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April 2011





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Anzeiger

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ON THE COVER

Continuing his presentation of beautiful Porsche photos (featured in March *Anzeiger*), Kurt Shanaman snapped this at Columbia River Concours 2010 at Fort Vancouver. Photo by Kurt Shanaman, PhotosKAS.com.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. Photographers selected for the cover will receive a specially-framed copy of the cover. For more information, refer to page 6.

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.

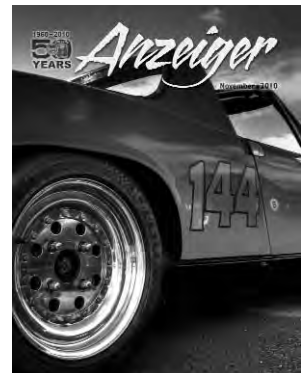
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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

PCA Presidents Meeting Offers Insight

A few interesting facts about PCA came to light at the recent Porsche Club of America Presidents meeting in Boise, Idaho:

■ PCA has 60,000 primary members and over 100,000 total members in 139 regions across the US and Canada.

■ 44% of club members bought a new Porsche between 2005 and 2007; 56% of club members have been in the club for five years or less.

■ 51% of club members attend one to five events per year; only 7% attend ten or more events each year.

■ The top five reasons members have joined are Tech information (1), Panorama magazine (2), Regional newsletter (3), Discounts on parts and service (4), and Drivers Education events (5).

PCA's national website is not paid for through site advertisers, but it recently has begun to include a few carefully selected advertiser links.

The most popular two sections on the national website are The Mart (1), and Tech Session (2).

PCA's primary source of financial support comes from annual dues, and not

that PCA is the fastest growing car club in the country. Additionally, you should know that our local Oregon region has been one of the top three fastest growing regions. Based on the number of events attended each year, I would conclude that most people join for one singular purpose, and not several.

Tech information and discounts are two of the top five reasons behind new membership and this is consistent with the aftereffects of the 2008 economic downturn. Members are looking for ways to tighten their belts and perform more

WE HAVE A LOT OF CHANGES IN THE WORKS NOW AS A LOCAL CLUB, BUT REST ASSURED THAT EVERYTHING WE ARE DOING HAS ALREADY BEEN EXPERIENCED BY OTHER CLUBS ACROSS THE COUNTRY. AS A RESULT, THERE IS NO REASON TO REINVENT THE WHEEL.

work on their own cars, as well as to find better value when they do seek outside assistance from dealers and repair shops. Finally, membership dues are the primary source of financial support for PCA, but they are beginning to learn how to insert strategic advertiser links in the national website that could prove to be a new revenue source. All of us should strive to

TECH INFORMATION AND DISCOUNTS ARE TWO OF THE TOP FIVE REASONS BEHIND NEW MEMBERSHIP AND THIS IS CONSISTENT WITH THE ECONOMIC DOWNTURN. MEMBERS ARE LOOKING FOR WAYS TO TIGHTEN THEIR BELTS AND PERFORM MORE WORK ON THEIR OWN CARS, AS WELL AS TO FIND BETTER VALUE WHEN THEY DO SEEK OUTSIDE ASSISTANCE.

through advertising, sponsorships, or Porsche.

When I look at these statistics, I can make a few observations. First and foremost, the majority of our National club has less than five years membership experience, and this is consistent with the fact

support our local advertisers, who support us with ads in *Anzeiger* and on our website.

We can generally run our local club the way we wish, but we must still operate within the boundaries laid out by Porsche Club of America. These are found in the



national bylaws as well as the 2011 RPM (Region Procedures Manual). We have a lot of changes in the works now as a local club, but rest assured that everything we are doing has already been experienced by other clubs across the country. As a result, there is no reason to reinvent the wheel, since many clubs have already been down the path we are now taking.

We hope you enjoyed the March Autocross and Drivers Skill Clinic at PIR, the Monthly Dinner at La Provence and the Tech Session at Matrix Integrated.

Upcoming Events:

April 9: Spring Clean with Eric Freedle and his team

April 12: Board meeting (We always leave time for open member discussion)

April 17: Autocross with Gary Chapman and his team

April 20: Monthly dinner with Sue Denfeld and her team

Check out our newly enhanced website at oregonpca.org for details and any late changes to all of these events. Have fun!



Oregon Region Events



April, 2011

- 9 Spring Clean
- 12 Board Meeting
- 17 Autocross PIR
- 20 Monthly Club Dinner and Social

May, 2011

- 10 Board Meeting
- 14 Arrive and Drive
HPDE @ ORP
- 15 HPDE @ ORP
Autocross
- 18 Monthly Club Dinner and Social

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 6 for classified requirements and contact information.

STILL PLAYS WITH CARS

Peter Linsky



Looking at the Future of the Auto—and the Past

The future of the automobile as we know and (mostly) enjoy it—a device for personal transportation—is changing; in another few decades, we'll probably be seeing something other than gasoline as the dominant energy source for many new cars. I think we're coming to accept that fact. What hasn't been answered thus far is another key issue: Why are so many younger people utterly disinterested in driving, let alone owning, a car? We're already seeing something alien to our own mindset: teenagers who couldn't care less about obtaining their driver's license at 16, especially in urban areas. It appears that with the ubiquity of inexpensive personal communications devices, teens and young adults have less need to borrow the family car so they can run over to visit a friend—they can do it electronically. While the breakdown of real, face-to-face social relationships is worrisome on a number of levels, auto manufacturers are starting to show con-

WE'RE ALREADY SEEING SOMETHING ALIEN TO OUR OWN MINDSET: TEENAGERS WHO COULDN'T CARE LESS ABOUT OBTAINING THEIR DRIVER'S LICENSE AT 16. IT APPEARS THAT WITH PERSONAL COMMUNICATIONS DEVICES, TEENSHAVE LESS NEED TO BORROW THE FAMILY CAR SO THEY CAN RUN OVER TO VISIT A FRIEND.

cern about tomorrow's new-car buyers. Will there be enough of them to maintain the industry? And closer to home, will there be a "next" generation of PCA members?

