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August 2011



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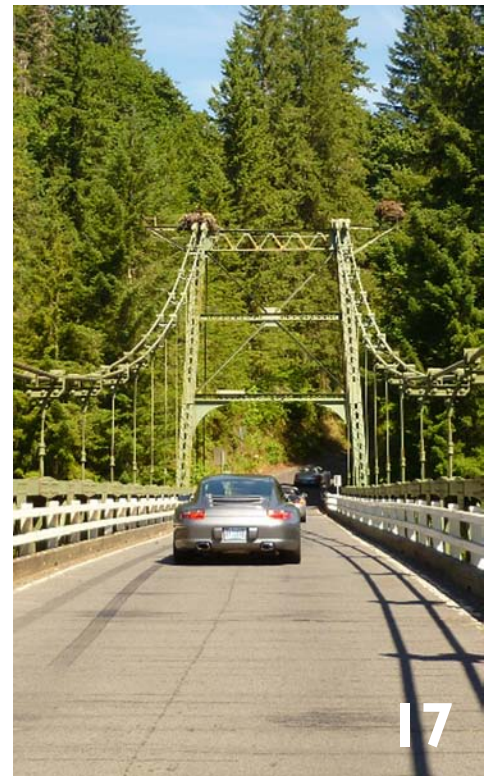
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Anzeiger

Volume 51 No. 7
August, 2011



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ON THE COVER

356 Waiting to cross the track at the Historic races at PIR. Photo by Bob Schatz.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. For more information, refer to page 31.

Anzeiger

(an' zī ger), noun, German

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

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Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 5652, Portland, Oregon 97228-5652, is published eleven times a year.

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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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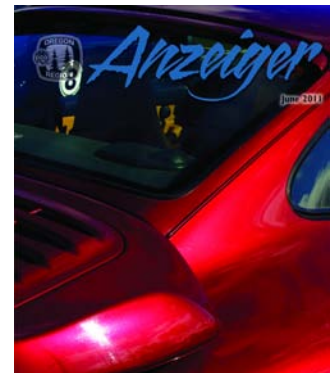
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All advertising is to be provided in a digital format. Please contact Nancy Scott, nanscottdesign@gmail.com for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.



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PORSCHE

Oregon Region Events



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 15th 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.

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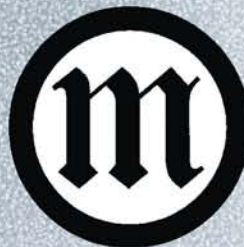
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Looking at Great Club Events Past and Future

Sit down, buckle up and join us at PIR on August 9 for a day of Drivers Education, and learn how your car acts as it approaches the limits of adhesion! This HPDE event will allow you to hone your driving skills, meet new people and also reacquaint yourself with your automobile while having a lot of fun.

ALLURE OF THE AUTOMOBILE: PORTLAND AND ATLANTA ARE THE ONLY TWO CITIES IN THE UNITED STATES THAT HAVE HAD THIS RARE OPPORTUNITY TO HOST A VERY UNIQUE AND SPECIAL GROUP OF CLASSIC AUTOMOBILES MANUFACTURED GLOBALLY OVER THE PAST CENTURY. THEY ARE TRULY PIECES OF ART!

There is no reason to be intimidated by events like this, since novices are always welcome and should feel no pressure to push beyond their comfort boundaries. You will only be on the track with drivers in your run group at the same general skill level. Passing is done only on the two straights. If you wish, the DE team will have one of our instructors assist you from your own right seat. To join us, please login to the ORPCA website and go to the Driver's Education section for full details and registration.

Autocross continues to be popular this year as well. If you wish to drive at slower speeds and learn a different driving skill set you should make plans to attend the August 20-21 Packwood, Washington, event. This is held in a scenic setting at the base of Mount Ranier on a huge patch of open asphalt that is an old abandoned lumber mill site. Login to the website for full details and registration.

The ORPCA summer picnic is on August 14 and will be held at a beautiful winery with incredible views in Forest Grove. This will follow a short tour through the countryside. If you have not registered already, please go into the website today and register, since we are limiting this event to 40 cars and may have already reached that deadline by the time this message goes to press.

We all hope to see you at the Allure of the Automobile car show at the Portland Art Museum on August 6. The park blocks will be covered with many of our ORPCA member's Porsches. Portland and Atlanta are the only two cities in the United States that have had this rare opportunity to host a very unique and special group of classic automobiles manufactured globally over the past century. They are truly pieces of art!

Finally, join us August 17 at the monthly club dinner and social. Everyone must have beverages and eat sometime, and it might as well be with us! This is always a great way to meet other members and reacquaint yourselves with "old" members.

We hope that in July you enjoyed the Autocross at PIR, the HPDE at Oregon Raceway Park, the Arrive and Drive Tour, the Portland Historic Races, the Opal Creek Drive and Hike, the Escape Tour to Crater Lake and the

monthly club dinner and social at Widmer Gasthaus. Refer to the large group of events scheduled for August and September in this month's *Anzeiger* as well as the homepage events section of the website. You will enjoy the simple registration tools offered on motorsportreg.com for most of these events.

We continue to receive exciting and educational data from Synotac (our website provider) that confirms the number of hits on the new website and the pages and sections where members spend most of their time. If you would like to see this data please send an email to webmaster@oregonpca.org for updated website activity logs.

ORPCA club bylaw amendments have been completed and were shared with the entire membership last month. We hope to keep this document more current going forward and have it always posted on the website for our members to review.

For all of you current members, please try to remember back when you joined this club and try to identify what it was that originally enticed you into membership. Then go out now and participate in whatever that was!

As always, the board of directors and our hard working event chairs aspire to hear directly from you regarding what we can do to sponsor events that can better serve your needs and aspirations. Better yet, become a volunteer with many of the rest of us and find out how much fun it can be to work for no pay.

