



Anzeiger

March 2013





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Anzeiger

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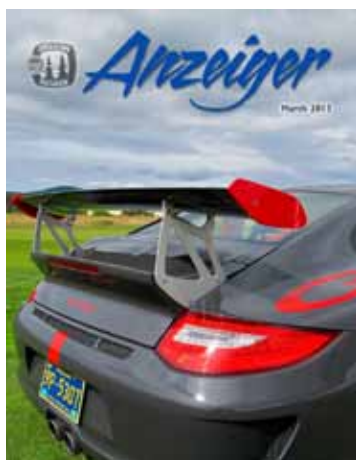
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ON THE COVER

A beautiful car on a beautiful day at the 2012 Oregon Festival of Cars. Photo by David McKinney.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. For more information, see page 25.

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. 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.

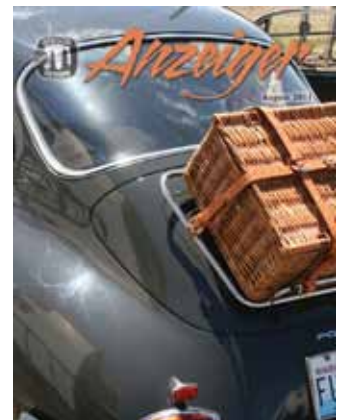
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Commercial Advertising

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 Nancy Scott, nanscottdesign@gmail.com for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

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PORSCHE

Oregon Region Events



March, 2013

- 12 Board Meeting
 - 16 Autocross Test & Tune
 - 17 Autocross 1
 - 20 Monthly Club Dinner and Social
 - 23 Tech Session @ Matrix Integrated
-

April, 2013

- 9 Board Meeting
- 13 Spring Clean @ Matrix Integrated
- 17 Monthly Club Dinner and Social
- 28 Autocross 2

May, 2013

- 5 Autocross 3
- 11 Arrive and Drive
- 14 Board Meeting
- 15 Monthly Club Dinner and Social

June, 2013

- 8 Arrive & Drive
- 11 Board Meeting
- 14-16 Rose Cup Races @ PIR
- 19 Monthly Club Dinner and Social
- 20-24 Northwest Passage
- 23 Autocross 4
- 28-30 Historics

July, 2013

- 9 Board Meeting
- 13 Arrive & Drive
- 14 Autocross 5
- 17 Monthly Club Dinner and Social

August, 2013

- 11 Autocross 6
- 13 Board Meeting
- 21 Monthly Club Dinner and Social

September, 2013

- 6-8 911 50th Anniversary Event
at Skamania Lodge
- 7 Sunset Swap Meet
- 10 Board Meeting
- 15 Autocross 7
- 18 Monthly Club Dinner and Social

October, 2013

- 6 Autocross 8
- 8 Board Meeting
- 12 Arrive and Drive
- 16 Monthly Club Dinner and Social

November, 2013

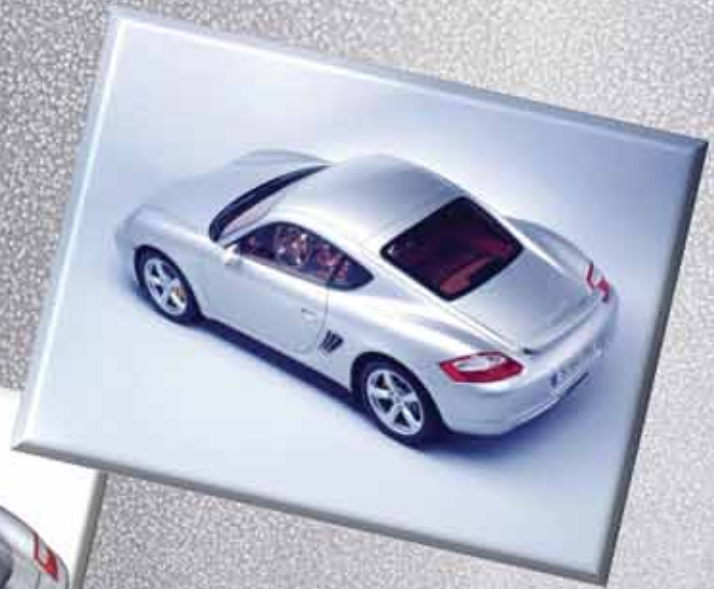
- 12 Board Meeting
- 20 Monthly Club Dinner and Social

December, 2013

- 10 Board Meeting

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

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people see a Porsche**



**This is how we
see a Porsche**

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**FROM
THE
PRESIDENT**
Eric Freedle



It's Almost Spring ...

With a mostly mild winter behind us, our fancy turns toward getting those Porsches out for a well needed stretch. It may be even warm enough for Mike O'Connor to remove his Elmer Fudd hat! In the coming months we'll have events you should consider attending; the Tech Session on Saturday March 23, and the fourth annual Spring Clean event on Saturday, April 13. Autocross and HPDE programs also kick off in the spring.

At the last ORPCA Board meeting, we approved a Club subsidy for the Holiday Party and the Summer Picnic. The 2012 Holiday Party was such a well received event, the Portland Golf Club was again selected as the site for 2013 on Sunday, December 1.

It has been about a year that our ORPCA Advertising/Public Relations manager E.C. Mueller began working with our advertisers in an effort to meet their objectives in reaching our ORPCA members. He has been actively involved in Commemorating 50 Years of the Porsche 911 Presented by Sunset Porsche that will be held September 6 to 8 at Skamania Lodge, with Paul Kust as the event chairman. Refer to page 23, and to our website, for more information. Registration opens March 1, 2013.