A recent copy of *Hemmings Sports and Exotic* magazine contained a full-page advertisement that I found interesting, enough so that I sat down and pondered it for a while. "Coming soon," it said, "TranStar Racing Dagger GT – 2000



Above: The French Delletrez. Below: the German Gutbrod.



horsepower/300 mph." Wow, I thought, those are pretty amazing numbers. Then I noticed the tiny asterisk next to the "300 mph" mention; at the bottom of the ad was the disclaimer "calculated performance goal." Oh. So the car hasn't really gone that fast yet, but that's the plan. Looking somewhat like a cleaned up Lamborghini, the car certainly looked capable of a real 200+ mph with the proper drivetrain—but 300? I visited the website, and the hyperbole continued: "TranStar Racing™, LLC is proud to introduce America's great-

est, most powerful, world record-setting Supercar: the Dagger GT™. I read on: "The Dagger is being designed specifically to break the 300 mph barrier and be the first-ever street-legal Supercar to do it." The manufacturer says the carbon-fiber car will be powered by an aluminum, twin-turbocharged 572-cubic inch racing engine capable of producing 1300 hp on pump gas and 2000 hp on racing fuel, giving it the ability to hit 60 in just 1.5 seconds. The goal is to run the car at Bonneville in 2011 and top 300 mph on the salt. Finally, says the ad, "The custom-made Dagger GT is strictly for enthusiasts that are not satisfied with 200 to 250 mph cars, and 600 to 1200 hp cars that cost over \$650,000 to over two million dollars." Okay, that lets me off the hook; 250 is plenty for me.

I love skimming through old auto racing magazines and books, or newer books that cover old races. I never know what new factoid I'll find, and that's the fun of it. I received a copy of a recent British book entitled "Sports Car Racing In Camera 1950-1959," which is highly entertaining and informative, addressing as it does some of the lesser-known races, cars, and personalities. We're all familiar with big guns like Ferrari, Jaguar, Mercedes Benz, and Aston Martin, along with Lancia, Talbot Lago, and a myriad of other marques, but I'd never heard about such things as the French Delletrez—the first diesel powered car to ever run at LeMans (1949-50-51)—or the tiny German Gutbrod, of which two raced at the Nürburgring in 1953. Photos of both can be found on the Internet.

Until next month, drive safely! ■



Photo by Robin Shaunessy

Spring Clean

Saturday, April 9 9:00 a.m.

Matrix Integrated
4000 SW Macadam Avenue
Portland, OR

After great reviews of the 2010 Spring Clean & Detail event, we decided to repeat this event in 2011. So, take the cover off the Porsche, unhook the battery charger and bring your car down to Matrix Integrated. There will be experts on hand to take care of those paint chips, paintless dent removal, a windshield and glass pro and a wheel repair tech for those nasty curb rashes. Get all of those services at one site and at a club discount!

Bring those Porsches to the pros!

DEADLINE: April 6, 2011
 REGISTER VIA: RSVP via e-mail to:
 springcleandetail@gmail.com
 CLUB CONTACT: Mike O'Connor
 503.320.2447





Insights to Better Shifting

The car came down the straight toward the corner. The driver gave the brake pedal a quick jab and downshifted from fourth to third before entering the turn. When his foot came off the clutch pedal, the tach needle soared past redline, and a metallic banging sound immediately came from beneath the car. The driver pumped the accelerator to no avail; the engine did not respond, and the car coasted through the corner and stopped on the side of the road.

Depending on the model, over-speeding Porsche engines can be very expensive. Repair invoices that well exceed \$15,000 are not uncommon and



Above: Fourth to third push shift.

UNDER ACCELERATION, MOST ENGINE MANAGEMENT SYSTEMS HAVE A REV LIMITER THAT ALLOWS THE ENGINE TO ONLY GO SLIGHTLY ABOVE REDLINE BEFORE CUTTING OFF FUEL. HOWEVER, IT IS POSSIBLE TO DOWNSHIFT INTO A LOWER GEAR WITHOUT FIRST SLOWING THE CAR AND ENGINE ADEQUATELY, WHICH CAN EASILY RESULT IN OVER-SPEEDING THE ENGINE.

are completely avoidable if the driver follows good shifting technique, which includes keeping an eye on the engine rpm.

Porsche shows the importance of monitoring engine rpm on their high performance cars by making the tachometer the largest gauge in the instrument panel and placing it in the center of the gauge cluster. The maximum engine speed is clearly marked with a red line near the top of the scale on the tach. Engine wear, cylinder pressures, stress and strain go up exponentially when the engine rpm goes above redline, and if it goes high enough, a catastrophic failure will result.

Under acceleration, most engine management systems have a rev limiter that allows the engine to only go slightly above redline before cutting off fuel. However, it is possible to downshift into a lower gear

without first slowing the car and engine adequately, which can easily result in over-speeding the engine.

The following are some general guidelines for shifting:

First, if the driver wants to use maximum engine output, the engine's powerband must be considered. An engine's powerband is the rpm range between peak

torque and peak horsepower. This rpm range is where the engine develops its greatest power. The peak torque and peak horsepower specifications can be found in the owner's manual or in the dealer product information book.