See you at the track, on the highway or at one of the many club event venues soon! ■

STILL PLAYS WITH CARS

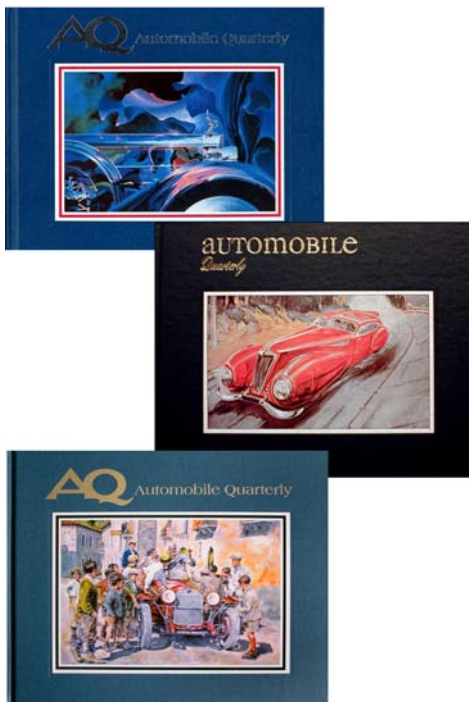
Peter Linsky



New Motorsports Playground Planned in Shelton, WA

The best news out of LeMans this year is the demonstrated ability of race drivers to take a licking but keep on ticking. Two of the three LMP1 Audi coupes entered were demolished in high-speed crashes after slower cars moved into their paths, but both Audi drivers managed to walk away. The cars' design allowed them to absorb the tremendous energy of the impact with crash barriers by shedding parts while maintaining the integrity of the driver capsules. The cars were a write-off, but both drivers lived to drive another day.

Competing in the GTE and GT-Am categories, Porsche came up short at the Sarthe circuit, placing 4th and 5th in the Pro driver class and second in the amateur group, both of which were won by



THE DRAG STRIP WILL BE A REGULATION QUARTER-MILE, AND THE ROAD COURSE WILL MEASURE JUST LESS THAN 2 1/2 MILES, WITH 15 TURNS AND 500 FEET OF ELEVATION CHANGE. THE POWELLS HIRED STEVE CRAWFORD, WHO LAID OUT THUNDERHILL IN NORTHERN CALIFORNIA, TO DESIGN THE CIRCUIT.

Corvettes. With BMW, Ferrari, and the Bowtie brand tendering ever-stronger entries in the GT ranks, Porsche, in the view of many, needs to get a true mid-engined racer out there. Closer to home, Loren Beggs from southern California brought a new carbon-fiber plaything to Portland in June for the Rose Cup races. Reputedly packing a mid-ships 962 for power, the Cayman-like ground-effects coupe came within a hair of winning the Rose Cup trophy on its first outing.

And now, as they say, it's time for something different: Panoz Racing's "Project 56." If you haven't heard about this one

yet ... take a look. Is this the shape of things to come?

<http://www.youtube.com/highcrofttv>

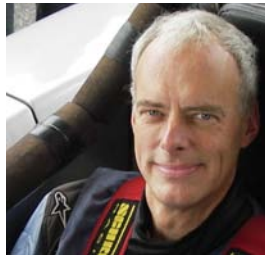
There's going to be a new playground for motorsports enthusiasts in the Northwest. Hemmings reported in May that racing enthusiasts Rod and Karen Powell are ready to begin construction of a new multi-purpose club racing facility near Shelton, Washington to be named Ridge Motorsports Park. First announced in 2005, the project comprises both a drag strip and a road circuit on 173 wooded acres. Permitting is said to have been completed, and the Powells have begun clearing the land. The drag strip will be a regu-

lation quarter-mile, and the road course will measure just less than 2 1/2 miles, with 15 turns and 500 feet of elevation change. The Powells hired Steve Crawford, who laid out Thunderhill in northern California, to design the circuit. The goal is to have all the paving done by mid-August and cars on the track a month later. The second phase of the project involves construction of restrooms, food concessions, and garages. You can learn more by visiting <http://www.ridgemotorsportspark.com/>

By the time you read this, we may know what the future holds for *Automobile Quarterly*, the hardbound "magazine" that is now in its 50th year of publication. Gerald Durnell, its publisher for the past decade, passed away suddenly in May. AQ first appeared in the closing months of 1961, with Volume 1, Number 1 dated first quarter, 1962.

After way too many years of ignoring the issue, I recently treated my old 911 coupe to a session with a paintless-dent-remover expert. It was interesting to watch him work, and also instructional. I removed the interior door panels to make things as easy as possible for him, but we discovered that Porsche's reputation for precision has some variables. The intrusion beam in the passenger door is placed just far enough away from the outer door skin to allow a thin "spoon" to slip between the two surfaces and push dents out. The driver's side was another story. He couldn't get to one little dent that I couldn't even see because the intrusion bar was essentially flush with the door skin. Hey—it's a driver; I'll live with it.

Until next month, drive safely! ■



For the Advanced Driver

A driver does not have to be driving fast to find themselves in a skid or slide.

How a driver manages a car beyond the limits of traction will often spell the difference between a trip to the body shop or continuing down the road unscathed.

For a driver to properly react to a traction loss, he or she needs to sense the initial onset of the problem and take the necessary steps to regain control of the car, all within a fraction of a second.

The skills needed for controlling a sliding car are not easily learned through reading. There is more to it than just "turning into the skid." Much of what needs to be learned is tactile and that requires a special classroom.

Enter the SkidCar.

What some driving enthusiasts consider to only being a tool for an Advance Drivers Ed class, a SkidCar is also an effective tool for honing high performance driving skills, particularly traction management skills.

