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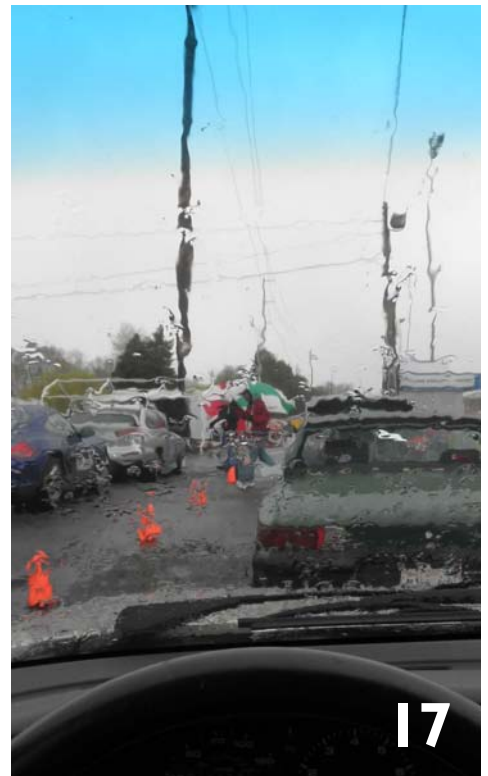
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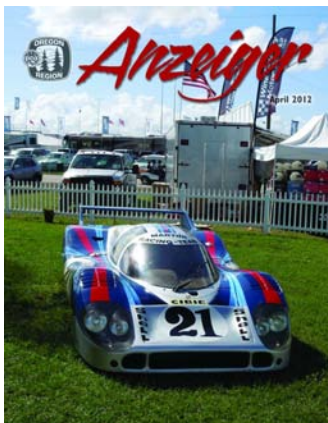
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ON THE COVER

This 917LH, driven by Vic Elford at Le Mans in 1970-71 was on display at the Hall of Legends in Sebring. More photos of the 60th Anniversary of Sebring will be coming next month. Photo by RandyStolz.

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 28.

Anzeiger

(an' zī ger), noun, German

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

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

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

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

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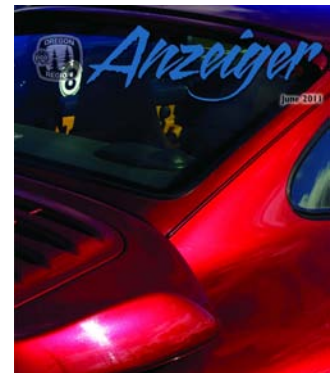
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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

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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.

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Oregon Region Events 2012



April, 2012

- 7 Spring Clean
- 10 Board Meeting
- 15 Autocross 2 @ PIR
- 18 Monthly Club Dinner and Social

May, 2012

- 7 ORPCA/BMW HPDE @ PIR
- 8 Board Meeting
- 12 Arrive and Drive
- 13 Autocross 3 @ PIR
- 16 Monthly Club Dinner and Social
- 19 HPDE @ ORP
- 20 HPDE Lapping @ ORP

June, 2012

- 4 ORPCA/BMW HPDE @ PIR
- 9 Arrive & Drive
- 10 Autocross 4 @ PIR
- 12 Board Meeting
- 15-17 Rose Cup Races @ PIR
- 20 Monthly Club Dinner and Social
- 21-24 Northwest Passage

July, 2012

- 1 Autocross 5 @ PIR
- 6-8 Portland Historic Races @ PIR
- 10 Board Meeting
- 14 Arrive & Drive
- 14 HPDE @ ORP
- 15 HPDE Lapping @ ORP
- 18 Monthly Club Dinner and Social
- 31 ORPCA/BMW HPDE @ PIR

August, 2012

- 5 Summer Picnic
- 11 Evo School @ Packwood
- 12 Autocross 6 @ Packwood
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 18 Drive and Hike
- 23 ORPCA/BMW HPDE @ RMP
- 24-26 PCNA Special Event @ RMP
- 25 Covered Bridges Tour #3
- 26 Covered Bridges Tour #4
- 27 ORPCA/BMW HPDE @ PIR

September, 2012

- 8 Arrive & Drive
- 8 HPDE @ ORP
- 8 Sunset Swap Meet
- 9 HPDE Lapping @ ORP
- 9 Autocross 7 @ PIR
- 11 Board Meeting
- 19 Monthly Club Dinner and Social

October, 2012

- 9 Board Meeting
- 13 Arrive and Drive
- 14 HPDE Lapping Day @ PIR
- 17 Monthly Club Dinner and Social
- 20 Autocross 8 @ PIR

November, 2012

- 4 Autocross Awards Banquet
- 13 Board Meeting
- 14 Monthly Club Dinner and Social

December, 2012

- 8 Holiday Party
- 11 Board Meeting

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Welcoming April Sunbreaks and Spring Activities

New The “sunbreaks” between the rain showers are getting longer and more frequent, it seems. Hopefully, we will begin to enjoy some additional top-down (or windows-down) weather this month. This is a good time to still perform some preventative maintenance on your car and not be too concerned if things you take apart don’t necessarily get put back on right away! Also, if you need additional assistance, any of the fine Porsche repair shops that advertise in *Anzeiger* and on our website have more time to attend to you during this less hectic time of year.



It's finally time for top-down weather, like the day in this Arrive and Drive photo from 2008 by Greg Heinze.