The HPDE program has again partnered with BMW at the local race track, Portland International Raceway. Any questions regarding the HPDE program, contact Kim Taylor at dechair@oregonpca.org

Treasurer John Brams has reviewed our books and our club balance sheet remains strong. It's always good to know that you have a CPA serving that position.

Did you happen to read the article about Target 911 in the January, 2013 *Panorama*? It was about a 1973 Porsche 911 that was massaged with a modified 993 engine built by one of our members (Gordon Ledbetter) and was tweaked and dyno-ed by local Rothsport Racing with 325 hp and 290 lb-ft of torque! This project was built by Jeff Smith and eventually landed in the hands of Dario Franchitti.

Continue to check out the website oregonpca.org and stay up to date with our events and activities.

Any questions, please contact me president@oregonpca.org Looking forward to a great 2013. ■



Photo from a sunny Spring, 2009 Autocross by Bob Ellis

**STILL
PLAYS
WITH CARS**
Peter Linsky



2012: A Mostly-Good Year for Porsche

Twenty-twelve was a very good year—mostly—for Porsche. Our favorite auto-maker projected in early December that it expected record sales for the 12-month period. Operating profits were up 23% for the first nine months of the year to \$2.44 billion, driven by robust demand from China and the United States and strong sales of the Cayenne SUV and the new-generation 911 sports car. That amount nearly equaled all of 2011's operating profit. The Chinese market led the way in sales gains in the first three quarters, up 35.4 %, followed by the United States, where deliveries increased 22.1 %. Porsche plans to double its annual U.S. sales within seven years by dramatically expanding its product lineup, while maintaining its U.S. dealer body at almost the same size. Detlev von Platen, CEO of Porsche Cars North America, told Automotive News Europe “By 2018, we will sell around 50,000 cars in the U.S.” Look for several new products from Porsche in 2013: the redesigned 911; the Panamera GTS, a Cayenne Diesel, and the smaller Cajun crossover. One enthusiast blog asked aloud, “Has Porsche lost its niche as a ‘Boutique’ automaker”?



The redesigned Porsche 911.

At year's end, though, there was some less-than-positive news: German prosecutors charged a pair of former Porsche executives with market manipulation after a lengthy investigation into the sports car maker's controversial attempt to take over the much larger Volkswagen. The pair, former CEO Wendelin Wiedeking and CFO Holger Härter, are accused of issuing false statements in 2008 over the company's intention to acquire VW shares. Both denied the accusations. The company itself was not named in the indictment, but still reflected badly on the holding company, Porsche SE.

It was a lousy year for car collectors on the east coast. Hagerty, the specialty car insurer, estimates that between 8,000 and 10,000 classic automobiles were destroyed or severely damaged by Hurricane Sandy. Insurers will be hard-hit by those losses, and policy-holders should expect to see an increase in premiums. There were suggestions that some owners had adequate warning to move their cars away from the storm's tidal surges and flooding rivers but failed to do so until it was too late. In the larger scheme of things, cars are just *(Continued on next page)*

STILL PLAYS WITH CARS, CONTINUED

(Continued from previous page) objects, of relatively little value when compared to human life. However, some of those cars, as Hagerty noted, carried great sentimental value—they were cherished family heirlooms, and many can never be replaced. Worse, some were not adequately insured.

You may be old enough to recall when the Nixon administration imposed a 55-miles-per-hour speed limit on the nation's highways; that was during the first gasoline boycott in the mid-1970s. Thankfully, that began to ease in some states as time passed. Montana resisted 55 altogether, allowing motorists to drive at whatever speed they wished, as long as conditions allowed and the driver wasn't being an idiot. The Feds freaked out, threatening to withdraw highway funding, so Montana relented to a degree, issuing "energy violations" in lieu of speeding tickets that carried small fines and didn't go on the driver's record. Some other states, like Idaho, followed suit (Ask me how I know). Now, we've all become adjusted to high gas prices and some of us are wont to plant our right feet firmly on the accelerator once in a while, just for giggles, and never in an unsafe manner. In more recent years, several Western states have been incrementally raising their restrictive speed limits. There's a stretch of Interstate 17 between Phoenix and Sedona with a posted limit of 80 mph, and now Texas has completed a 91-mile toll road near Austin—State Highway 130—with an 85 mph limit. You can drive the entire length for a paltry fee of \$6.00. The trucking industry is concerned about this, because most major trucking companies install speed governors on their rigs to prevent drivers from doing anything near that speed. The National Trucking Association is quoted as being worried about speed differentials—cars running at 85 or 90, mixing with trucks running at 70 or 75.

Just before last Thanksgiving, the Feds offered some very positive news about our driving habits: The percentage of Americans who buckle up before they drive has reached an all-time high. The National Highway Traffic Safety Administration reported that nationwide seat belt usage rose to 86%, up two percent from 2011, and up from just 58% in 1994, when such studies began. Interestingly, the greatest improvement has been noted in Southern states, where a historic resistance to government regulation combined with a casual attitude toward seat belt use among rural pickup truck owners had kept compliance low—and accident fatalities high. The South now clocks in with an 80% compliance rate, a major improvement from years past but still well behind the 94% compliance of drivers in

Susie and Kathy Groover show the proper use of seatbelts at a 2012 Arrive & Drive. Photo by Paul Kennington,



Western states. A personal observation: The Feds' badly-received seat-belt buzzers and ignition lockout systems failed to force seat belt use, but I am convinced that many adults were hectored into using their belts by their small children, who were exposed to safety discussions in school. Those children are now grown, with kids of their own, and they wouldn't think of hopping into a car without everyone buckling up. Wasn't there something in the Bible about little children leading us?

