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June 2011



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Anzeiger

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ON THE COVER

Red hot 911 with a whale tale shot at the side lines of the Portland Historic races (or was it the Rose Cup races?) in 2010. Can't remember all the details but hey, got my car in the background. Photo by Bob Schatz

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, refer to page 27.



Anzeiger

(an' zī ger), noun, German

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

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<http://oregonpca.org/>

Classified Advertising

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

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 20th of the month will be included in the issue of *Anzeiger* dated two months hence. For example, ad copy received by June 20 will be included in the August issue, reaching readers on or about August 1. Please note that *Anzeiger* is published 11 times per year; ad copy received after November 20 will reach readers in the March issue.

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

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

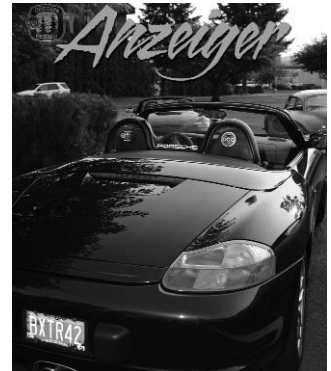
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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

Anzeiger Commercial Advertising

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

All advertising is to be provided in a digital format. Please contact 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.



Four Color

Outside back cover	\$3,150
Inside front cover	\$2,970
Inside back cover	\$2,736
Inside full page	\$2,502
2/3 page	\$2,124
1/2 page	\$1,656
1/4 page	\$1,143

Black and White

Outside back cover	\$1,750
Inside front cover	\$1,650
Inside back cover	\$1,520
Inside full page	\$1,390
2/3 page	\$1,180
1/2 page	\$920
1/4 page	\$635

To place an advertisement in *Anzeiger*, email
Editor@oregonpca.org

Ready for the Summer Driving Season

My wife Judy and I watched the royal wedding very early this morning. I usually have to get up in the middle of the night anyway these days, so I figured I might as well make it a little more productive. Judy was already up all night watching the event, while texting ongoing observations back and forth with her girlfriends. In any case, the royal wedding couple normally climbs into a hulking chauffeured limousine after they leave Buckingham Palace, but not these two.

Prince William and Princess Kate left the palace and drove back through the parade route in a sporty seychelle blue Aston Martin DB6 MK2 Volante. The top was down and they enjoyed waving and laughing their way down the festive boulevard on a beautiful and sunny London afternoon.

Queen Elizabeth bought this car for Prince Charles on his 21st birthday in 1969 and since then, he has logged about 300 miles per year on the car driving primarily to polo matches. William's personal car is a high performance Audi S4, while Kate owns an Audi S3; I am already beginning to take more of liking to this "modern" royal family.

This television scene inspired me to take my 1987 Carrera Targa out from under the winter wraps the following weekend, after this unusually cold and wet "spring." I imagine many of you are beginning to think along the same lines. This is a good time to detail your summer driver very slowly, and while doing so, look carefully in cracks and crevasses for anything that needs preventative maintenance.

The other good reason to take the time during early/late spring for these matters is that you and the repair shops have more slack time. Please remember to take your car to any of the respected shops that are *Anzeiger* or ORPCA website advertisers. We all should do everything

we can to support the firms that help support us! Many provide ORPCA discounts and I personally believe they all take a little more time and care when they see our club sticker on the car window. Word of mouth is a tremendous way to grow a business and they appreciate more than ever what our informal membership channels and our website communications can mean to them.

The board continues to focus on improving the new website to make it the primary source of communication with our growing and diverse membership. We

THIS IS A GOOD TIME TO DETAIL YOUR SUMMER DRIVER VERY SLOWLY, AND WHILE DOING SO, LOOK CAREFULLY IN CRACKS AND CREVASSES FOR ANYTHING THAT NEEDS PREVENTATIVE MAINTENANCE.

also have a team that hopes to finalize our latest round of bylaw amendments within the next month. Final financial results for the club in 2010 are complete



Photo from Spring Clean event at Matrix
Integrated by Marlene MacEwan



and appear in this *Anzeiger* and the website. The Membership and HPDE teams continue to pick up the pace after recent personnel changes in their leadership. Plans for the Christmas Party are already well underway!

We hope you enjoyed the activities in May with the two DE days at ORP, the Autocross at PIR, the Arrive and Drive and the monthly Dinner and Social. The biggest decision many of us had to make at track events with the variable weather was what tires to mount for the best combination of performance and traction.

Note the lineup of June events on the next page under Oregon Region Events. We have the Northwest Passage (sold out), an Arrive and Drive, an Autocross, the monthly Club Dinner and Social, HPDE at PIR and the Rose Cup Races at PIR. As always, get the latest details on these events on our oregonpca.org website.

See you on the road, at the track, in a club meeting or at an event soon! ■

Oregon Region Events



June, 2011

- 2-5 Northwest Passage
- 11 Arrive & Drive
- 12 Autocross PIR
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 17-19 Rose Cup Races PIR
- 23 HPDE @ PIR Tri-Club

July, 2011

- 3 Autocross PIR
- 8-10 Portland Historic Races PIR
- 9 Arrive & Drive
- 12 Board Meeting
- 15 Opal Creek Drive & Hike
- 16-17 HPDE @ ORP
- 20 Monthly Club Dinner and Social
- 23-24 2011 Escape

August, 2011

- 6 "Allure of the Automobile" Car Show
- 9 Board Meeting
HPDE @ PIR
- 14 Summer Picnic
- 17 Monthly Club Dinner and Social
- 20-21 Autocross Packwood

September, 2011

- 10 Arrive & Drive
Sunset Swap Meet
- 10-11 HPDE @ ORP
- 11 Autocross PIR
- 13 Board Meeting
- 16-18 Sunriver Festival of Cars
- 21 Monthly Club Dinner and Social
- 24 Drive & Hike

October, 2011

- 8 Burrito Run
- 9 Autocross PIR
- 11 Board Meeting
- 19 Monthly Club Dinner and Social

November, 2011

- 8 Board Meeting
- 16 Monthly Club Dinner and Social

December, 2011

- 10 Holiday Party
- 13 Board Meeting

Event Notification

To be added or removed from the Oregon Region's event notification service, please send an e-mail to postmaster@oregonpca.org.

Board Meetings

All members are encouraged to attend Oregon Region PCA board meetings. For the exact meeting time and location, please send an e-mail to secretary@oregonpca.org.

Contributions Welcome

With the exception of December, the deadline for Anzeiger contributions is the 20th of each month. Please send contributions by e-mail to editor@oregonpca.org. Attach text contributions as a Word file and pictures in JPEG or TIFF format at the highest possible resolution.

Anzeiger Advertising

Commercial advertising requests and inquiries should be emailed to adsales@oregonpca.org. See page 4 for classified requirements and contact information.

STILL PLAYS WITH CARS

Peter Linsky



Porsche Museum Readies Classics for Vintage Racing

One of the handiest little items a Porsche owner can have in his or her toolbox is a copy of the factory's "Technical Specifications" booklets appropriate to the model at hand. These little white plastic-covered booklets—once easily available over the dealer's parts counter—contained just about every vital bit of data needed for tuning and maintaining the car. Unfortunately and inexplicably, Porsche stopped printing these booklets several years ago, and what once cost \$4.95 or so a copy now brings \$25 or more at a swap meet, if you can find one at all. That was the bad news. The good news is that Pelican Parts has taken up the challenge and now offers the same information, by model, in a slightly larger booklet. They are reasonably priced, and well worth a look.