There are two banner ads now on the front page of the ORPCA website—for Carrera Motors in Bend and Matrix Integrated in Portland. If you click on either of these ads, you will link to their individual websites that provide additional information. We are encouraging our other major advertisers in *Anzeiger* to follow the lead of these two and submit their own banner ads as well in the proper format. It’s interesting to use Google analytics and research how all of this web traffic flows. For the first time, advertisers can now measure the efficacy of the dollars they spend with the club.

At the last board meeting, we approved Portland Golf Club as the venue for the Christmas party this year, and we will have the Design Band for those of you with dancing shoes. I anticipate that the food and service will rank right up there with best we have ever experienced. Marlene MacEwan and Sue Denfeld are doing a great job to make this a fine event this year. It is amazing how good venues and bands fill their dance cards one year in advance!

Please read the published Board of Director minutes on our website this year. Secretary Joe McQueen has begun to establish action items, assigned responsibility and deadlines for various board members so that at each meeting we can keep track of our progress.

(Continued on next page)

PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page)

I will be attending the PCA Presidents meeting in Great Falls Montana on April 13 to 15 and will be meeting with other club presidents from Zone 6. Dave Cooley is our Zone 6 representative and will lead the meeting. This should be productive as we will learn about additional support that local regions can expect from the National office in Virginia. Also, the different club presidents can compare notes as to how we all deal with many issues that we generally have in common.

Remember that you are welcome to attend our monthly Board of Directors meetings and speak up during the Open session at the end of the formal agenda. We are changing the venue of the meeting this month. We meet at the Busters Barbeque meeting room in Tigard on April 10.

As always, please check the ORPCA website for updates on upcoming events this spring and load them into your calendar now. This is a great time of year to preload your busy summer months schedule with club activities.

Please feel free to contact me at president@oregonpca.org with any input you may have regarding club matters. You can also pose your questions on the comments section of our website and I will either respond to you directly or forward your email to someone who can! ■

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Cayenne Leads the Way in Stronger 2012 Sales

How often do you change the oil in your car's engine? If you're like me, with more than a few years under your belt, you grew up learning that an oil and filter change every 3000 miles or so was *de rigueur* if you wanted your engine to last at least 100,000 miles. Was that really good advice, or were we merely being taken advantage of by the petroleum industry, which wanted to move more oil? I think we now accept the fact that today's motor oils are far superior in makeup than the products of decades past, and today's engines are much more durable; but are you comfortable letting as much as three times that interval pass before scheduling a visit to the service shop? Owners of later-model cars usually pay close attention to oil changes to protect their warranties, while owners of older cars want to protect their engines to the greatest extent possible.

Here's what prompted my curiosity: In December, the *LA Times* reported that an agency called the California Department of Resources, Recycling, and Recovery had begun a campaign called Check Your Number, which lists the factory-recommended oil change intervals for all makes and models back to 2000. The D-Triple-R's premise is that we're changing oil much too frequently, thus wasting millions of gallons of oil annually. The agency states that oil quality has improved to the point that we can drive between 7500 and 10,000 miles between oil changes. It notes that some manufacturers recommend intervals of up to 15,000 or more miles.

I checked a website called Car Techniks, which specializes in German cars, and looked at its recommendations. While Porsche now recommends an oil change interval of 15,000 miles for the 996, 20,000 for the 997, 12,000 for the 2001-2004 Boxster, 20,000 for 2005 and newer Boxsters, Caymans, and Cayenne V8s (V6s are variable), and 7500 for all Turbo motors, Car Techniks still recommends a 3000 to 5000 mile interval for oil and filter changes on the 996 and newer models to extend engine life.

The *Times* story says some auto dealers are asking customers to sign a release stating that they've been told their cars don't require such frequent changes, but many drivers still insist on changing the oil often even if it isn't recommended. Where does that leave those of us with cars built before 2000, and there are a good many of us? I'll stick to 3000 mile intervals, thank you. I have about 15,000 miles on my rebuilt engine, and it would be nice to see it live another 100,000 miles or more.

Porsche's worldwide sales continued to climb at the end of last year, and perhaps not surprisingly, the various models of the Cayenne SUV continue to lead the way. Global sales in November were off a bit from the same period in 2010, but YTD sales globally totals climbed a gigantic 25% to almost 110,000 units. U.S. sales rose almost 20% to nearly 20,000 units. Panamera sales were also strong.

Looks as if the economy is recovering, at least for those with some discretionary income. Preliminary results from the Scottsdale auctions in January indicate sales of over \$180 million, a solid improvement over last year's \$160 million. Analysts say that true bargains were few and far between. As usual, top-end collectables did very well, with no fewer than 17 cars topping the \$1million mark and eight topping \$2 million.

Until next month, drive safely! ■



The FUN ZONE

Sebring—it almost rhymes with *spring*. And thus, the annual pilgrimage by East Coast fans and enthusiasts from around the world. Why? Why does this place persist? Why is it the only World Endurance Championship (WEC) sanctioned race in the Americas? Why am I going?

Most of us have read or heard about Sebring. Hell, they even made a series of records about it. Can you imagine some poor guy under a race car trying to get a level, at a race-track? It must be the auditory equivalent of herding cats.