Until next time, drive carefully! ■

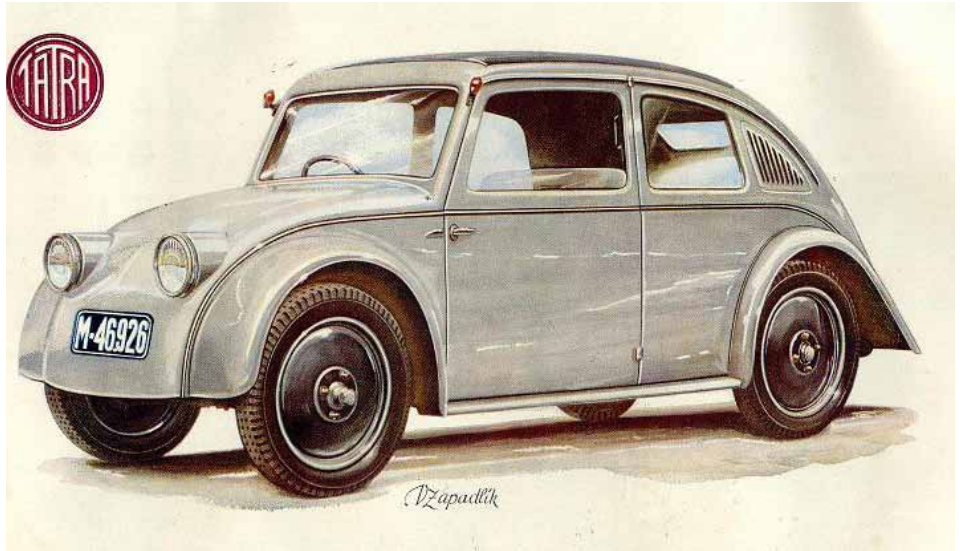
SPINNEN

Randy Stolz



Sketches ... Zeppelins and Dreams

I remember it well. Sitting at morning break in high school, I was drawing ... you know, a car. It could have been a bucket "T" roadster with an enormous engine, headers into lake pipes, GMC-671 blower, slicks, and the whole she-bang. Or, it could have just as easily been a sports racer, big front engine monster with clear plastic air scoop, side exhaust, wire wheels, air vents, and headrest. I wasted hours on that stuff all because of dreams that one day I could drive a really "bitchin" car.



The 1933 Tatra v570 inspired the VW beetle

My sketches often imitated the work of artists and designers of the day. But what was I doing? Was it design or art? Yes and No. Truly, it was learning and discovery by imitation. The culture of the 50's and 60's influenced my dreams which ran in dual worlds fed by "Rod & Custom," "Car Craft," "Sports Cars Illustrated" and "Road & Track." On the one hand, the customizers were into artistic metal sculpture and paint. The works of Jefferies, Starbird, Barris, and Roth, were the rage. On the other hand, designs from Costin, Fantuzzi, and Zagato worked the same way (as coachwork); though with a different purpose. The Americans were concerned more with a theme or "look" while the Europeans more with "function" or aerodynamics.

Let's go back to the early 1930s. Speed records of all kinds were popular and the king of speed was the airplane. It captured the imagination of designers worldwide and seemed to extend its influence to the "modernist" designers of the time. The European modernists were concerned with "form follows function" and happily, "streamlined" became the look and buzzword to sell everything from toasters to locomotives, not to mention Grand Prix cars, to anyone who could afford it during a worldwide depression.

But the biggest thing (literally) in streamlining at the time was the Zeppelin. Paul Jaray, an aerodynamicist whose work experience included these airships of the time developed a patented formula for the application of streamlining to automobiles as far back as the 20's.

Among the first really serious and successful attempts at streamlining an automobile began with Austrian Hans Ledwinka, who took over as chief design engineer of the Czech firm Tatra in 1921. His early work, using Jaray licenced formulas, resulted in the model v570 of 1933. This design was "cribbed" by Porsche during the development of the "the Peoples Car" or beetle. Tatra sued, but with the seizing of Czechoslovakia by the Nazis in '39 and subsequent takeover of Tatra, both Ledwinka and Porsche had a common employer (*Continued on next page*)

SPINNEN, CONTINUED

(Continued from previous page) and were aware of each other's designs. (VW did make a substantial payment to Tatra in the 1960s to compensate Tatra.)

The following year (1934) saw the introduction of the streamlined model T77, a 100 mph ruler of the early Nazi Autobahns with a rear mounted, air-cooled, V-8 engine and a Cd of just .212. That figure was not beaten until GM's EV-1 of 1995, just four years before Tatra ended automobile production. Similar Jaray-based designs were undertaken by Adler, BMW, Maybach, Mercedes, and an NSU-FIAT collaboration called the Balilla Aerodynamica.

The war left Europe in tatters. Few had dreams of the future and most simply would have been happy with comforts of the past. Scarcity was common; lands had been taken and occupation by the Allies though peaceful, was tedious for many. Remarkably, through the war, the occupation, and the subsequent hard days; the dreamers were at work. A rebirth of speed records and motor racing, though limited, was at hand.

