) all attachment points are within three inches of a vertical plane passing through the top center of the shock absorber.
- (j) Spring Plates: Adjustable spring plates are permitted on any automobile not so equipped from the factory.
- (k) Tie-Rod Ends: The use of 911 Turbo tie-rod assemblies is permitted.
- (l) Hydro-pneumatic Suspension: Removal of this suspension is not only allowed but is encouraged.
- (m) A-arms: 924/944/968 series may use aftermarket arms provided suspension geometry is not altered.

(Continued on next page)

MAKING THE MOST OF EVERY RUN, CONTINUED

(Continued from previous page)

Springs, shocks, and anti-sway bars are the real performance improvers here based on cost for improvement. Ask around to find out what those running autocross actually use. On my 914 I use 170 lb. springs in the rear with Koni Sport shocks and adjustable coil overs in the rear. On the front I use hollow 22 mm torsion bars which take me out of the Production Class, and again Koni Sport Adjustable shocks combined with a 23 mm anti-sway bar. I also use front monoball cartridges.

To take it a step further down the slippery slope and the move away from actually being able to drive my 914 on the highway I added polybronze control and trailing arm bearings. These have certainly improved feel and control but at the expense of ride comfort.

There have been many articles written on rear anti-sway bars on 914's. I know several 914 owners who use them. They all have high horsepower cars with engine swaps. I don't happen to feel the need for one. If I do I'll let you know my thoughts regarding handling characteristics. As of now the handling characteristics of my 914 are pretty darn good.

Before you make any modification you need to ask yourself; "What do I want to use my Porsche for other than racing?" Yes you can make a suspension so tight and stiff any comfort and enjoyment you may get from driving it to the mountains or beach will be lost. Tight suspensions do provide more road feel and when used in combination of the other modifications we'll be discussing later a kidney belt would be recommended for any motoring off track in excess of 30 miles.

Remember Porsches are fantastic handling machines. Maybe a tweak here or there and a good set of R compound tires would suffice to quell that competitor in you. If you combine the minor changes with the training and seat time you are going to give yourself, you will have one top performer ready to take any class by storm. ■

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September Autocross: One Hot Sunday

by Todd Averitt / Photos by Bob Schatz

Autocross #8 was just another one of those incredible events that have been hallmarks of this season. It's been one unique event after another.

How many remember Lake PIR? Miss a gate and the penalty was a wave washing over your windscreen and roof, or worse.

It rained during our first four events, not including our Drivers Skills Clinic (DSC), but it never fazed our dedicated autocross members. During one event, we were hit with thunder, lightning, rain, hail, snow, and sun, which was rather unique. Regardless, smiles were many and attendance outstanding.

Since that damp slippery start to our season, the weather has been fantastic, participation beyond belief and the completion "red hot."

Class breakdowns for Autocross #8 finishing, Championship Point Totals, and who's qualified for Trophy Points:

M01: Greg Olsen won the class and set Top Time of the Day (TTOD) with a fantastic time of 31.912 seconds. Dave Frazier in his 1981 911 SC took second. Greg needs to attend AX #9 to qualify for the point totals. Right now it looks like Dave Frazier has wrapped up the Class Championship.

I01: Cary Cutter really poured it on and took I01 over Todd Averitt and Gary Everest. Cary is leading this class in points, with Todd Averitt right behind. It's come down to the last event outcome. Gary Everest won't make the points list.

P01: Harry Danberg—great job! Sean and James were right there as well. The Class Championship goes to Ryan Davis. Point qualifiers are James Mittelstedt, and Harry Danberg.

P02: Eric took the event and the Class Championship. Eric finished 0.023 seconds ahead of Jim Parks and only 0.609 seconds ahead of Chris Sherland. This has become a very exciting class with some serious competition. Both Jim and Chris need one more event to qualify for points. Jeff Gretz has qualified for points, and we'd like to see him at our next event. *(Continued on next page)*

SEPTEMBER AUTOCROSS, CONTINUED

(Continued from previous page)

P03: Congratulations Barry Cogut for winning the Class Championship. Next season we hope Bob and Austin Schatz will stay in the P03 class. Barry, Bob and Austin have been less than one-half second apart in the events in which they have gone head-to-head. In this event, Bob edged out Barry by 0.004 seconds; in the last event, Barry edged out Bob by 0.144 seconds. Bob and Barry were third and fourth respectively in the TTOD category. Good show, gentlemen!



