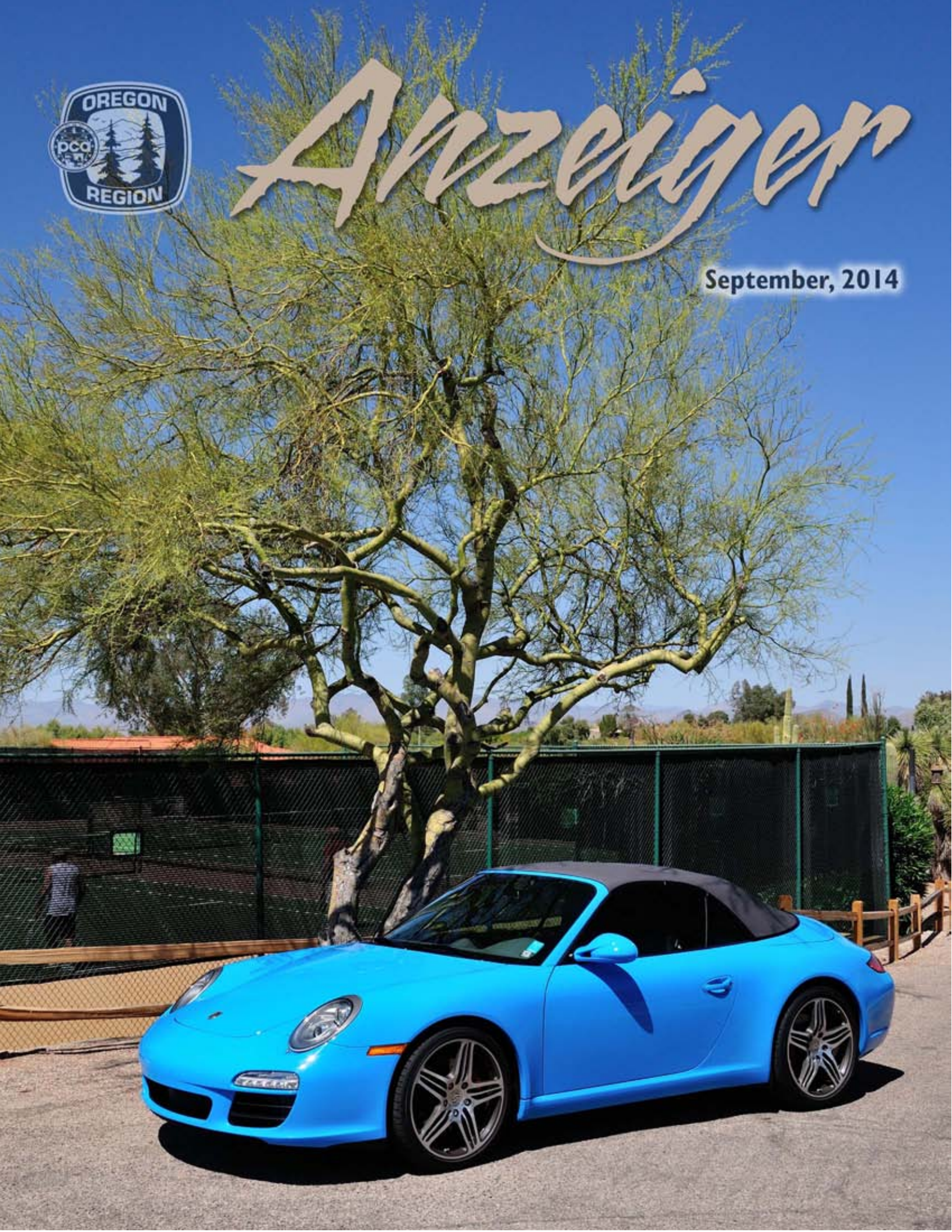




# Anzeiger

September, 2014







PORSCHE

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# Anzeiger

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September, 2014



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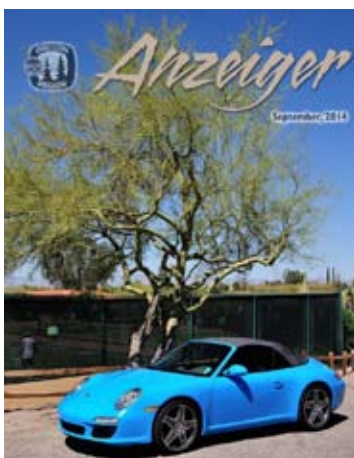
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## ON THE COVER

Photo by Lynn Gotcher.

## 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 35.

# Anzeiger

*Noun, German*

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

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

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

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

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

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

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

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**PORSCHE**

# Oregon Region Events



## *September, 2014*

- 6 Sunset Porsche Swap Meet
- 9 HPDE @ PIR
- 10 Board Meeting
- 12-14 Festival of Cars in Bend
- 13 Arrive and Drive
- 14 Autocross #8 @ PIR
- 17 Monthly Club Dinner and Social
- 12-21 Circuit of the Americas Race  
in Austin, TX
- 20-21 HPDE @ PIR
- 21 HPDE @ Oregon Raceway Park

---

## *October, 2014*

- 4-5 HPDE @ TBA
- 4-5 HPDE @ The Ridge Motorsports Park
- 5 Autocross @ 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.oregonnpca.org](http://www.oregonnpca.org)  
for the latest schedule  
of all activities**

**MARK  
YOUR CALENDAR!**

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

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





# If only every Porsche had one of these.



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**FROM  
THE  
PRESIDENT**  
Eric Freedle



## September: Our Last Month of Dry Roads

**W**ith our big events in our rear view mirror—the 2014 Porsche Parade and the Northwest Passage—we look forward to the remaining driving events. There are two remaining Arrive and Drives that should delight those inclined to attend. We have two AX events left for those who want to test their Porsches and reflexes. This year there will be a total of nine AX events—the most we have held, along with the most attendees during the year! We really encourage all Porsche owners to bring out their 911s, Boxsters, Caymans, Cayennes and Panameras out to these events. We have seen various sedans, e-vehicles, vans and even an SUV Jeep come out and play with the AX group, and left with big smiles.



Last year we were gearing up for the celebration of the 50th year of the Porsche 911—hard to believe that the 911 can qualify for an “AARP card!”

Mark your calendars: Sunset Porsche Swap Meet on Saturday September 6. For those wanting to get a look at some of the nicest collector cars in the Northwest, be sure to make your way to the Festival of Cars in Bend, Oregon, on September 12 to 14.