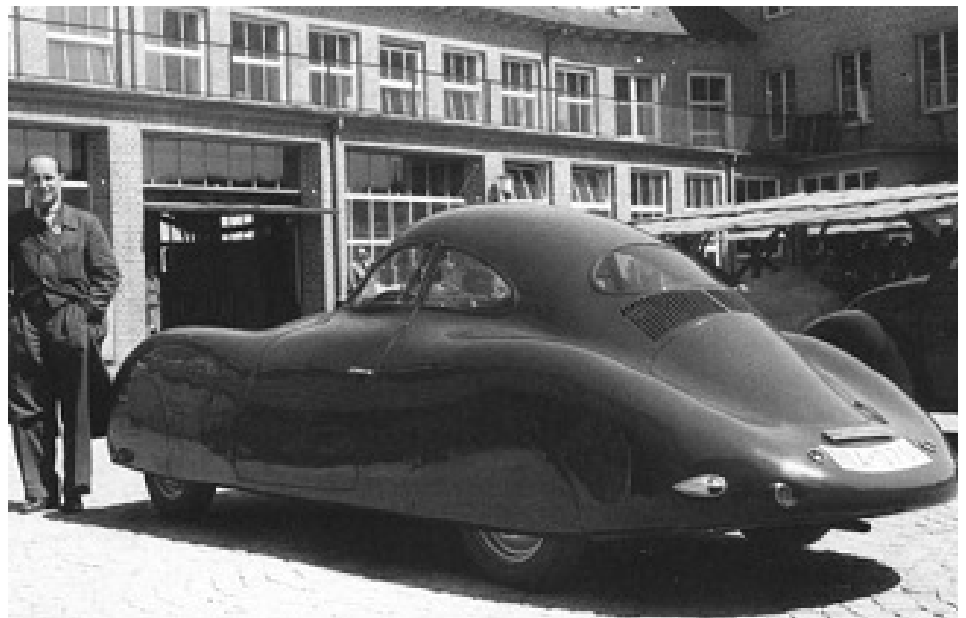
In 1943, a dreamer named Piero Dusio, a wealthy Italian industrialist of textiles and sporting goods, founded "Compagnia Industriale Sportiva Italia," a conglomerate of five businesses, to begin building cars based on Fiat parts. Known later as Cisitalia, they miraculously produced seven monoposto racers by 1946 and finished first thru third in their first race debut. *(Continued on next page)*



The 1934 Tatra T-77—4 doors with rear-engine V8 power.



Jaray based designs, left to right: Tatra, NSU-Fiat, Maybach, and Mercedes.



The 1938 Type 64K10 VW Aerocoupe. Genesis of the 356.

