



# Anzeiger

August 2012







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# Anzeiger

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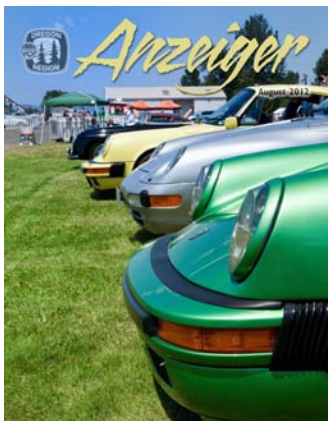
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## ON THE COVER

The Porsche corral shines at the Historic Races. Photo by John Pedersen.

## 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 36.

# Anzeiger

(an' zī ger), noun, German

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

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<http://oregonpca.org/>

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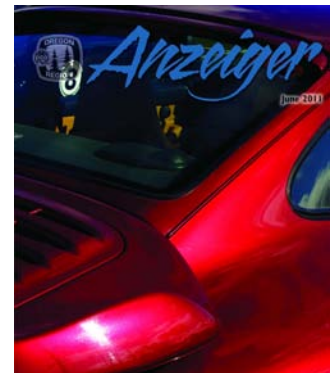
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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.

## Anzeiger Commercial Advertising

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

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# Oregon Region Events 2012



## *August, 2012*

- 5 Summer Picnic
- 11 Evo School @ Packwood
- 12 Autocross 6 @ Packwood
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 17-19 PCNA Special Event @ RMP
- 18 Drive and Hike
- 23 ORPCA/BMW HPDE @ 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*

- 2 Holiday Party
- 11 Board Meeting



## 2012 Holiday Party

**Sunday,  
December 2, 2012  
6:00 - 11:00 p.m.**

*One  
Enchanted  
Evening*

**See complete details  
on page 35**



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see a Porsche**

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## President and Members Enjoy Porsche Parade SLC

I attended Porsche Parade in Salt Lake City last month and had a lot of fun. It was pushing 100 degrees outside so I spent most of my time in the air conditioned hospitality suites inside the Little America and Grand America hotels which hosted the event. Approximately 725 cars and over 1,400 PCA members from all over the United States and Canada participated in the various tours, races and Concours events. Fine banquets were held at the end of each day during the week. I traveled with Past President John Draneas, who has attended about ten Parades over the years and also led the team that conducted the Portland Parade in 2006. One of the advantages of hanging around John is that you get introductions to all of the PCA National officers and event chairs, which was very educational to me. Also, I was able to shake hands with several members of the Porsche family who were in attendance.

Our local club should be very proud of Kathy and Bill Smalley. Kathy and Bill both won their respective classes in the Parade autocross competition. In addition, Kathy won the best time overall in the ladies division. ORPCA had about 34 people registered for the 57th Porsche Parade this year. I also want to recognize local member Kathleen Behrens who served very capably as Registrar Chair for the event again this year as she has several times in the past. Finally, Chuck and Judy Hervey from the Oregon region served as the Volunteer Committee Co-Chairs. Volunteers over the years have made this the very special event that it has become and they are what drives the success of our local club as well.



Our next board meeting is at 6:30 p.m. on the second Tuesday this month, which is August 14. We now meet at Dangs Thai Restaurant in Lake Oswego which is in the downtown area, with the main entrance off of Highway 43. We formerly held our meetings at Mandarin Palace in Beaverton and felt that the new venue would be a more convenient drive for the board and our members. The room is comfortable and the food is good, too!

The planning process for 2013 is a critical one and ensures that events are held each year that best serve the desires of our members. It also helps to more evenly space out the events and reduce the overlap that always seems to crop up, particularly during the busy summer months. Please refer to the website and email blast for additional information and alerts with regard to this upcoming process. We look forward to hearing your ideas for proposed events next year! Your proposals will be put before the board and if you can propose a team to lead the event and it fits our overall club budget we most likely will be able to approve it. Please email your suggestions to [president@oregonpca.org](mailto:president@oregonpca.org) and I will share them with Doug Twitchell and his team who will be making the final event recommendations to the board. *(Continued on next page)*



## PRESIDENT'S MESSAGE, CONTINUED

*(Continued on next page)*

**A**t the July board meeting the board approved a motion to publish the annual calendar without many of the club events posted as we have always done in the past. The reason for this is that many of these events change their dates and venues, and use of the calendar can mislead members if you don't check the website for updates. We also will be soliciting members for photos to be included in next year's calendar.

We are putting the finishing touches on our ORPCA Marketing Partner Opportunity Guide which we will use with existing and prospective advertising partners for Anzeiger and our ORPCA website. Member EC Mueller continues to lead the team that is getting this job done. We are updating our Google analytics data so that our advertisers can better understand how our club drives more sales revenues to them and more than offset their annual cost of advertising with us.

A new website addition was also approved by the board at the July meeting. The membership roster for the club is now posted in the private Members area of the website. As always, members have the option of whether or not they wish to have their name in the printed annual directory and the website list. They need simply to update their profile online. We recommend members look at their profiles and update them at least annually in any case!

As always, please check the ORPCA website for updates on upcoming events this summer and fall. Load them into your calendar now. Registration for many events is simply a matter of logging on to [motorsportreg.com](http://motorsportreg.com) and this website allows you to sign up many months in advance.

Come out and join us!

-Jim ■

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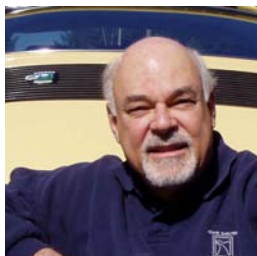
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## To Use Premium or Not to Use Premium ...