Adam Koppel driving a bright green Palatov D2. These cars are made in Portland, Oregon.

S01: Bryce Bederka won Autocross

#8, Bryan Brock won Autocross #7. Both have qualified for the points and Bryan leads Bryce by only eight points. Jerry Davis needs one more event to qualify.

S02: Dana Jacobsen won the event and has won the Class Championship. Chuck Jarvie has nailed down second. Sean Vanderheiden has qualified in the point's race; Rod Street needs one more event. Carlos Santayana won't qualify in the points but has proved he belongs and will be a strong contender next season.

S03: Mark Qandil won in fantastic form. He, like Bryce, ran unopposed. Perhaps some noticed that Jim Pileggi has been missing as of late. Jim will probably take the class. I hope that Mark and Jim will continue to compete next season.

NPA: This is a class race between Carl Tanner and Sammy Lin. In AX #8, Andy Hsiao stepped in and won, Tyler Haywood took second. This really stirred the pot. Right now Carl has a three-point advantage over Sammy. Carl has signed up—Sammy? Others who have qualified in the point's race: Jemal Mfundshi and Don Amedo. Jacob Helwig needs one more event; he's registered for AX #9.

NPR: Jared Still and Richard Dodds finished one-two and put on a great show. Jared took second in TTOD as well. It's a shame that conflicting schedules keep Jared from joining us at our last event but wish him well. Richard Dodds has registered for AX #9 and is sitting in a good position to snatch the Class Championship away from Chris Wold. Chris has held the class lead since AX #2, but Richard and Jared have been slowly chipping away at it. There are ten competitors who have qualified for points and another seven who only need one more event: big class, wide open.

NPF: Congratulations Eric VanDyke for the event win and the Class Championship! Congratulations also to John Gonzales and Andy Thompson, who are running second and third respectively with only one point separating them. There are six competitors who have qualified for points and two who only need one more event.

There is only one more ORPCA Autocross event this season, on October 5. If you have only attended four events, you need to attend; if you haven't experienced driving an autocross course, you need to attend; if you haven't had the pleasure of meeting all our great competitors, you need to attend' and if you haven't had a good adrenalin rush lately, you need to attend.

Remember the ride may last only 35 seconds but the smile will last a month. ■

MORE PHOTOS FROM SEPTEMBER AUTOCROSS ON FOLLOWING PAGE

SEPTEMBER AUTOCROSS, CONTINUED



Clockwise from top: Tim Ferrick in his Nissan 370Z; Jim Parks got 25th out of 80 and 2nd in his class; Angel Espinoza in the Miata getting instruction from our president Eric Freedle.



Running “The Ridge” With HPDE

by Kathleen Ellis / Photos by Bob Ellis

Days after having had the good fortune to participate in “Sprinting the Ridge” with Hooked on Driving, I am still wearing that silly grin. Opportunities to do something like this come at different times. We had attended the ORPCA Open House held at PIR June 8. Club members were there, as well as sponsors/vendors. At the HOD booth there were tickets provided by ORPCA available to be filled out for a drawing for a free track day. Intrigued by the prospect of another HPDE track day, I filled one out. I received an email a few days later from E.C. Mueller, Board Member At Large, on behalf of the ORPCA Board of Directors congratulating me on my win of a free track day with HOD! That started this whole adventure.

My last track day was in 2013 at Lewiston, Idaho, with Big Sky HPDE. Other than Lewiston and some parade laps at ORP and Laguna Seca, my track experience has been at PIR. I picked the Ridge, because I had never been there and the elevation changes intrigued me. When I went on line to the website, it looked awesome and challenging. Additionally, this was to be my first exposure to HOD and their program (HOD is one of two vendors ORPCA has contracted with to outsource the HPDE program, NASA NW being the other). HOD was new to me, but I do know Don and Debbie Clinkinbeard, Regional Co-Owners of PacNW HOD franchise. They have been members of ORPCA for 19 years and successfully ran our in-house HPDE program for several years. I signed up for one day of this two-day event with great anticipation. So, a new-to-me vendor/program and a new track. What a super experience it turned out to be.