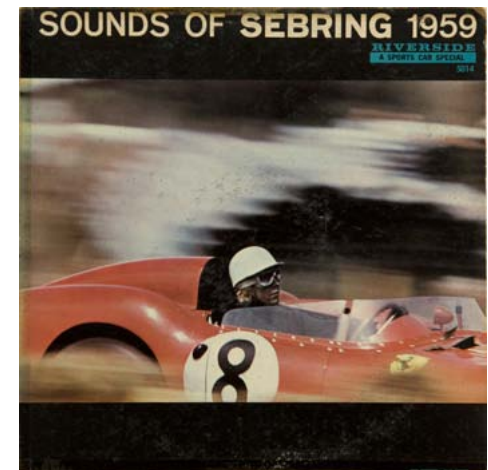
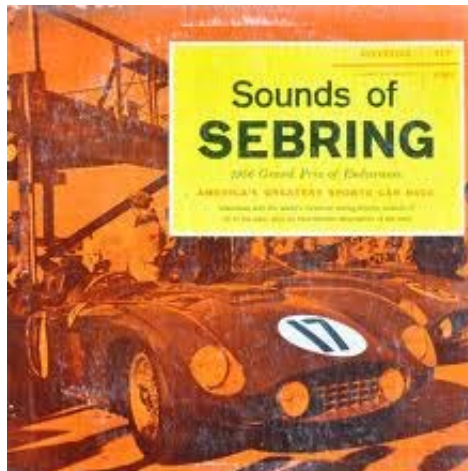
Since my folks were sports car nuts I've heard about it since I was maybe 11 years old. That was 1957! Fangio and Behra won that year in a 450S Maserati (one my all-time favorite racers, a beautiful brute). The year before that, Porsche finished first in class and three years after, Porsche

won overall, with Hans Herman and Olivier Gendebien in a [Porsche Type 718](#) [go full screen, volume up].

Aside from race-week, the population of Sebring, Florida is just a bit more than Astoria. It is miles from nowhere with no interstates or limited access highways. US 27 and an Amtrak terminal are about it for us without planes. Did I say planes? Yes, the airfield on which the circuit is based is still there. Built for training B-17 crews during WWII, there are still facilities for private and commercial aviation, but the place is still tiny. Imagine Astoria during the Crab and Seafood Festival ... now triple it for a week. Combine that with 75 degrees, 75% humidity. A reputation for wild spring break parties (the website is already touting rock bands and a bikini contest in the "FUN ZONE"). It must be one of the "greatest spectacles in racing" (where have I heard that before?)! Again, why am I going?

Apart from the silly-ass rules that change with the weather (or the Automobile Club de l'Ouest) to keep things "fair," Porsches have had a good run when the factory decides to trot out something special (i.e. Penske's win in '08).

(Continued on next page)



SPINNEN, CONTINUED

(Continued from previous page)

But, just occasionally, they've had some private successes in the face of ridiculous odds against them as Messrs.' Picket, Graf, and Massen in the Muscle Milk RS Spyder (4th place) can attest to in 2010, when the French were overbearing.

And why should we protest? Le Mans, for which Sebring is the "tune-up," is a race in France ... And French cars should win, *n'est pas?* Lemme see. Is that an LMP1 or a P1? It depends if it's an ALMS car or a WEC car (huh?). Oh, I get it. LM means Le Mans.

Okay. They showed us who's in charge, but this year Peugeot, along with Renault, is seeing a domestic market contraction of 7% to 9%. Seems last year's French government "Cash for Clunkers" (*Argent pour Clunquers?*) program didn't yield enough silver to field the team this year. So too, for Risi Competizione (Ferrari) who pulled the plug.

Sadly, the EUROZONE is no FUNZONE and maybe *that's* why the French keep coming back, and the rest as well. Anyway, Audi seems fit enough to field the R18s in LMP1 against Toyota, Judd and Acura. When I'm through yawning at the prototype class, the GT cars will sustain me.

Sebring has been called the "Concrete Crucible." Unlike its upstate sister Daytona, with a new marble-smooth surface, Sebring's big slabs of concrete were made with poor bomber landings in mind. It hammers the car and its driver. Albeit old runways, the course mostly resembles real roads for real cars, something lost on other circuits entertaining the pursuit of a GP; although Sebring did host the USGP once, in 1959.

From 10 a.m. to 10 p.m., noise, heat, cold, rain, sand, dust, sun in the eyes at sunset, then darkness, unreasonable closing speeds and glowing hot brakes that could fail (and often, do). The place is brutal on racecars. I just hope it's not brutal on me.

Why am I going? Despite, and because of the above, and, I've never been there. It's a promise to be kept to myself since I was a kid. And maybe, just maybe, I'll see a Porsche victory ... or a [450S Maserati](#).

More to come next month. Keep SPINNEN. ■

Below, the crowds pour into Sebring. Photo by Randy Stolz.





Morning driver's meeting. Photo by Mitch Koyama. Below, Gary Chapman's 914-56. Photo by Jeffrey Hunt.

Training the Trainers with the PCA DE Program

by Jeff Zurschmeide / Photos by Liz Bacon, Jeffrey Hunt, Mitch Koyama and Greg Meythaler

Over 60 instructor candidates braved the cold and the rain at PIR on Saturday, March 10, to learn how to teach performance driving the PCA way. PCA national instructor Scott Mann flew up from his home near Las Vegas to teach the full-day class.

Technically, about half the candidates in the room were already PCA-certified instructors, and they were there to serve as mentors to the new instructor candidates. But because of the structure of the school, every instructor took the same training and was evaluated by two peers for competence.

The school started out with a two-hour classroom session in which Mann outlined the fundamentals of the PCA Driver Education program. Each student received a book of the entire presentation. Each instructor candidate was paired with a mentor, and after the classroom session, each pair selected one of their cars and spent the next one-half hour in mock beginner training sessions.

As you might expect, there's little that's more fun than going out and intentionally driving like a first-timer and waiting for your instructor to correct your errors. The first lapping session took place at low speeds, and the instructors practiced their initial evaluation interviews, car checkouts, and help their students adjust themselves in the cars.