For current 997 C, CS, C4S and Targa engines, peak torque occurs at 4,400 rpm and peak horse power is at 6,500 rpm. Therefore, the engine's powerband is between 4,400 and 6,500 rpm. Using the formulas listed in the sidebar below, the power band for each gear on a current 997 C, CS, C4S and Targa model (6 speed transmission) are shown on the following table:

(Continued on page 22)

For those wishing to calculate optimum shift points, the following formulas will give mph and rpm. (Drive Ratio = Transmission Ratio x Final Drive Ratio)

$$\frac{\text{MPH (Drive Ratio)}}{\text{Tire Diameter}} (336) = \text{RPM}$$

$$\frac{\text{RPM (Tire Diameter)}}{\text{Drive Ratio (336)}} = \text{MPH}$$

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, April 17

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 #2	4/17/11	7:30 a.m.	PIR South Paddock
AX #3	5/15/11	7:30 a.m.	PIR South Paddock
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

New Website Enables Faster, Better Communication

by Joe McQueen, Webmaster

The changing economy forced the Oregon Region to address the issue of the cost of maintaining the club's communications channels. After thorough study and evaluation, the Board of Directors determined that we were spending too much on increasingly ineffective communications, and decided to move forward with development of a new communications plan. In December you all received a letter that explained where we are headed.

The key element of the new communications plan is the development of an entirely new website and membership database. We needed to address timeliness, content, and ease of use for the event chairs. The website debuted on March 2 this year, and I would like to describe the website pages, functions, and future direction of our new website.

New Look to Home Page

When you open the website on the left sidebar you are presented with quick access to key events, the calendar, and upcoming events for the current month. You can get there in several ways. The highlighted dates in the calendar link directly to the events on that date. You can also scroll the calendar to other months then click on the month and do the same, or click on Calendar & Events to see the remaining events for the entire year. This is much cleaner and simpler than the old format, plus it's easier for us to maintain.

News Section

The central section of the home page will present newsworthy items and further links. We haven't developed this section yet and would like your ideas on how to use this key element of the webpage.



Getting to the Other Pages

The other pages can be easily accessed by clicking on the links across the top of the page. You will find it easy to get to the Autocross and HPDE pages, their links show up in numerous places. We know that photos are important so we are now able to display galleries that are directly related to the events on their respective pages, go to the AX and HPDE pages and view the galleries.

Post Your Porsche

We have a dedicated photo page for other event photos and member's cars. Please, go to the Member's Cars page and notice that there is a link to send a photo of your car so that it can be included. We want to show off our member's cars.

External Links

The Resources and links pages are still pretty thin and will take time to gain content, they will get better.

Roam Around

The various other pages are pretty much self explanatory; so, take the time to explore them and send your suggestions to us using the handy Contact Us page.

Members' Area is Key

The Members' Area is entirely new and should be a key resource. Our member database is now securely integrated into

the website. Our Membership Chair can easily update and run service award reports within the integrated database. Member information is kept confidential - when you log in, you see only your own member data. You can modify your password, cell phone number, and add a photo of yourself. At some point we will address whether to allow full access to directory information to all logged in members— basically, be a web-based membership directory much the same as the paper directory you receive today. This is a future function that will be presented to the entire membership with the option to opt-out.

Advertising

We can now include advertising on the webpages. I know your first reaction is to pushback on this, but we need revenue to maintain and improve the webpage, and to support the club's events. The ads will always be tasteful and directly related to the club and our cars.

ORPCA is learning how to communicate better and faster. There will be hiccups and errors on our website as it evolves over the coming year, so bear with us and keep send us your comments, criticisms, and ideas. We need your help to make our website the best in the PCA. ■

April Social and Dinner

Wednesday, April 20, 6:00 - 8:00 p.m.

CINETOPIA

11700 SE 7th Street

Vancouver, WA 98683

360.213.2800

www.cinetopiatheaters.com

Club
Event

Enjoy over 100 wines by the ounce or glass through a revolutionary wine dispensing system—over 800 selections in their library! Enjoy Vinotopia food & wines by the glass/bottle and stay afterwards for discounted movies!

Hosted by Myndall and Bill Shivers

DEADLINE: April 13, 2011

REGISTER VIA: RSVP via e-mail to:
dinnermeeting@oregonpca.org



Arrive & Drive: Garage Tour

Saturday, May 14, 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. **LIMIT 50 CARS**

REGISTER VIA: orpcagaragetour@gmail.com

CLUB CONTACT: Eric Freedle
secretary@oregonpca.org

503.936.0816

The “Trick” to Track Driving a Porsche

Story and Photo by Paul Goudy

The young man walked toward the driver of the Porsche.

He had been watching him drive out on the track and saw he was the fastest in the group.

“I was watching you.”

The driver nodded.

“You’re really fast. Could I ride with you in the next session?”

The driver sized him up for a moment and asked the standard questions; age and if he had a helmet.

“Nineteen, and I can get one”

“Okay, meet me here and we will go for a couple laps.”

The time came and they got into the 911, belted in, and were soon on the track.

The driver glanced at his young passenger and saw he was enjoying the ride, so he upped the pace, braking deeper, carrying more speed through the corners and letting the car drift out to the edge of the track.

HE WATCHED THE DRIVER AS HIS HANDS STEERED AND SHIFTED THE TRANSMISSION, HIS FEET DANCING BETWEEN THE PEDALS. IT ALL LOOKED SO EASY.

It was the first time the young passenger had ridden in a Porsche, and he was surprised how quickly it accelerated and the speed it carried through the corners.

He watched the driver as his hands steered and shifted the transmission, his feet dancing between the pedals.

It all looked so easy.

The checker flag came out and they took a cool down lap, came off the track, drove through the paddock and parked.

The driver noted the big smile on the passenger's face and he asked if he had any questions.