Bob and I drove up to Shelton, Washington, the evening before, Wednesday, so as to be rested for the Big Day. I had already received event updates for the event so I knew I was able to “check in” the evening before to have my helmet stickered, sign the release and turn in the tech sheet on Speedy, my 2002 Boxter S. I was also given my registration packet, which included a schedule, a course map and a Driver’s Logbook, a super neat “tool.” We were able to chat with several other participants, both students and coaches including some familiar faces, while eating our dinner at the location, and that was fun. Everyone was friendly and relaxed, looking forward to the next day’s events.

(Continued on next page)

THE RIDGE HPDE, CONTINUED

(Continued from previous page)

On Thursday, we didn't have to leave for the track until about 7:15, having checked in the night before. Upon arrival at the track, we found a spot in the paddock to park, empty out the car and then it was on to the Drivers Meeting, conducted by Don. This meeting, for all four run groups, ran about 20 minutes. Afterward, the run groups dispersed into separate meetings of different lengths oriented specifically to their run group. I was in the Novice group and was in the classroom for the first hour. Information was well presented by our Group Leader, Lane Sawyer, with emphasis



Lane Sawyer instructing in the classroom.

on Safety First, driving at 7/10's and within your comfort zone, courtesy to other drivers, etc. This is not a competition in any way, but an environment in which to learn your car and advance your driving skills in a SAFE arena. Other items covered were the flags, cone markers, lines, turn apexes, etc.

After this meeting, I had 35 minutes to review information and relax before moving Speedy to pre-grid 15 minutes before my first session. My Coach, Gary Johnson, whom I had already met, arrived and we went out on track. He drove Speedy at a nice pace the first two laps, illustrating the lines through the various turn complexes, etc. Then it was my turn. I drove several laps with Gary coaching. There was no passing allowed this session. After the session, we Novices headed back to the classroom for a short meeting to discuss the next session and new skills, such as passing, etc. The second session began with a couple of laps practicing "point bys" in the passing areas, working in teams of two cars each. This was really a good exercise, adding another element to the driving scope. Then it was back to the classroom for another short discussion regarding passing and the session just completed, along with some new information for the next session. Lunch was soon to be presented.

A great lunch was set up in the classroom for all participants, provided by HOD. I ate and then had the opportunity to ride a few laps with my Coach in his car, during the coach demo session to further understand the course. We had some time to discuss points and before I knew it I was due to pre-grid for my third session. My Coach, Gary, again rode right seat, patiently coaching, as he felt necessary. Having a Coach is really great. There is so much sensory input out there that it is easy to be late on a brake point, etc, through distraction. It really lowers any anxiety about making a "mistake." I continued to work on "carving" the perfect line through brake points, turn-ins, apexes and exits. I really liked using the throttle on my way out of some of these turns. Upon completion of this session, it was back to the classroom again for another "download" of information.

I began my fourth session about 3:15, again with Gary riding right seat. I did not drive this session as well as I had driven the third session. It felt like being a half step out of sync. I started the session with Gary being fairly quiet, letting me drive what I had learned/remembered. He patiently worked with me through the session, coaching, as he felt necessary. There was no download in the classroom after this session, so Gary and I spent a few minutes discussing the session just completed. I rested a bit, drank some Gatorade and decided that I would work on my concentration in the last session. *(Continued on next page)*

THE RIDGE HPDE, CONTINUED

(Continued from previous page)

Session 5 began at 4:40 in the afternoon. Gary again rode right seat. I went into the session relaxed and determined to improve. I did get my game back, so to speak. Probably Session 3 was my best, but this came fairly close. I was thrilled with my day and pleased with my performance. After my limited experience on a flat track, this felt like moving into three-dimensional driving rather than a two dimensional scenario. When I connected on a complex of turns such as the Ridge Complex and got it right it felt like silk and flowed effortlessly. When I missed, it was not as comfortable and Speedy would complain.

In addition to all the fun I was having, I also got to ride right seat three laps in the 2014 Corvette Stingray. ORPCA member Keith Martin drove the car in sport mode to demonstrate, and it handled the course easily. The car is quite impressive. There are many added features on this car, such as rev matching and 5 different driver modes. I think it would take some time to really utilize all the car has to offer. Beautiful car, though.