For those of us who get tired of seeing wall-to-wall NASCAR or silly reality shows on the Speed Channel, good news. The American LeMans Series cut a deal with ESPN to stream the entire Sebring 12 Hours on espn3.com ... free! Bookmark that site and check it ahead of ALMS weekends to see what will be offered. Thank you, ESPN!

National Speed Sport News, known as America's Motorsports Authority, ceased its weekly printed operations on March 23, another victim of the unrelenting advance of technology and the costs of putting out a real printed newspaper. NSSN had been published for 76 years, and was perhaps best known through the face and voice of its principal Chris Economaki, now 90 years old. Chris sold copies of the first issue at New Jersey's Ho-Ho-Kus Speedway in 1934. His daughter Corrinne had kept the paper going in recent years. The good news is that



Photo from the Porsche Museum by Mike Fleming

TO RUMBLE AGAIN IN VINTAGE RACING EVENTS AND EXHIBITS WILL BE A 1981 911SC RALLY CAR, A 550 SPYDER, A 356 B 2000 GS CARRERA GT ("DREIKANTSCHABER") COUPE, AN RS60 SPYDER, THE EIGHT-CYLINDER 804 F1 AND A 908/3 PROTOTYPE, A CARRERA ABARTH, AND A 904.

NSSN will remain in operation via its online site, www.nationalspeedsportnews.com

The Porsche Museum is putting some of its best-known inhabitants back on the road, where they belong. Again in perfect operating order and ready to rumble again in vintage racing events and exhibits will be a 1981 911SC rally car, a 550 Spyder, a 356 B 2000 GS Carrera GT ("Dreikantschaber") coupe, an RS60 Spyder, the eight-cylinder 804 F1 and a 908/3 prototype, a Carrera Abarth, and a 904. Wouldn't it be great if all automotive museums did the same thing?

Ever travel to a race or other car event, find a neat poster that you want to carry home in your luggage, but can't find a cardboard tube to protect it? Here's a

little trick: You'll probably also pick up a couple of plastic bottles of water along the way. Save a few of those bottles after you drain the contents. Empty the bottles—you'll need at least three or four—cut most, but not all the curved tops away, dry them thoroughly, and then nest the bottles end to end until you have enough to serve as a core. Then roll the poster snugly around the bottles and secure it with a few rubber bands. Pack it carefully, and you should get home with your poster undamaged.

Here's another nice website with a focus on racing, both current and historic ... lots of good photographs. The emphasis is Italian, but there are Porsches, too: www.connectingrod.it

Until next month, drive safely! ■



Arrive & Drive

Saturday, June 11, 8:45 a.m.

Enjoy some of the best driving roads in the five county area with the monthly Arrive & Drive.

The second Saturday starting in May and extending into October (yet we will not have an A&D in August) each drive is roughly 60 to 100 miles in length and finishing in under three hours. It's a great way to kick off the weekend and a fun way for new members to get acquainted with ORPCA.

To attend, bring your favorite Porsche (with plenty of fuel) and, ideally, a navigator that doesn't get motion sickness to Miller's Homestead at 17933 SW McEwan Ave., Tigard, OR 97224, 503.684.2831 no later than 8:45 a.m. Drivers' meeting takes place at 9:00 a.m. sharp, but many arrive early at 8:00 a.m. for a no-host breakfast. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m. This is a no fee event.

CLUB CONTACT: Eric Freedle
 secretary@oregonpca.org
 503.936.0816

June Social and Dinner

Wednesday, June 15 6:00 p.m. Social Hour / 7:00 p.m. Dinner

STONE CLIFF INN

17900 South Clackamas River Drive

Carver, Oregon

503.639.7900

www.stonecliffinn.com

**Club
Event**

Nestled amid the old growth, in a backdrop of cliffs and huge basalt boulders, the majestic Stone Cliff Inn embodies the true spirit of the Oregon story. A backdrop for the blockbuster movie "Twilight." It is "where the lamb fell in love with the lion" and four other scenes in the movie.

Guests bask in the sun on the traditional hand crafted deck, while gazing at the spectacular Clackamas river as it lazily twists its way towards civilization.

Known for its unique, prepared from scratch recipes, The Stone Cliff Inn is where you can find the best that Oregon has to offer. No secret to the locals of Carver, any day of the week, whether for quick lunch or special dinner, festive laughter is part of the casual, yet sumptuous environment.



DEADLINE: June 10, 2011
 REGISTER VIA: RSVP via e-mail to:
dinnermeeting@oregonpca.org

THE DRIVER'S CORNER

Paul Goudy



When Faced with an Imminent Impact (and Ways to Avoid It)

It was raining on the back country road. The driver noticed the car ahead twitch slightly as it went through the corner. He unconsciously lifted his foot off the gas pedal and entered the corner, failing to notice the rainbow sheen on the wet asphalt.

The back of the car moved slightly, and then swung out wildly. The driver panicked, slamming down hard on the brake pedal. The car responded by spinning off the road and over a grassy area, towards a stone wall. The driver hoped the tires would dig into the wet grass, but instead, they skated across the soft ground.

As the car spun around, the driver's eyes locked on the wall coming at him. Though his foot was crushing the brake pedal, he quickly realized he was not going to stop in time ...

What should drivers do when they realize that they have lost all control of their vehicle and are faced with an imminent impact?

I asked this question to a few knowledgeable people who deal with auto accidents and the victims on a regular basis. From Joann Fairchild at Legacy Emanuel Hospital and Health Center, I learned:

■ In an impact, everything inside a car that is not held down can become a missile, including: pets, books, water bottles, etc. Getting hit in the head by a laptop can be a major injury in an impact.

■ Wear the seat belt low and tight across the pivot point of the hips. If the belt is placed above the hips, serious internal injury can result from an impact.

■ Sit up straight in the seat, without reclining, to prevent your body from slid-



ing down and under the seat belt, causing internal injuries in the event of an impact.

■ Adjust the head rest to within four inches of your head, to help prevent whiplash.

■ Wear the shoulder harness correctly over the shoulder and across the torso to spread the impact force across your body.

■ Maintain a minimum of 10 inches between you and the steering wheel airbag

■ Place the hands at four and eight on the steering wheel so they are out of the way of the air bag. Four and eight also works well when driving "twisties," allowing good freedom of steering wheel movement.

■ Minimize having your arms cross the steering wheel (in the case of going around a corner); in an impact, the air bag could blow them into your face.

■ Avoid placing the thumbs around the wheel to help prevent thumb injury during an air bag deployment.

■ Empty the bladder before getting into the car to help prevent rupturing it during an impact.

■ Exhaust the lungs before impact to lessen the likelihood of rupturing them during an impact.

■ Close the eyes (at the last moment) to help prevent glass shards from entering them.

■ Avoid a side impact if at all possible, due to the minimal amount of crush zone for the passenger compartment.