The passenger responded “Wow, that was great! That was truly amazing! I didn’t know Porsches could do that. We were sliding, weren’t we?”

“More of a controlled drift,” the driver responded.



The young man thought for a moment and asked, “So what’s the trick to driving a Porsche like that?”

The driver looked at him and thought for a moment.

“The trick ... ?”

“Yes” said the passenger, “I want to know what the trick is to driving a Porsche really fast so I could do it too.”

The driver smiled and replied.

“The trick is to make driving your passion. Everything else will fall into place.”

The young driver asked “What do you mean ‘make driving my passion?’ ”

The driver responded, “If you make driving your passion, then you won’t mind doing all the work necessary to become a really good track driver.”

“So what’s the work?” the passenger asked.

“It starts with driving schools. You will need to go to several. You will need to read and reread many books on high performance driving and racing, you will need to get a track car and attend every

track and HPDE event that comes up, not only at your home track but at as many other tracks as possible, and you will need to do a lot of listening and asking questions with other drivers to gain insight on different cornering, braking and driving techniques.”

The driver continued, “Racing will help a lot, ideally in a spec class where all the cars are virtually identical so you are able to compare your driving with the other drivers and learn from them.”

“That’s going to cost a lot and take a long time won’t it?” the young man asked.

“Yes, it will” the driver replied, and he added, “That’s why it needs to become your passion. Only if driving becomes your passion will you spend the thousands of hours and tens of thousands of dollars necessary to become an exceptional track driver.”

“What if I already have talent?”

“Talent will help you, but you will still need to put in all the work.”

The young man looked at the Porsche he had just ridden in and gave a long sigh. “So that’s the trick?”

The driver smiled “Yep, that’s the trick.”





Autocross I: The “Wet Kiss” Run

by Todd and Kathy Averitt / Photos by Mike Pinto and Paige Swenson

Autocross number one is in the books. Rain became the great equalizer and played its part on what could only be described as a “soggy” day.

How wet was it? “It was a lake out there ...”, “I’ve seen fewer wakes at a hydroplane race ...”, “We ought to be calling this Aqua-cross ...” were some of the more appropriate comments to the days unfolding. Regardless, there were 46 entrants who participated in our event, who braved the runner and grid tasks and drove with controlled abandon. And they didn’t melt.

I thought it was great. It was the first time in several years that we didn’t have to call out a watering truck to soak the skid pad or slalom runs. It was so much fun to feel your car on the edge of hydroplaning and keep it under control ... well, most of the time. Big horsepower was neutralized and drivers’ skill played a much greater roll. Those who ran on R Compound tires really had their work cut out for them. We all found the threshold of our cars—and very quickly I might add. It was fun to watch and even more fun to participate.

The Wet Kiss layout was a big skid pad and slalom. It was perfect for the weather conditions. Nothing too severe but sent more than one car spinning when a too aggressive maneuver was attempted. I believe the corner workers, a hardy kudos

to them, actually wanted to shag a few cones so they could keep moving and stay warm. They weren’t disappointed. The time runners had plenty of moving going on but also found those pesky eight-inch potholes in the grid area. Unfortunately one was wearing only five-inch high boots at the time.

It was wet, it was fun, and everyone had a great time. It was an event of which tales are told. Enough rambling, let’s get on to the results!

Less than one second separated the top four finishers for the TTOD—Top Time of the Day—honors. Jim Pileggi won with an outstanding time of 37.115. Proves all

an excellent driver needs is a STOCK Porsche Boxster. Liz Bacon finished second, Britain Smith third, and Dallas Cutler fourth. Great driving, Jim!

M01 class: Gary Chapman took first with Pamela Chapman second. They both drove on R Compound tires so it was spectacular watching them keep that little 914 rocket of theirs under control.


We have broken the original I01 class into two classes, I01 and I02. For the detailed progressed car breakdowns visit our web page under EVENTS/ORPCA AUTOCROSS/Rules & Regulations at www.oregonpca.org.

(Continued on page 16)






Clockwise from opposite, top: Kathleen Behrens, #175, co-driving a 2008 Porsche Boxster S. Photo by Paige Swenson. Drivers' grid for Autocross 1. Richard Nile goes for a spin in his 1990 Mazda Miata. Photo by Mike Pinto. The ChumpCar Enduro Racer during the Test-&Tune on Saturday. The bricks light up! Photo by Mike Pinto. Driver's grid for Autocross #1. Kathy Smalley in #12X, Audra Degg in #314. Photo by Mike Pinto.



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THE “WET KISS” RUN

(Continued from page 14)

I01 class: Todd Averitt held off nobody to take top honors. He wants to thank Jim Ayers and Cary Kutter for spotting him 10 points. It should be a very competitive season.

I02 class: Barry Cogut held off Greg Olsen for the win. Both had a few problems with the “Wet Kiss” track. It should be a great competition between these two.

P02 class: First time in their 944 Mike Pinto took the honors with Audra Degg right on his tail. New cars, wet track, what more could you ask for to sort your new ride. I’m sure Audra is going to be pushing Mike for the rest of the season. It will be fun to watch.

P03 class: Eric Freedle took top honors this week, but Harry Danberg gave him a run. Harry is still getting the feel of his STRAIGHT suspension. Harry’s car looked very stable out there. I have the feeling it won’t be a walk in the park for Eric this year. Eric’s going to have to dance a little faster now. Good luck to all.

P05 class: What would Liz Bacon do without Barry Cogut? Win this event, of course. However Eric Rhodes, Jeff Gretz, Mike and Kathleen Behrens may have some surprises up their sleeves when things dry out.



S01 class: Jim Pileggi took TTOD and the S01 class honors. Kyle Largent, Chuck Jarvie, and Gordon Empey were all within three seconds. When the track dries out this will be a very closely contested class.