TRAINING THE TRAINERS, CONTINUED

Then it was back into the classroom for the next round of the skull session, covering the teaching techniques and expectations for novice drivers—those who have been to a DE or two, but still lack deep experience. The next track session involved the same pairings, only now practicing novice-level skills.

A hearty lunch was provided, and soon ran out. Oregon PCA DE chair Kim Taylor was heard to wonder aloud how 80 lunches disappeared down 60 throats so quickly!

After lunch, there was one more session covering the skills of an intermediate driver, and an intermediate-level track session. But then Mann changed up the game a little bit. For the final, advanced level driving session, he broke up the original pairings and gave each candidate a new partner. So each instructor now had a brand new student driving at the advanced level.

When the final track session was finished, each student evaluated his or her two partners for the day. Apart from one candidate who spun his car off track in the intermediate session, every mentor and candidate earned a certification.



Above: Liz Bacon's Cayman. Photo by Jeffrey Hunt. Below: Cars in the pits. Photo by Liz Bacon. Below Right: Photo by Greg Meythaler.



From the driver's seat, this program is head and shoulders above any other club's instructor training program in the Northwest. The quality of driving was exceptionally high, and the knowledge and commentary during the classroom sessions was both thoughtful and helpful.

And while the classroom sessions were happening, Oregon Region PCA held an advanced lapping day, so the track was constantly in use.

Effusive thanks are due to Scott Mann for giving an excellent presentation and program, and thanks to DE chair Kim Taylor for wrangling the entire event. If you've ever considered becoming an instructor, this is the program you want to take. ■

Oregon Region SCCA Thanks Oregon Region Porsche Club of America

On behalf of the Oregon SCCA, I want to thank the Oregon Region Porsche Club of America autocross team for their help in making the best of a bad situation.

Both ORPCA and our new drift group had double booked the south paddock. Not only did we find a amiable solution for both groups to use the paddock during our March event, but they were first class in both helping guide our new group with the course set up as well as help guide the many spectators out to watch both events.

A first class move by first class organization! Thank you PCA!

Andrew Foley, Regional Executive
Oregon Region SCCA



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Test and Tune, or Slipping and Sliding the Day Away

by Todd and Kathy Averitt

It was a great excuse to clean out all the junk from under the seats, wipe down the dash, adjust the seat check for kids and/or the wife then ... make those imaginary engine sounds. *Brrrrruuummmm*, imagining the lightning quick start, *screeeech*, snap turn to the right, then left, *brrrrruuummmm*, hard on the accelerator, *screeeech*, brake, turn in, head up, *brrrrruuummmm* go, go, go, and through the timing light.

Test and Tune is that middle step between imagining those wonderful engine noises and lightning quick reflexes, and the real thing. It's that bridge. A time to shake off the cobwebs, stretch those muscles, and take the first step in announcing to the world you're back and better than ever. At least for this day it was.

It wasn't an official ORPCA Autocross, but you couldn't tell that by the way everyone launched and hit it full tilt. We had lots of runs, even more weather, and more entertainment than anyone bargained for. The smiles knew no bounds; they came from veterans and novices alike. It was wonderful to catch up on the latest goings on from many of last year's players. It was terrific to see and meet the first timers taking their beginning steps in autocrossing.

If you didn't make it, you shouldn't despair. There's still time to clean out the car, adjust the driver's seat, and make it out to one of our most challenging events: Autocross. You'll wonder why you hadn't started before—I guarantee it.

Thanks to all those volunteers whose hard work and energy made this event a reality: Gary Chapman, our leader and Autocross Captain. Thanks to Pamela Chapman, Kathy Smalley, and Kathy Averitt, who got you drivers your official pass to fun. Thanks Paige Swenson for getting up so early to make sure everyone was banded. Thank you, Jim Pileggi, for getting everyone through tech inspection almost single-handedly. Barry Cogut, we couldn't have survived without your refreshments. And then there was the matter of the course designer and layout artist: Bill Thorp—you do have a devious mind. It was WONDERFUL!

Thank you to everyone who assisted with laying out our course, chalking cones, and tear down. If you are interested in volunteering to assist safety, tech, course layout and design, waivers, or just crowd control, be at our next Autocross by 7:00 a.m. and we'll have a spot for you.

To all, may your roads be dry and twisty, have a great season, and most of all have fun. ■



Although no photographers captured the event, this wet Autocross from 2007 was ALMOST as damp as the Test and Tune! Photo by Bob Schatz.



A Wet and Wild Autocross Kicks Off 2012 Season

Story and Photos by Michael Pinto

On March 18, 2012, ORPCA had the first points Autocross meet of the year. Wet and wild doesn't even begin to describe the weather conditions Mother Nature threw at the competitors! The morning started out bitterly cold and wet, but clearing. By the time the first run group was ready, the rain had picked up. As the sky cleared into the session, the times dropped, and dramatically. The first group was taking full advantage of the sunshine and dry surface as a dark and ominous cloudbank hovered nearby.

After the world's quickest switch-over, the first car of the second run group pulled up the line, and the rain started. Those who complained at the fickleness of the Northwest weather quickly learned not to test Mother Nature's patience as the snow started. Yes, I said snow. At an Autocross! The second group toughed it out and was rewarded with a slightly dry surface by the end of their eight-run session. Everybody had a great time, partly because they were finally out of the garage and doing some racing, but mostly because of a very well-run event that saw eight runs per driver despite a late start (due to the Skills Clinic in the morning) and having to share half of the paddock with the SCCA drifters (who were very accommodating).