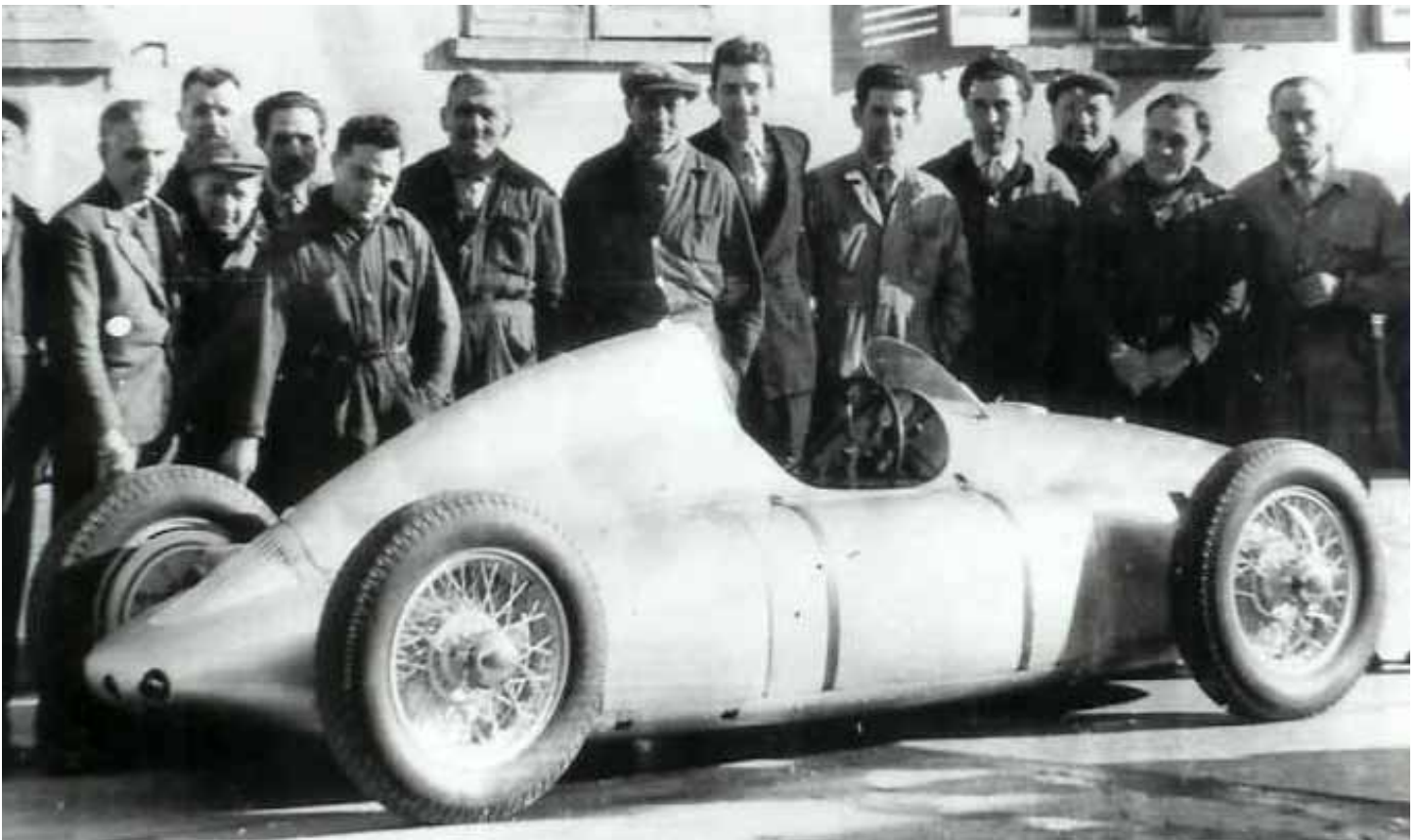
SPINNEN, CONTINUED

(Continued from previous page) At the time, Prof. Ferdinand Porsche and Anton Piech were being held for bail in France, even though they had been completely exonerated of charges of war crimes against workers and managers at Peugeot during the occupation by Germany. Son Ferry had also been imprisoned, but had been released and was now in Gmund Austria with his sister, Louise Peich. Unfortunately, the French wanted money for the release of the two men and one million francs was an impossible sum for Ferry and Louise.

Dusio, who had remembered the brilliant design of the pre-war Auto Union Grand Prix cars—and, no doubt, encouraged by his driver Nuvolari—had commissioned a GP car: the Porsche design #360. This much-needed project kept son Ferry and the team in Austria busy until Ferdinand's return.

Upon learning of the fate of Porsche and Piech, Dusio delivered bail to the French authorities via Louis Chiron and Ray Sommer. These two men were members of the Cisitalia team and celebrated racers of the time. On August 1, 1947, Ferdinand and Anton were released.

That same year, Dusio also commissioned a road car, the Cisitalia 202, from Batista "Pinin" Farina. It was hailed as an aesthetic and technical achievement. To quote a description from the Museum of Modern Art (MOMA)—where an example sits to this day— "...The hood, body, fenders, and headlights are integral to the continuously flowing surface, rather than added on. Before the Cisitalia, the prevailing approach followed by automobile designers when defining a volume and shaping the shell of an automobile was to treat each part of the body as a separate, distinct element—a box to house the passengers, another for the motor, and headlights as appendages. In the Cisitalia, there are no sharp edges. Swellings and depressions maintain the overall flow and unity, creating a sense of speed." Sound familiar? Certainly, Erwin Komenda, chief Porsche body designer at the time, must have thought so, looking at his designs starting in 1934. *(Continued on next page)*



The Porsche Type 360 Cisitalia GP car – Dusio's dream

SPINNEN, CONTINUED



1947 Cisitalia 202.

(Continued from previous page) Never one to quit dreaming and spurred onward by the success of the 202, Dusio and Cisitalia kept racing to towards the demise of their finances via the unrealistic pursuit of the Grand Prix car and relocation to South America. Certainly, Dusio's passion and dreams where a fact not lost on Ferry Porsche when, in 1971, he decided that neither of the still young "Butzi" (F.A. Porsche) or "Burl" (F.K. Piech) would exclusively control the company.

While relatively few examples of these cars exist in the U.S., what Cisitalia and Tatra produced had an influence on post-war automobile design and Porsche in particular. Indeed, you could argue that Porsche, in some ways, owes its early existence to them. Certainly the Jaray-based designs of Tatra inspired Erwin Komenda's VW "beetle", the Porsche Type 64 Berlin-Rome car and the Type 360 Cisitalia. It also seems to me the refinement of the Cisitalia 202 can be seen in the Porsche 356. Designers have always inspired each other and built or borrowed concepts.



1949 Porsche 356/2 Gmund Coupe.

The preoccupation with aircraft in automobile design came and went and has come back again. One only need look at the Cadillac's angular lines to see the influence of the stealth planes. It's too bad radar guns still work on Cad-dys.

But what of those high school sketches and the rodders and customizers and artists I was imitating? What about them? I'll tell you next time.

—KEEP SPINNEN ■



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Sidedraught City Event Features Detailing Practice

by Steve Martin / Photos by E.C. Mueller

Sure, Neil, that sounds like a great idea: A half-dozen club-members that previously couldn't be trusted with power tools will now use a random-orbital polisher on my 997's clear-coat." Why does David Wedlake have a horrified look on his face? Why is Paul Kust laughing?

After all, my car was perfectly happy sitting at the curb next to a Falcon Ranchero in SE Portland's industrial district before being ushered unto the spotlights inside Sidedraught City's combo retail store/shop. By the way, that's "sidedraw" in Wisconsin, but "sidedraft" for the rest of us.

Our very gracious host, Neil d'Autremont, first plied us with half the basic food groups, i.e., coffee *(Continued on next page)*

Above: Getting started with a good chuckle. Below: Event host Neil d'Autremont.



SIDEDRAUGHT CITY, CONTINUED

(Continued from previous page) and donuts, then proceeded to describe his new business and shop. He carries the complete Griot's Garage line of car products as well as race and track items such as helmets, Nomex, fuel cells, and safety harnesses. Many of us are quite happy to not drive to Tacoma to get these products. Today's tech session would demo some of the car-care products.

His shop holds his own race cars and projects, which unfortunately have recently been neglected due to the chores of running a business. Part of the shop is occupied by Curtis Patience, an incredibly skilled aluminum

fabricator, who is rebuilding the only Geisler in existence (think Henry J combined with a supercharged Nash straight six, clothed in a 1950-style aluminum), as well as an Alfa 1900 coupe, among other projects.