A doctor friend added:

■ Facing forward in an impact helps reduce possible neck injuries.

■ Relaxing as much as possible (easier said than done) can help minimize internal injuries.

(Continued on page 22)

Welcome to ORPCA Autocross 2011

We had a great year of competition last year, with some class champions decided in the last event in the championship standings. We are looking forward to another great season of competition in all classes. There will be some shake ups this coming year in the Non-Porsche class; a very fast car will be moving in from the Mod class.

We warmly welcome all newcomers to join us in the pursuit of speed and car control. We enjoyed an increase in our female participation last year, and are hoping for more this year. The ORPCA autocross experience is full of fun, camaraderie, and a great way to make new friends. Come on out and enjoy your car to some of its limits once a month with us. ORPCA members can preregister for \$35 per event, \$40 at the gate. Season passes will be offered again this year at a discount.

Autocross Calendar: Next Event, June 12

Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! A high intensity driving experience, it consists of a single car making timed runs on a closed course marked by cones. No previous experience is necessary; novices are welcome. We cultivate an air of camaraderie and fun amongst our participants. All you need is a driver's license, an automotive helmet, and a car that can pass a basic mechanical

safety inspection; we can even supply the helmet! Cars are run in classes against cars with similar performance. So whether you have an old 914, a Boxster, or a new Turbo Carrera, we have a class for you. Your car will be given a tech inspection to make sure it is ready to go autocross. We typically check wheel lugs for torque, gas cap tight, battery tight, and no loose items in the cabin. Speeds are generally below 70 mph and driving is mostly in second gear. Each driver gets between six to eight

runs competing for time against others in their class, and at the end of the event, elapsed times factored for penalties are posted for comparison. It's not necessary to compete in order to enter, but you may find that as you gain proficiency, your competitive juices will rise to the surface. Before you know it, you'll be an autocross enthusiast! Most events are done by 2:00 pm. Come on out and play! Register at orpca.motorsportreg.com.

EVENT	DATE	START TIME	LOCATION
AX #4	6/12/11	7:30 a.m.	PIR South Paddock
AX #5	7/3/11	7:30 a.m.	PIR South Paddock
Evo School (Phase 1)	8/20/11	8:30 a.m.	Packwood WA (Hampton Mills)
Evo School (Phase 3)	8/20/11	8:30 a.m.	Packwood WA (Hampton Mills)
AX #6	8/21/11	8:30 a.m.	Packwood WA (Hampton Mills)
AX #7	9/11/11	7:30 a.m.	PIR South Paddock
AX #8	10/9/11	7:30 a.m.	PIR South Paddock



Reflections on a Porsche Driving Experience

Story and Photo by Ray Link

Recently, I was lucky to attend an event where Porsche rolled out its entire line for customers to experience on a racetrack. Included were the new Cayman R, the luxurious Panamera, the Cayenne uber-SUV, and the iconic 911. The participants soon realized this was a serious driving event, as the instructors were professional racecar drivers and the waiver was the length of the Declaration of Independence.

The first event involved driving each of the cars around the track at speeds approaching 100 MPH. From a purist viewpoint, you cannot beat the 911 and the new lightweight, high performance, mid-engine Cayman R. Porsche equipped all of the test vehicles with its new, automatic, double-clutch transmission, known as Porsche Doppelkupplung (or PDK for short). While I believe it's a tragedy to buy a true sports car with anything other than a manual transmission, I have to admit the

PDK is one sweet automatic, and is the faster option. However, it adds 66 pounds and lightens your wallet by \$4,000, so it must be one huge moneymaker for Porsche.

The surprise of the event was how well the 6-cylinder Panamera performed. While it was no 911, it lapped other high performance sedans including BMW, Mercedes and Audi. The fit and finish were first class, although the wood grain and large center console reminded me of a Lexus instead of a Teutonic Porsche.

Slightly less exciting was the Cayenne SUV. While it is fast and cool looking with its recent update, it is still heavy and more truck-like than sporty. I own an Audi Q5 which seems more nimble, not to mention less expensive. This is largely due to the fact that it is built on a car platform, whereas the Cayenne is built on the same truck platform as the VW Touareg.

The last and most enjoyable event was an autocross. We drove a Cayman and 911 around a very tight track with an instructor, who taught us how to push the cars to the limit. Both were marvelous and allowed me to legally and safely drive a Porsche more aggressively than I would my own. It's hard to say if the 911 is really the superior Porsche, but for certain, both remain true to their heritage, and are the best options for anyone looking to buy a great sports car for under \$100,000.

This unique event was a far more effective sales tool than having customers covertly gun down suburban neighborhood streets in order to test drive the cars. And despite the thousands of dollars invested to ship up a dozen cars and instructors, it was probably an effective one. Now if only I could convince my wife we need a third Porsche! ■

Rose Cup Races 2011

June 17-19

The Portland Rose Festival is proud to bring the Rose Cup Races to PIR celebrating the 51th running of one of amateur auto racing oldest traditions. Come and support the racing community and show off your car at the same time.

Porsches to Formula cars, Vipers to GT's, Miata's to Vintag—400 racers from



all over the country compete for regional points in 25 different classes.

The Rose Cup Races, the oldest amateur auto racing event west of the Mississippi, is sure to excite all that attend!

To get tickets go to Rosecup.com
There will be no corral passes available. ■



CLUB CONTACT:

Eric Freedle

Secretary@oregonpca.org

503.936.0816

**Club
Event**

Oregon Coast Exotic Car Show

June 17-19

For many of us gearhead types, spending a weekend doing car stuff is great, but we can't always convince the rest of the family to come along because there usually is not much for them to do. Not so with the Oregon Coast Exotic Car Show at Gleneden Beach. Because it is held at a beautiful resort on Father's Day weekend, the organizers, Kurt and Leilani Shanaman, along with a team of volunteers, have made sure there are plenty of optional activities for everyone, regardless of age and interest level in cars. Salishan Spa and Golf Resort's amenities include indoor tennis, swimming, and a fitness

center, plus a coffee shop, gallery and various boutiques adjacent to the spa and golf pro shop. And if that's not enough, Depoe Bay and Lincoln City are only a few minutes away with many more shops, restaurants, and a factory outlet mall. Plus the car show's beneficiary, the Oregon Coast Aquarium, is just a short hop down 101 to Newport. The car show itself is lively and fun with food, wine tasting, art and live music on the field, but none of the stress that some big shows can have. You and the family will have fun at this event.

Here are some details about this year's show:

Date: June 17-19, 2011 (car show on Saturday, June 18); Location: Salishan Spa and Golf Resort Gleneden Beach Oregon.

Events include hosted wine reception; private behind the scenes tours; animal encounters and lunch at the Oregon Coast Aquarium; live music by vintage band The Stolen Sweets; exotic animals from the Oregon Coast Aquarium and gift bags for registrants.

Full schedule, special features and registration forms at www.ocecs.com, or call Kurt or Leilani at 503.702.4186.

Note: Not a Club-sponsored event



Thinking about High Performance Driver Education This Summer? Here's the Info ...

There are many reasons to participate in Driver Education. A few are to help make each of us more skilled and safer drivers, to provide us with the opportunity to learn about our automobiles, our car control skills, to experience "driving in its purest form" and have a lot of fun doing it.