We are looking forward toward next year’s events and even three years out, as the board will be having a three-year planning meeting this month. This brings us to new proposals for next year’s events with a deadline of October 1. These 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 will consider it for the calendar. Remember, we are a volunteer club; it is members like you that make up the Club, and we are always looking for your input and ideas.

At our August Board meeting, the financial reports from our Treasurer John Brams continue to shine well on our club! Our well-attended AX events, sold out Northwest Passage and PCA subsidies continues to help our revenues exceed the 2014 budgeted numbers. With the *Anzeiger* costs contained, Joe McQueen and our web designer Pixel-spoke continue to tweak and upgrade our website.

We have been in discussion with Friends of PIR (FOPIR) about how the Club can give back and help them improve the track infrastructure needs. The disrepair of corner worker stations is one the first items to be considered. Our donation (see page 9) will allow a complete rebuild of the station and for ORPCA (*Continued on next page*)



## PRESIDENT'S MESSAGE, CONTINUED

*(Continued from previous page)* to brand the station with our name, showing a leadership role among car clubs.

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.

Happy motoring! ■



Photo courtesy wikipedia.com.

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From the Board of Directors:

## Club Supports FOPIR With Turn Worker Station Funding

**P**ortland International Raceway isn't just our "local track" here in the greater Portland Metro area. The fact is ORPCA and PIR have had a very close relationship for decades, as PIR track days were the Club's main local revenue source. At times, these revenues eclipsed the dues received from PCA national.

Many of us know that the lion's share of the Region's significant current capitalization, which enables us to do many things that other regions are unable to afford to even think about, is directly attributable to our profits from the 1995 and 2006 Parades that we hosted. However, many do not know that major portions of the Parade profits came from the very successful PIR track days that the Region hosted as adjuncts to those Parades. Although track events have expanded to new tracks in the northwest, we still use and need PIR as a track and event site including as our prime site for Autocross, a critical revenue stream for the Club.

For those reasons, the ORPCA Board has seized an opportunity presented by the Friends of PIR organization to give something back to PIR. Friends of PIR (FOPIR) is a 501(c)(3) organization formed by a handful of PIR benefactors, including ORPCA Past President John Draneas, that is dedicated to keeping PIR functioning as a racetrack for the long term.

A critical infrastructure need PIR has the refurbishing of the turn worker stations. They are dilapidated, which means that the turn workers, without whom we could not run track events at all, get little protection from the sun and rain. FOPIR organized a funding drive to ask several of the most important PIR users to pick up the \$9,000 cost each to replace the turn stations. ORPCA has turn station 1, which sits at the end of the front straight just as the cars turn into the chicane. In return for paying for the cost of the replacement, ORPCA has the right to place signage on the station. We will be "branding" the station with club identity and also will speak to our primary marketing partners regarding this exposure opportunity.

Not only will we be improving the quality of track events with our contribution to the improved turn stations, the branding will give us added visibility demonstrating our leadership role among the marque clubs. ■

**STILL  
PLAYS  
WITH CARS**  
Peter Linsky



## What About All Those Unsold (Non-Porsche) Cars?

**A** rather startling number appeared in an April issue of *Autoweek*: An article about the powerful (560hp) and sophisticated BMW M5 casually mentioned that this factory hot rod can be expected to lose 70 percent of its value in just 36 months and fully 80 percent of its value in five years. The list price for a 2014 M5, with its twin-turbo V8, is \$93,000, and that's before you start piling costly options. Doing the math, it would appear that a buyer would take a \$65,000 hit in those first three years, and leave more than \$74,000 behind after five years. Ouch! That's astonishing, and raises questions about why anyone would throw that kind of money away. I also began to wonder if buyers of new high-end Porsches, such as a new Turbo, face similar massive depreciation. I don't have any empirical evidence at hand, but somehow, I doubt it. BMW has become a relatively high-volume manufacturer; look around any parking lot. Three-series models are ubiquitous, and their resale prices reflect that. Porsche has never been high-volume, although its sales numbers have been growing steadily. Porsche has also been quite careful to keep its production volumes under control so that inventories do not pile up on dealer lots. The brand, to our benefit, remains fairly exclusive. That brings us to another issue:



Photo courtesy vincelewis.net

**I** have written several times over the past few years about the growing conflict between the seeming need of the auto industry to sell an average of 15 million new cars and light trucks in the US every year. In my humble view, selling that many new vehicles on an annual basis is eventually going to run into an unsustainable reality: We are going to some day soon run out of space to drive, park, and store all these new cars because not enough “old” cars—those sold here in each and every one of the preceding years—are being taken off the road to make room for them. Since modern vehicles, given a modicum of adequate car and attention—should provide good service for at least 8 to 10 years or more at the minimum, well over 100 or 200 thousand miles, the need to trade in a car that's a few years old no longer applies. Cars are not retired or scrapped unless they are wrecked, or utterly worn out, which can take a long, long time. Now a new factor has emerged, one that most of us have never considered: What happens if automakers keep cranking out cars based on the assumption that they will be sold ... but they are not sold? Check this link, and then think about what it means ... <http://www.vincelewis.net/unsoldcars.html>

**A**s expected, a lawsuit against Porsche has been filed in the death of *Fast and Furious* actor Paul Walker, but not by the attorney who has won several cases against our favorite automaker. In mid-May, the wrongful-death action claim was filed by noted Los Angeles-area lawyer Mark Geragos rather than the high-profile firm owned by Craig McClellan of San Diego. Geragos' suit, on behalf of the widow of Roger Rojas, who (*Continued on next page*)



## STILL PLAYS WITH CARS, CONTINUED

(Continued from previous page) owned the car and was at the wheel at the time of the fatal crash in Santa Clarita, CA, last November, asserts that the Porsche Carrera GT was defective in that it lacked a rollcage and proper fuel tank protection. It also claims the car's rear suspension failed, causing the crash. The car burst into flames after impacting a light pole at what crash investigators from both the Los Angeles County Sheriff's Office and the California Highway Patrol say was a high rate of speed, determined to be approximately 90 mph. The lawsuit states that the car was only traveling at 55 mph, which was still in excess of the speed limit on the street where the crash occurred. Porsche's attorneys say the official crash investigation bears out their belief that the car was travelling at high speed, and that the car was not at fault. As they say, "See you in court."