On Thursday evening, a track walk (2.47 miles) and a BBQ dinner were on the schedule. We needed to head back to Portland, so missed this.

Hooked on Driving—yes I am Hooked! This program is run so well. There seemed to be plenty of time allocated for each piece of the day, so “frantic” never entered into the picture. I had five run sessions. There were the Drivers Meeting, one full hour of classroom instruction before the first session, and three short meetings after the first three sessions. The coaches I spoke with seemed very knowledgeable and articulate, and there were always coaches available if you had a question. The learning curve grows throughout the day both on and off the track. Communication before the event was exemplary as well. The HOD website is full of information such as tutorial videos, etc. that will answer a lot of questions prior to signing up or arriving onsite. Additionally, email updates were provided, so you knew what to expect, where to be, etc. The mix of information and communication is such that anxiety retreats into the recesses of your mind, allowing you to learn and experience to the fullest.

The Ridge itself—what an amazing place. The track length is 2.47 miles. The elevation gain/loss is over 500 feet. The grouping of multiple turns, as well as elevation change, is an incredible challenge, affecting sight line to apexes in some cases. Do go to the website and see what the track looks like. Because it is young, maybe three years old, there are limited amenities at the moment. Most of the track is up on the ridge; so viewing from the paddock area is limited. Eventually, I would expect that a pedestrian bridge over the track could be installed so that spectators could get up on the ridge to observe more of the track.

A new track and a new program, HOD proved to be an excellent choice. I am glad I seized the opportunity. The Clinkinbeard's and the HOD Team do a spectacular job. They made my day and the experience was super. Thank you Don, Debbie, my Coach, Gary, and the HOD Team! Thank you ORPCA for giving me a chance at that prize! I will definitely have future HOD days on my calendar. ■

HOD participants had the opportunity to take a test ride in the 2014 Corvette Stingray. Photo courtesy Don Clinkinbeard, HOD.



MORE PHOTOS FROM THE RIDGE HPDE ON FOLLOWING PAGE

THE RIDGE HPDE, CONTINUED



Above: . Group A in Pre Grid. Left: Don Clinkinbeard conducting the Drivers Meeting.

High Performance Driver Education 2014

This Month's Events: October 4-5, October 12

This year's HPDE program continues to be highly successful! We have contracted with both Hooked on Driving (HOD) and National Auto Sport Association (NASA) NorthWest to provide our membership with a total of 27 days of track time on the Northwest's best tracks. Both vendors offer the novice HPDE driver instruction with experienced and dedicated instructors. There are also classroom sessions and/or feedback after your driving sessions. HPDE is an opportunity to enjoy your car in the safe, controlled environment of a race track. You will improve your car skills in areas such as looking further ahead, awareness, car control in a skid, proper line on the track, threshold braking, to name a few. You will drive your car at a higher level all the while grinning from ear to ear.

A race track is the safest place to drive a car. Everyone is driving in the same direction. Everyone has a single purpose and is focused on their driving. There are corner workers that control the track and maintain a safe environment for everyone. Drivers are divided up by skill level and into separate run groups: Novice, Intermediate, Advanced, Instructor. Novice drivers will not be placed in the same run group as advanced drivers for both safety and enjoyment for all. ■

NASA HPDE Dates

All NASA events are Saturday/Sunday

October 4-5 TBA

HOD HPDE Dates

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

- BBQ and paddock party Saturday night

October 12 (Sunday) Portland International Raceway

Third Annual Sausage Run

Saturday, October 11, 9 a.m. - 1 p.m.

Includes lunch in Mt. Angel

This is October, so think "Oktoberfest!" Sausages, schnitzel, and beer ... Ja!

We will leave from Miller's Homestead 17333 SW McEwan Ave. Tigard OR 97224 (503) 684.2831. I-5 exit 290 head one block east. Many arrive early at 8:00 a.m. for a no-host breakfast.

To attend, bring your favorite Porsche (with plenty of fuel) and ideally, a navigator; we meet no later than 8:45am in the rear parking lot. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. Driver's meeting takes place at 9:00 a.m., the first group of cars will depart at 9:15 a.m.