S02 class: Rick Slavin was the only one to show. Good driving Rick. If Dave Meharry shows, this could be a really fun class to watch too.

We’ve had such a great non-Porsche support that this year we’ve broken last year’s NP class into two sub-classes, NP-S and NP-R. The NP-S class is for those non-Porsche cars running street tires. A street tire is rated by its tread wear or

UTQG. A UTQG of 140 or greater qualifies as a street tire. A standard family sedan tire is usually rated in the range of 400 to 450 so there are some pretty soft “street tire” compounds in the 140 to 200 range. The NP-R class is available to all non-Porsche drivers who wish to run slicks or Dot R compound tires with a UTQG rating of less than 140.

Please note the class you chose now will be the class you will run in for the rest of this season—so no changing to R Compounds in the middle of the season if you’re in the NP-S class. If you’ve registered in the NP-R class and we have





another event in the rain, you may want to run a street tire, but you will still be competing in the NP-R class. See our web page for further information including registration, car numbering, tech inspections, well as car classifying at www.oregonpca.org under EVENTS/ORPCA AUTOCROSS/Rules & Regulations.

Now on to the NP results:

NP-S class: Less than 1.5 seconds separated the top six finishers; Jim Fletcher took the honors with a really solid drive. Brad Czopek, second, had moments of brilliance; Sammy Lin, third, was 0.247 seconds behind the winner; Brendan Hughes, fourth, only .8 off; Trevor Rice fifth, and first-time trophy point winner Kathy Averitt, sixth. This is going to be one very competitive class, so everyone

had better bring their "A" game. Good luck one and all.

NP-R class: Britain Smith took top honors today by 0.027 seconds over Dallas Cutler in a shared Mitsubishi Evo. John Gonzalez, James Shepherd, Steve Barnes, and Bryan Brock can't wait for the track to dry.

Thanks to everyone for their support and the great job you all did. Particular thanks to the event organizers, the timekeepers, the folks who trailer the equipment, the course designer, and our electronic guru who had all the results posted in less than 24 hours. Thank you volunteers!

Next event is April 17, 2011. It would be a major faux pas to miss it. ■



Clockwise from opposite, top: Jeff Gretz in a lightning pass in his 2001 Porsche Boxster S. Photo by Paige Swenson. Click and Clack. Photo by Mike Pinto. Audra Degg takes the start as Kathy Smalley comes through the loop. Photo by Mike Pinto. Chuck Jarvie enjoying the hardtop while running in the rain. Photo by Paige Swenson. Jeff Gretz again showing the depth of the river on Saturday's Test-&Tune. Photo by Mike Pinto.



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Autocross Final Raw Time Results: March 13, 2011

Raw	Pos.	Class	#	Driver	Car/Model	Raw Time	Diff.	From 1st
1	1	S1	3	Jim Pileggi	2005 Boxster	37.115	0.000	0.000
2	1	P5	39	Liz Bacon	2006 Cayman S	37.363	0.248	0.248
3	1	NP-R	41	Britain Smith	2005 Mitsubishi Evo	37.970	0.607	0.855
4	2	NP-R	152	Dallas Cutler	2005 Mitsubishi Evo	37.997	0.027	0.882
5	1	M1	99	Gary Chapman	1970 914-6	38.195	0.198	1.080
6	1	I2	1	Barry Cogut	2010 Cayman S	38.551	0.356	1.436
7	1	NP-S	744	Jim Fletcher	2006 Mitsubishi Evo	38.680	0.129	1.565
8	2	NP-S	135	Brad Czopek	1989 Honda Civic	38.747	0.067	1.632
9	1	P3	61	Eric Freedle	1986 911	38.822	0.075	1.707
10	3	NP-S	110	Sammy Lin	2008 Mitsubishi Evo	38.927	0.105	1.812
11	3	NP-R	22	John Gonzalez	2005 Dodge SRT4	39.214	0.287	2.099
12	2	I2	17	Greg Olsen	2000 996	39.273	0.059	2.158
13	2	S1	203	Kyle Largent	2003 Boxster S	39.356	0.083	2.241
14	2	P5	45	Eric Rhodes	2006 Caymen S	39.497	0.141	2.382
15	4	NP-S	1111X	Brendan Hughes	2004 Mazda 3	39.501	0.004	2.386
16	5	NP-S	7	Trevor Rice	2007 BMW Z4	39.504	0.003	2.389
17	3	P5	11	Jeff Gretz	2001 Boxster S	39.933	0.429	2.818
18	1	S2	418	Rick Slavin	1997 C4 Cab	39.964	0.031	2.849
19	6	NP-S	523	Kathy Averitt	1992 Honda CRX	40.072	0.108	2.957
20	3	S1	43	Chuck Jarvie	2004 Boxster S	40.162	0.090	3.047
21	4	P5	88	Gordon Empey	2006 Cayman S	40.198	0.036	3.083
22	4	NP-R	121	James Shepherd	2003 Chev. Corvette	40.223	0.025	3.108
23	7	NP-S	711	Jeremiah Church	1997 BMW M3	40.311	0.088	3.196
24	8	NP-S	1111	Travis Walter	2007 Mazda 3	40.356	0.045	3.241
25	5	NP-R	21	Steve Barnes	2003 Chev. Corvette	40.380	0.024	3.265
26	9	NP-S	109	Ryan Sauer	1990 Mazda Miata	40.632	0.252	3.517
27	5	P5	75	Mark Behrens	2008 Cayman S	40.754	0.122	3.639
28	2	P3	6	Harry Danberg	1973 911T	40.838	0.084	3.723
29	6	NP-R	36	Bryan Brock	2000 BMW M Coupe	40.950	0.112	3.835
30	2	M1	66	Pamela Chapman	1970 914-6	41.641	0.691	4.526
31	1	I1	25	Richard Averitt	1971 914	41.651	0.010	4.536