Until next time, drive carefully! ■

### New Members

Marc Cramer  
1985 911 Carrera

Peg Ryan / Eric Lewis  
2014 Boxster

Chris Thomson  
1982 911 SC

Jacob Wieselmann /  
Christina Wieselmann

### Anniversaries

**5 Year Anniversary**  
Scott Lindgren / Rue Lindgren  
David Meharry

**10 Year Anniversary**  
Gary Chapman / Pamela Chapman  
Rick Pittman / Jennifer Pittman  
Daniel Yaillen / Rainey Weeks

**15 Year Anniversary**  
Ralph Smith /  
Che-Chen Carol Gwo

**25 Year Anniversary**  
Thomas Jewett / Linda Jewett

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Donald Palmer / Joan Palmer

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## MAKING THE MOST OF EVERY RUN

Todd Averitt



### The Black Art

**Y**ou've been to driving schools; you've practiced and put in a lot of seat time, you know your car and have a few extra bucks to improve your car. The question is what will get me the biggest bang for my bucks?

For the sake of this column I'm going to assume you are competing in a stock class. You have stock tires and wheels and just want to do that little extra to shave a second or two off your times.

First thing, as I've mentioned before—any modification done to a stock car running in the stock class (other than a few safety modifications) will move you and your car to the Production Category (P01, P02, or P03). This includes after-market wheels and tires. Be sure you read the PCA-PCR Manual thoroughly and understand the modifications allowed

by them for each class BEFORE you buy. They can be found on PCA's National website. So the answer to modifying a car in the stock class is easy. The answer is nothing.

Just like everything else in life, you have to ask yourself a few questions first. Answer them honestly and look at the long term. If you want to shave seconds off your time by making some basic modifications such as aftermarket wheels and tires or suspension improvements, you will be moving up to the Production Category as a minimum. You want to move up. The first change I recommend is tires.

#### What tire is the best? What wheel is the lightest?

The question is how important is being competitive at this stage is to you. If I'm using this car as a daily driver, in all kinds of weather, do I really want to change wheels every month? Here is an excerpt from the PCA-PCR manual regarding wheels and tires for the Production class: *(Continued on next page)*



Photo by Steve Scott



# AUTOCROSSING, CONTINUED

*(Continued from previous page)*

## A-2.5.5.3. Brake/Wheel/Tire

(a) Tires: All tires must be Department of Transportation (DOT) approved. Any DOT listed tire may be used providing they have a visible tread, have DOT wear indicators and have visible tread across the entire tread surface. These may be “R” type tires. Tire aspect ratio and width is free but must fit under the stock fender wells. Tires must be marketed nationally and generally available to all competitors. The cord may not be visible before, during, or after runs. Recapped tires or re-grooved tires are not allowed. Competitors are responsible for policing the “rubbing tire” rule and protests must be made before timed runs.

(d) Increased Rim Width: Rim width may be increased up to 1.0” over the widest rim available from the factory (front and rear respectively; see Appendix V) for that model range so long as the width does not extend beyond the stock fender width as measured from the top of the tire and fits the stock fender wells.

(e) Wheels: All wheels must be the same diameter as available from the factory for the model range of the automobile.

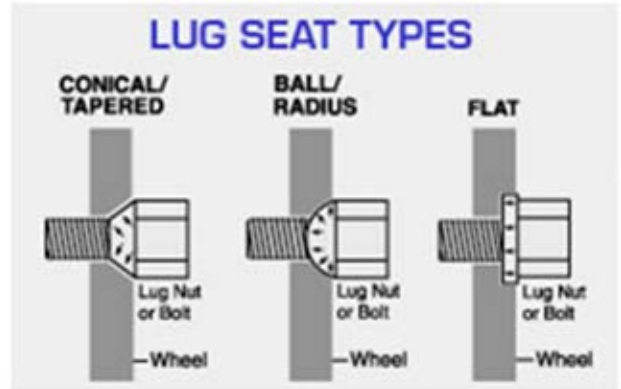


Figure 1

## Tires: The Black art

There are literally dozens of excellent autocross tires on the market. Their costs range from \$125.00 each to over \$400.00. Each manufacturer and distributor has graphs and charts comparing all kinds of brand performance on wet or dry pavement, stopping distances, and some even have lap time comparisons. The best questions you can ask are “What kind of car are they using?” and “How does it compare to mine?” If you are driving a Carrera 4S or a Boxster, how valid is a tire demonstrated on a BMW 328 or Ford Mustang? Try and compare apples to apples; total weight, weight distribution, and drive train configuration. Ask others with similar makes and model cars which tire they recommend and how many brands and sizes have they tried. Again, you must stay within the allowed modifications of the Production class as outlined above, unless you think you are ready for Improved.

Don’t lose faith: there are many excellent tires out there in your price range. Remember, though, the stickier the tire, the lower the UTQG rating—meaning, the greater the tire wear, the more often the replacement. A 30 rating is as sticky as they come. The down side is they may last a season, they are expensive, and they are definitely not recommended for the street. Comparison: a normal street tire has a UTQG rating of 400 and up.

## Wheels

The lighter the better. Remember, as with tires, there are size restrictions in the Production class as well as the Improved Class. Do not buy cheap aftermarket wheels. Your life is literally riding on them. I do not recommend used wheels unless you have them checked for cracks and defects. If cracks or defects are found, walk away—period.

The second thing about aftermarket wheels are the lug nut seats. This is extremely important. Use the wrong lug nut and your wheels will fall off. Laughing matter, or doesn’t happen? Twice this year, we saw mismatched lug nuts and alloy wheels—one caught at tech, the other at a non-ORPCA event when the front right wheel came off in the middle of a hard left hander. It was scary for the driver and dangerous for everyone and everything in the area.

There are three basic seat types (Figure 1). Be absolutely sure yours are correct for the wheels you are using.

Thread pitch and size is pretty darn important as well. If you haven’t seen YouTube video of what happens when you get it wrong check this out: <https://www.youtube.com/watch?v=0Z51HgIouwE>.

Next column we will discuss some suspension modifications. Rigid isn’t always the best. ■

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## IN THE ZONE

Tim Hagner  
PCA Zone 6 Representative



## Whistler Weekend was a Big Wow!

**A**s you read this the deadline for entries in the Zone 6 Logo contest will have passed. By the time you read the next “In the Zone,” a winner will have been announced. To see the entries and the winning logo, go to: [www.pca-cwr.org](http://www.pca-cwr.org). Good luck and thank you to all that entered!