The classes for this season have been shaken up a little to move some cars around and give better competition. The overall victory of the first event went to Dallas Cutler in his AWD Mitsubishi EVO, also taking the NP-R lead over John Gonzalez's SRT-4 (6th overall). Greg Olsen was the highest finishing Porsche, taking second overall in his M1 class 996 over Gary Chapman's 914-6 (13th overall). Barry Cogut surprised even himself with a third overall, taking the lead in P4, a new class for him this season. Brian Brummell in his NP-S Mitsubishi EVO took 4th overall and first in class with Mark Koerbel right behind (5th overall) in his 1992 Eunos Presso (which looks suspiciously like a Mazda MX-3).

Jim Parks barely squeaked by Eric Freedle (.071 seconds!) to take the lead in P2, both in classic 911's. That should be a fun battle to watch! David Meharry took the S2 class win in his 2000 Carrera and Rick Slavin was right behind overall, taking the S1 class win in his 97 C4 Cabriolet. Todd Averitt took the I1 class win in his 71 914 over Sean Ressler's 79 911. Harry Danberg won a well-earned victory in his 73 911T in P1 by a little over 2 tenths of a second to Mark Johnson in his Cayenne Turbo. Talk about two wildly different cars! That new class will be an exciting watch all year.

Pictures of Autocross #1 are available for free at: facebook.com/CascadeRacing ■

See sidebar story and more AX photos on the following pages

Skills Clinic: An Instructor's Point of View

by Michael Pinto

Every year the Oregon PCA Autocross group holds a "Driver's Skills Clinic" in the early morning before the first autocross to teach newcomers and old hands alike the ways of the orange cone, and this year was no exception. The cold, piercing drizzle made for slippery conditions but not sour moods. The students were grinning from ear-to-ear and ready for some pointers on avoiding hitting the pointer cones.

I instructed this season for the first time, which was fun and interesting, having been a student of the Skills Clinic just four seasons ago. Funnily enough, my first "student" was an accomplished track driver who was getting into autocross as way to tune his driving style to his new track car. Bill Latiolait made the consummate student and improved with every run, clearly learning his new steed. We took the course one section at a time, mastering it before moving along with the pointers. I'd like to think that Bill learned something as he promptly whooped me by 0.486 seconds in the autocross later in the day!

The instructors all dove out of one car and right into the next, trying not to let too much rain, sleet, and frost into their helmets along the way. The second group was, if anything, even more excited than the first, likely because they were out of the elements and inside their cars. The process started over again, and once again the students clearly became better with smoother lines, faster runs, and less cone strikes. This session I was in an Audi Quattro Turbo and the instruction had to focus as much on driving lines as it did on driving with three feet to load up the turbo!

Although the session is short, and often very cold and wet, it is an enjoyable one. The students picked up new knowledge (and clearly applied it later in the day) and the instructors were rewarded with hot coffee and pastries for a few hours spent making their own competitors faster. The camaraderie among autocross enthusiasts knows no bounds. Even if you've tried autocross before, why don't you sign up for next year's Skills Clinic? You may just have a great time, but there's always the possibility of learning something, too. ■



Autocross photos by Michael Pinto: Above: Steve Schuback, 2005 Lotus Elise, NP-R, 5th. Right: Paige Swenson, 2000 Porsche Boxster, P2, 5th. Below: Dallas Cutler, 2005 Mitsubishi Evo, NP-R, 1st Overall.



Anything You're Looking For at the LA Lit Show

Story and Photos by Peter Linsky

Early March found me fleeing soggy Portland for the sun and welcome warmth of SoCal for my annual look at the Porsche Literature and Toy Show, plus something new for me: the immensely popular Porsche swap meet staged at the Phoenix Club in Anaheim.

The Saturday Lit Show has expanded steadily over the years. It looked like there were considerably more vendors at the LAX Hilton this time, but since I'm not restoring a 356, I managed to keep my wallet tucked away almost all morning. Okay, I finally succumbed to the urge to buy another old 1/43 miniature for my

bookshelf. It was good to cross paths with several other ORPCA members who were also down to check out the action, and I said hello to a number of friends I have made over the years of chasing down interesting Porsche stories.

Early the next morning I hopped in my rental and scooted east on the 91 freeway to Anaheim, following my trusty Garmin to the swap meet site. Ten bucks for parking right next door seemed reasonable—especially compared to paying \$25 at the Hilton—but finding a space, even at 9 a.m., was a challenge. The gates open much earlier, I was to learn, and everything wraps up by 11 a.m. If you haven't found what you want by 9 or 10, you're out of luck.

Many of the commercial vendors who had tables at the Lit Show were also in evidence the next day, but there were quite a few who had skipped the show at the Hilton. Many had purchased space under a large white tent which shielded them from the sun. Those vendors were joined by dozens of individuals who emptied their shops and garages of OEM spares, old used parts, and everything in between. They had spaces scattered across the parking lots, and I saw lots of cash and parts changing hands.



Above: A little bit of everything at the Anaheim Swap Meet, Below: Sequined jacket patches and decals at the Literature and Toy Show.



A highlight of the swap meet is the presence of half a dozen different Porsche club displays featuring the better part of a hundred 356s, 911s, 912s, 914s, some water-pumpers, and a few nice race cars; these were in addition to a parking corral loaded with another 75 or so Porsches of all ages. A rare sight was a Beutler-bodied 356B four-seat coupe.

Everyone seemed to be enjoying themselves, especially the folks who had scored on some obscure little part or the larger door panel, fender, muffler, etc. required to help speed along a rebuilding project.