This is a no-fee event. Questions: Joe McQueen, vice-president@oregonpca.org ■



Autocross #9

Saturday, October 5, North Pits, PIR

Autocross #9 will be run in the North Paddock (Pro Pits). This is the last autocross event of the 2014 season! The plan is for sun that weekend so don't disappoint and come on out to PIR. Have some fun, meet some new friends, put you and your car to the test, and enjoy a little competition. Come out and see what all the excitement is about. We do have a good time.

Access to the Pro Pits will be made through the crossing gate at turn 12. You must make a hard right at the end of the wall at the start area for the drag races just below the tower.

The gate looks blocked from the track but it isn't. To access the drag strip wall, follow the east wall along the track's staging area. People will be there to assist in crossing. Do Not under any circumstances use the track as a path to find another entrance. Access to PIR will be made through the Main PIR Gate/Ticket Booths.

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

Preregistration for Autocross #9 can be made online any time by clicking on <https://axwaresystems.com/axorm/>. The last day to pre-register for this event online will be noon Saturday, October 4, 2014.

Registration at the event opens at 7:30 a.m. Remember EVERYONE must go through registration whether pre-registered or not. Drivers meeting will start at 8:30a.m. First car scheduled out at 9:00 a.m. We usually are complete by 1:30 p.m.



Entry fees are as follows:

ORPCA/PCA members pre-registered online, prepaid or not: \$35.00

ORPCA/PCA members at the gate: \$40.00

Non-ORPCA/PCA members pre-registered online, prepaid or not: \$40.00

Non-ORPCA members at the gate: \$45.00.

If you pay at the gate we can only accept cash and checks at this time.

Remember this is our last event of the season so if you've been holding back now's the time to go for it. You've got all winter to get you and your ride back in shape.

Have fun and enjoy the ride. ■

REGISTER VIA: <https://axwaresystems.com/axorm/>

CLUB CONTACT: Todd Averitt

taverittster@gmail.com

October Social & Dinner

Wednesday, October 15, 6:00 to 8:00 p.m.

Wasabi (Pan Asian Cuisine)

1861 NW 188th Ave.

Hillsboro, OR 97124

Hosted by Steve and Cristy Johnson

**Club
Event**

RSVP socialevents@oregonpca.org.

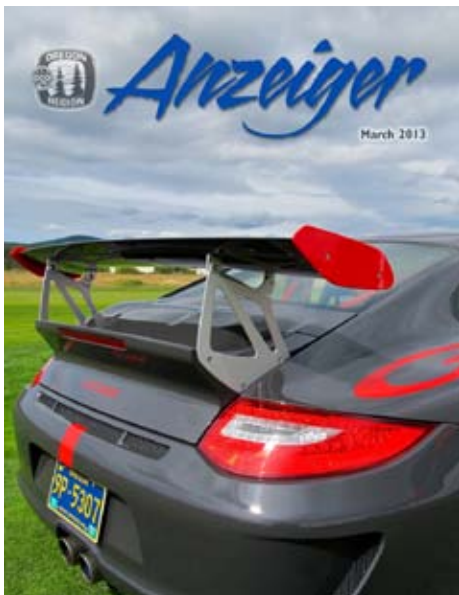
Limited to 40 attendees, so RSVP early!

Social Hour: 6:30 p.m. to 7:30 p.m. / Dinner: 7:30 p.m. to 8:30 p.m.

Wasabi has a huge parking lot for cars, nice patio area, great selection of "Spirits," including Sake. For the brave ones in the club, there is a big selection of cooked and raw sushi, with cooked entrees as well. Cristy recommends the Sea Bass. Yum! We will be ordering from the menu. ■



Announcing the Anzeiger Cover Photo Contest!