Wow! That’s the best way to describe the Whistler Weekend. I’m sure everyone who attended feels the same way. Our car, our friends and my new favorite place (next to Bend!), it just doesn’t get any better. There were over 120 Porsches entered, fifty of them lined the upper

village on Saturday for the Concours and show, much to the enjoyment and delight of many a visitor. The walking rally was a great way to explore the village and the Sunday Auto-x was a great way to explore the limits of your car. I’m not sure what limits were explored on the wine tour! Maybe I shouldn’t know. Congratulations to the Olympic Peninsula Region for winning the Mark Donahue Trophy, presented to the region that had the most participants, excluding the hosting regions, based on miles driven and membership size. Glad I didn’t have to do the math, only present the Trophy. A “well done” goes to the weekend’s overall winner, and Zone 6 Webmaster, Dennis Coplen. The overall winner is determined by points earned in the three competitive events, the better you do, the more points you earn. The person at the end of the weekend with the most points wins the overall. I’ll be looking forward to next year’s version. Canada West and Pacific North West regions combined forces to host a very well done event. Great job everyone!

Speaking of next year, the “Zone 6 Grand Tour” is still going forward. We’re working on a tentative date so you can start your planning. As soon as it becomes available we’ll pass it on.

Thank you to the Absaroka Region for being a great host to me and to their President, Stephanie Haider, for the after meeting tour. What a great drive! Graham, I found your car, but not you at Skamania. I think the rain was the factor.

When you travel our great Zone, don’t forget to check the website of the region(s) you’ll be traveling through. It’s always great fun to drop-in and meet fellow PCA’ers. I’m sure you’ll be welcome!

Hope to see you soon and don’t forget: it really is about the people. ■





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# July Autocross: Decisions, Decisions, Decisions

by Todd Averitt / Photos by Rick Meyner and Bob Schatz

Jim Pileggi rose to the challenge and designed a course that required forethought, control and willpower to place cars in the best position for a quick transition to and through every element. The Chicago boxes exemplified a technical area as overcooking momentum or braking brought corrective handling into play, which always adds time to a final tally.

The next decision depended on whether you were going clockwise or counterclockwise around the skid pad. Too late ... that decision should have been made before you started your run. Speaking of the skid pad—what did you think flowed best? Left, clockwise, right, counter clockwise, or no difference?

Our turnout was fantastic! It was great to see old friends and make new ones. With a large pool of competitors we had three run groups.

Our first run group of Non-Porsche all-wheel and front wheel drive cars experienced a few Murphy events. Two cars in and the starting timer quit, the printer quit, power to the trailer failed twice, three times motorcycles went through our barricades and onto the course, and the starting timer cable failed.

Now on to the results: The NPF Class finishing order: Garrett Cogburn, Eric VanDyke, John Gonzalez, Steve Savas, and Andy Thompson. Class winner Garrett Cogburn finished first by 0.051 second over Eric, and placed 10th in Top Time of Day (TTOD).

The NPA Classes winner was Sammy Lin, and he took 6th TTOD. Jim Fletcher finished second in class, and Carl Tanner third. The Bill Sessions Jeep Cherokee SE should get some style points for his runs.

The NPR Class is our largest single class. TTOD and Class winner goes to Jared Still. Second in class goes to Josh McCall, followed by Tom Mill, Alex Paraskevas, Damian Donesky, and Ben Colley. Did anyone happen to catch the runs made by that AMC Javelin? Chip in and help him buy a posi-traction rear end. I think I saw Eric VanDyke riding shotgun to load the right side.

The last group out were the Porsche Classes. Were we daunted by the outstanding performances and performers who went before us? Not on your life! We were ready—let us loose!

M01: Tom Kotzian and Greg Olsen put on a great show. Tom won the M01 Class and was only 0.012 sec from winning TTOD. Greg Olsen finished 0.115 seconds behind Tom.

I01 Class was won by Todd Averitt. Again, it was a two horse race with Cary Kutter.

P01 Class was championed by Ryan Davis, followed by Sean Ressler. The newest Porsche in this group was a 1984 Porsche 944, followed by a 911 SC owned by Sean Ressler, and the red Targa we all know—Harry Danberg's 1973 911T.

P02: Top time went to our president and all around good guy Eric Freedle. Jim Parks was second.

P03: Bob Schatz beat Barry Cogut. Bob also took 4th best TTOD. This writer doesn't (*Continued on next page*)



Garry Cutter, back to his winning ways in his Carrera RS. Photo by Bob Schatz

## JULY AUTOCROSS, CONTINUED

*(Continued from previous page)* think Barry is going to take this sitting down. Now that there is some competition, this class should be fun to watch.

S01: Bryan Brock did a great job again and won the class.

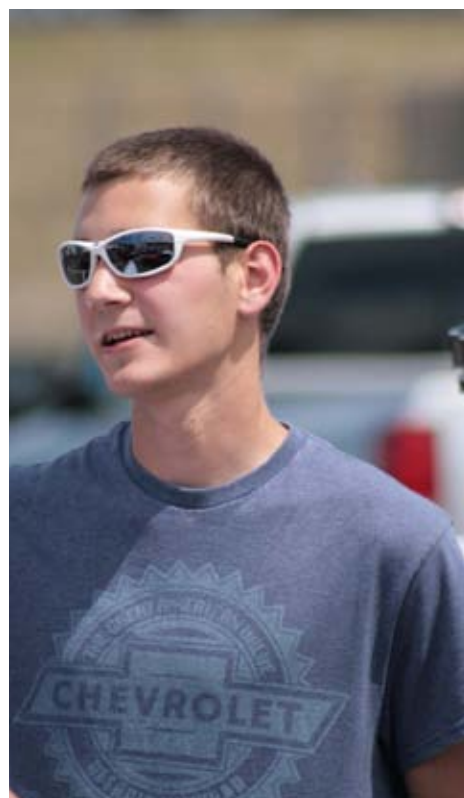
S02 is the largest of the Porsche Classes. Dana Jacobsen finished first over Chuck Jarvie, Rod Street and Carlos Santayana. It was a good, close competition.

S03: Jim Pileggi—what more needs to be said. Good drive, Jim! I can't wait to see his next course design.

This was an incredible event. Many wonderful people not only participants but spectators as well. We had a group of true competitors who, when their rest period arrived, stepped up and asked if they could help. Fantastic! Thank you! You get it!

It was great to see all the smiling faces of new comers and old timers as well.

Once Murphy had his fun and left, it couldn't have gotten any better. ■



Top left: Barry Cogut showing how you make a hard left-hander; Above: Chevrolet (?) Warren Hansen, driver of clean S-10 pickup; Left: a couple of our drivers discussing strategy. Photos by Bob Schatz.