**L**ast month I raised the question of whether you had changed your driving habits as the result of rising gasoline prices. Here's another fuel-related question: "Do I really need to use Premium in my Porsche?" The website [PorschePurist.com](http://PorschePurist.com) took up the subject; here's the link to some interesting comments: <http://993c4s.com/cars/how-to-close-porsches-hood-trunk/> The link to the gas discussion is at the bottom of the page.

**A**s powerful as an army, as agile as a Porsche!" That's how the lifestyle magazine *Real Simple* describes what must certainly be the most exotic—and expensive—home vacuum cleaner on the planet. Manufactured by the German consumer products firm Miele, the new vacuum "navigates corners effortlessly" and will set you back a mere \$7,250. Details at [www.mielestore.com](http://www.mielestore.com).

**R**ecently, I wrote about the new prototype four-cam V8 designed and built by Alois Ruf, the German entrepreneur who builds and sells hot Porsche-derived specials. Now, his V8 has been stuffed into the tail of a 911 and track tested. The question I posed back then asked "Is this the engine that Porsche needs to keep the 911 competitive?" Of course, there's a political aspect to all of this. Does Porsche have a "NIH" ("Not Invented Here") mindset, and thus be unwilling to perhaps buy the design because it didn't come out of Weissach? Should Porsche simply offer to buy RUF? Here's a link via *9Magazine* ... <http://www.9magazine.com/video-ruf-rgt8-ctr3.htm>

**O**ne of the sorry little secrets of auto racing concerns the source of the money that supports some privateers. Racing is very expensive if you want to run with the big guys. You may recall the IMSA scandals of the 1980s, wherein several well-known and very successful drivers were implicated in narcotics trafficking. John Paul Senior and Junior, a couple of the Whittington Brothers, and a few other drivers were convicted of laundering drug money so they could feed their racing habit. They were kicked out of racing and served prison terms, or as in the elder Paul's case, a life term. A friend and fellow journalist will soon publish a detailed history of those sordid years. More recently, there was at least one instance of a NASCAR driver who went to prison for drug dealing. Now, there's a hint of white-collar crime as well. Earlier this year, the Federal Trade Commission accused a wealthy Midwest semi-pro racer of funneling profits from his multi-state payday loan-sharking business into his sports car racing team, which had won his class at Sebring just a few weeks before. A figure of some \$40 million was mentioned. At this writing, the businessman claims his dealings occurred on Native American land, and are thus not subject to federal law. The Feds disagree. Stay tuned.

**F**inally, some evidence that you can still do a bit of shade-tree wrenching on your late-model Porsche: A link to a tutorial on changing spark plugs in a V6 Cayenne: <http://993c4s.com/advice/maintenance-tips/porsche-cayenne-spark-plug-change-tutorial/>