WHAT IS DRIVER ED AND IS IT RISKY?

We conduct our driver education program at Portland International Raceway and Oregon Raceway Park. Our program is designed to give participants the opportunity to develop their car control skills at speeds and cornering forces that cannot be achieved on the street, at least not legally or safely. People of various skill levels attend our events because they have a good time and learn from their experience. But bear in mind ...

High Performance driving is an inherently risky activity. You can lose control of your car and damage it, perhaps extensively. And while we haven't seen this happen yet with our program, it is possible that you can be injured or killed, even while using the required safety equipment. It is your responsibility to operate your vehicle within your skill level and to make sure that you have adequate insurance coverage to protect you against excessive loss.

Note that many insurance companies have added coverage exclusions for events of this type. Make sure to read your policy carefully and check with your agent to make sure you are covered.

There are several insurers out there that can help you cover your car for loss at HPDE events. Lockton Affinity is one of them.

Our registration system will also provide you a connection to Lockton Affinity. The can provide coverage on your vehicle for collision loss at each HPDE event that you register for. Make sure to check out this coverage if you are uncomfortable with the financial risk.

Okay, enough warnings.



Photo by Kent Regan

HOW DOES THE HPDE PROGRAM WORK?

Each new participant begins in the Novice/Beginner group.

First time Novice drivers will have an instructor in their car and should request this at registration time. Instructors are assigned based on driver experience level. Novice students are encouraged to drive at speeds at which they and their instructors are comfortable in order to learn the 'line' and driving fundamentals. The goal is to teach better car control. Students are discouraged from traveling at speeds which could place them or their cars in jeopardy.

As your skill level develops you will progress from the Novice/Beginner group to more experienced driver classes. You will be "signed off" as you progress. Being "signed off" means that your instructor feels confident that you can drive "solo" for novices or that you are ready for the next run group level. He or She will inform the Chief Driving Instructor of your changes in status.

Be patient. There is no need to rush driving "solo." In fact all drivers from "novice signed off" to instructor will be "checked out" periodically. We do this using various observational methods. It is one way for us to help you become a bet-

ter driver, and it allows us to measure your progress and the success of our program.

Each of our instructed events is designed to provide the maximum track time while keeping the run groups at a reasonable size with car and drivers of similar skill level out on the track. In general you will get four run sessions of between 20 and 25 minutes during the day. This is variable depending on incidents that happen during the event that may be beyond our control.

NOTE: To drivers we are unfamiliar with, driver class placements will be assigned based on documented experience in the MSR system and you may be required to provide a qualified reference and/or have a "check" ride to establish this placement.

It is important to note that ORPCA Driver Education is not racing, nor any form of competition. There are plenty of other venues if you wish to drive competitively. Our program is not one of them.

REGISTRATION, TECH INSPECTION, AND TYPE OF CARS ALLOWED DURING ORPCA DE EVENTS

Check-in and tech inspection is held at
(Continued on page 21)

May ORP Weekend Event a Huge Success!

Story by Marlene MacEwan / Photos by Marlene MacEwan and Eric Wishan

The drive along Highway 84 to Oregon Raceway Park was beautiful, both weather and scenery. After stopping in Biggs for gas, I headed south on Highway 97 to Grass Valley. This was my fourth trip to this rural course. This time, the one mile-plus road out of Grass Valley to the track was paved. It was a welcome change for my 993.

May 14 and 15, Oregon Raceway Park was host to ORPCA's first HPDE and Lapping Day combined weekend event for 2011. Saturday was HPDE and Sunday was lapping. This was also Kim Taylor's first event as DE chair, taking over for past DE Chair Don Clinkinbeard,

ORP is a technically-challenging road course that follows the natural contours of the land. It is 2.3 miles with 14 corners. It is quite a delight for novice and instructor alike. It sits in the middle of farmland with a beautiful view of Mt Hood (on a clear day)!

Saturday morning was cold and windy with the rain holding off. The first day was HPDE, High Performance Driver Education. We had four runs groups (novice, intermediate, advanced and instructor) with a total of 49 cars.

The groups ran without a hitch until about 2 p.m., when Pat Murphy's GT3 took a little spin off track at turn 4 with a mechanical issue. He had a wheel failure that sheared off the spokes of the wheel, separating the hub from the rim and tire. Pat was able to change his tire and leave the track under his own power.

The day resumed as the rain started. The remainder of the day was very wet and slick. Due to the rain, the evening wine tasting and dinner was moved to a hall in Grass Valley. The dinner was catered by the Grass Valley Market. The wine tasting was provided by Cathedral Ridge Winery of Hood River. It was a nice evening of socializing and telling stories of the day.

Sunday's lapping day (no run groups, just continual track time with a max of 30 cars on the track at one time) started wet, very cold and windy and ended overcast and warmer. The day had 46 participants. The track dried out about 2 p.m. Just



about the time that BMW driver and ORPCA instructor Dan D'Agrosa, took his car off track between turn 3 and 4. D'Agrosa's mechanical issue was a lot worse than Murphy's. A suspension bolt failed and the wheel and brake rotor came off the A-arm.

The track was closed for about 45 minutes as tow vehicles and finally a lifter loaded his BMW onto a flat bed trailer. Everyone breathed a sign of relief. We

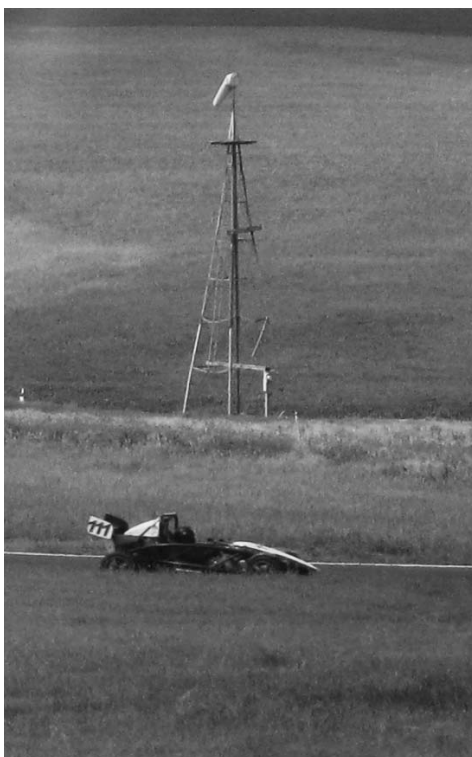
were all thankful that Dan was not injured.

A few drivers took their cars into the grass at different turns, but were all able to get back on track under their own power. It was a very exciting two days without incident, outside of the two mechanical failures.


Kim Taylor did a fabulous job running the two days. Her first event was a huge success, with compliments from participants, staff and ORP. She orchestrated the entire event with her left arm in a sling after shoulder surgery last month.

Kim would like to thank her predecessors, Don and Debbie Clinkinbeard, for all their years of dedicated service to our club with the DE program. She would also like to thank her two Chief Driving Instructors, Andy Jacobson and Andy Chenowith; Tom Whitely for pre-registration and pre-grid; Marlene MacEwan for registration and tower; Cherie Oldenburg and Signa Vernholm for tech form distribution and event greeting; Kent Alexander for black flag station; Bill Latiolait for general support; Eddie Nakato for tech of participants and Oregon Raceway Park for their hospitality.