## MORE PHOTOS FROM JULY AUTOCROSS ON FOLLOWING PAGE



## JULY AUTOCROSS, CONTINUED

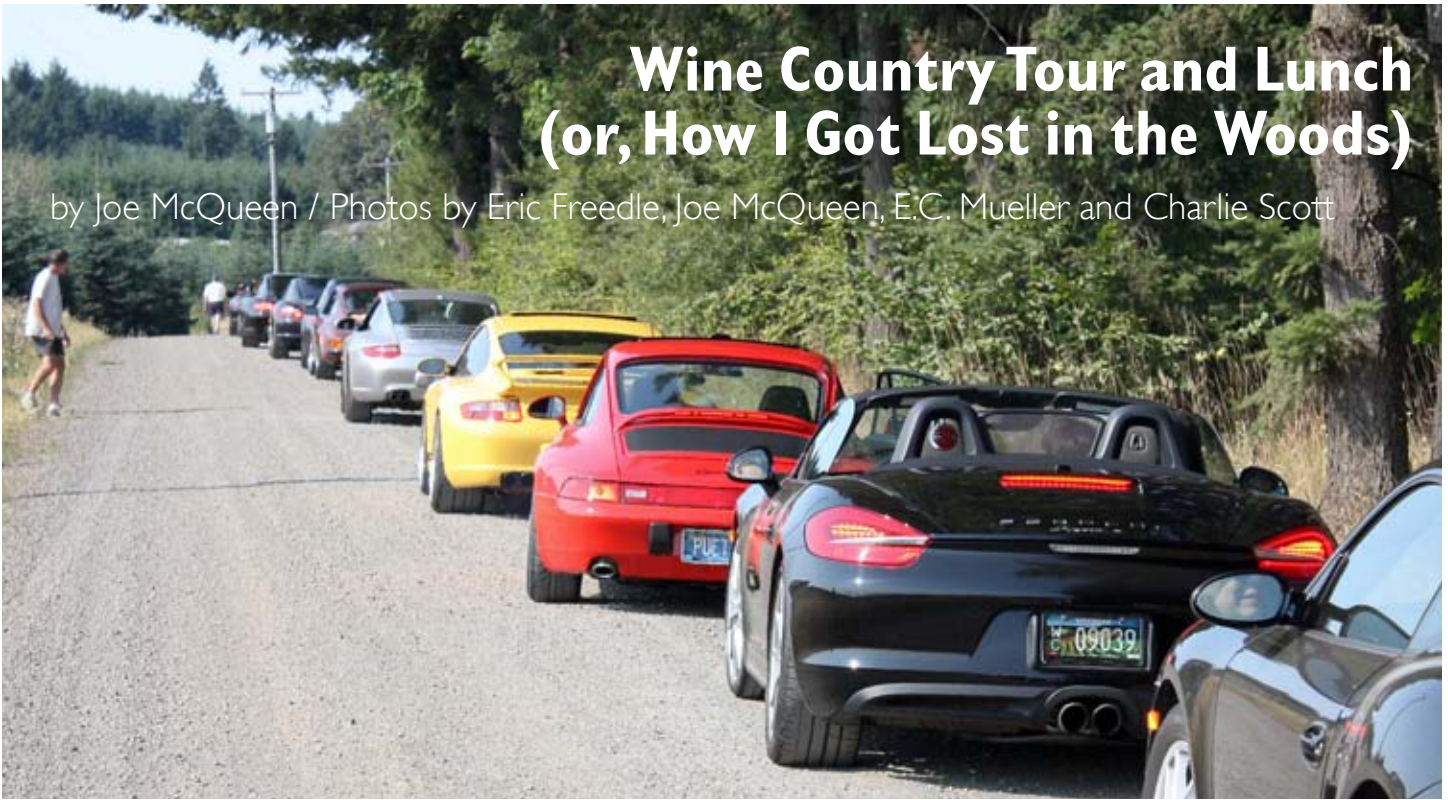


Clockwise from top left: Sue Bewley having a great time in her Mazda Miata, Photo by Bob Schatz; Damian Donesky in his Pontiac Fiero, photo by Bob Schatz; two old timers adjusting their sundial, photo by Rick Meyner; Katey Donesky is ready to fly in her highly modified Pontiac Fiero, photo by Bob Schatz; William Vanroy in his clean, red Mazda Miata, photo by Rick Meyner.



# Wine Country Tour and Lunch (or, How I Got Lost in the Woods)

by Joe McQueen / Photos by Eric Freedle, Joe McQueen, E.C. Mueller and Charlie Scott



**A**t the usual Summer Picnic start point in Beaverton, we signed our waivers listened to the obligatory instructions from our Tourmeister Charlie Scott. It was a glorious, warm summer day filled with expectations of a fun drive to a great lunch. So we saddled up and proceeded on-wards expecting the usual good roads and magnificent Oregon countryside; little did we realize that ahead lay mystery, dust, and uncertainty.

The route instructions were very accurate; however, the road surface provided a surprise, a challenge, and ultimately defeat. Jaquith Road proved to be our undoing. Charlie stopped to take stock of the situation and one of the “locals” came out to inspect the line of fine cars and take a few photos. His quote, “Never seen so many Porsches in my life ... and stupid people.”

Only five or so cars were to “press on” when the asphalt ended on Jaquith Road; it was a mystery why more didn’t follow. Oh, some are absolutely aghast when it comes to a little gravel. Perhaps this will drive Macan sales! The world will little note nor long remember some dust on a Porsche.

Most turned back to reappear at the Bald Peak rest stop, but those few intrepid souls who soldiered on found that the road wasn’t so bad, other than the dust. Charlie Scott was offering free car wash vouchers for all.

We discovered a similar situation existed on the remaining leg into Carlton, so Eric Freedle took the lead and guided the flock safely into Carlton where our destination and culinary rewards would surpass most expectations. The Carlton Firehouse, operated by Scott Baldwin of DePonte vineyards, was a treat; great wine, fabulous burgers, and wonderful ambiance.

Ultimately, our sense of humor prevailed. ORPCA is really about the people, not the dust on our cars; everyone had a great time. What gravel roads? ■

Above: The neighbor comes to take a look. Photo by E.C. Mueller. Below: Photo by Charlie Scott.