Until next time, Drive safely! ■



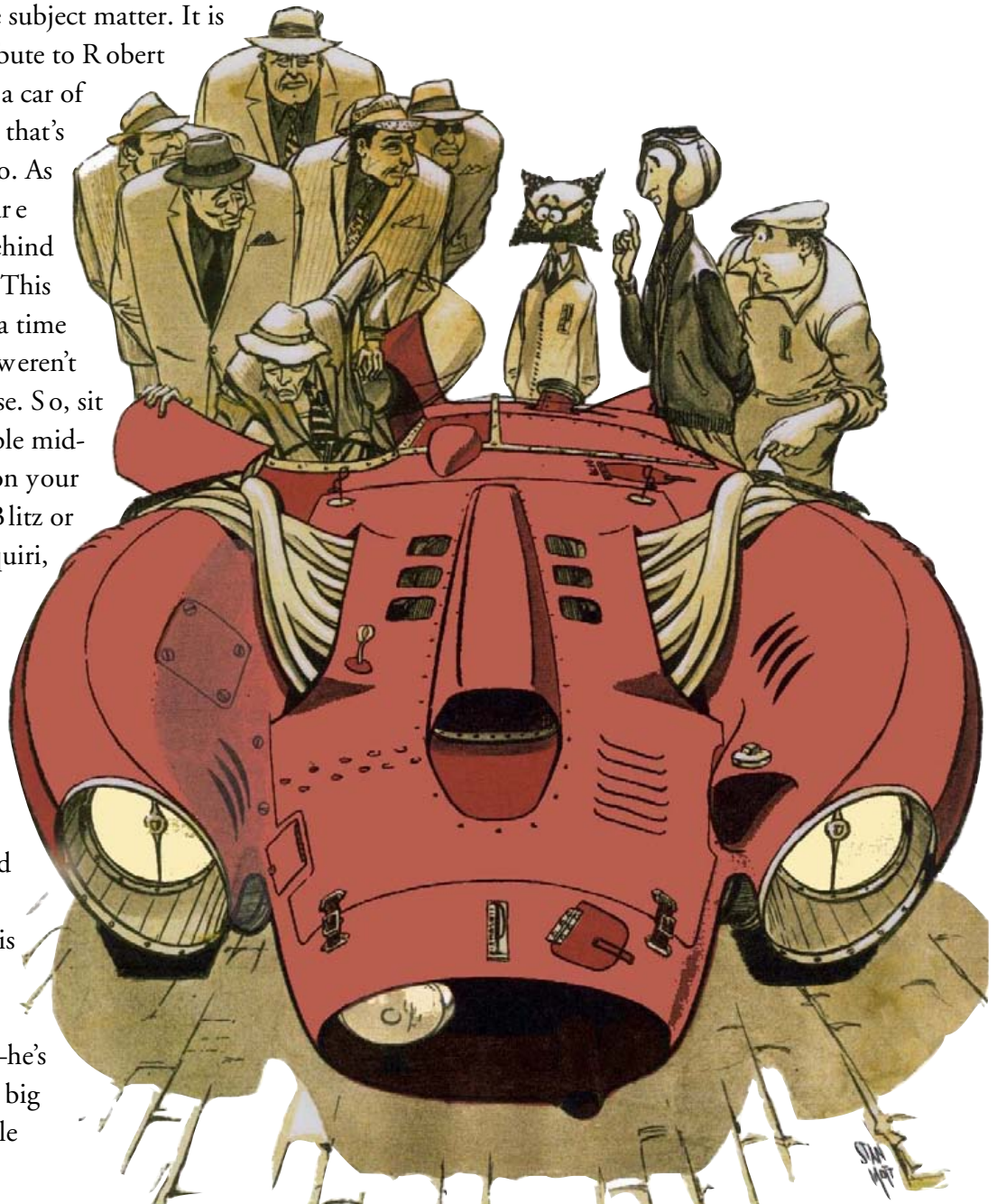




## A Lesson in Sponsorship Retold

The car you see below is the now famous Grand Prix Pignatelli, a fictional car created by Robert G. Laurie and illustrated by Stan Mott. As you can see, the car is spectacular and was even more so to yours truly, who laid his eyes on it for the first time 54 years ago. Stan was recently honored at the Amelia Island Concours for his illustration of the car but Robert G. Laurie (in quotes below) has not been seen or heard from in many years, even by Stan; a curious fact given the subject matter. It is then that I pay a personal tribute to Robert and Stan as well for creating a car of dreams and a cautionary tale that's as fun now as it was years ago. As much as the lines of the car are outrageous, so is the story behind it (in condensed form here). This was written long ago during a time when, I fear, things like this weren't supposed to be written; or else. So, sit back in your most comfortable mid-century modern chair, turn on your bullet lamp, hoist a glass of Blitz or Schlitz, a Manhattan, a Daiquiri, or Vin Rose, and read on.

The original GP Pignatelli made its debut in the first of six articles starting in the May 1958 issue of Sports Cars Illustrated. The story ("Charlie Lucky and the Grand Prix Pignatelli") is told by one Joe Provone, the son of a gas station owner, and his uncle, Dino Partelli. As Joe describes him, "... the big man in Queens. You know—he's got the Teamsters and all the big Books. But, he's really a gentle  
(Continued on next page)



## SPINNEN, CONTINUED

*(Continued on next page)* guy—he grew up with the old man in Palermo, in the old country, and he likes cars and racing.”

Joe pumps gas for his dad during the week and does a bit of tuning and racing on the weekends. He was doing really well in production racing and, as he puts it, “Some of the Right People—the gentlemen drivers—didn’t like a gas station boy being a winner in the National Championships—but they didn’t say anything—just didn’t invite me to lunch at Chanter use. And I was too busy to have my feelings hurt anyway. And a lot of other guys got a charge out of Joe Provone winning, you know, with no trailer trucks, or red nylon coveralls for the girls, or cocktail par ties.”

One day at a race, Uncle Dino shows up and is impressed with Joe’s performance. Figuring if Joe had a really good car and he makes a few well placed bets, it’s a win-win. Dino later tells Joe, “So it’s easy, kid. We buy you a Maserati. The latest. The best. And you win.” But Joe tells him that Maserati is tied up by another guy who gets all the factory stuff after the team is through with it. It’s the same with Ferrari, Jaguar and Mercedes. Pignatelli doesn’t sell their cars, but is a sure thing for the FIA Manufacturer’s Championship. Monday morning Dino shows up at the gas station and listens to Joe go on and on about driving hot machinery and how he could whip the big boys with all their money.

A few days pass when a black Limo pulls up to Joe’s door and he’s “invited” to see Dino. Dino has been making calls to Italy and has located his party, Charlie Lucky, and the following conversation ensues: “Goldie? Dino. The other guy there? No. Personal. Lemme talk. Charlie? Dino. I want you should do me a favor. You know Pignatelli. I want you should buy me a car. Charlie, don’t hang up. Only you can buy it. They won’t even sell to Frank. Yeah, a red one. Like the races. Look, I’ll put on the kid—he’ll tell ya. Make Max write it down. No—what happen? He fell? All the way into the ocean. From back there? Tsk Tsk. All right, I’ll put him on.” Joe gives Charlie the details of the car Dino would like to buy.

Three days later, Joe is on a plane to the Pignatelli plant in Turin to meet Goldfarb & Goldfarb, Attorneys at Law, and Charlie (see above, the guys on the left) who are “All very Latin, very sharply dressed, very big, very quiet and very loaded with artillery. All except one, who is a slight, middle-aged man rather quietly dressed, with an old fashioned snap brim fedora pulled down over one eye like Jimmy Cagney used to wear in the movies. I didn’t know you could buy such hats anymore. And then I realize this is Charlie Lucky himself.”

The man pictured between the attorneys and Joe (with helmet) is Dr. Ing. Zucari. He is the chief engineer and designer for Pignatelli. As Joe says, “Zucari and a bevy of mechanics showed me the insides—12 cylinders in a Vee, 5 1/2 liters big, gear driven overhead cams (four of ‘em), fuel injection, desmodromic valving, 12 little motorcycle magnetos stuck up under the hood, brakes as big as the wheels in front and a big flat disk brake mounted amidships in the rear. When I started it, it sounded like four express trains caught in a hotel bathroom.”