For those unfamiliar with SkidCars: a SkidCar is, typically, a standard sedan equipped with a hydraulic system that allows the car to be lifted slightly, causing the car to easily slide and skid.

SkidCar classes usually take place in a large parking lot, with orange cones laying out a simple driving course such as an oval or figure-8.

Depending on how the SkidCar is adjusted, understeering (front tire slides) and oversteering (rear tire slides) are easily created.

Quality time in a SkidCar allows a driver to practice driving at the threshold of having traction and not having traction. This allows the driver to gain the necessary driving skills to deal with slides and skids and commit those skills to their muscle memory.



Driving a SkidCar is very similar to driving on glare ice; the difference being that a professional driving instructor is in the car with the student, teaching how to recognize the onset of slides and skids and how to correct for them.

For the high performance driver interested in honing their traction management skills, the SkidCar is ideal.

A SkidCar allows a driver to practice recognizing the earliest onset of a traction loss then maintain control often by manipulating the gas pedal transferring weight to the tires needing additional traction.

For a track driver, the SkidCar allows learning and practicing pointing a car out of a corner earlier (usually through creating a mid-corner oversteer) and getting on the gas sooner.

How important is the ability of recognizing the onset of a slide or skid and being able to correct it with a slight driving adjustment?

Often it is what separates a highly skilled performance driver and an average driver.

Being able to recognize a traction issue and manage it with minor input changes

to the gas pedal and/or steering can allow a driver to drive beyond the threshold of traction.

Can a SkidCar session help a driver who already has good traction management skills?

YES, particularly if the driver wishes to improve their wet weather driving skills.

An Advance SkidCar class consisting of a mini road course complete with S-turns, decreasing radius turns and slight elevation changes can be very beneficial to a seasoned track driver.

Pro Drive Racing School, located at Portland International Raceway in Portland, Oregon, offers SkidCar classes for both young new drivers and seasoned race drivers.

The author of this column will attest that spending a couple hours in a SkidCar before and during the race season is a great way to hone traction management skills and increased corner exit speeds.

For those drivers wishing to enhance their traction management skills, Pro Drive is currently offering a \$100 off a SkidCar class. ■



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HPDE at PIR Brings Out a Great Cast!

by Marlene MacEwan / Photos by Kathleen Ellis

June 23 was the first of two High Performance Driver Education (HPDE) events at PIR this driving season. It was well attended by 93 excited participants. It was a regular DE day with four run groups; Novice, Intermediate, Advanced and Instructor. There was something for everyone. Driving was as brisk as the temperature for the day.

Noted local driver and senior ORPCA instructor Christopher Bender came out of “retirement” for this event to conduct the novice ground school. Christopher certainly brings knowledge, experience and passion to our sport. He is a great educator. The novice group had plenty of opportunity to try out what they learned throughout the day.

Paul Goudy, local SCCA racer and senior ORPCA instructor, instructed a noon-time class for Intermediate and Advanced drivers titled “Finding Speed at PIR (or How to Wear Out Your Tires and Brakes Driving Faster at PIR).” Paul discussed fine-tuning sight pictures, car placement and race lines in each corner, along with techniques for gaining more speed out of the corners. It was standing room-only for the hour class. Paul’s expertise was surely appreciated by all.

The day proved to be rather uneventful, with only one incident. Mick Posner’s Subaru had a small oil fire, which was quickly extinguished with his own fire bottle.

Eddie Nakato of AR Auto Service/Adrenaline Racing was on hand to provide morning tech services for the participants and was available throughout the day to help with any troubleshooting or diagnostic issues.

Matrix Integrated brought their staff and race trailer for full trackside support. Their staff was available to answer questions about how your vehicle may be behaving, and to give chassis setup advice/adjustment, top-off fluids, provide free brake pad installs, free air pressure checks, etc.

The day was a blast. With 25-minute run sessions, everyone had ample time to stretch their wheels, go fast and test their



Top: Dick Thomas in pre-grid giving instructions to a Cayman driver. Above: Kim Taylor in her race car getting a kind word from Tom Whiteley.

brakes. Participants enjoyed playing with others in their respective groups and testing and tuning their skills.

Registration and tower duties were handled by me and Jeanne McGinnis, with a surprise visit to the mic by “retired” CDI Chuck Bergeron. Dick Thomas and Bill Latiolait handled the black flag station with zest. Tom Whiteley provided pre-event registration and pre-grid support during the day. HPDE’s two Chief Driving Instructors, Andy Jacobson and Andy Chenoweth, rounded out the cast of staff volunteers.

Kim Taylor did a great job as DE Chair for her first PIR event, and second of the year. Kim would like to thank her staff for their dedication and support: Christopher Bender and Paul Goudy for their invaluable expertise, Eddie Nakato and his crew, and Matrix Integrated’s staff for their continued support and expertise.

If you are thinking of attending one of the HPDE events, the second and final PIR event for the year, on Tuesday, August 9 is a must. If Oregon Raceway Park in Grass Valley is your dream, I hope to see you for the September 10-11 weekend event. In the meantime, drive well and often! ■

It Was “Early Fireworks” at the July Autocross

by Todd and Kathy Averitt / Photos by Bob Schatz

Britain named our July 3 course layout Early Fireworks. It was apropos and just what we needed to get back into the rhythm of our rides. To all those who didn't make it—we missed you. To those of us who did compete, it was glorious.

The weather was superb; slightly overcast with temperatures in the high 60s to low 70s. We started our eight runs at 9:00 a.m. and finished before noon.

The staff was superb. Bill Thorpe directed the course layout with help from many others. Pamela Chapman and Kathy Smalley jumped right in and got registration set up and ran the timing trailer without a missed gate. And to Eric Freedle, thank you for the refreshments. A big hand goes to all who helped with the setup, and a special thanks to those who hung around and helped with the tear-down and pick-up.