## MORE PHOTOS FROM WINE COUNTRY TOUR ON FOLLOWING PAGES



## WINE COUNTRY TOUR AND LUNCH, CONTINUED



Clockwise from top left: Jeremy Williams and Sarah Bellamy at Bald Peak Park, photo by E.C. Mueller; Carlos at the cookie table, photo by Charlie Scott; The Firehouse in Carlton, photo by Joe McQueen; photos by Charlie Scott.

# The “Summer Heat” Run at Autocross 7

by Todd Averitt / Photos by Bob Schatz

**A**utocross #7 is in the books. A big thanks goes to all the great folks who participated in our event. Because of you, we broke every record in the ORPCA autocross record book: Most ever to pre-register, 96; most ever to compete, 85; fewest DNF's, 11 out of 595 runs; and I have to say—the most fun I have ever had.

Did everyone feel the heat? You must have, based on the great times and clean runs put down by everyone. Let's not dawdle, and get to the results:

M01: Gary and Pamela Chapman put aside their road racing for a day and joined us. Gary took top honors, but not by much, over Pamela. We/I really miss Pamela's organizational skills, and thank her for her efforts helping work assignments run so smoothly.

I01: Cary brought out his big gun, a Carrera 3.2RS, and smoked his competition. Good job Cary!

P01: James Mittelstedt in his 911SC finally got the best of Anthony Ballas and Ryan Davis. Good driving James. All the work is finally paying off.

P02: Eric Freedle and Jeff Gretz have been trading first place finishes all season. This was Eric's day and took Jeff by 0.334 seconds. Jim Parks has been a regular and took third.

P03: Barry Cogut finally has some serious competition in the way of Bob Schatz. Bob took Barry in the last event but Barry wasn't about to give up his throne that easily. Barry put his right foot down and took top honors by 0.144 seconds. The final two events will tell it all. Great driving, gentlemen!

S01: Bryan Brock is king of the class. What more needs to be said?

S02: Dana Jacobsen continues his domination of this class. Chuck Jarvie, Carlos Santayana, Rod Street, and Sean Vanderheiden are in a serious competition for second.

S03: Jim Pileggi took the top spot, but don't count Mark Qandil out just yet. He's been getting more seat time and is closing the time gap with each event. This class will be very competitive if these guys run the last two events this season and all of the next.

Everyone did a great job working the course, helping with setup and teardown, and pitching in even when it was your time to rest; thank you all. It is appreciated by everyone, because it helps things run smoother and allows everyone to relax after the event before the new work week begins; again, thank you.

I can't stop smiling thinking of all the wonderful people and all their wonderful toys. I hope each of you enjoyed the event and will join us for many more. Records are only there to be broken. Great driving ladies and gentlemen!

Again and never enough, thanks to the volunteers whose behind the scenes efforts make all this possible. To Cary Kutter, Ryan Davis, Jim Pileggi, Erik VanDyke, Andres Ferrer, John Gonzales, Barry Cogut, Ben Colley, Bob Schatz, Casey Hollingsworth, Bryan Brock, Bryce Bederka, and others who made the event what it is, an adrenaline rush for 42 seconds followed by smiles that last a month.

See everyone in September! ■



## MORE PHOTOS FROM AUTOCROSS 7 ON FOLLOWING PAGE



## AUTOCROSS 7 CONTINUED



Clockwise from top: Mark Qandil in his GT3; the eight-ball finally found a passenger or two; guest appearance by Paul Teufel, Sr., of OCC?! William Pileggi sets down some good times in the Boxster.

# Monterey Car Week Includes Highest-Grossing Collector Car Auction

Story and Photos by Peter Linsky

Heading into this year's auctions at Monterey, there was a lot of speculation as to whether the stunning number of cars that were projected to bring seven-figure-plus purchase bids would indeed bring those sort of prices, or if the auction houses were being overly optimistic. Multi-million dollar automobiles are no longer simply automobiles; they are objets d'art, often to be put away in a safe place and admired by their new owners. How nice for the sellers and buyers, but potentially sad for the rest of us, who may never again get to see these wonderful vehicles on the road or on the race circuit. They will have become much too valuable to risk. Of course, these kinds of acquisitions are also a form of gambling for the individuals who will write those huge checks, forgetting perhaps that what goes up is also likely to come down. Are investments in classic automobiles to become the next financial "bubble?" Some analysts think this market is beginning to reach its apex. As for the results, the Monterey auctions grossed an estimated \$428 million, which includes the deals reportedly made after the auctions. That's up an amazing 36% from last year's \$312 million. New records were established for many cars. The high-water mark was a 1962 Ferrari 250 GTO that has been raced since new, one of 10 Ferraris from the Maranello Rossa Collection sold by Bonhams. The GTO, which had been in the last owner's possession for 49 years, was snapped up by a European buyer for more than \$38 million (with commission), making it the most expensive car ever sold at auction. Elsewhere, the one-off Ferrari Tre Posti 365 Berlinetta by Pininfarina offered at Gooding's—the inspiration perhaps for the McLaren F1 three-seater—was a no-sale at \$22 million, and RM's Ford GT40 prototype roadster was sold at about \$7 million, well short of expectations. RM was still very happy, selling some \$143 million worth and making its Monterey sale the highest-grossing collector car auction of all time. One question that has gone unanswered at this writing was what happened to a highly-publicized Porsche 917 that was supposed to sell for \$20 million plus ... but was quietly withdrawn without explanation. *(Continued on next page)*



The 911s draw a crowd.



## MONTEREY CAR WEEK, CONTINUED

*(Continued from previous page)*

The Carmel-By-The-Sea Concours on the Avenue improves year by year, again attracting more than 10,000 spectators. Bruce Canepa's freshly-restored (by Gunnar Racing's Kevin Jeanette) Porsche 917K won Best of Show, the first competition car ever to score 100 points. The 917 later made a guest appearance at Porsche's garage display at Laguna Seca, along with a stunning new dark blue 918 driven by PCNA's sales director. Lucky dude!



I wasn't able to manage the Pebble Beach Concours this year, settling instead for a good look at many of the entries as they stopped in Carmel for lunch during the Pebble Beach Motoring Classic ... or Pebble Beach Tour, depending on whether you read the little round car stickers or the event program. Another huge crowd, again well over 10,000 on hand. Photography was impossible, so I just soaked up the atmosphere. One interesting note was the presence of several lovely cars wearing a decidedly art-deco paint scheme of black with medium green trim. Sounds weird, but the combination was very striking. Jon Shirley's silver Ferrari 375MM ex-Rossellini coupe was Best of Show on Sunday. The Scaglietti-bodied coupe is said to be a real handful, since it is based on a race car chassis; noisy and hot. Hard to imagine the elegant Ingrid Bergman enjoying any time in this car with hubby Roberto. It was Shirley's second BoS at Pebble, the first being his wonderful 1938 Alfa Romeo 2900B Touring coupe, which was a regular entry in the Monte Shelton rally prior to Shirley's buying and restoring the car.