So Joe takes a test drive around the track with no guts to get beyond first gear. Getting out, he’s intimidated by the car when suddenly Charlie jumps in and takes off. Again, Joe describes the scene: “In spite of all the noise, I swear I heard him blow that silly little beep-beep of a horn just before he caught a mechanic on the offside fender and threw him 50 feet in the air. By the time the guy hit the ground, Lucky hit the first corner and he must have been doing

*(Continued on next page)*



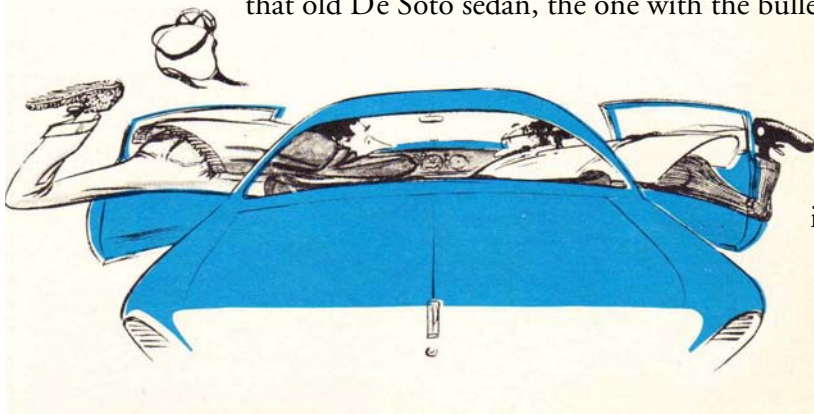


## SPINNEN, CONTINUED

(Continued from previous page) 100. The car didn't swerve a bit as the brakes took hold—what a fabulous suspension!—but in all the excitement I guess he forgot to steer. He went straight as a die, more slowly now, right up the high bank of the track and off into the setting sun ...

"When I saw the orange flames and the black smoke shoot up behind the hole in the fence, I knew they wouldn't need a driver for that particular car anymore ... So I stepped into a little Gran Turismo Pignatelli at almost the same time Dr. Ing. Zucari got through the other door. He gave me the hand signal for "speed" in true Factory Team manner, and off we went." Joe and Dr. Zucari split for the airport. Zucari heads for Argentina and Joe returned home to never again service sports cars at the gas station.

That gas station is where the story begins, and ends, with Joe's words, "You want me to drive your Porsche? I'll drive it. But, get it tuned someplace else. I'll meet you in the paddock on practice day ... A couple of ugly-looking fellows told my old man not to sell gas to sports cars any more. Seems the noise and the traffic were running down the neighborhood ... I can take a hint. So that's why I'll meet you at the course. You'll recognize me. I'll be driving that old De Soto sedan, the one with the bullet-proof glass."



So that's the tale, or legend if you will, and now you're one of the cognoscenti. Keep it to yourself. Otherwise you may be visited by dark-jowled men in pinstripe suits at 3:00 a.m. asking if you've seen this car and especially if there was any white powder in the cylinders. As for me, I don't know anything about anything and I didn't write this. Capisce?  
KEEP SPINNEN. ■

## Remembering Norm Reini, A Friend to All



**O**n May 23, 2012, we lost Norm Reini, a great man who was part of our track community. He had been instrumental in making the ORPCA and BMW ACA HPDE programs cohesive and safe for all participants regardless of their marque. I will remember him as a smiling face who had a positive way of handling any situation. He was always prepared for any situation, and would do anything for any one—before they even knew they needed it.



Norm never knew a stranger; he was always kind and gentle. When you come to an HPDE with ORPCA or BMW ACA, know that there will always be a piece of Norm there.

He will be missed by us all. I feel honored that I got a chance to know him.

—Kim Taylor

# Autocross 5: An Outstanding Midseason Event

by Michael Pinto / Photos by Michael Pinto and Dave Somdalen

**A**nother month has passed, and that means another ORPCA autocross has taken place. ORPCA traditionally has an autocross around the Independence Day festivities, and this year was no different with Sunday, July 1 providing the stage for the fifth autocross of the season, officially putting us over “halfway” done. The weather was sunny and hot, and that led to great participation and competition!

Newcomers Doug Twitchell, who brought his 2006 Cayman S to the S02 class, and Andre Perra, in a 2010 GT3 for P05, both came out and enjoyed solo victories. It's always great to see new faces, and even if the season is half over it doesn't mean that you can't come out! Every course is different, and guaranteed to provide smiles.

The always hotly-contested S01 class saw perennial hot-shoe “Racin Rick” Slavin make it five-for-five, with Bryan Brock just .6 back bringing the heat. Newcomer Bryce Bederka impressed with a third place finish. Barry Cogut took the solo P04 victory on his way to traveling to Salt Lake City for the 2012 Parade.

Jeff Gretz took P03 over Bob Schatz, both in their 2001 Boxster S models. P02 was absolutely on fire, not only with each other, but for the overall top times! Bill Thorp took the win, his third in a row) by just 0.125 seconds over

Kathy Smalley! The crazy thing is that Bill's time was good enough for third overall, and the just over a tenth spread to Kathy placed her seventh overall. That's some seriously tight competition!

Your author once again borrowed the ever-beautiful 914 of Todd Averitt, taking the win in the I01 class and placing 13th overall. Thank you again, Todd, for providing such a capable car!