(Continued on page 23)

HPDE at Oregon Raceway Park

May 14-15

We are excited to announce another great track event at ORP for 2011. This event is a HPDE day for drivers from Novice to Instructor on Saturday, and a lapping day on Sunday for Advanced Intermediate through Instructor. This promises to be a great event with lots of fun and smiles while learning to pilot your favorite ride around ORP. This is a fun but challenging track with elevation changes and blind corners that test your courage as well as your memory. Saturday is a fully instructed event, but you must to have qualified as a solo driver at PIR before you join us at ORP. Sunday is a lapping day and only open to Advanced Intermediate, Advanced and Instructors. Put on your learning cap and come out to play and build your driving skills. This event is limited to no more than 85 drivers. Please take the time to read about our program at www.oregonpca.org. ■

REGISTRATION:

April 3 - May 7

\$165 Early Bird - Saturday

\$270 Early Bird - Sunday

REGISTER VIA:

orpca.motorsportsreg.com

CLUB CONTACT:

Tom Whiteley

hpderegistration@oregonpca.org

**Club
Event**



Photo by Bob Ellis

Rose Cup Races 2011

June 17-19

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

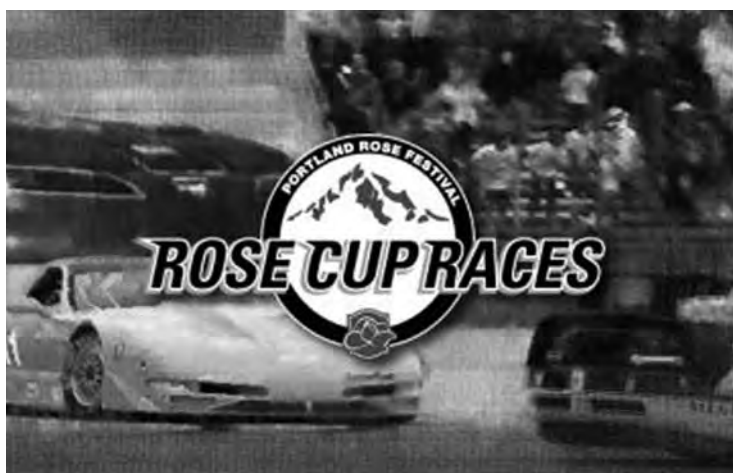
Porsche's to Formula cars, Vipers to GT's, Miata's to Vintage—400 racers from all over the country compete for regional

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!

Your \$40 registration fee includes a three-day admission ticket for a driver and a guest, one corral pass, an event program and the ever-popular parade lap on Saturday and Sunday.

The car corrals will be on the south side of the race track. We ask that you have your Porsche in place by 10:00 a.m. each morning.

Go to motorsportreg.com to order your three day ticket. Note: order deadline is May 10, 2011.



REGISTRATION DEADLINE: May 10

REGISTER VIA: orpca.motorsportsreg.com

CLUB CONTACT:

Eric Freedle

Secretary@orpca.org

503.936.0816

Current Bylaws Project, New Club Communication Methods Explained

by Don Clinkinbeard

As many of you may be aware, the 2010 election revealed a lack of clear detail surrounding the nomination process for officers and board members in the club bylaws.

At the January BOD meeting, the BOD assigned me the task of revising the bylaws to define a clear and easy to understand nomination process. I, in turn, pro-

posed that we form a small team of experienced club members to correct the shortcomings. We defined a few requirements. The chosen team members had to have direct and recent BOD experience; that experience would help resolve issues uncovered as we revised the operational requirements of the club. Additional guidelines were to use the bylaws of like-sized regions, as well as using the recently published "Region Focus on Bylaws" (from the National Club office), as guidance.

bylaws are there to ensure that the BOD fairly represents the membership, and that the actions they take are in the best interests of the club at large.

We have made very good progress in comparing our bylaws to other regions' and national bylaws, and have been working on several areas. As we went through this process, we recognized a few addition-

to light that we needed to address communication and BOD composition too. Our target is to deliver an approved set of bylaws approved by the membership by the June BOD meeting. Meeting this timeline is important, as the nominating committee will need to incorporate the changes to the bylaws into their process of selecting the candidates for the 2012 ballot.

On a slightly different note, the new website went live at the beginning of March. The new look and feel are an improvement from the original that was crafted nearly 10 years ago. The communication team has worked hard to ensure that the website, email Blast, and the *Anzeiger* are much better coordinated, helping to reduce or eliminate the information disconnects that we have experienced in the past with these three mediums. We have set a policy that we will reduce emergency email blasts to an absolute minimum, as they tend to annoy folks more than the benefit we get from them.

Coupled with these changes, we are working towards eliminating delivery of the printed *Anzeiger*. I know we have all talked about this many times over the past year, but this is happening, and our target for last delivery of the mailed hard copy is the June issue. The BOD has taken action to communicate this to our advertisers, and we are working on a conversion script to help ensure that the fine folks who support our club get a consistent message.