A quick note before getting to the results: It is important for all of us to accurately reflect the results of each event and give credit where credit is due. PLEASE update your car registration information.

Will the following please contact us and update their bios: Todd Gerlach, if you're not driving a 1979 Porsche 911SC you need to update your information; William Moss, if you're driving a 1995 968 (not a 1994), please notify our club before the event.

We have had a few problems with our Championship Point system due to outdated information: Paul Hovda is the actual leader in the P04 class; he ran this event in S01. Tim Hagner's car number 77 has been assigned to a Lotus driven by Steve. Tim, who is not participating, received points inadvertently. The same goes for Todd Gerlach, who is now running in the NP Class—not the P03 Class. Jared Still, be sure we have you in the NP-R class.

Please, everyone, check your car information and make sure it is up to date.

On to the results:

M01: Gary Chapman took the class and TTOD (Top Time of Day) with a beauti-



ful drive on his sixth run. Bill Thorpe followed in second and Pamela Chapman third.

Gary and Pamela compete in a two-driver car. Pam drove first. Not realizing how fast the turn-around would be, our event chairman, Gary (co-driver with Pam) was watching competitors on the course up by the timing trailer.

With a smaller group of cars, the time between runs was about six minutes, not our usual 15 to 20 minutes. Gary, intent upon the cars on course, missed the grid worker's direction to get in his car.

Whistling and hollering, the entire grid, starter, timing trailer staff and course workers watched Gary run back to his car, adjust seat, harnesses, change numbers, and go. Good lesson for us all: pay attention. Not much time for two-driver cars and certainly not much time for socializing.

The really great thing, though (once the laughing subsided), is that his tires never had a chance to cool down. Good runs, M01 Class.

I01: The little old Irish Green 914 driven by Richard (Todd) Averitt took the class over Jim Ayers' 911S. Sean Ressler in his 1979 911SC took third. (Sean, your bio needs updating. We have you listed as Ressler Sean in a 911c.)

I02: Barry Cogut may have finished first, but not at this event. No points in the I02 Class.

P01: Nichole Hall in her 1973 yellow 914 took the class. It was an exciting and satisfying first outing for her. Keep on smiling!

P03: The race of two 1986 Carrera Coupes, one owned by Eric Freedle, the other by Jim Parks. Both are beautiful examples of that year and style. Eric took

the top honor by 0.388 seconds. It is an exhilarating class with no room for an “off day.” Good show, gentlemen.

P04: Don't believe Tim Hagner showed. Number 77 went to a Lotus. No points.

P05: Jeff Gretz and Bob Schatz are making this class one of the most interesting to watch. After a back and forth battle all day with the lead changing after every run Jeff hung on for a 0.133 second victory. Mark and Kathleen Behrens in their Cayman S are running against experienced drivers. Both Mark and Kathleen have shown excellent improvement. Keep it up; it's a fun class to watch.

S01: Jim Pileggi took the honors, but relative newcomer Kyle Largent is making it a contest, being only 0.762 seconds back. Frank Friedman took third.

S02: Paul Hovda took the class by—get this—0.010 second over Rick Slavin. That's one-one hundredth of a second, which is 10 times faster than most of us can shift, faster than a blink of the eye. It was that kind of nearly perfect day. I'm going out on a limb and say this is anyone's class.

NP-S: The top four finishers in order of finish: Ryan Allen (Subaru Impreza), Stephan “Wild Thing” Ryabinin (Datsun 240Z), Jeffery Childers (VW Jetta), and Rick Mahler (Z06 Corvette). The time separating first from fourth—0.909 second. This is also a very competitive class with each entrant improving at each event. We're glad to have you all on board.

NP-R: We're putting Jared Still (RX-7) at the top of NP-R Class and second TTOD with Adam Griffith (RX-7) second, John McCuskey (240Z) third, and Mike O'Conner (Miata) fourth.

All in all, it was a shoot-out and “Early Fireworks” lived up to its name—fast and fun on the perfect day.

Again, thanks for all the help with course setup and teardown and be sure to check your bio for any errors or omissions.

Looking forward to seeing everyone in Packwood on the August 23. ■

**ENJOY EVENT PHOTOS AND
ANOTHER JULY 3 AUTOCROSS
ARTICLE ON NEXT PAGE**

Another Reflection on “Early Fireworks”

Story and Photos by Bob Schatz

This year July 4 was on a Monday, so the July autocross was the day before on the 3rd. The field was light with only 38 drivers, so not only was it a bit relaxed but we were all able to have eight runs for the day. The weather was just right—not hot, not wet, not full of drivers. Out of the 38 drivers, 20 were NP (non-Porsche). Out of the Porsches, the biggest group was the Boxsters, with seven cars in two different classes. These cars are proving to be an excellent Autocross and daily driver car.

Britain Smith was not at the event, which gave someone else a chance to dominate the M01 class; Gary Chapman took the opportunity and won that class (and top time of the day) with a 32.691.

Second in top time was a very close Jared Still and Adam Griffith driving the same 1993 Mazda RX7 (somehow in two different classes) with times at 32.745 and 32.894. Gary has been having some impressive times, and you can take a computer ride in his car by visiting the



Autocross Facebook page and watching his video.

One very tight class is the S02, with two cars total. Paul Hovda and his 2004 996 had a time of 36.216 and Rick Slavin and his 1997 C4 Cab had a time of 36.226. How much distance is 1/100th of a second? At 45 mph, eight inches.

Two interesting classes were PO5 and S01. These were four street-legal modified Boxsters and three stock Boxsters. The fastest time of the two classes was Jim



Above: Nichole Hall in her yellow 914. Below left: Jim Parks in his 1986 Carrera. Below: Eric Freedle.