NP-S had 26 entries, including newcomer Chris Wold in a new Subaru BRZ. This car, and its twin (the Scion FR-S), is front-engine,  
*(Continued on next page)*



Above: Photo by Dave Somdalen. Below: Car #99, Gary Chapman, M01, First - FTD, photo by Michael Pinto.





## AUTOCROSS, CONTINUED

(Continued from previous page) rear-drive, 2+2 sports car with specs nearly identical to the 944S/S2, and it was really competitive with an eighth in class. Still had the new car smell, and the optional automatic. Trevor Turner-Rice earned the victory in his BMW Z4, vaulting him into the points lead (by one point!). Danny Ren got a hard-earned runner-up position before he snapped an axle in the heat of the day. Jeff Peterson's new Miata seems to be broken-in well, taking the last trophy spot in sixth.

The big question on everyone's mind, though, was "Will a Porsche finally take TTOD?" Of course, that battle can really only be won by the M01 Porsches or the NP-R racecars. Ethan Ott and Jeremiah Church brought a brand-new Lotus 7 clone (with Honda S2000 power) for some testing and tuning and were hampered by a noisy exhaust, yet they still grabbed second and fourth in class. Stephan Ryabinin in the past-winner LS1-powered 240Z was third, and newcomer Tim Hill brought a gorgeous FD Mazda RX-7 home in first with a 36.670.

Ultimately, though, the day belonged to Porsche—specifically Gary Chapman, who not only won M01 (and closed the gap in the points), but also his first TTOD of the season with a blistering 35.390 on fresh tires. Gary had a few spins early while learning the new rubber, and once he found the edge he was able to stick some just magical runs, dancing the lithe 914/6 through the cones! Points leader Greg Olsen not only nabbed second in class with a 36.128, but also was second overall for a Porsche one-two punch in the summer heat! With Bill Thorp's 0.044 quicker time over Tim Hill's RX-7, it was actually an all-Porsche podium overall for the first time in recent memory.

All in all, it was yet another outstanding event, with everybody getting 10 runs each, lots of smiles, and plenty of hot action on the track. Why don't you join us August 12 in Packwood for event #6 or September 9 at PIR for event #7? Loaner helmets are available,—just bring your car!

Full pictures of the event can be found at: <http://www.facebook.com/CascadeRacing> ■

Below: Driver's meeting, photo by Michael Pinto.



**See more Autocross photos on the following page**

## AUTOCROSS, CONTINUED

Right: Car #25, Todd Averitt, I02, second. Photo by Michael Pinto. Below: Starting line, photo by Dave Somdalen. Below right: Photo by Dave Somdalen. Bottom: Car #27, Andre Perra, P05, First.







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21916 Ferry Rd. SE, Stayton, OR 97383 1.877.489.2520 [car@wvi.com](mailto:car@wvi.com)



## Portland Historics 2012: A Gem in Our Backyard

Story by Eric Freedle / Photos by Eric Freedle and John Pedersen

**T**he Portland Historics always seem to bring out race enthusiasts from all over the Northwest. We were treated to roughly 200 historic race cars from a wide variety of classes and engine displacements. Even though the Historics celebrated the 50th anniversary of the MGB, the special race group of Formula 1 cars from the 1970s and 1980s seemed to gather the biggest attention.

Some excellent entries included a Porsche 908/3, a McLaren M8FP, the Jagermeister 1973 BMW CSL, the 1978 Wolf WR6 F1, the quick 1979 Ensign N-179, and Ernie Spada's 1974 IROC Porsche RSR. There were some beautiful vintage Porsches out exercising their heritage!

In spite of the event being between the 4th of July and the weekend of the start of the Porsche Parade in Salt Lake City, we did see about 20 Porsches fill our corral on the very warm weekend. Even though the attendance was off from the previous years, all attendees seemed to enjoy what a great event that we have in our backyard. Thanks to Lloyd Weisz and Ali Smith for their help and support over the weekend. Bring your hat, sunscreen and your favorite Porsche to next year's Historics. You'll be glad you did! ■

Top: 356 nose. Photo by John Pedersen

**See more Historics photos on following pages**



## HISTORICS, CONTINUED



Top: Photo by John Pedersen.  
Left: Best in corral, 1986 Carrera.  
Photo by Eric Freedle



## HISTORICS, CONTINUED



Top: A Porsche lineup. Photo by Eric Freedle. Left: Photo by John Pedersen. Above: Todd Averitt's nimble 914 AX-er.