I would definitely recommend ORP as an event to add to your driving experience. Our next event at ORP will be July 16 and 17. Hope to see you there! ■







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Opposite, top: The checkered flag. The end of a great event. Opposite, bottom: Andy Jacobson's Ariel Adam on track. Top Left: Pat Murphy and broken wheel. Photo by Eric Wishen. Top Right: Tom Whitely and Andy Jacobson in pre-grid. Above: Dan D'Agrosa's BMW wheel malfunction.



Arrive & Drive to “Papa’s Toys” is Great Fun—for a Great Cause

by James Cloyd / Photos by Paul Kennington

Saturday morning arrived and I was very excited for it to start, it being my second Arrive & Drive.

I was the navigator for Tom Dunbar in his Silver '97 Carrera. We drove up I-5 with the promise of sunshine to Miller's Restaurant in time to talk “Porsche” with other owners and navigators of around 50 cars, from early 911s to new 997s and all models in between.

After signing waivers and being informed by Eric Freedle (A&D Chair) and Steve Lyon (the tourmeister) during the drivers' meeting, the Porsche drivers were eager to explore the route that was ahead of them.

We wound through neighborhoods catching looks from early morning runners and walkers, who would smile and wave as we went by sharing the morning light. We wound our way through the hills of Washington County towards Forest Grove to our destination of “Papa's Toys,” located on the grounds of Davis Trucking, for their annual open house.

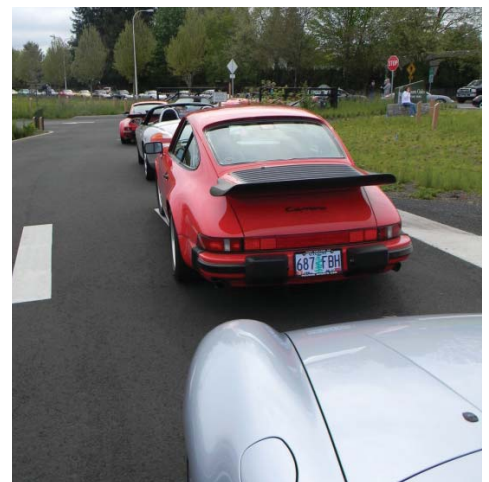
On arrival we were met by volunteers (ol' car guys) that directed us where to

park. After enjoying the many motorcycle and car clubs outside, we went inside where the collection was kept. I really didn't know what to expect when I walked into the warehouse where Papa's Toys were on display; little did I know my mind would be on overload as I walked by and learned about all 171 cars on display.

I had Tom's experience to help me take in all the different auto designs and tell me about the different periods of cars. For those of you who know Tom, he is a wealth of Porsche knowledge. After getting the tour with Tom, I've learned that Tom just knows a lot about ALL cars.

“Papa's Toys” has now raised over \$220,000 in donations since the 2000, for Doernbecher Children's Hospital. This year, over 4,759 were in attendance and over 760 classic cars came to the open house.

If you missed this Arrive & Drive, please put it on the calendar for next year; it's one not to miss! ■



Opposite page. Top: Members' cars on display at the Papa's Toys show; lower left: Eric Freedle briefs drivers before the drive; lower right: Eric's car sports a custom Porsche flag. This page. Top: Mike Brohoski's '85 cab. Center: View from Paul Kennington's '96 coupe at the rest stop. Left: Lined up at a stop light.



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Factory Certified Paint

“Glasurit” Refinishing System. The exclusive only paint specified by Porsche, it’s the paint that is on new Porsches and has been for years. Why accept anything else?

Factory Certified Wheel Alignment

“Beissbarth” Germany’s finest alignment equipment. To get that Factory Exact alignment, or to align highly modified suspension we trust Beissbarth's accuracy.



21916 Ferry Rd. S., PO Box 307, Mehama, OR 97384

1.877.489.2520

HPDE at PIR Tri-Club

Thursday, June 23

Join ORPCA, BMWACA and AROO on June 23 at Portland International Raceway for the TRI-CLUB HPDE event.

Registration for this event opened in MotorsportReg.com (MSR) on May 6, for anyone with a track-worthy car.

Please take some time to view the event in MotorsportReg.com (MSR) and our website at www.oregonpca.org.

We will have four run groups with instruction. For novices wanting to be solo qualified and attend ORP in July, this is a perfect opportunity to get ready.

If this event will be your first event of 2011, remember your ANNUAL INSPECTION.

Another item I would like to remind everyone about is helmets. SA/M 2000 helmets expire on June 1, 2011 per PCA national.

June 1 is the end of the grace period, so for this event SA/M 2005 or better helmets are REQUIRED.

Come out to PIR on June 23 for a day of fun with the car clubs.



REGISTER VIA: motorsportreg.com

CLUB CONTACT:

Thomas Whiteley

hpderegistration@oregonpca.org

Club
Event

If you have any questions that are not answered on our website or MSR, feel free

to drop an email to Thomas Whiteley at HPDEregistration@oregonpca.org ■

Portland Historic Races

July 8-10

The 2011 Portland Historic Races feature an entry list of more than 250 historic race cars to take place July 8-10, 2011 at Portland International Raceway, 1940 N. Victory Blvd Portland Oregon. The Historic Races allow enthusiasts the opportunity to see race cars up close, and feature a display of over 600 collector cars and hot rods, a food and wine pavilion, an autocross, and a kid's zone.

The ORPCA is offering a ticket package consisting of a three-day admission for

two adults, one car corral pass, and the ever-popular parade lap. The three-day package can be purchased for \$50 through motorsportreg.com and the order deadline is June 8, 2011. We ask that you have your Porsche in the corral located in the infield of the track by 10:00 a.m., so please make time allowance to cross over the track into the infield. Entry to the infield will use Turn 8 (north side of the track). Come out and make the Porsche car corral larger than other car clubs. ■



Photo from 2010 Historic Races by Bob Schatz

REGISTRATION DEADLINE:	June 8
REGISTER VIA:	motorsportreg.com
COST:	\$50 for Three-day ticket package
CLUB CONTACT:	Eric Freedle Secretary@oregonpca.org 503.936.0816

Opal Creek Drive & Hike

Friday, July 15

Join us on Friday, July 15 for a drive and hike in the Cascade foothills. Bring a sack lunch as our journey will begin in the morning Southeast of Portland and include lunch and a short hike at beautiful Opal Creek. This is a free Oregon Region Porsche Club of America event. If you're interested, please email the coordinator at opalcreekdrive@gmail.com. Details for the meeting place, time and route will be distributed closer to the event. ■



2011 Escape Tour

July 23 - 24

For the 2011 ESCAPE, we're going to Crater Lake Lodge for a couple of days. You can do one night or two. The drive down will be on Saturday, July 23, and Sunday you may elect to either drive home, do a drive south of the park, or stay in the park. For those that stay both nights, the return trip will be on Monday. As usual, we will be headed down on the least populated, twisty roads we can find.