Neil then introduced Dave Reich, who would actually attempt to convert the unwashed heathens into detailers. Dave has had a long, impressive automotive background: he was raised in a family of car enthusiasts, and has currently prepped and shown Bentleys and Rolls' at Forest Grove and Pebble Beach. He is not a Griot's rep, but gradually, he came to honestly love their products. He started using 3M and others before Richard Griot developed his own line. Now Dave mostly uses Griot's. Dave began our lesson by saying last rites on the metallic paint, then demo-ed Griot's paint clay for cleaning the contaminants from the surface that were not removed by washing. Several newbies stepped forward to try their luck on sections of hood and fenders. Most just got clay stuck to their fingers, but some actually cleaned the paint.

The next step, not for the faint of heart (especially the car's owner), requires the use of the power random orbital polisher. Dave explained how to select the appropriate grade of polish based on the paint's current condition. The appropriate polishing pad is then chosen based on the polish needed. Dave made it's use look so easy that the crowd now had the confidence to attack the paint on their own. Some actually polished the car, but most used the "on" switch to fling polish on the windshield and their (former) friends. (Continued on next page)



Above: Master detailer Dave Reich. Below: Larry Hannan giving the clay bar a try.



SIDEDRAUGHT CITY, CONTINUED

(Continued from previous page)

Now that the paint was smooth as a baby's bottom (just an automotive figure-of-speech, no longer politically correct), the final step is choosing either a natural wax or a synthetic sealer to protect the bare surface. The wax provides a deeper shine, but the sealant has a longer lifespan. Since this car is a daily driver, we chose the sealant. Again, a muffled roar from the crowd sent more of the unskilled to try their hand at making a mess. The paint did actually get sealed, but not before the audience got a yellow stripe flung across their mid-sections.

Our tech session ended in time for most to find a lunch spot, but I left to look for mud puddles and rain so that my now insanely-clean front end will match the rest of the car. Mucho thanks to Neil, Dave, and all in ORPCA for a very informative detailing session! ■



Above: 911 Demo car owner Steve Martin says to Bob Ellis, "Hey, go easy with that thing!" Below left: Plenty of Griot's Garage products. Below right: Kathleen Ellis gives the power polisher a go.



March Dinner & Social

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



Famous Dave's BBQ Restaurant
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Hosted by Kim Taylor

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Dinner: 7:00 p.m. to 8:00 p.m.



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Driver Skills Clinic and Test and Tune: Prep for Season!

Saturday, March 16 Portland International Raceway

Our annual Driver Skills Clinic and our Test and Tune event are offered on March 16, 2013, in the South Pits of Portland International Raceway (PIR). This is a great way to shake off the winter blues and get things rolling again. You will have an opportunity to improve your car control skills prior to ORPCA's upcoming on and off-track events.

We plan to provide one on one instructor to student training. Our goal is to guide and help you understand what is taking place between you and your car. Drivers will experience, in their own car, autocross techniques ranging from the very basic to more advanced. Our event is limited to the first 16 drivers who preregister. Note the entry fee of \$65.00 includes the afternoon Test and Tune autocross practice. We recommend this to anyone looking to sharpen their driver skills level. This is a great way gauge the limits of your car, build the right skills, and gain mental focus after a long winter.

The clinic features four stations, a skid pad, slalom, Chicago boxes, and pivot cone turns. Our intent is to improve your on-limit car control, help develop your timing and line, while looking and planning further ahead. We want to enhance your ability to be quick and in control at all times.

Upon completion of each of the four stations, drivers and their instructor will go to grid and run a typical Autocross course with start and finish.

We will begin the Drivers Skills Clinic sign-in of preregistered students at 7:30 a.m. All vehicles will be tech'd followed by a drivers meeting at 8:00 a.m., We will wrap up this portion of our day at 11:00 a.m.

For the Test & Tune event Bill Thorp has taken all the individual features of the Driver's Clinic, skid pad, slalom, and a few surprises and combined them into an Autocross course. It is a great way to apply the skills learned earlier in the morning against those of their instructors.

Drivers Skills Clinic: Time: 7:30 a.m. to 11:00 a.m. The Skills Clinic will be limited to 16 drivers. Entry also includes Test & Tune Registration Fee. Cost \$65.00. No walk-ups accepted for the DSC portion of this event. Pre-registration for the Drivers Skills Clinic can be made online through www.MotorsportReg.com. **The last day to try and preregister for this event online will be Wednesday, March 13, 2013.**

Test & Tune: Start Time: Registration opens at 11:00 a.m. Walk-ups are accepted. Drivers meeting at 11:30 a.m., with first car out at 12:00 noon. We will attempt to keep the course open until 4:00 p.m. Instructors will be available. Instructors are recommended for first-time drivers. Preregistration for this event can be made online through www.MotorsportReg.com. **The last day to preregister for this event online will be Wednesday, March 13, 2013.**

Entry fees for the Test & Tune portion are as follows: PCA members preregistered online: \$35.00, PCA members at the gate: \$40.00, Non-PCA members preregistered online: \$40.00, and Non-PCA members at the gate: \$45.00.

Annual Tech inspections will be available during the Test and Tune portion of our event day.

Drivers Skills Clinic

- 7:30 a.m. Registration opens
- 8:00 a.m. Drivers meeting
- 8:30 a.m. First car out
- 11:00 a.m. End Drivers Skills Clinic

Test and Tune

- 11:00 a.m. Registration opens (walk-ups welcome)
- 11:30 a.m. Drivers meeting
- 12:00 noon First car out
- Ends approximately at 4:00 p.m.