The benefits of moving away from a printed magazine are many. We reduce paper waste (believe it or not, not everyone keeps every issue of the magazine) and we reduce club operating expenses, using less green all the way around. While our printer has done a great job of keeping the price for printing in line, we would rather spend the money on other member benefits. We are working to provide an option for you to order a hard copy delivered to your home at your expense. Stay tuned as we complete the mechanism and get it enabled for you. ■

THE BENEFITS OF MOVING AWAY FROM A PRINTED MAGAZINE ARE MANY. WE REDUCE PAPER WASTE (BELIEVE IT OR NOT, NOT EVERYONE KEEPS EVERY ISSUE OF THE MAGAZINE) AND WE REDUCE CLUB OPERATING EXPENSES, USING LESS GREEN ALL THE WAY AROUND.

posed that we form a small team of experienced club members to correct the shortcomings. We defined a few requirements. The chosen team members had to have direct and recent BOD experience; that experience would help resolve issues uncovered as we revised the operational requirements of the club. Additional guidelines were to use the bylaws of like-sized regions, as well as using the recently published "Region Focus on Bylaws" (from the National Club office), as guidance.

I proposed that the team craft a straw-man proposal for a complete set of bylaws. We would then submit this to a slightly larger group (five to 10) of regular members for initial feedback. Following any changes based on member feedback, we would then submit to the BOD for comment and modify as needed. Once the feedback gathering is complete, we would then submit to the BOD for approval. Per the current bylaws, we would then submit the proposal to the general membership via the *Anzeiger*. If less than 5% of the membership objects, the new bylaws will go into effect within 30 days.

My team consists of Chuck Bergeron (former ORPCA director), Kathleen Ellis (past President), and myself (Vice President and past President) of our club. All three of us are passionate about this subject. We all share the belief that the

al areas that were weak, non-specific, or did not reflect the current operational needs and emerging technologies that should be employed in the operation of our club. While we started with a focus on nominations and elections, it quickly came



THE DRIVER'S CORNER

(Continued from page 9)

Gear	Gear Ratio	Final Ratio*	Speed @ 4,400 rpm (Peak Torque)	Speed @ 6,500 rpm (Peak Horsepower)
First	3.91	13.45	25 mph	38 mph
Second	2.29	7.88	43 mph	64 mph
Third	1.65	5.68	60 mph	89 mph
Fourth	1.30	4.47	76 mph	113 mph
Fifth	1.08	3.72	92 mph	136 mph
Sixth	.88	3.08	111 mph	164 mph

*Final Gear ratio is the transmission gear ratio multiplied by the axle ratio.

There is nice gear overlap from second gear through sixth gear, making it easy to stay in the engine's powerband while shifting through the gears. The first to second shift does require dropping below peak torque, but most owners will agree the 997 engine has sufficient torque below 4,400 rpm for normal driving.

The second consideration is how the transmission is shifted. Whether running errands or driving competitively, prompt and precise shifting is better for the transmission than the "grab and stab" method of shifting. Gripping the gear shift knob

to engage fourth. Likewise, when shifting from fourth to third, or second to third, consider using the palm to lightly push the gear shift forward, again using the centering springs to line up for third gear. When shifting into first, second, fifth, or sixth, use only enough hand pressure on the shift knob to overcome the centering springs. This will allow prompt accurate shifts, because the hand will more easily feel the shift gate.

The following are a few more general shifting guidelines for high performance (track) driving:

Avoid using the gearshift as a hand rest, as it can wear the shift forks.

Remain relaxed while shifting. Tense drivers typically have more shifting problems.

Avoid lugging the engine, which becomes an issue if the engine is operated below peak torque with too much load. A quick way to check if the engine is being lugged is by increasing accelerator input; if the engine responds by increasing rpm, the engine is not being lugged. If the engine rpm does not change or drops, then the engine is being lugged and needs to be shifted to a lower gear.

Speed shifting (shifting without using the clutch and not lifting off the accelerator) is very hard on street transmissions and will lead to premature transmission failure. Shifting with the clutch, but not lifting off the accelerator, will increase wear and tear on the clutch. Shifting without using the clutch, by lifting and matching gear speed with the accelerator, is technically possible on a street transmission, but takes a lot of practice and should be avoided unless the clutch has failed. Bottom line; save the race shifting techniques for a race specific transmission and race venue.

Shifting up through the gears below peak torque is perfectly acceptable for regular street driving, provided the engine is not lugged. Early shifting will also enhance fuel mileage.

Above all, considering our litigious society and the safety of others, always drive within the confines of the laws, conditions and in consideration of those sharing the road with you. ■

ABOVE ALL, CONSIDERING OUR LITIGIOUS SOCIETY AND THE SAFETY OF OTHERS, ALWAYS DRIVE WITHIN THE CONFINES OF THE LAWS, CONDITIONS AND IN CONSIDERATION OF THOSE SHARING THE ROAD WITH YOU.

tightly minimizes hand sensitivity, making it difficult to feel linkage springs and shift gates. Stabbing the gear lever to where the shift gate "should be" leads to missed shifts and additional wear and tear on transmission components.

By not squeezing the shift knob tightly, the fingers and palm are able to feel the various springs and detents in the shift linkage, the entry gate, and the final engagement of the gear, thus minimizing missed shifts.

If the car's shift linkage is in good condition, the gear shift will be spring loaded to rest between third and fourth gear when in neutral (typical six-speed transmission). When shifting from third to fourth, or fifth to fourth, consider shifting using the fingers on the front of the gear shift knob and pulling back, allowing the centering springs to line up the gear shift

On low traction surfaces, consider shifting earlier (short shifting) well below peak torque to help minimize tire spinning.

For maximum acceleration, try upshifting at peak horse power instead of engine redline, to prevent the engine from hitting the rev limiter and having the fuel shut off momentarily.

When downshifting, raise the rpm to match the lower gear's speed before releasing the clutch, to avoid upsetting the car's balance.

Depending on the shape of the engine's torque curve (flat, bell shaped or a combination of the two), it is usually not an issue to be a little above or below the peak torque following a shift.

Skipping gears when down-shifting is acceptable, provided that engine speed is kept below redline.