Pileggi in his stock 2005 Boxster followed by Jeff and Bob in their modified 2001 Boxsters, with fourth being Kyle Largent in his stock 2003 Boxster. Those four cars

were within 7/10th's of a second from each other and Jim's time was fifth best of the day, Jeff sixth best and Bob seventh best.

The NP classes are very full and competitive and have been split up a bit this year, so as not to put all Non-Porsches in one group. The NP-S class was lead by Ryan Allen in his 1997 Subaru Impreza with a 34.8 time, followed closely by Stephan Ryabinin in his super cool 1974 Datsun 240Z at 34.9.

The NP-R class was lead by Adam Griffith and his 1993 Mazda RX-7 at 32.8 followed by John McCuskey and that same super cool 1972 Datsun 240Z at 33.4 seconds.

It was a great day to race, and with the smaller group and the eight runs each, it was very relaxing—which added to the fun factor.

If you have not tried Autocross come out and take a look, an instructor can take you for a free ride to see if you like it. I'll bet you will want to come back. ■



**ENJOY MORE EVENT PHOTOS
ON NEXT PAGE**

JULY AUTOCROSS, CONTINUED



Clockwise, from top left: Ryan Allen smokin' tires in his 1997 Subaru Impreza. Drivers ready in the queue for some "early fireworks." Jim Pileggi driving the fastest stock car out there, see how far he pushes this car. Eric Freedle navigates a turn.



Mt. St. Helens Shines for Beautiful Arrive & Drive

by Jim Hosford / Photos by Jim Hosford and P.G. Lethbridge

There was a lot going on the weekend of July 9 in Portland, including car races at PIR. One of the best bets for this sunny July morning was to gather with our favorite Porsches at Shari's parking lot in Delta Park for a great arrive and drive to Mt. St. Helens.

We had 26 great cars this weekend—many 911s, Boxsters, Caymans, and one beautiful 928 and a pristine 1982, 924 Porsche. Joe McQueen and Eric Freedle

provided the drivers and navigators with tour instructions and safety information before we left the parking lot headed to our neighboring state of Washington.

The route McQueen gave us was perfect for a Saturday morning drive; not much traffic, and the country scenery was great. After a short drive, we were headed up past Lake Mervin, Yale and then Swift Creek Reservoirs. There were a lot of opportunities to view the lakes as we

passed by. With all the rain this year, everything was green.

Our last stop was McClellan Viewpoint before lunch. I have been to this vantage spot many times before, but this was the most perfect day to view of Mt. St. Helens of all the past trips. The volcano is only a few miles away and she was covered with snow; the occasional steam clouds drifted in the blue sky.

The Arrive and Drives are pretty sensible these days. All the drivers used common sense and road courtesy for other drivers. That was a good thing, too; Tom Jewett and I saw about half-dozen deer trying to cross the road on our way up the viewpoint.

A lot of the drivers made their way to Skamania Lodge for lunch, while several of us stopped in Stevenson and a “Big River Grill.” The food there was great. I had a Reuben sandwich, and it was too much to eat ... Great tip from Joe and Ginny McQueen. ■



Above: . Photo by Jim Hosford. Left: Mike Fohl's very clean 993C4S. Photo by PG Lethbridge.


**EVENT PHOTOS CONTINUED
NEXT PAGE**

JUNE ARRIVE AND DRIVE, CONTINUED




Above: Bridge over the Lewis River, near Lake Merwin.. Photo by Jim Hosford. Right: Fohl's 993 C4S. Photo by PG Lethbridge. Below: Driver's meeting behind Shari's Restaurant at Delta Park. Photo by Jim Hosford.





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Portland Historics are “A Gem in Our Backyard”

Story by Eric Freedle / Photos by Bob Schatz and Marlene MacEwan

Beautiful 75-80 degree weather welcomed the race enthusiasts to the Portland Historics. The Porsche corral continues to be the largest of the car corral groups, in spite of lower overall attendance. For those that attended, they were treated to many close race groups, especially in the Sunday big bore race event. Two late 1960's Corvettes went back and forth vying for the top spot, and the eventual winner did a spin and win, reminiscent of the Danny Sullivan effort in the 1985 Indy 500 to the delight of the crowd at the festival curves.

The Portland Historics is a setting where race fans can easily engage the historic racers. Our group was treated to a great experience while cruising through the pits. While chatting up Susan and Tom Armstrong, long time historic racers from Washington, we were invited to a tour of their incredible custom motor home/car hauler. To engage these two (in their 70's) about their race cars; the 100-pound Susan drives a big bore 60's Corvette and Tom drives the Lola was inspiring. I feel that it was a lesson on what to do in your retirement—get off the couch and do something! Looking forward to the 2012 Historics and the new attendees that should experience the gem that we have in our own back yard. ■



Top: Just one of the gorgeous vintage Porsches at the Historics. Above: The Porsche corral featured plenty of cars to peruse. Left: This eye-candy featured lemondrop headlights.

**EVENT PHOTOS CONTINUED
NEXT PAGE**

PORTLAND HISTORICS, CONTINUED



Top Left and Right: Marlene MacEwan went home with a "Best of Corral" award for her 1982 911sc Targa, photos courtesy Marlene MacEwan. Above: Trackside on the last day of racing, from turn one, photo by Bob Schatz. Right: The race from turn two, photo by Bob Schatz.



A Beautiful Day for a Drive & Hike to Opal Creek

Story and Photos by Jo Su

On almost the only sunny day so far in this non-summer season, a 911 Targa, a Cayman, a Boxster and their respective drivers met up with two SUVs and their respective dogs and drivers at the Estacada Get-and-Go market for a day of chicanery and hiking. A beautiful drive along the Clackamas River was had by all and then we drove up past Detroit Lake. At Gates, we turned right onto Gates Hill Road, four miles of exciting curves and hills before we turned towards the road to Opal Creek.