These rooms book nearly a year out and we understand the Lodge is full at the present time. If you wish to check to see if a room has opened up, you can check on line at:

<http://www.craterlakelodges.com/Crater-Lake-Lodge-1842.html> or call 888-77-4CRATER (888-774-2728).

If you book a room, please let me know at drive2escape@gmail.com. I will add you to the list of players. To participate, you will need lodging. Should you wish to be wait listed for the event, please contact Bill at drive2escape@gmail.com

Additional information will be added to the website as it becomes available. ■

Summer Tour & Picnic

Sunday, August 14



Please join us on Sunday, August 14 for what is sure to be another great ORPCA picnic! Our Summer Tour & Picnic starts off Sunday morning at 11100 SW Murray Scholls Place (24-Hour Fitness parking lot in Beaverton). Please be at the meeting place no later than 9:30 a.m., as the driving tour leaves promptly at 10 a.m.

The driving tour will wind its way through some great western Washington and Yamhill County rural roads and end at a beautiful 230-acre winery in Forest Grove. We'll have an exceptional catered

gourmet lunch with tastings of their Estate-Grown Pinot Noir, Riesling, Pinot Gris, and dessert wines. Tasting is \$5 per person.

Reservations must be made in advance no later than July 31. This event is limited to 40 cars so please register early! Cost is \$30 per person.

To register, go online to <http://orpca.motorsportreg.com> and search for the Summer Picnic event. For questions, please contact Jeff Gretz at 503.628.0629 or jgretz@onlinenw.com ■

REGISTRATION DEADLINE:	July 31
REGISTER VIA:	motorsportreg.com
COST:	\$30 Per Person
CLUB CONTACT:	Jeff Gretz jgretz@onlinenw.com

HPDE INFORMATION

(Continued from page 13)

the track. We strongly recommend pre-registration if you can do it—you have first chance at an instructor, and you won't get turned away at the gate if we're at or over the maximum number of cars for the event. Also, you may run just about any type of car during our Drivers Education Event provided it is track worthy. If you have a question about whether your vehicle qualifies, please email the HPDERegistrar@oregonpca.org to gain clarification.

WE OFFER FOUR DRIVER CLASSES FOR DRIVER EDUCATION

Detailed Driver Benchmarks:

Novice/Beginner: The driver has no to some experience at High Speed Driving on a Track and will require or probably need instruction

Intermediate: The driver has some DE experience, typically 5 or more DE days and is in the process of improving their fundamental skill set. May need some instruction.

Advanced: The drivers are experienced, usually several years of track experience, they are generally working on perfecting advanced driving skills and have the ability to drive off the line safely.

Instructor: These are individuals approved by ORPCA's Chief Driving

Instructor (CDI) to teach the other participants.

As event organizers our worst nightmare is the student that registers for a driver class that is over their head in skill and experience. Not only does this diminish your as well as the other participants enjoyment of the event but it poses a potential safety issue. In order to help us improve everyone's day we are tracking driver class signoff in the registration system. We will verify your registration against our records. If we do not find appropriate approvals we will ask you for justification to be in the driver class you registered for.

NOTE: If the HPDE staff finds that you have registered for a driver class that is different than our opinion of your skill level, we reserve the right to move you to an appropriate driver class if there is space available. If not, we may ask you to sit out the rest of the day.

See the website for complete information on our Driver Skills Benchmarks.

There will be no credits or refunds for folks that register for the wrong driver class and are asked to sit out.

Our guidance is to register conservatively and if you find you need to move up to a more advanced class you can request a check ride.

More than once in 2010 I heard the words, "Well, the intermediate class was full so I registered for the advanced class." Please don't take this risk because you were late registering for an event.

FYI: Driver classes and run groups are only loosely aligned. We will assign you and your vehicle to the run group we feel is appropriate for your car and your documented skill level.

GET YOUR HELMET!

As we all know, Porsche Club of America requires all PCA speed events to enforce the new helmet policy. Per the policy only Snell 2005 helmets are Acceptable. While you can find numerous places on the Web to order a helmet, getting one to fit properly really does require you try them on and walk around the store for a while. Since we like to support local businesses, Ron Brown at Competition Motorsports (2242 N. Williams, 503.281.1579) has Snell 2005 helmets starting at reasonable prices. For \$85 to \$295 you can get a great open face model or \$125-\$395 for closed face models. This year, Ron donated several helmets to the Club which we will be using for loaners. Support those that help us!

Finally, remember that an annual technical inspection is required for all participant cars. ■



Anzeiger Enters the Digital Age

After 41 years in print ... this is the last paper Anzeiger that will automatically show up in your mailbox. Beginning with the July issue, the magazine will be produced as a PDF and available on the Club's website, www.oregonpca.org. You will be able to view it online, and/or download and save the issue.

The new format will allow members to utilize active links for events and advertisers, and will be posted on the first day of every month. An added bonus is that you also have access to several years of Anzeiger PDFs on the website.

Still love a magazine on your coffee table? You can order a print version of the magazine from Lazerquick. A link on the website will show you how.

The magazine will continue to present members with great photos and reporting on club events, issues, and business. We're always looking for contributors, too! Send an email to editor@oregonpca.org if you're interested in a story and/or photo assignment.

We have in our archives the earliest Anzeiger February 1970 which was a smaller 5 1/2" x 8 1/2", 18 page, black and white magazine. On the front cover is a 1970 911 Targa and three other 911's. The back cover is an ad for Heckmann and Thiemann who is still advertising in Anzeiger today.

2011 Porsche Parade, Savannah

July 31 - August 6

Parade 2011 in Savannah is coming up quickly ... it is almost time to start packing for the best Parade yet! When Parade junkies start thinking of the week of fun and excitement with their Porsche and PCA friends, they begin with the main events; the Concours on Monday followed by the Autocross. It can be so easy to focus on those two, as much fun as they are, that one can overlook the other opportunities that exist during this action packed week. We have covered the Autocross and Concours in depth in previous months, but there is more to a Porsche Parade than just those events, the Rallies and driving Tours are also great fun, as is the challenging Tech Quiz.

The TSD Rally masters this year have ample roads for exploration, and regardless of your experience level they will have something for you. Beginners will find stress-free checkpoint locations, while more expert rallyists will be challenged on their way to single digit scoring opportunities. All the while, the countryside will provide a unique backdrop to enjoy your Porsche. Remember to take advantage of the TSD (Time-Speed-Distance) Rally school held the day before the event.

If the TSD Rally is not your cup of chamomile, try the lower impact Gimmick Rally or a Driving Tour. The



tours have been extremely popular for several years now, and this year is no different. Due to the overwhelming demand, additional dates have been added by our hardworking Parade Staff. Check out the web site below to see the new dates and see what all the excitement is about.

The last of the "competitive" events is the Parade Technical and Historical Quiz. In a slightly revised format this year, the Tech Quiz will test your knowledge of Porsche history, family trivia and model lines over the last 60 plus years! The Quiz goes by quickly, featuring 50 general questions and 25 "Model" specific questions for your area of expertise. The answers are provided for you after the Quiz to discuss

THE DRIVER'S CORNER

(Continued from page 9)

A couple of seasoned and impact-experienced race drivers offered their insights as well:

■ Taking the feet off the pedals at the very last moment before impact helps prevent breaking an ankle or leg due to sudden deceleration against a fixed object, (brake pedal). Keep in mind that the slower the car is moving, the less of an impact will result.