The Lit Show is always fun, but the Swap Meet offered a different experience. If you can get down there, it's worth a look, even if you don't haul anything home. Just get there early! ■

See more photos of this event on the following pages

LA LIT SHOW, CONTINUED



Clockwise from above: A front valance goes home with a new owner at the Anaheim Swap Meet. A 911 engine looks for a home at the Swap Meet. OEM Porsche lenses at the LA Literature and Toy Show. A choice bath of 356 parts at the Anaheim Swap Meet.



LA LIT SHOW, CONTINUED



Clockwise from left: Antique toy Porsches bring a hefty price at the LA Literature and Toy Show. Like bubbles in Champagne, OEM Porsche headlamps and lenses at the Literature and Toy Show. The essence of a Swap Meet: Cash for vital parts at the Swap Meet.



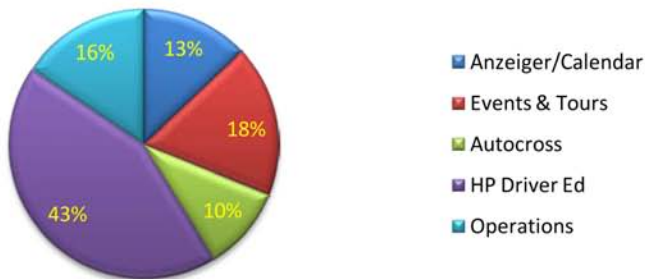
ORPCA 2012 Financials Graphic

Sometimes a picture is better than the details; here are our 2012 financials in graphical summary format.

	<u>Income</u>	<u>Expenses</u>	<u>Profit/Loss</u>
Anzeiger/Calendar	22,416.87	30,136.37	(7,719.50)
Events & Tours	31,506.64	30,478.85	1,027.79
Autocross	17,516.16	14,269.62	3,246.54
HP Driver Ed	74,696.81	72,726.62	1,970.19
Operations	26,988.17	32,806.80	(5,818.63)
Totals	173,124.65	180,418.26	(7,293.61)

(Interest Income Not included)

Income



Expenses

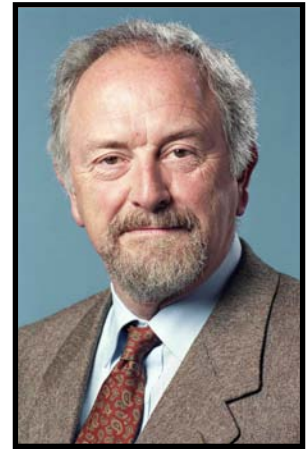
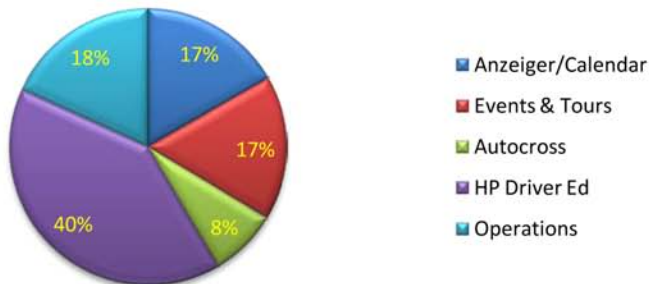


Photo Courtesy Porsche AG

F.A. Porsche 1935-2012

Another page has turned in the fascinating volume that is the story of Porsche. Ferdinand Alexander Porsche, son of Ferry Porsche (1909-1998) and the eldest grandson of Dr. Ferdinand Porsche (1875-1951), founder of the automotive giant that bears the family name, passed away April 4 in Salzburg, Austria. He was 76 years old. Cause of death was not revealed. The former head of the Porsche Design Studios etched his legacy with his concept for what would become the iconic German sports car, the 911, which replaced the firm's first production model, the Type 356, in 1965. Butzi is also credited with the design of the Type 904, a mid-engined GT coupe that featured Porsche's first fiberglass body and is viewed by many as the company's most beautiful product, and was also heavily involved in designing the Type 804 Grand Prix racer. After leaving Porsche, he launched his own very successful design company, producing consumer items such as sunglasses, writing instruments, and wristwatches. Butzi was laid to rest near his father and grandfather at the family's estate in Zell am See, Austria. His three younger brothers will carry on the family name.

—Peter Linsky

Everything You Need to Know About Autocross 2012!

Schedule: The schedule is below, and is posted on the ORPCA website. You can also find more information for the ORPCA events and schedule them on a personalized calendar on Where2Race.com. We have updated the classes to match the current small region PCRs. Please review the ORPCA website to see where your car is now classed.

ORPCA AX Test & Tune: This will be organized similar to a normal event, however times will not be recorded or scored.

ORPCA Spring Break-Out: There will be an Autocross Drivers Skills Clinic in the morning. This event is geared to novice and rookie drivers. We are limiting entries to 16 drivers. Following the Autocross Skills Clinic, we will hold the ORPCA AX#1 with a start time of 10:30 a.m. This will be a championship points event.

Packwood: There will be an Evo School (Phase 1 & 2) held on Saturday. ORPCA AX #6 will be held on Sunday and this will be a championship points event. Note the start time of 8:30 a.m. to allow people to arrive Sunday morning if they choose.

Registration: All registration for the ORPCA Autocross events will be done on MotorSportReg.org2. Registration for all events is open now. Registration for non-ORPCA members will be open two weeks prior to the event. Registration will be closed for all events at midnight the Wednesday prior to the event. All participants who pre-register for an event will receive a copy of the course map via email before the event. There will be no refunds for any ORPCA Autocross events.