Photo by Michael Pinto

If you are attending both the DSC and the Test and Tune we highly recommend you bring a lunch.

Remember, these events are followed immediately by Autocross #1, Sunday, March 17 ... and you'll already be a step up on the competition!



Photo by Michael Pinto

Start the Track Season at Autocross #1

Sunday, March 17, Portland International Raceway

Our first Autocross will be Sunday, March 17, 2013, in the South Pits at Portland International Raceway (PIR). Autocross #1 is a great competitive way to shake off the winter blues, get the adrenalin flowing, and just get things rolling again. You will have an opportunity to prepare for this event through our Drivers Skills Clinic and Test and Tune event offered on the 16th.

This event is open to drivers of all skill levels. For first time participants attending the ORPCA Autocross, instructors are available. For others the instructors are an invaluable asset in refreshing those autocross skills lost over the long winter. Autocross is a great way to help you understand and feel what is taking place between you and your car as well as build new skills, gauge the limits of your car, or like was mentioned above just get back in shape after a long winter.

Autocross #1 registration opens at 7:30 a.m. Pre-registered participants must check in with registration for car number, work assignment, and run group. Drivers meeting will be at 8:30 a.m., with first car out at 9:00 a.m. Again, instructors are recommended for first time drivers. This event will count towards 2013 Championship points. Pre-registration for this event can be made online through www.MotorsportReg.com. The last day to preregister for this event online will be Wednesday, March 13, 2013.

Entry fees are as follows: PCA members preregistered online: \$35.00, PCA members at the gate: \$40.00, Non-PCA members preregistered online: \$40.00, and Non-PCA members at the gate: \$45.00.

Hope you're ready for a great new season.

Get Enlightened at Matrix Integrated Tech Session

Saturday, March 23 9:00 a.m. - 12 noon



**4000 SW Macadam
Portland, OR 97239**

Take the cover off the Porsche, unclip the battery tender and come on down to Matrix Integrated for an enlightening tech session. We will be discussing the magnificent world of those rubber donuts known as tires.

Refreshments will be provided.

Questions, call 503.443.1141

RSVP: Jeremy@Matrixintegrated.com.

cc

Fourth Annual Spring Clean at Matrix Integrated

Saturday, April 13 9:00 a.m. - 1 p.m.

**4000 SW Macadam
Portland, OR 97239**

After great reviews of the 2012 Spring Clean & Detail event, we decided to repeat this event in 2013. So, take the cover off the Porsche, unhook the battery charger and bring your car down to Matrix Integrated 4000 SW Macadam Ave. Portland 97239. There will be experts on hand to take care of those paint chips, paintless dent removal, a windshield & glass pro and a wheel repair tech for those nasty curb rashes. We'll have a leather expert on site to help those with their blemishes. Get all of those services at one site and at a club discount! Bring those Porsches to the pros!

Deadline : April 10 2013

Register Via : springcleandetail@gmail.com.



Register NOW for “Commemorating 50 Years of the Porsche 911” Presented by Sunset Porsche September 6 - 8, 2013

EVENT INCLUDES:

- People's Choice Awards in 10 Classes
- This is a Shine and Show event to encourage the greatest participation from the Membership
- Special Guest Speaker, Prescott Kelly, *Renowned Porsche collector, author, speaker, and historian*
- With a special 911 presentation
- Participate in the Lodge's 20th Anniversary Events



EVENT REGISTRATION:

Full Registration Package (LIMITED TO FIRST 125 REGISTRANTS) Includes:

- Friday Night No-host Reception
- Saturday Field Display and Box Lunch
- Saturday Night Banquet (at the Lodge)
- Sunday Tour (to Maryhill Museum/Stonehenge Memorial)

TWO PEOPLE / ONE CAR:

March 1 – June 30: \$160

July 1 – August 1: \$185

August 2 – September 6: \$210

ONE PERSON / ONE CAR:

March 1 – June 30: \$80

July 1 – August 1: \$105

August 2 – September 6: \$130

ONE CAR DISPLAY ONLY:

Display Only – Includes participation in the “Commemorating 50 Years of the Porsche 911 presented by Sunset Porsche” Car Show Only

March 1 – June 30: \$25

July 1 – August 1: \$35

August 2 – September 6: \$40

Additional Box Lunch tickets are available for Saturday.

HOTEL INFORMATION:

Special Room Rates: \$125 per Guest Room per Night
Superior Forest View Guest Rooms

Room Rate noted does not include Daily Lodge Fee @ \$16 per day nor applicable taxes

(Rooms are separate from Event Fees)

Participate in the Lodge's 20th Anniversary Events
Mention PCA or Porsche Club of America for the special price