■ Removing the hands from the steering wheel at the last moment before impact helps to lessen the likelihood of breaking a wrist.

■ By using standard high-performance driving techniques, the driver in the story

could have avoided the incident altogether. Those techniques include:

■ Anticipating the unknown: The driver in the story above failed to anticipate a possible traction issue and its effect on his car.

■ Braking adequately before entering a corner: On public roads, there is always the possibility of debris, including ice, oil, leaves, etc. Entering a corner conservatively allows the driver more reaction time and traction to deal with an unknown.

■ Looking where the car needs to go: In the story above, the driver's eyes locked onto the wall that he was trying to avoid. By focusing on the wall, his hands were likely

amongst your new friends ensuring that you will learn a lot of new facts about the car and culture we all love, Porsche.

Please continue to read as I remind you of all the other opportunities that are available for you to enjoy during this fabulous Parade week in Savannah. I certainly hope to see you there!

Hospitality

Where is the place to meet your friends, have a morning coffee, an afternoon repast and check your email? The answer is the Parade Hospitality! Check the Parade schedule for all our activities, hours and special events including Wine and Beer Tastings.

Goodie Store

Gimmick Rally

Driving Tours

Tech Academy

Local Attractions

In addition to the organized events, the Savannah area has much to offer that you can do on your own: carriage and ghost tours, riverboat cruises, movie tours, fishing, dolphin watching, kayak tours, 8th Air Force Museum, Railroad museum, Fort Sumter, Telfair Museum of Art, USS Yorktown, Plantation tours, Perris Island Marine Base & Museum and more! Be sure to join us for the best family vacation of the year. ■

steering the car toward the wall. (Eyes control the hands, and the hands steer the car.)

■ Using the weight of the car to help increase traction: In the story above, the driver lifted his foot off the gas pedal, transferring some weight from the back of the car to the front of the car. When the rear tires went across the oily road surface, the unloaded rear tires had even less traction, likely causing the start of the slide; the driver compounded the slide by hitting the brakes, causing the spin.

My many thanks to Joann Fairchild at Legacy Emanuel Hospital and Health Center. ■

Allure of the Automobile

Portland Art Museum, July 31 - August 6



The Cars in the Park, Porsche Display day of August 6 is now filled. Thank you all for sending in your applications!

Even though the display is full, there are guest passes available. A guest pass will give you entry to the before hours tour of the museum on August 6. You will also be able to visit the “drivers” hospitality room in the museum for refreshments and to visit with other Porsche owners and venders on that day.

A guest pass price is \$15 per person. Please contact Kirsten Benko at 503-276-4217 to purchase and receive your guest pass. You need to let Kirsten know you are a guest of John Draneas.

The Museum is also hosting lectures around the Allure of the Automobile show. You may want to attend some of those listed below:

June 12

Artist in Metal: Mysteries of Custom Cars

June 19

Father's Day Pancake Breakfast and Cambellini Celebration

July 10

Automobile Autopsy Tour

July 24

Driving Change: The Impact and Emotion of the Automobile

July 30

Coachbuilding in the 21st Century

August 6

What's Your Car Worth? Car Collectors' Inside Tips

August 7

Glamour and Gasoline

August 20

Street was Fun in '51

August 27

Museum Family Day

September 3

Building Big: Meet the Blastolene Brothers

2010 Oregon PCA Financials

	<u>Income</u>	<u>Expense</u>	<u>Gross Profit</u>
Meetings/Events			
Holiday Party	5,685.00	4,959.00	726.00
50 th Anniversary Party	10,396.68	16,225.52	(5,828.84)
NW Passage Tour	24,150.00	16,796.21	7,353.79
Historic Races	2,222.76	2,133.76	89.00
Volunteer Party	-	1,826.70	(1,826.70)
Planning Meeting	-	316.66	(316.66)
Other Meetings/Events	2,925.96	3,861.79	(935.83)
	<u>45,380.40</u>	<u>46,119.64</u>	<u>(739.24)</u>
Track Events	103,770.02	89,703.50	14,066.52
Autocross	20,256.97	14,285.94	5,971.03
Anzeiger/Calendar	23,486.95	46,940.79	(23,453.84)
Membership	28,044.00	5,827.07	22,216.93
Business Operations	-	3,601.59	(3,601.59)
New Website Expenses	-	16,200.00	(16,200.00)
	<u>175,557.94</u>	<u>176,558.89</u>	<u>(1,000.95)</u>
Sub Totals	220,938.34	222,678.53	(1,740.19)
Interest Income	1,460.34	-	1,460.34
Net Income			<u>(279.85)</u>

Balance Sheet Highlights

Assets

Reserve Account	58,981.68
Checking Account	<u>64,823.61</u>
	123,805.29
Track Prepaid Exp	3,600.00
Accounts Receivable	649.08
Total Assets	128,054.37
Total Liabilities	-
Total Equity	<u>128,054.37</u>

Abbreviated Statement of Cash Flows

Cash at beginning of Period	121,355.08
Cash at end of Period	123,805.29
Net cash increase for period	2,450.21



Wilkommen

Bryce & Christine Bederka
1999 Boxster
Portland, OR

Launie J. Carlin
1999 Boxster
Tigard, OR

Robert E. Cedergreen
2010 Cayenne
Portland, OR

William M. DuMerton
2009 Cayman S
Abbotsford, BC

David & Amanda Fornof
2000 Boxster
Lake Oswego, OR

Trent Friesen
1978 911
2997 997
Silverton, OR

John Hash
2007 Cayman S
Gresham, OR

Derek Khan
2007 Cayman
Tigard, OR

Andre A. LeBlanc
2007 Cayman S
Sublimity, OR

Marc & Christina Lund
2002 Boxster S
Cottage Grove, OR

Roger D. Matthews
2004 911
Happy Valley, OR

Mark Minor
1966 912
Central Point, OR

James D. Mittelstedt
Kai Bublitz
1976 911S
Portland, OR

Timothy & Heidi Newkirk
1971 911T
Canby, OR

Bruce L. & Kary Nguyen
2001 911 Turbo
Tigard, OR

Scott Rankin
2001 911 Turbo
Portland, OR

John Shmilenko
2008 911
Portland, OR

Ronald A. Snodgrass
2007 Cayman S
West Linn, OR

John W. Tipton
1997 993
Portland, OR

Shane R. Tragethon
2004 996 C4S
Happy Valley, OR

Gregory W. Westling
1976 911S
Tigard, OR



Anniversaries

5 Year Anniversary

Neal & Linda Butler

David K. & Liann Chan

Craig & Lorie Coleman

Gordon B. Empey & Susan Kay

Claudio & Lupita Innsaurralde

Steve Ness

John & Alisa Rowland

Brian M. & Susan Scott

10 Year Anniversary

Charles & Kevin McCart

35 Year Anniversary

Gale F. & Sharon E. Hall

Benefits of an Oregon Region Membership

In a word: COMMUNICATION:

A member directory

Annual calendar: List of events

E-mail up-dates

about current and future

Website information

Anzeiger magazine

Note:

Your membership is not just a magazine!