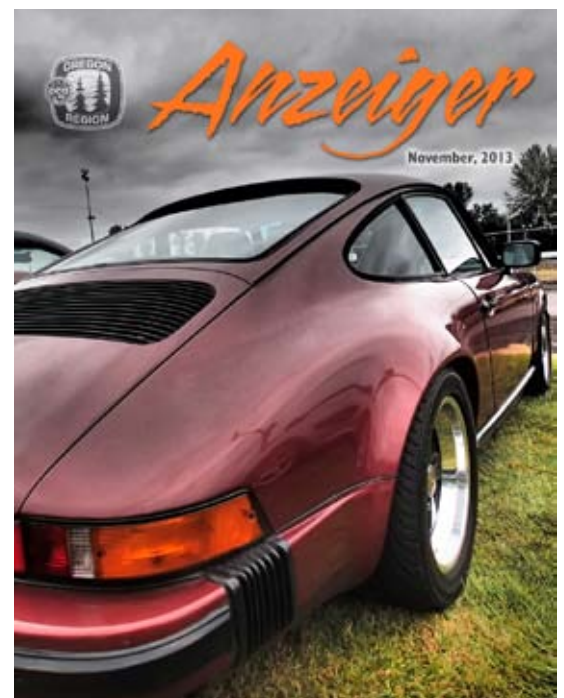
Grab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of Anzeiger, the Oregon Region's award-winning magazine. Enter as often as you like.

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

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

unprintable when we try to blow it up to usable size. To not waste your time and 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 ■



Tire Rack Street Survival 2014

Sunday, October 12, PIR

Motor vehicle crashes are the leading killer of American aged 16 to 19, accounting for 40% of fatalities in that age bracket. To reduce this number, Tire Rack Street Survival® developed a national driver education program aimed at teaching teens the skills they need to stay alive behind the wheel.

On Sunday, October 12 at Portland International Raceway, the Sports Car Club of America (SCCA) Oregon Region will host a Tire Rack Street Survival® driving school. During this one-day class, students gain valuable new skills to improve their driving techniques on the road. Students drive their own cars through real-world emergency driving exercises, with an instructor in the next seat to provide immediate feedback.



DOES YOUR YOUNG DRIVER KNOW HOW TO RESPOND TO A SKID?

The Street Survival program provides students with valuable skills to improve their capabilities to respond to a driving emergency. This class is 100% focused on teaching young drivers car control techniques for safer street driving. Note: cars will not be driven on a race track. Parents are welcome to observe the drills and listen to classroom instructor.

LEARN LIFE SAVING DEFENSIVE DRIVING SKILLS FOR \$75

Due to the generous sponsorship of the Tire Rack, the SCCA Foundation, the BMW Club of America Foundation, and Michelin Tire—along with local Oregon and Washington racing community volunteer—the total out of pocket cost per student is only \$75!

Licensed drivers age 16 to 25 are eligible to participate. Students must supply their own vehicle in safe, running condition, along with proof of insurance, and a valid driver's license. 15½ year old students with valid learning permits and six months driving experience are eligible to participate. Note: due to insurance regulations, SUV's, vans, and trucks participating in this program must be equipped with electronic stability control or have NHTSA 3 Star or better rollover rating.

For more information on Street Survival and/or to sign up, please visit <http://streetsurvival.org>. We already have 14 students already signed up, with less than 18 spots remaining; this October event will be over-subscribed, so please sign up soon to avoid being placed on the waitlist.

Interested in Instructing? We need your help! Due to the timing of the SCCA Runoffs, a number of our regular instructors will be missing. Please volunteer for this event: you make a difference.

Region contact for students, parents, and instructors: Jim Weidenbaum, Oregon Region SCCA, Street Survival Chair 503.367.4789 streetsurvivalpdx@hotmail.com ■



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

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 char-
ity****

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

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■ CARS FOR SALE



Porsche Boxster, 2004, Two-owner car (adult owned) that has been very well taken care of and serviced regularly. In excellent condition with only 58,000 miles. Base convertible with 2.7 L, Flat-6 cylinder Tiptronic transmission. New battery recently installed and comes with two car covers. Never tracked. Interior, tires and brakes are all in good condition. Asking \$15,000. Contact Carol at (503) 641-7878 or carol-rutherford@hotmail.com. (8/14)



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

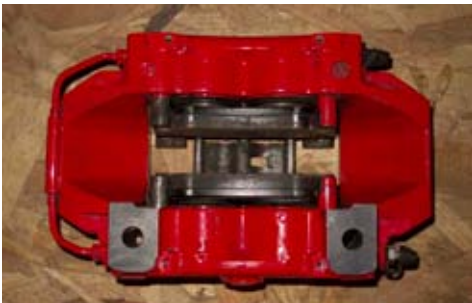
Offset: 38mm Backspacing: 7.01" Bolt Pattern: 5-130

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)