The Rolex Monterey Motorsports Reunion did the best it could to celebrate Maserati's 100th anniversary, without very much help from the Italian automaker.

This was the year for losing wheels at speed. A modular rim failed on a very fast Dekon Monza, a wood artillery wheel collapsed on a Model T Speedster, and a third car lost a wheel at the corkscrew. Fortunately, nobody was hurt. There were some very interesting cars out this year, and some excellent races. It's always fun to see something new and strange that pops out of the woodwork, like the Gordini-powered 1963 Fournier-Marcadier Barzoi that was on the entry list. Go ahead, look it up. Apparently it was supposed to be a French version of the Lotus 23. It never appeared on the track, but I loved pronouncing the name.

On Monday I was back at the track to pick up some odds and ends. Most of the cars and set-ups were gone by then, but as I walked by a work crew tearing down the Rolex tent display, I overheard one cranky guy ask his boss: "You mean we have to pull up all these little snap-together flooring tiles?" "Yes!" "I quit!" Maserati's seeming lack of interest in supporting the event was puzzling. Its "Heritage" display in the paddock was underwhelming, with only a handful of new models on display. There were two privately-owned Type 159 Grand Prix cars on hand, and perhaps a dozen other racing cars. The intended star, a Tipo 151 V8 Le Mans coupe entered for Derek Hill, ran well on the Pre-Reunion weekend, but was a no-show for the main event. Next year, as you certainly know by now, the RMMR will be headlined by Mustangs.

As always, there's more to do during Monterey Classic Car Week(s) than time to do it. If you've never been there, put it on your calendar! ■

## MORE PHOTOS FROM MONTEREY CAR WEEK ON FOLLOWING PAGE

## MONTEREY CAR WEEK, CONTINUED



Clockwise, from top left: The instrument panel of a 550A; Ocean Avenue signage in Carmel.—don't even ask; Cam Healy found this 908 engine in Belgium; the case was cut, but he hopes the innards are still good; This 959 at Gooding sold for a stunning \$1.485 million; Stan Gold's one-off steel-bodied 356 America roadster.



# High Performance Driver Education 2014

This Month's Events: September 9, September 20-21,

**T**his 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*

Sept. 20-21 Portland International Raceway

October 4-5 TBA

## HOD HPDE Dates

Sept. 9 (Tuesday) Portland International Raceway

Sept. 21 (Sunday) Oregon Raceway Park

- 2 drivers for the price of 1
- Breakfast is included

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

- BBQ and paddock party Saturday night

October 12 (Sunday) Portland International Raceway

## Sunset Porsche Annual Swap Meet and People's Choice Car Show

Saturday, September 6, 9:00 a.m. to 2:00 p.m.

Sunset Porsche, 4030 SW 139th Way, Beaverton, Oregon 97005

- **SWAP MEET** with multiple Vendors
- Dealer Cost + 15% on all Factory Porsche Parts—Be sure to make up a list of what you need!
- **PEOPLE'S CHOICE**

**DEALER COST + 15%**

**ALL FACTORY PORSCHE PARTS ON SALE**

Day of the Car Show you can get dealer cost  
15% on all Factory Porsche Parts.

*No other discounts may be applied.*



### CAR SHOW

- Show off your Porsche and OR-PCA pride!
- \$5 entry fee
- Reserve your spot with Tim Haburn at Sunset Porsche
- 503-601-3068 or 800-346-0182

Any questions to  
[marketing@orpca.org](mailto:marketing@orpca.org)

# September Arrive & Drive

Saturday, September 13

**E**njoy some of the best roads with the monthly Arrive & Drive.

Each drive is roughly 60 to 100 miles in length and finishing in under three hours. It is a great way to kick off the weekend and a fun way for new members to get acquainted with ORPCA! We leave from our north location at Shari's Restaurant at 9730 N. Whitaker Rd. Portland, OR 97217.

Take the PIR I-5 exit and head east to Whitaker, and proceed 1/4 mi. and Shari's restaurant will be on your left; 503-289-2351. Many arrive early at 8:00am 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 9:00am, the first group of cars will depart at 9:15am.

This is a no-fee event. We will be heading north into Washington for this drive.

Questions: Mike O'Connor, [secretary@oregonpca.org](mailto:secretary@oregonpca.org), 503.320.2447 ■



## We're Looking for Your Ideas for 2015 Club Events

**E**very year, the ORPCA offers a multitude of events from which each member can choose to participate. These events don't just happen; they are created, built and run by fellow ORPCA club members who put in time and creative genius. If the club is to hit the mark as to what type of event is attractive, we need your input and your help. This is your opportunity to have your club event ideas be heard and acted upon—at the same time affecting change and joining a great team of volunteers. Don't miss out.

If you have a new event idea, a continuation of an established event, or a twist on an existing one, please submit a short narrative describing the event, possible committee members and dates preferred. Include a simple budget of the probable costs such as printing, mileage, and possible charges to participants if any, etc. There is a budget form in the Members Area of the website for your use. Usually the submitter acts as the Event Chair with support from a member of the Board. If you don't feel you can be the event chair, but would still like to submit your idea, please notify us anyway.

Submit your club event ideas or questions to [president@oregonpca.org](mailto:president@oregonpca.org). Deadline is October 1, 2014. ■







## Autocross #8

Sunday, September 14, PIR

**T**he plan again 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.

If this is your first experience or just want to improve yourself, we have instructors to guide and help you.

Do you know what you need to do to make your car ready, how to class your car, what Tech involves, and other useful information visit: <http://www.oregonpca.org/events/autocross/ax-rules-regulations/>.

Preregistration for Autocross #8 can be made online by clicking <https://axwaresystems.com/axorm/>. The last day to preregister for this event online will be Saturday noon, September 13, 2014. EVERYONE must go through registration at the event whether preregistered or not. Registration opens at 7:30 a.m. Drivers meeting will start at 8:30 a.m. First car scheduled out at 9:00 a.m. We usually are complete by 1:30 p.m. If your Trophy Pass has some funds left, you still need to register for this event on line.