Join us in a photo essay portraying the day's events ... ■



Clockwise from above: Jim Diesel, Kai, Doug Twitchell, Haley, Jennie Gretz, Jeff Gretz, Claudia Brown, Bob and Kathleen Ellis; leftover machinery from the old mining operations; a huge old-growth tree; three Porsches at the beginning of the gravel road, at the end of the day; Kathleen at an old mine shaft near the beginning of the trail.

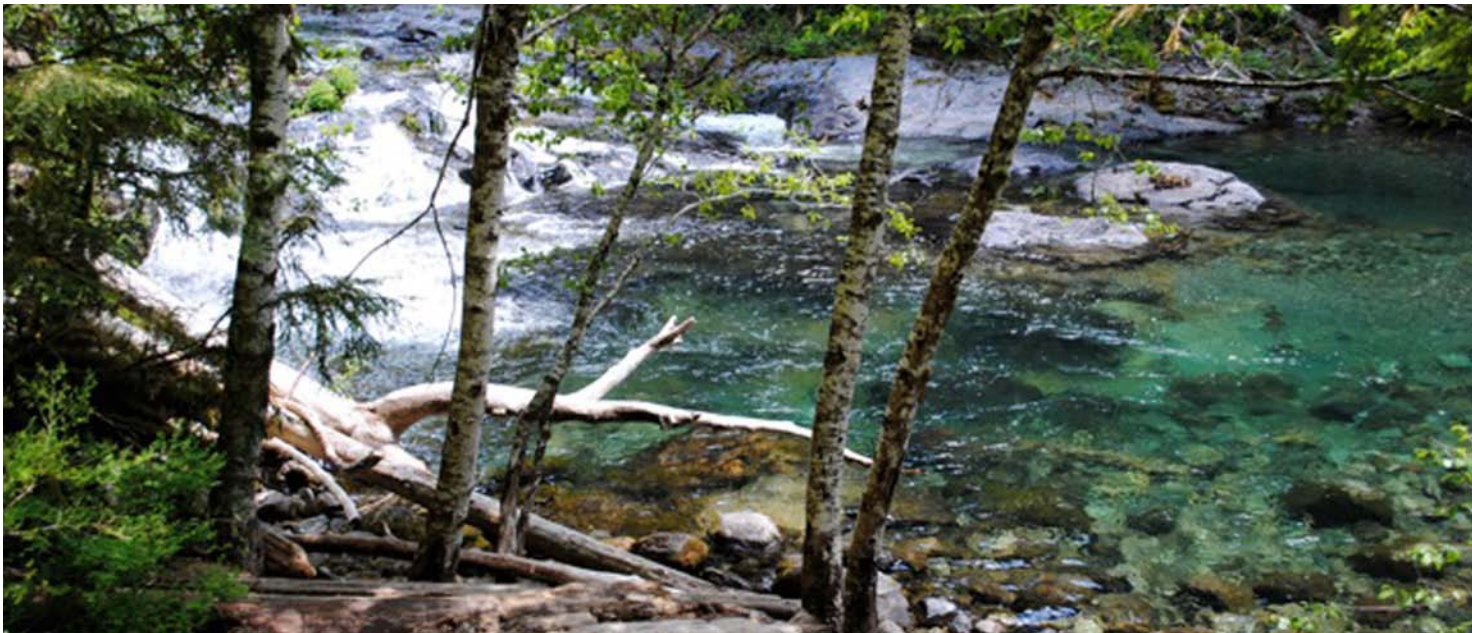


**EVENT PHOTOS CONTINUED
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OPAL CREEK DRIVE AND HIKE, CONTINUED



Clockwise from left: Opal Creek, true to it's name; Kathleen and Jim at lunch at Jawbone Flats; a view of the generator house; another view of the crystal-clear creek; Jim explaining how hydroelectric generation works.



Fun in the Wheat Fields of Eastern Oregon: aka Oregon Raceway Park

by Andy Jacobson / Photos by Andy Jacobsen, Marlene MacEwan and Curt Smith

For the second time this driving season, the ORPCA HPDE and Lapping day was held in the awesome environment of eastern Oregon.

It is always fascinating to me to drive out the Columbia River Gorge, witness the dramatic changes in landscape, and arrive in the part of the state with big, gentle elevation changes, lots of wind-powered generators, and then—smack dab in the middle of the wheat farming country outside of the sleepy (but very friendly) little town of Grass Valley, where the horizon seems endless—to find a very fun and exciting racetrack.

The folks that run the track all have an attitude of “How can we help you make your event more fun?” The “infrastructure” of the track continues to improve each time we are there. This time we found that the pit area loudspeaker system had been installed, and Marlene MacEwan’s voice from the “control tower” sounded great and extremely professional.

Eddie Nakato, from AR Auto Service in Lake Oswego, headed up the Tech Inspection and was assisted by many of our own instructors, which helped get the first day off to a good start. Andy Chenoweth led the CDI responsibilities for the event, and his wife Jeanne, along with Cherie Oldenburg, also helped in the tower.

Kim Taylor is the event chair for the HPDE activities and smoothly pulled the whole weekend together, assisted by Bill Latiolait and Dick Thomas at Pit Out and the Black Flag station.

One of the very neat things about the ORP track is that, in addition to the 400 feet of elevation changes and 16 turns, it can be run in two directions, and this weekend we ran it counter-clockwise. After two seasons of running our events in the clockwise direction, it was like driving out east and ending up at a completely different track—although the surroundings looked similar. Most of us had to re-learn the track and that’s always fun and guaranteed to keep you on your toes.



Above: Joseph Gilmore’s pit area. Photo by Andy Jacobson.