2012 Autocross Season Pass: The 2012 Season Pass will include all championship points events. It does not include the Test & Tune Session or the Drivers Skills Clinic. Group Price: ORPCA Members: \$245; Non-ORPCA Members: \$280

If you were to attend all of these events, the ORPCA member pre-registration fee would be \$280. We are offering an discount for the AX Season Pass. The total registration fee for the year is \$245, for a savings of \$35 (equivalent to one event).

For non-ORPCA participants, the pre-registration fee is \$340 for all events. We are offering the same discount, bringing the total registration fee for the year to \$280, a savings of \$40 (or equivalent to one event).



By purchasing the Season Pass, you are automatically signed up for all events, guaranteeing a slot and avoiding missing the registration window. You will also be emailed a copy of the course map after registration is closed on the Wednesday before an event. Registration for the 2012 Autocross Season Pass will be open until March 9 (before the start of the first event).

Sorry, there are no refunds or credits for missed events.

2012 Championship Points: Participants must attend at least five of the eight events this season to be eligible for class trophies. Each participant is allowed to drop one event for the season. Trophies will be awarded based on class participation. A key change to the championship this season is that we will be dividing the Non-Porsche class into two categories, Race Tire (NP-R) and Street Tire (NP-S). Race Tires are defined as any tires with treadwear ratings of 140 or below. We will count points and present trophies for both Non-Porsche classes. To be eligible for class points, participants must run at least five events in the same class and retain the same car number throughout the season, regardless of the car they campaign. Any and all Porsche cars (as defined by the PCA

rules) will be ineligible for the Non-Porsche class (i.e. a Porsche with a non-Porsche engine is regarded as a Non-Porsche in the PCA rules).

2012 Reserved Car Numbers: The ORPCA database has been wiped clean for all participants who did not attend more than one event last season as well as all Non-Porsche entries. The remaining reserved car number will be distributed on a first come, first served basis. If you wish to reserve a number in the database for the 2012 season, please review the following:

1. Numbers below 100 will be reserved for ORPCA members. If you are a non-ORPCA member, your number will be over 100.

2. Numbers will be assigned on a first come, first served priority and you will retain that number the entire season. You will be notified if conflicts arise with your number selection.

3. Per our Autocross rules, each car/person combination you wish to enter needs a unique number. If you plan to share your car with another person, each person needs a unique number for the car. If you plan to run various cars throughout the season, please request a unique number for each combination.

4. When you request your number, please provide the driver's name, year, make and model of the car, and the ORPCA class you will be running. Remember, if you are not running a Porsche you will be automatically assigned to either the NP-R or NP-S (Non-Porsche) class.

5. Once your number is assigned, it will be yours for the entire Autocross season.

Number reservations will close on March 1. Please e-mail AXRegistration@oregonpca.org with your requests. ■

Next Event: April 15 at PIR

April 15	AX 2 @ PIR	August 11/12	AX 6 @ Packwood
May 13	AX 3 @ PIR	September 9	AX 7 @ PIR
June 10	AX 4 @ PIR	October 20	AX 8 @ PIR
July 1	AX 5 @ PIR		

3rd Annual Spring Clean & Detail

Saturday, April 7, 9 a.m.



Matrix Integrated
4000 SW Macadam Ave.
Portland, OR 97239
503.443.1141

After great reviews of the 2011 Spring Clean & Detail event, we decided to repeat this event in 2012. 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 & 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 4, 2012

Register: springcleandetail@gmail.com

Club Contact: Mike O'Connor

503.320.2447

April Social & Dinner

Wednesday, April 18, 5:30 to 7:30 p.m.

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6835 SW Macadam Ave

Portland, OR 97219

www.buffalogap.com

Hosted by: Cherie Oldenberg

Social Hour: 5:30-6:30 p.m.

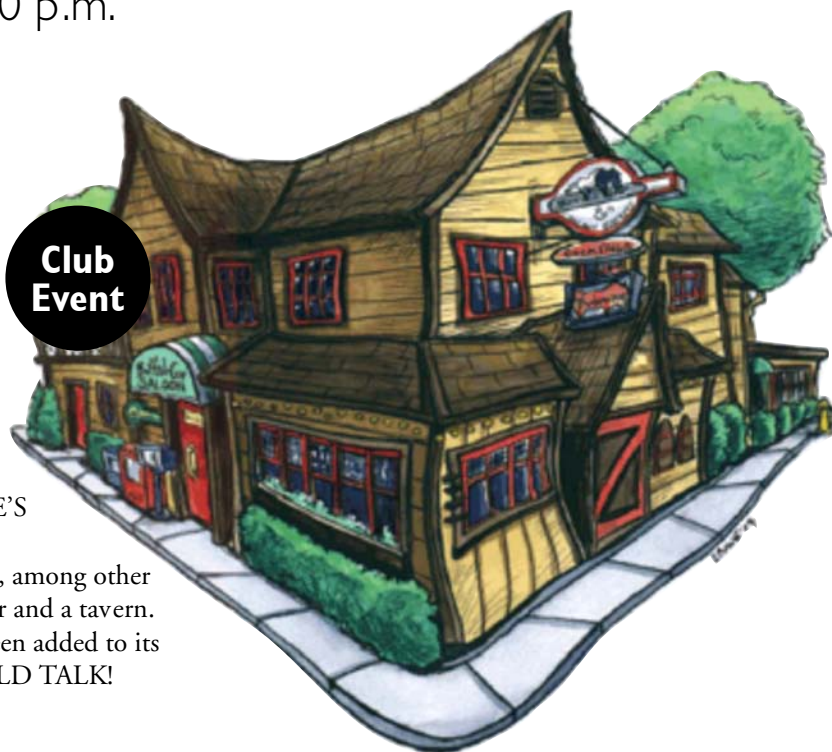
Dinner Hour: 6:30-7:30 p.m.