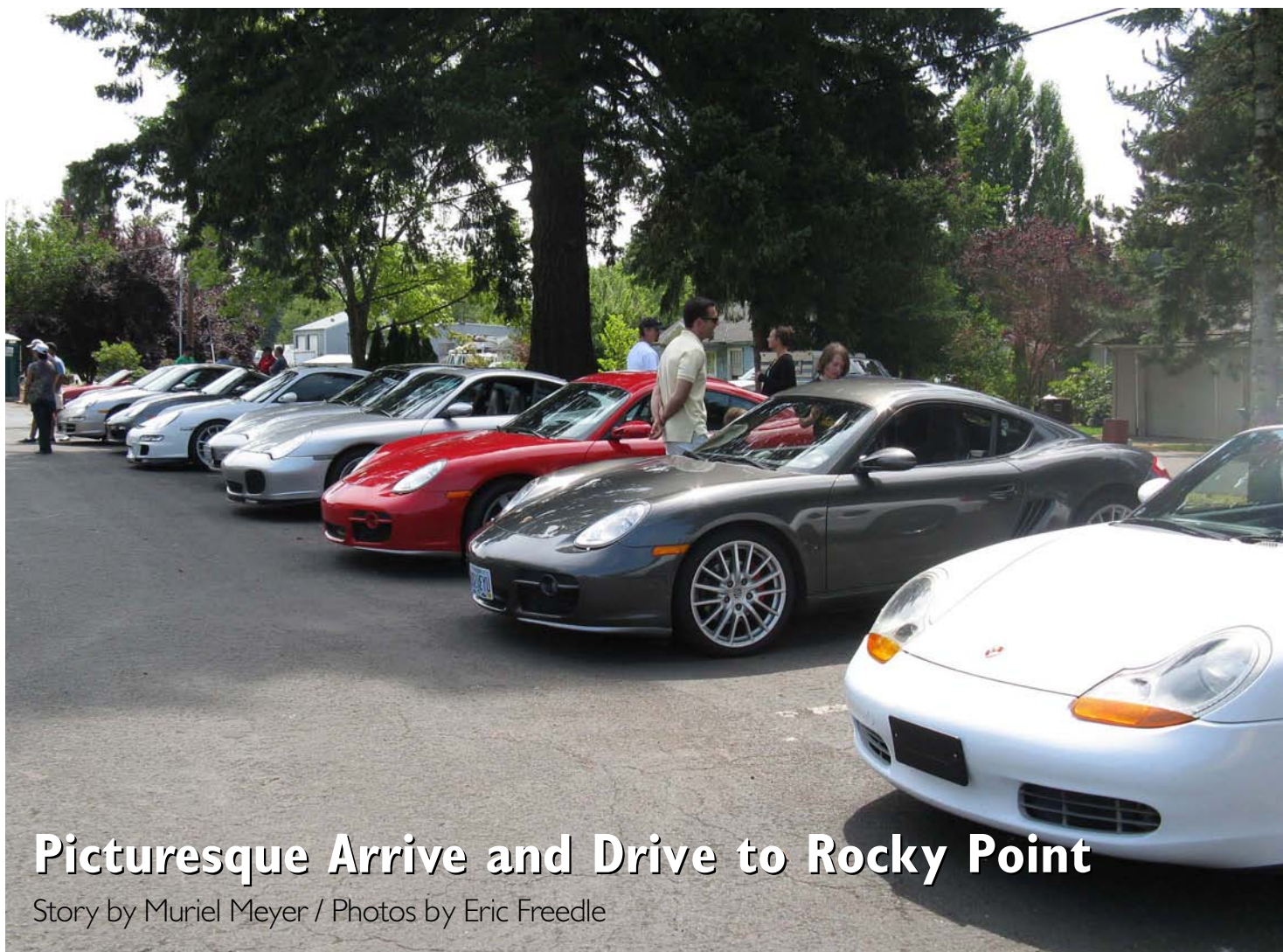


# HISTORICS, CONTINUED

Below: 141 In chicane. Photo by John Pedersen,  
Right: Caymen R, R-U Ready? Photo by Eric Freedle.  
Bottom: Ernie Spada's IROC RSR @ speed. Photo by  
Eric Freedle







## Picturesque Arrive and Drive to Rocky Point

Story by Muriel Meyer / Photos by Eric Freedle

**T**wenty-nine Porsche drivers and 18 navigators arrived at Shari's Restaurant by PIR on Saturday, July 14, for the monthly Arrive and Drive. After signing waivers, and a brief drivers' meeting which covered our routes for the drive, we scrambled to our Porsches to start our engines.

With my spirited driver behind the wheel of our Cayman S, and I as navigator with route in hand, we headed out of Shari's at 9:15 a.m. and proceeded to St. Johns towards Germantown Road and Skyline Road for thrills, hills and plenty of twisties to digest.

This is a good route to test one's driving skills; however, we did find some of the roads with some possessive cyclists and slower vehicles, but all shared and enjoyed the road. The Rocky Point Logie Loop seemed to be a bit of a challenge at times with its narrow, uneven pavement and sharp curves. However our Cayman S handled it like the mid-engine machine that it is. Now I know why Ferdinand Porsche said, "These cars are meant to be driven, not polished." Also, my driver seemed to be one with the car's handling, while I just continue to navigate from the passenger's seat enjoying the ride.

It was a picture perfect day with good weather, great roads and picturesque country, while traveling with a group of proud Porsche owners. The river view from Rocky Point was spectacular, too.

The route ended along the Cornelius Pass with a short drive onto Hwy. 26 for lunch at Cornelius Pass Roadhouse. Thank you, Steve, for all your work on this fun route. The next driving event is the Summer Tour and Picnic on Sunday, August 5. Reservations required. ■

Above: Porsches cooling off. Photo by Eric Freedle



## ARRIVE AND DRIVE, CONTINUED



Top: Carol Welch's beautiful Carrera GTS. Above: A classic 993. Right: Steve Lyon discussing the route.





## High Performance Driver Education at Oregon Raceway Park, July 19 & 20

Photo Gallery by Richard Nile



**See more HPDE photos on following pages**



HPDE, CONTINUED



## HPDE, CONTINUED





# Summer Tour & Picnic

Sunday, August 5



**P**lease join us on Sunday, August 5 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 ends at a beautiful winery in the Dundee Hills. We'll have another exceptional catered gourmet lunch with tastings of Estate-Grown Pinot Noir and Pinot Gris wines. This year wine tasting, wine with lunch, and beer is included.

Reservations are now closed. This event is limited to 40 cars so if you're registered, we'll see you there!