Or make reservations online at: www.skamania.com

And enter in the drop down menu Group Code PCA

For hotel reservations call 509-427-7700 or 800-221-7117



All registration starting March 1 through Motorsportsreg.com

Resource Directory

Auto Upholstery

Guy's Interiors503.224.8657

Automotive & Performance Supplies

Sidedraught City.....503.548.6334

Financial Advisor

Morgan Stanley503.221.6262

Porsche Service & Repair

Canyon Auto Rebody877.489.2520

Collision Rebuilders.....503.226.6311

Heckmann Thiemann503.233.4809

Marque Motors.....503.293.5386

Matrix Integrated503.443.1141

Stuttgart Autotech503.635.3098

Trackside Motorsports503.236.2106

New and Used Porsche Sales & Service

Carrera Motors541.382.1711

Sunset Imports.....503.641.8600


Monte Shelton Jaguar503.224.3232

Tires & Wheels

A-n-T Tire & Wheel503.236.2106

Wheel Polishing & Repair

Skip's WheelWerks.....503.641.8001



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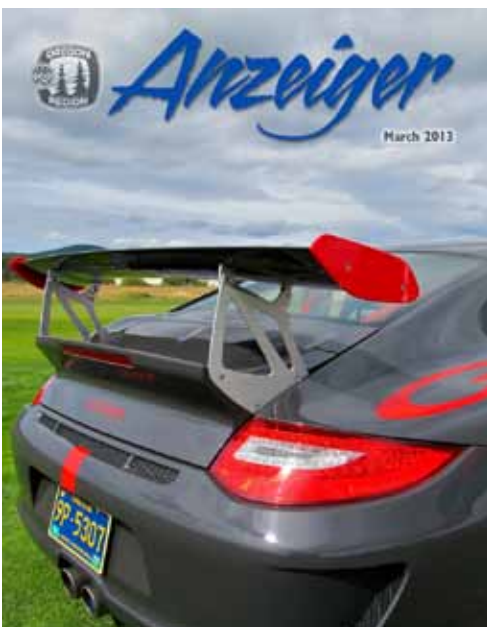
Announcing the Anzeiger Cover Photo Contest!

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.

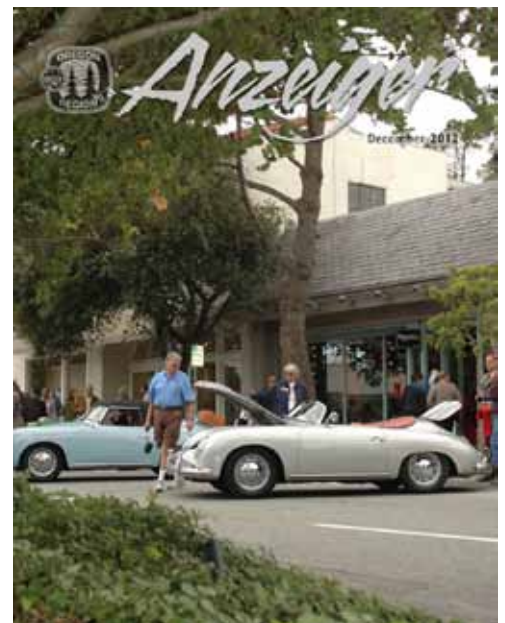
Remember that many digital cameras and software compress the image so much that it becomes unprintable when

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



ANZEIGER / March 2013



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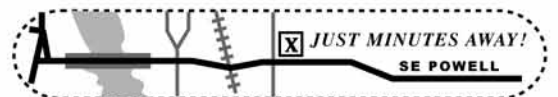
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Marketplace

■ CARS FOR SALE



2001 Boxster S turn-key Autocross and street car. Professionally built by Matrix Integrated for Porsche Autocross prepared class. P3 class champion 5 of the last 6 years. Two sets of Porsche wheels/tires, Hooiser A6 plus Goodyear Eagle F1. This is a super competitive autocross car plus a great handling street car. Bilstein PSS9 suspension, shock tower braces, H&R sway bars, Mintex brakes, competition alignment, corner balanced, and more. Silver with black interior, 51K miles, Tiptronic. All service up to date. \$21,000. Jeff 503.915.2364, jgretz@onlinenw.com
18' dual axel dovetail PJ trailer also available with 6' aluminum ramps and tie-downs. (2/13)

1986 911 Carrera Targa, 52,175 original miles, 3.2 liter, 5 speed, original polished Fuchs, Pirelli 1700s, lowered approx. 1", black exterior, tan interior, top/interior like new condition, original owner's operation/warranty manuals, Kenwood CD/AM/FM, new speakers, original Blaupunkt AM/FM w/ owner's manual, factory cover, new battery, always garaged, \$29,900. Jim Glover (503) 753-3365 (gloverlaw@aol.com) (2/13)



2008 Caymen, WPOAA29828U760957 34,551 mi. Speed yellow, 19 in Porsche wheels, heated seats, all new Continentals, absolute perfect condition. Buying another Porsche have to let this one go. George Clarke, 15070 S.W. Bull Mt. Rd. Tigard, Or.(503-579-5164) georgeclarkejuly4@frontier.com (2/13)



1978 911 SC Coupe, 139,400 miles, Asking \$21,000. Minerva Blue paint & black interior in excellent condition. Complete engine rebuild at 124,637 miles, including chain tensioner update kit and new clutch. Maintenance records on file. Fully maintained at Stuttgart Autotech with vehicle reference by general manager. Carl Bernards, 503-720-5890, cbern1@frontier.com (12/12)



See page 4 for information on placing Marketplace advertising

New Members

Brian Bailey / Linda Bailey
2011 997

Patrick McKenna
2002 911 Carrera

Jim Mastrantonio
1987 911 Carrera

Bob Wentz / Michael Wentz
2007 Boxster

Timothy Scanlon / Beth Scanlon
1984 911

Anniversaries

5 Year Anniversary

Richard Hincks / Valerie Hincks
Michael White / Diane Fiedler
Brian Bailey / Linda Bailey

10 Year Anniversary


Eric Shult

15 Year Anniversary

Barbara Anderson / Curt Anderson
George Happ
Neil Hutchinson / Karen Hutchinson
Frank Joyce / Laura Joyce
Kathy Briscoe / Terry Briscoe

30 Year Anniversary

Lon Jackson / Dianne Jackson



sidedraughtcity.com

Neil d'Autremont
503-548-6334

1001 SE Main St.
Portland, OR 97214