RSVP: socialevents@oregonpca.org

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Come join us for a lively gathering of Porsche friends!



May Arrive & Drive

Saturday, May 12

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

The second Saturday of each month, starting in May and extending into October (we will not have a A&D in August). Each drive is roughly 60 to 100 miles in length and finishes 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 (17933 SW McEwan Ave. Tigard, OR 97224, 503.684.2831) no later than 8:45a.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, 503.936.0816,
vicepresident@oregonpca.org



Rose Cup Races 2012: 52nd Anniversary

June 15-17 at PIR



The Portland Rose Festival is proud to bring the Rose Cup Races to PIR celebrating the 52nd 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 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 for the Porsche, an event program and the ever popular parade lap on Saturday and Sunday. Note: corral passes NOT available at the track.

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 am each morning.

Go to motorsportreg.com to order your three day ticket. Note: order deadline is May 10, 2012

Club contact: Eric Freedle, 503.936.0816, vicepresident@oregonpca.org

Resource Directory

Auto Upholstery

Guy's Interiors 503.224.8657

Collector Cars

Monte Shelton Motors 503.224.3232

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Morgan Stanley 503.221.6262

Mortgage Banking

Summit Mortgage 503.819.9712

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JM Motorsports 360.577.9171

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Canyon Auto Rebody. 877.489.2520

Collision Rebuilders 503.226.6311

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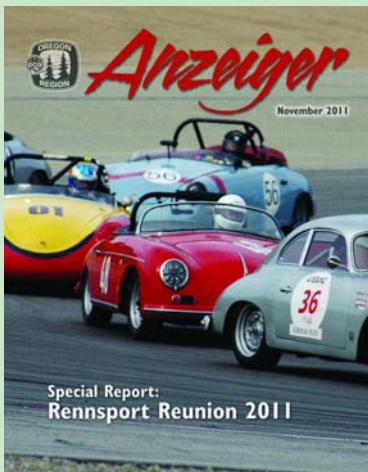
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Announcing the *Anzeiger* Cover Photo Contest!

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.

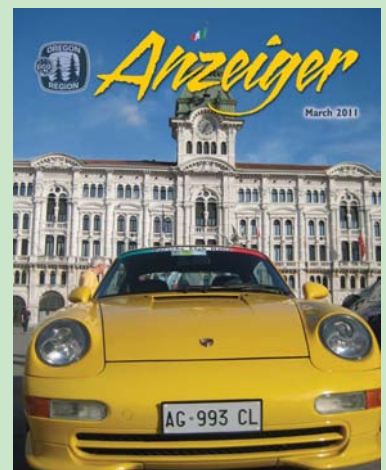
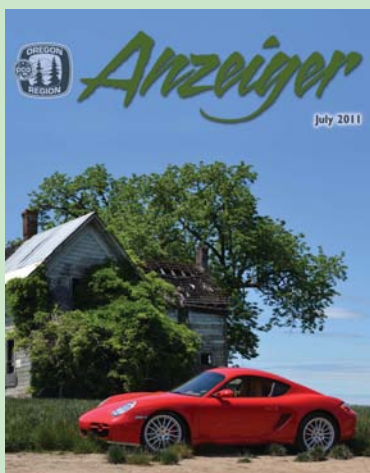


Details: Picture Format: Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

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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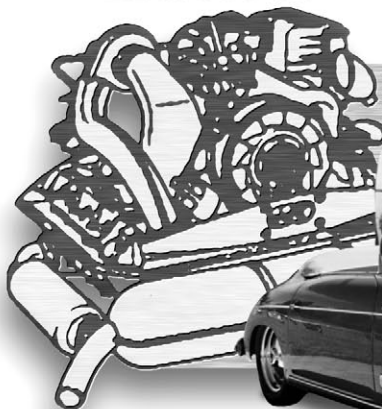
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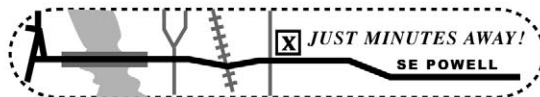
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Laurie Christiansen

15 Year Anniversary

Lisa Spaulding

Bill Spaulding



Willkommen

Mark Bryant
Jody Bryant
2012 Cayenne

Rick Clark
1999 911

Mike Kunkel
Diane Kunkel
1998 Boxster

Dave Mariman
Jean Dupere
2006 Caymen S

Andre Perra
Suzanne Perra
2010 911 GT3

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2007 Cayman

Garth Walbert
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**See page 4 for information
on placing Marketplace
advertising**

Looking Ahead to Driving Events!

April, 2012

- 7 Spring Clean
- 15 Autocross 2 @ PIR

May, 2012

- 7 ORPCA/BMW HPDE @ PIR
- 12 Arrive and Drive
- 13 Autocross 3 @ PIR
- 19 HPDE @ ORP
- 20 HPDE Lapping @ ORP

June, 2012

- 4 ORPCA/BMW HPDE @ PIR
- 9 Arrive & Drive
- 10 Autocross 4 @ PIR
- 12 Board Meeting
- 15-17 Rose Cup Races @ PIR
- 20 Monthly Club Dinner and Social
- 21-24 Northwest Passage