For questions, please contact Jeff Gretz at 503.915.2364 or [jgretz@onlinenw.com](mailto:jgretz@onlinenw.com) ■

**Club  
Event**

Below: Photo from Summer Picnic 2010 by Bob Ellis





# Evo School at Packwood Hampton Lumber Mill

Saturday, August 11

**T**he Oregon Region Porsche Club is working in conjunction with Evolution Performance Driving School to put on a Phase 1 and Phase 2 Driving School. The school will be taking place on August 11 at Hampton Mills in Packwood, WA.

Phase 1: This program is great for anyone from seasoned veterans to complete newbies, and features 24 runs with Evolution's team of national caliber instructors. Lead instructor for this weekend of schools will be Tom Kotzian. Tom is a multi-time SCCA National Champion, a member of the PCA, and has over 30 years experience in multiple car configurations.

The "original" Evolution program was developed by the McKamey Autocross School. This first step in the Evolution is where all students start, regardless of experience. The day-long 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 drivers 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, Phase 1 skills will improve your overall driving abilities.

Note: All students must provide their own two-seat vehicle for the day. Two-driver cars are welcome. Students will also be required to work on the course during part of the day, although they may bring along someone to cover their work assignments if they so choose. Here is the link for Phase 1: <http://www.evoschool.com/index.php?page=oregon-region-of-the-pca-phase-one-packwood-wa-2>

Phase 2: This program is great for anyone who has taken Phase 1, and is ready to take their driving to the next level. Phase 2 features 24 runs on four different courses. Building upon the skills learned in Phase 1, Phase 2 takes the driver into new areas of mental race preparation, allowing the Phase 1 skills to be applied as second nature. Various driving exercises are conducted throughout the day to improve the driver's visual and mental imaging of the course, resulting in quicker lap times.

This course has worked "magic" in reinforcing the importance of Phase 1 skills and transferring those skills to every autocross course you may encounter. The Phase 2 track design is not the same as used in Phase 1 and generally has higher speed sections.

Note: Phase 2 students must first have completed the Phase 1 Program. As in Phase 1, students must provide a two-seat vehicle for the day, and will be required to work course during part of the day. Here is the link for Phase 2: <http://www.evoschool.com/index.php?page=oregon-region-of-the-pca-phase-two-packwood-wa-2>

This is a GREAT school put on by some wonderful people. You will be amazed by the things that you learn, and then are able to demonstrate at the ORPCA Autocross on Sunday August 12, also at Hampton Mills. ■





# 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: July 1 at PIR

August 11/12: AX 6 @Packwood

September 9: AX 7 @ PIR

October 20: AX 8 @ PIR

Club  
Event

# August Social & Dinner

Wednesday, August 15, 6:00 to 8:00 p.m.

## STONE CLIFF INN RESTAURANT

17900 S. Clackamas River Drive

Oregon City, OR 97045

503.292.0119

Hosted by: Chuck and Judy Hervey

Social Hour: 6:00 - 7:00 / Dinner Hour: 8:00 p.m.

**Club  
Event**



**N**estled amid the old growth, in a backdrop of cliffs and huge basalt boulders, the majestic Stone Cliff embodies the true spirit of the Oregon story. Guests bask in the sun on the traditional hand crafted deck, while gazing at the spectacular Clackamas River as it lazily twists its way towards civilization.

Known for its unique, prepared from scratch recipes, The Stone Cliff Inn is where you can find the best that Oregon has to offer. Please select one of the following ENTREES (\$30 Each Includes Gratuity):

Starter: Stone Cliff Classic Caesar Salad

1. Hazelnut Chicken – Pan fried hazelnut and breadcrumb crusted chicken topped with creamy gorgonzola sauce and served with roasted garlic mashed potatoes, seasonal vegetables.
2. Bourbon Sirloin – Hand cut USDA choice top sirloin steak grilled to order, smothered in our bourbon glaze, served with roasted garlic mashed potatoes and seasonal vegetables.
3. Pacific Coast Stuffed Ling Cod – Ling Cod breaded and stuffed with Dungeness and sweet red crab stuffing, served with a roasted red pepper hollandaise sauce. Served with roasted garlic mashed potatoes and seasonal vegetables.
4. Fettuccine Alfredo – Fettuccine pasta in a traditional rich heavy cream sauce, tossed with garlic, garden herbs, parmesan cheese and a hint of nutmeg. If you would like to add grilled chicken, please let us know.

RSVP WITH MENU CHOICE: [SOCIALEVENTS@OREGONPCA.ORG](mailto:SOCIALEVENTS@OREGONPCA.ORG)