The 2011 Northwest Passage

Much Ado About Driving Tour, June 2-5 (Photos from the 2010 Event)

This year's Northwest Passage (Much Ado About Driving) is Thursday, June 2 through Sunday, June 5. The route travels through Southern Oregon and Northern California.

Details and registration form are on the ORPCA website at oregonpca.org or email jamesnorth@morganstanley.com.

Registration deadline is April 15



AX RESULTS, CONTINUED

(Continued from page 19)

32	7	NP-R	122	Steven Schubeck	2005 Lotus Elise	41.980	0.329	4.865
33	10	NP-S	188	Josh Reed	2004 VW R 32	42.101	0.121	4.986
34	11	NP-S	108	Ken Benderly	2002 Honda S2000	42.112	0.011	4.997
35	12	NP-S	12X	Kathy Smalley	1999 Acura Integra	42.862	0.750	5.747
36	13	NP-S	136	Alex Caplazi	2000 BMW M Coupe	43.178	0.316	6.063
37	14	NP-S	2X	Bill Thorp	1999 Acura Integra	43.363	0.185	6.248
38	15	NP-S	177	Mathew Wells	1982 Mazda Rx-7	44.118	0.755	7.003
39	16	NP-S	160	Terry Billings	2001 Mazda Miata	44.269	0.151	7.154
40	1	P2	15	Michael Pinto	1986 944	44.289	0.020	7.174
41	17	NP-S	112X	Paige Swenson	1999 Acura Integra	44.608	0.319	7.493
42	18	NP-S	128	Richard Nile	1990 Mazda Miata	44.970	0.362	7.855
43	19	NP-S	50	Kimberly Beck	2006 Mazda Miata	46.948	1.978	9.833
44	2	P2	314	Audra Degg	1986 944	47.647	0.699	10.532
45	20	NP-S	327	Daniel Winkelman	2008 Saturn Sky	48.334	0.687	11.219



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Steve and Dorie George
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Scott and Chris Gibson
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Josh Golden
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Dustin and Ruth Guerra
Portland, OR

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Stephen Lynch and Laurie Laurion-Lynch
Portland, OR

David McKinney
Lake Oswego, OR

Andrew Mirhej
Eugene, OR

Ronald Postma
Portland, OR

Kenneth and Lyndell Whalen
Ridgefield, WA



Anniversaries

35 Year Anniversary

Robert W. Ditsworth
Darlene Ditsworth
Koorosh Shafa
Sharon Shafa

CORRECTION

These members were noted as "25 Year Anniversaries" in the January-February, 2011 *Anzeiger*, in error. They are actually celebrating 35 years with the Club.
Thank you for your loyal membership!

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 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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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, please follow these guidelines:

- Before taking the photo, set your camera for its highest resolution. That's the one that uses the most memory.
- E-mail the photo to us directly from your camera, without saving it to your disk first. That is, when you load the photo and your computer asks what to do with it, choose "e-mail," not "save."

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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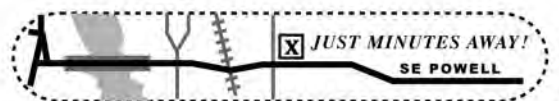
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1992 911 Turbo, 39k miles, black w/ full black leather, lowered suspension, new shocks, K29 turbo, B&B exhaust and headers, 1 bar boost, new a/c, engine resealed, immaculate and becoming very rare. \$45,000.00. Michael 503-679-4500 or Mr965@aol.com (10/10)

1970-911T -Silver/Black, with: 'S' trim option & 911E engine, overall mileage unknown, approx 90,000+ (original T engine with matching #'s comes with car). Rare rust free car. 15 foot- repaint. Nice original interior. \$18,950. JOHN 503-936-2433 cell, 503.935.4209 (home). signatur@comcast.net

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356

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

■ OTHER

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

■ 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)

Porsche factory wheels, as on 993 and later 968. Listed as two 7 X 17" and two 9 X 17" Actually measure 7 3/4" and 10". Extremely clean, very near new. \$500, deliver to Portland for \$50. Also new unwrapped H&R Springs for 968 or 944S2, \$100. Dale, 541.593.4016, nannevin@yahoo.com (3/11)

■ Two brand-new Hoosier A6 autocross tires size 255/35/18, \$570. Over \$100 less than Tire Rack price and no shipping.

■ Rennline Porsche seat harness mounts. Tunnel Side Mount Long, Tunnel Mount Short and Door Side Mount. <http://www.rennline.com/Safety/products/804/> All three plus all hardware and instructions for \$60

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Barry Cogut, 360.210.7900 bcogut@comcast.net (3/11)



Porsche 911 Outdoor Car Cover (incl. lock) + Front end cover for Porsche 911 Carrera. Smooth-fitting outdoor car cover featuring full-color Porsche logo. Water-repellent fabric protects your Porsche from extreme weather. \$175. (New \$320) Gabi Kirkemo, cell: 971.409.2852 (3/11)

Winter storage for your Porsche. Enclosed secure storage at my home garage between Beaverton and Hillsboro. \$125/month. Jeff Gretz 503.628.0629 jgretz@onlinenw.com (11/10)

T-3 Wheels and Michelin Cup tires for sale. These are take-offs from my 2007 GT-3. They should fit all narrow-body 997s. They were on the car for less than 3000 miles and are in excellent condition. These are OEM wheels, not replicas. They include tire pressure sensors and center caps. Price for all is \$3450. I also have a second set of rear GT-3 wheels 19 X 12 (rear only) for sale. Price is \$1500. Tire pressure monitor sensors (new) for sale @ \$50 each. Contact Mark Mueller at (503)581-7788 (work) or mark.mueller@gmscpa.com (9/10)

See page 2 for information on placing Marketplace advertising



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