Evolution Driving School at Hampton Mills Autocross #6 at Hampton Mills

August 20
August 21

ORPCA is proud to present the Evolution Driving School in conjunction with our sixth autocross of the year on that beautiful paved acreage in Packwood, Washington. Are you ready for an intense, fun, day long, driving school that is guaranteed to make you a better driver on both the street and autocross course? Evolution's staff of SCCA National caliber instructors are pleased to offer both their phase I and phase III schools on Saturday, August 20. You will complete your weekend at our sixth autocross event of the year, allowing you to practice your new skills in friendly competition on Sunday the 21st.

Evolution Driving School

Phase I School: The "original" Evolution program as developed by the McKamey Autocross School. This first step in the Evolution is where all students start, regardless of experience. A daylong course builds upon students' existing skills, while introducing new ideas to improve one's times. Students both ride and drive with Evolution-trained national caliber drivers to learn where they are fast and where they need to improve. A small student teacher ratio of 6:1 insures quality instruction time. Combined with race proven skills, concepts, and techniques, this course will improve the performance of all drivers on both road and track. Even experienced driver's benefit from the Phase 1 course as a refresher for those things they've forgotten over the years or perhaps never learned. No matter what type of car you drive the Phase 1 skills will improve your overall driving abilities.

Phase III School: Back by popular demand is Evolution's Phase Three Course Analysis program. It's now better than ever, with the help of Phase Three's official sponsor MaxQData. You'll spend the day trying different lines in a variety of courses to learn which is quicker and why. MaxQData data loggers will be used to critique the various approaches to better understand the effects of maximizing speed and minimizing distance. In just



Photo by Bob Schatz

one day, you'll learn the secrets that have taken the fast guys years to learn the hard way. By the end of the day, you'll walk away with a complete methodology on how to walk a course, break it down into priority elements, read the surface, and plan the best attack for the quickest times in your car.

Note: Students should be competent with Phase One and Two concepts, as Phase Three's focus is not on basic driving technique. Students will once again be required to work course during part of the day.

Cost: \$265/person. Lunch is provided.

Register at www.evoschool.com for this great day of driving instruction.

Saturday evening we will be gathering for a group dinner and some friendly bench racing prior Sunday's event.

ORPCA Autocross #6

All are welcome to attend this event at the most spectacular autocross venue in the Pacific Northwest. The site features 10 acres of smooth asphalt and an additional five acres of covered parking/paddock. Look forward to 60+ second courses, and abundance of runs, and technical features

not possible in the PIR South Paddock. Whether you are new to autocross or a seasoned veteran, you will be spoiled by what this site has to offer. Remember, this is a Championship Points event.

Registration/Tech is open from 8:00 a.m. to 9:30 a.m. First car out at 10:00 a.m.

Registration for all ORPCA Autocross events can be completed in advance on <http://orpcamotorsportreg.com/>

Pre-registration costs: \$35 (ORPCA Member), \$40 (Non-Member)

Registration at event: \$40 (ORPCA Member), \$45 (Non-Member)

Details of all aspects of our Autocross events (i.e. car tech, schedule, results) can be found on the ORPCA website.

For any type of overnight accommodations contact destinationpackwood.com.

Please allow yourself 2.5 hours for the drive to Packwood Sunday morning.



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Morgan Stanley 503.221.6262

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Summit Mortgage 503.819.9712

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Porsche Parts

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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



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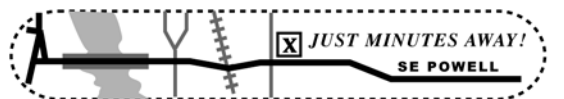
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Marketplace

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Cayman



2007 Cayman S Cobalt Blue Metallic, buckskin interior, leather adaptive sport seats, heated. Bose surround, Sports chrono and preferred and bi-xenon driving packages. Sports 19" Carrera wheels/brakes, 3 spoke steering wheel, self-dimming mirror. 6 speed No smoke or animals or food. One owner all records and remaining warranty. \$39000. Patrick (503) 318-7783 C (4/11)

356

1962 356x T6 Coupe, Smyrna Green w/tan. Not Concourse, but really nice. Rod Birkland, 503.292.5839. (3/11)

■ OTHER

GT-3 Wheels and Michelin Pilot Sport Cup tires for sale. Take-off wheels from my 2007 GT-3 totally stock, with Tire Pressure Monitor Sensors. Only 4000 miles and wheels are in near perfect condition! Front tires 50% tread, rears have 25% left. \$2650. mark.mueller@gmscpa.com Salem Oregon. (503)559-0385 (6/11)

18" 996 Turbo Twist wheels w/o tires in pristine condition. Front 7.5 X 18 (ET 50) with 225/40 ZR 18 Continentals; Rear 10 X 18 (ET 65) with 265/35 ZR 18 matching Continentals. Less than 10,000 miles usage, never tracked. (6/11)

\$995.00. Neil Russell 360-254-0202 or Neilrussell@comcast.net

■ Bilstein front Sport Shocks for 986 Boxster – list price \$245 each, sell for \$125 each.

■ Bilstein rear Sport Shocks for 986 Boxster – list price \$230 each, sell for \$125 each.

■ H&R performance springs for 986 Boxster – list price \$360, sell for \$150.

All parts used less than 1,000 miles. Jeff 503.628.0629 jgretz@onlinenw.com (5/11)

2 unused Hoosier A6 tires, 285/30/ZR18. \$550 OBO if local, else add shipping from 97229. Call Liz Bacon, 503-347-4931 (5/11)

■ Bell M2 Helmet - Snell 2005;large; clear & shaded visors; fleece lined carrying bag; head sock

■ Simpson driving shoes; size 9

■ OMP driving gloves Sold as a package, \$300.00. John S. Mazmanian,

Krugerinor@hotmail.com, 503.617.4680 (5/11)

EVO Motorsports 996 Turbo Airbox w/ cone filter. \$250.00. John S. Mazmanian, Krugerinor@hotmail.com, 503.617.4680 (5/11)

4 O.Z. Allegherita HLT lightweight wheels, gold. 2 are 18 x 8" and 2 are 18 x 9" (stock Cayman sizes) w/5 x 130mm offset. ~1.5 years old, used for 8 track days & 20 autox's; great condition except for a small ding. \$1200 OBO. Call Liz Bacon, 503-347-4931 (5/11)

ONE PORSCHE WHEEL 8 x 16, part # 951.362 117, AS 10.62, ET 23.3, Nice wheel and cap, photo, PCA, Local LS tire center can verify, spin, box and ship. \$389 obo/ Mike bakerster@eoni.com (5/11)

■ Bell M2 Helmet - Snell 2005;large; clear & shaded visors; fleece lined carrying bag; head sock

■ Simpson driving shoes; size 9



■ OMP driving gloves

Sold as a package, \$300.00. John S. Mazmanian, Krugerinor@hotmail.com, 503.617.4680 (3/11)

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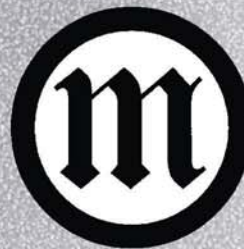
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