The track is very challenging, with lots of “blind” corners caused by the terrain, and many of the corners are off-camber as well. It was fun to watch drivers get comfortable with running in this direction and listen to them talk about the different challenges it presents. This is probably one of the most challenging and fun tracks on the west coast, and if you haven’t yet tried it, I would urge you to come out and try it—it’s really a blast!

The Saturday event was a traditional Instructed event with a very capable cadre of driving instructors, assisting the Novice and many of the Intermediates as well. We ended up with five passing zones on this 2.3 mile track, and most all the drivers did a great job of giving “point bys” for the faster cars so that no one seemed to be caught in a “conga line” of cars just circulating, as is the case at some events.

To me there are several things that (in addition to driving a great track with good road surface) make this event very special. First and foremost is the great diversity of the drivers. They come from all over Oregon, Washington, Canada and Idaho, and it’s a great chance to re-connect with friends that we only seem to see a few times a year. We also enjoy meeting new friends, which I’m pleased to say that happened again to me this time.

The other part that makes it special to me is not only the diversity of the drivers, but also the great gathering of the many different marques of cars.

Of course, our club is founded on our favorite marque, the Porsche, but our club enthusiastically welcomes a large variety of cars as long as they have had an annual tech inspection, and then pass our track inspection, on the day of the event. Some of the cars that showed up were BMWs of many types, Audis (including a very nice A-10), a “gaggle” of Lotus Exciges, lots of Corvette ZO-6s, an Ariel Atom, Mini Coopers, a Honda S-10, a Nissan GTR ... even a beautifully restored ’67 Camaro with late model ZO-6 running gear and tires that were large enough to challenge some steam rollers!

The drivers of all these different types of car are keen to talk about them, and show you what makes them special, and it’s fun to hear the different sounds that they all make as well. With the event being in a fairly remote location, the club includes a catered meal at the end of Saturday’s sessions for all the participants. This results in having lots more time to talk over the day’s experiences, rather than all of us simply heading for home, as we do from PIR.

At the end of the two days I saw lots of smiling faces, with many of the participants already looking forward to the next HPDE event. For those of you that missed this one, I would encourage you to come out and witness what I’m talking about; it’s really a lot of fun. ■

**EVENT PHOTOS CONTINUED
NEXT PAGE**

HPDE AT OREGON RACEWAY PARK, CONTINUED



Above: Dick Thomas' reworked, hot-motored 911 with new graphics. Photo by Andy Jacobson.
Right: Dick (aka Porsche Dick) Thomas. Photo by Andy Jacobson. Below: The end of the rainbow over ORP? Photo by Curt Smith.



EVENT PHOTOS CONTINUED NEXT PAGE

HPDE AT OREGON RACEWAY PARK, CONTINUED



Top left: Driving instructor Vern Naito with his GT3, photo by Andy Jacobson. Top right: Driving instructor Eric Wishan and his new pit helper (who's a bit of a dog), photo by Andy Jacobson. Above left, Norm Reini (BMW Event Chair) and Kim Taylor (ORPCA Event Chair), photo by Andy Jacobson. Above: The locals welcome the racers, photo by Marlene MacEwan. Left: the track as viewed from the control tower, looking northwest, photo by Marlene MacEwan.

Allure of the Automobile

Portland Art Museum, through September 11

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

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

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

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

August 6
What's Your Car Worth? Car Collectors' Inside Tips

August 7
Glamour and Gasoline

August 20
Street was Fun in '51

August 27
Museum Family Day

September 3
Building Big: Meet the Blastolene Brothers



Summer Tour & Picnic



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

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

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

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

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

Sunday, August 14

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

August Social and Dinner

Wednesday, August 17, 6 - 8 p.m.

Applewood Restaurant and Bar
2005 SE 192nd Avenue,
Suite 100
Vancouver, WA 98607
360.210.5522

Chef Peter Leigh Gallin is owner of Applewood Restaurant and bar, and a devotee to fresh, healthy Northwest cuisine. He is a graduate of the California Culinary Academy located in San Francisco, California with a curriculum focused on classical French cooking techniques. He has worked as a chef since graduation in 1988, both as a caterer as well as at numerous restaurants.

Applewood started in 1990, in Hood River Oregon and came about because Chef Peter designed and had custom built a grill that was fueled with apple wood pruned from the local orchards; hence "Applewood" was born!

Social Hour, 6:00 - 7:00 p.m.
Domestic and imported cheese platter with fruit and berries with crackers
Fresh vegetable crudité's with a tarragon sour cream onion dip

Dinner: 7:00 - 8:00 p.m.
Entrees- Guests to pre-select their choice
Pan seared boneless chicken breast medallions with a roasted garlic apple cider cream sauce with garlic mashed potatoes
Pan seared salmon filet with a Pacific Rim vinaigrette with passion fruit, ginger, lemon grass and extra virgin avocado oil with jasmine rice
Grilled NY strip steak with garlic mashed potatoes, finished with a chipotle chive butter, sauce verde and a light au jus *(guest needs to select temperature for this item)
Penne pasta prima vera with a basil pesto cream sauce



DEADLINE: August 10
RSVP via e-mail to:
socialevents@oregonpca.org



Arrive & Drive

Saturday, September 10, 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 Shari's Restaurant 9730 N. Whitaker Rd. , Portland , OR 97217 503.289.2351 (PIR exit from I-5), no later than 8:45 a.m. Drivers' meeting takes place at 9:00 a.m. sharp , but many arrive early at 8:00 a.m. for a no-host breakfast. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m. This is a no fee event.

CLUB CONTACT: Eric Freedle
secretary@oregonpca.org
503.936.0816

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.