If this is your first autocross, we have a few loaner helmets. Also you should preregister on line to make onsite registration easier for everyone. We suggest you read our introduction to registration at: <http://www.oregonpca.org/events/autocross/registration> for some tips.

Entry fees are as follows: ORPCA/PCA members preregistered online—\$35.00 prepaid or not, ORPCA/PCA members registering at the gate—\$40.00, Non-ORPCA/PCA members preregistered online —\$40.00 prepaid or not, and Non-ORPCA/PCA members at the gate – \$45.00. If you wish to pay at the gate we can only accept cash or checks at this time.

### Next Autocross Events

September 14 / AX 8 @ PIR

October 5 / AX 9 @ PIR



Be sure to check out our new Rules and Regulations found under Events—Autocross on our website for new Tech rules and vehicle classing. While you're at it check the registration section for reduced pricing guides and new online registration website.

# September Social & Dinner

Wednesday, September 17, 6:30 to 8:30 p.m. (NOTE TIME CHANGE)

**Kennedy School McMenamins**  
**5736 NE 33rd**  
**Portland, OR 9721**

Hosted by Larry and Cathy Hannan

RSVP [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org) by September 14 (if you are ordering the Hammerhead Garden Burger, please order with your RSVP)

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

**Club  
Event**

**O**pen daily for breakfast, lunch, happy hour and dinner, the comfortable mahogany booths and eclectic light fixtures of Kennedy School's Courtyard Restaurant invite you to hang out, stay awhile. Transformed from the old school's cafeteria, the restaurant replaces the traditional lunch-tray offerings with hearty pub fare, handcrafted ales brewed steps away in the onsite brewery and seasonal weekly specials.

Buffet Menu (\$32.00 including gratuity): Grilled Chicken Breast, Smoked Terminator Sausage, Hammerhead Garden Burger (NEED TO PRE-ORDER WHEN YOU RSVP); all the above come with cheddar cheese, lettuce, tomato, red onion & pickle chip and condiments.

Mixed Green Salad, Mediterranean Pasta Salad

Freshly Baked Cookies & Brownies

Coffee & Teas ■



The Golden Gate Region invites you to a  
PCA Club Race / DE weekend at the  
**new 5 mile track** at Thunderhill Raceway in Willows, CA  
September 6-7, 2014

Register for Club Racing at [register.pca.org](http://register.pca.org)  
Register for DE at [pca-ggr.motorsportreg.com](http://pca-ggr.motorsportreg.com)







# JOIN US FOR The INTERMOUNTAIN REGION'S **23<sup>rd</sup> PCA CLUB RACE** & High Performance Driver Education

Sponsored by **Porsche Salt Lake City**



Photo by Eric Schramm

Race Registration opens Aug. 4th  
<http://register.pca.org>

HPDE Registration opens Aug. 4th  
<http://www.motorsportreg.com>

Region, Event & Hotel Info.  
<http://www.irpca.org>

Race Chair - Otto Silva  
[otto@databaseguru.net](mailto:otto@databaseguru.net)  
801 899 3511

Registrar - Kay Koellner  
[koelhunt@gmail.com](mailto:koelhunt@gmail.com)  
h) 801 359 5997 c) 801-870-0463

Driver Education - Jeff Bogaard  
[jwbogaard@gmail.com](mailto:jwbogaard@gmail.com)  
801 712 9211



## Miller Motorsports Park

**Tooele, UT - September 19-21, 2014**

**FRIDAY** Test & Tune & High Performance Drivers Education (HPDE)  
**SATURDAY** Sprint Race, 1 hour Enduro & HPDE  
**SUNDAY** Sprint Race & Super Sprint Race (40 minutes) & HPDE



**6.5 HOURS**  
**TOTAL TRACK TIME!**

The IRPCA has hosted races for **21** years in **4** states at **5** tracks. The Miller Motorsports Track is **4.5** miles long with **23** turns, elevation changes and **12** straights. MMP includes a huge paved paddock with amenities, garages, covered trackside facilities and is less than an hour from downtown Salt Lake City.

# Tire Rack Street Survival 2014

Sunday, October 12, PIR

**M**otor 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](mailto: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](http://Motorsportreg.com)

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

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

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

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

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

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# Resource Directory

## Certified Public Accountant

John B. Brams ..... 503.297.6466

## Detailing & Track Day Gear

Sidedraught City ..... 503.548.6334

## Financial Advisor

Morgan Stanley ..... 503.221.6262

## Porsche Parts

Euro Tech Auto Parts ..... 503.371.6800

## Porsche Service & Repair

Canyon Auto Rebody ..... 877.489.2520

Collision Rebuilders ..... 503.226.6311

Heckmann Thiemann ..... 503.233.4809

Marque Motors ..... 503.293.5386

Matrix Integrated ..... 503.443.1141

Stuttgart Autotech ..... 503.635.3098

Trackside Motorsports ..... 503.236.2106

## New and Used Porsche Sales & Service

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

Sunset Imports ..... 503.641.8600

Monte Shelton Jaguar ..... 503.224.3232

## Tires & Wheels

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

## Wheel Polishing & Repair

Skip's WheelWerks ..... 503.641.8001

# Announcing the Anzeiger Cover Photo Contest!

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

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

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# Marketplace



## ■ CARS FOR SALE



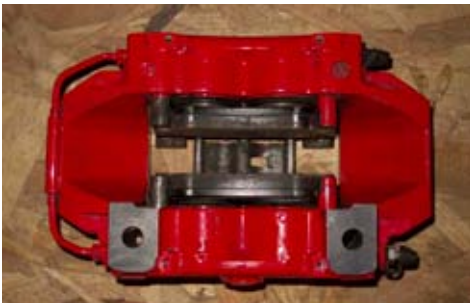
Porsche Boxster, 2004, Two-owner car (adult owned) that has been very well taken care of and serviced regularly. In excellent condition with only 58,000 miles. Base convertible with 2.7 L, Flat-6 cylinder Tiptronic transmission. New battery recently installed and comes with two car covers. Never tracked. 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)



Wheels and tires for Porsche Boxster and Cayman  
OZ Alleggerita HLT wheels. Black with silver lip.  
F18x8.5 offset 53mm R18x10 offset 40mm  
Dunlop Direzza ZII tires  
255/35/18 and 285/30/18

Wheels and tires are virtually new. Less than 300 Miles. Will sell as a set or consider selling separately. Mounted, balanced no shipping \$2300. Barry 360-210-7900 (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)



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)