**Club
Event**

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, August 20

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
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

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Marque Motors 503.293.5386

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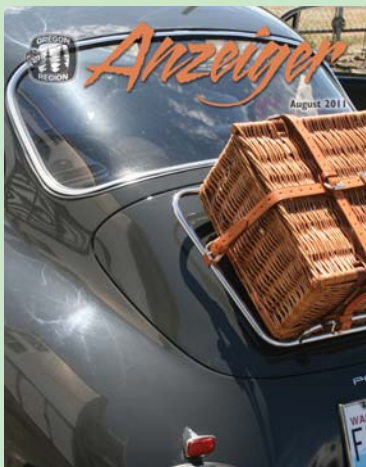
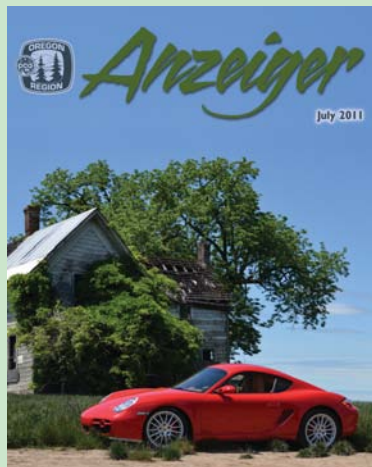
Announcing the *Anzeiger* Cover Photo Contest!

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



email us at wheelwerks@yahoo.com



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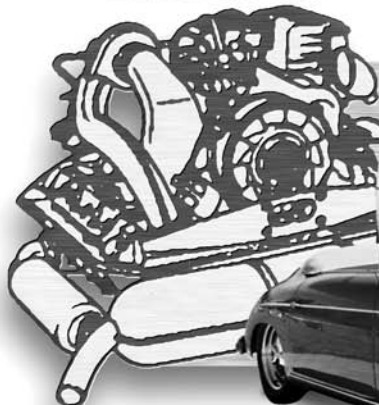
356 / 912 / 912e / 911 / 911se / Carrera
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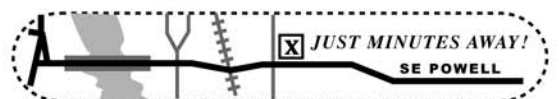
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Wilkommen

Craig Bosch
Portland, OR
2006 Cayman S

Harrison & Jacqueline
Branch
Corvallis, OR
2011 Carrera 4S

Mark A. & Hillary Gibson
Portland, OR
1998 993

Michael E. & Debi
Hartman
Salem, OR
1977 911S

Ryan & Sarah Imbrie
Beaverton, OR
2003 911 C4

Joe T. & Leslie Kamman
Portland, OR
1992 968

Alan K. Lofurno
West Linn, OR
2005 911 GT3

William T. & Derian
Lonigan
Portland, OR
1989 Carrera

Richard F. & Dorothy
Munger
La Center, WA
2004 Boxster

Laura & Jim Murray
Portland, OR
1984 Carrera

Kent A & Susan Olsen
Clermont, FL
1972 911T

James E. Piccolo & Josy
Ferguson
Portland, OR
2000 996

Edward T. Pierpont &
Gary Rogers
Eugene, OR
1994 964

Debbie A. & Christopher
Sprake
Lake Oswego, OR
1979 911SC

Mark D. Wilson &
Benjamin DeGraff
Portland, OR
2009 Cayman S



Anniversaries

5 Year Anniversary

John M. & Christine Barnes

Robert M. & Patsie Dant

David S. Hampton

Steve & Dianne Jenkins

Michael J. & Deborah Mueller

Norvin Shuster

Daniel Stockton & Aviance Anderson

10 Year Anniversary

Chuck & Julie Bergeron

Greg & Laura Kallas

Kevin & Carol Neary

Brian & Cynthia Winter

15 Year Anniversary

Brian Long

20 Year Anniversary

Dale A. & Jennifer Laird

35 Year Anniversary

Gordon & Randi Ledbetter

40 Year Anniversary

William W. Barbara Hanel

Marketplace

■ CARS FOR SALE

944

1985.1 Porsche 944 - Red/Black - 5-spd. New Rack & Pinion, driver's seat upholstery, seat belts, hood struts, power mirror. 174,### miles. Car cover, bra, mirror bras. All lights and gauges work. Factory alarm. \$4300. - Michael - 503 333 5651 or bigmarlin@mail.com (8/11)



Cayman

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

356

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

■ OTHER



New in boxes a set of four Fikse FM/5 forged alloy modular (3 piece) wheels. 7.5 X 17 & 9 X 17 with back spacing to fit Porsche 911SC & Carrera (1978 - 1989). Optional satin anodized finish on wheels, center caps and alloy lug nuts brought the total price to \$3860 plus shipping. \$3350/OBO. Cell: 503.705.5355. Gary R. Engel (8/11)

GT-3 Wheels and Michelin Pilot Sport Cup tires for sale. Take-off wheels from my 2007 GT-3 totally stock, with Tire Pressure Monitor Sensors. Only 4000 miles and wheels are in near perfect condition! Front tires 50%tread, rears have 25% left. \$2650.

mark.mueller@gmscpa.com Salem Oregon. (503)559-0385 (6/11)

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

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

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

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

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

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

■ Simpson driving shoes; size 9

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

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

EVO Motorsports 996 Turbo Airbox w/ cone filter.

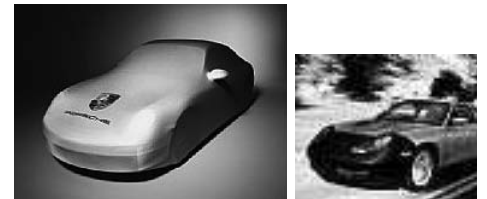
\$250.00. John S. Mazmanian, Krugerinor@hotmail.com, 503.617.4680 (5/11)

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



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

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)



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)

See page 4 for information on placing Marketplace advertising



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