DEADLINE FOR RESERVATIONS: AUGUST 8, 2012. ■

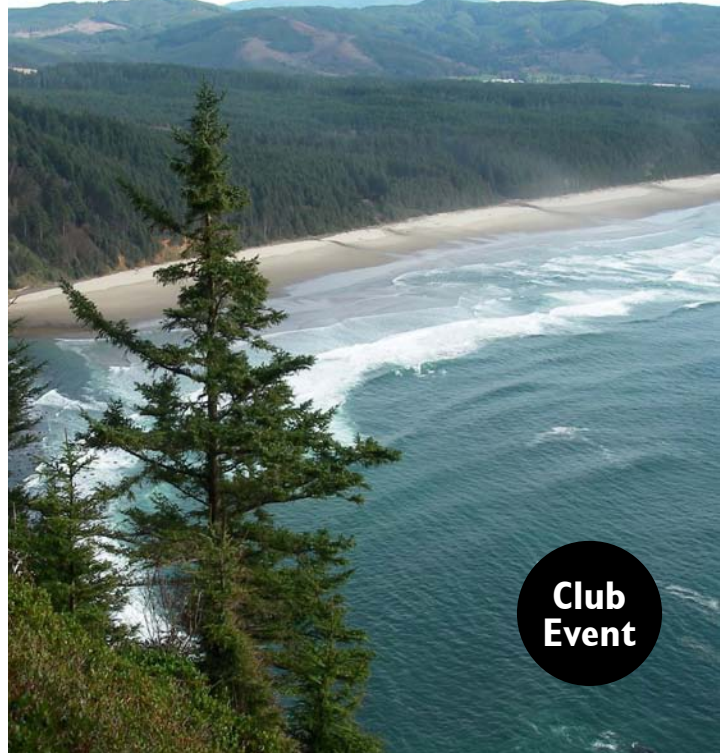
# August Drive and Hike

Saturday, August 18

**W**ant to go on an incredible drive through beautiful forested country, peaking in an amazing hike with incredible views?

Join us on Saturday, August 18, 2012. We're meeting in Carlton, OR for a 60+ mile drive through the Tillamook State Forest to the Cape Lookout State Park. There's no charge for the drive. Things to remember: water, lunch, your camera, hiking boots and binoculars. This will be an all-day event. Sign up or send questions to the event leader at [CapeLookoutDrive@gmail.com](mailto:CapeLookoutDrive@gmail.com). Details on the meeting place and time will be sent closer to the event date to those who sign up.

Cape Lookout is a narrow, cliff-edged cape that juts two miles out into the Pacific Ocean and is located just 12 miles southwest of Tillamook. We will hike 2.4-mile (with 400 feet of elevation gain) moderate trail to the viewpoint at the Cape's tip and return on the same trail (the trail may have muddy spots unsuitable for tennis shoes). ■



**Club  
Event**



# ORPCA/BMW HPDE at PIR

Monday, August 27

**J**oin ORPCA and BMW ACA on August 27 at Portland International Raceway for this HPDE event.

Registration for this event is on [motorsportreg.com](http://motorsportreg.com) for anyone with a track-worthy car.

Please take some time to review the event on [motorsportreg.com](http://motorsportreg.com) or our new and improved website ([www.oregonpca.org](http://www.oregonpca.org)).

We will have four run groups with instruction available.

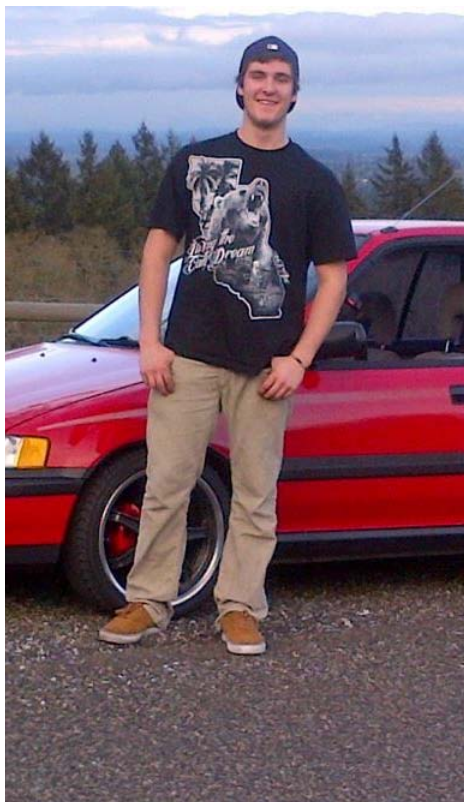
We all look forward to seeing you all out there enjoying learning the limits of your cars!

If you have any questions that are not answered on our website or [motorsportreg.com](http://motorsportreg.com), please email Kim Taylor at [hpdechair@oregonpca.org](mailto:hpdechair@oregonpca.org) or Tom Whiteley at [hpderegistration@oregonpca.org](mailto:hpderegistration@oregonpca.org) ■



## Tire Rack Street Survival Teen Driving Program

Sunday, September 30



**O**n Sunday, September 30 at Portland International Raceway, the Sports Car Club of America (SCCA) Oregon Region will host a Tire Rack Street Survival driving school. During this one-day class, students gain valuable new skills to improve their driving techniques on the road. They will be behind the wheel of their own cars, driving through real-world exercises, with an instructor in the next seat to provide feedback.

Due to the generous sponsorship of the Tire Rack, the SCCA Foundation, the BMW Club of America Foundation, Michelin Tires, and the ZF Group—along with 100% local racing community volunteers—the total out of pocket cost per student is only \$75!

Licensed drivers age 16 to 25 are eligible to participate. Students must supply their own vehicle in safe, running condition, along with proof of insurance, and a valid driver's license. 15-year-old students with valid learning permits and a minimum of six months driving experience are also eligible to participate. Note: due to insurance regulations, SUV's, vans, and trucks participating in this program must be equipped with electronic stability control.

Spaces are limited, so please sign up soon at <http://streetssurvival.org>.

Region contact: Jim Weidenbaum, Oregon Region SCCA, Street Survival Chair 210.241.5529 [streetssurvivalpdx@hotmail.com](mailto:streetssurvivalpdx@hotmail.com) ■



# Covered Bridge Tours 3 and 4

Saturday, August 25 and Sunday, August 26

In 2009, some of you joined us for the Covered Bridge Tours 1 and 2, which included the option of staying overnight at the Oregon Garden Resort.

This year we decided to visit bridges again with Covered Bridge Tours 3 and 4 based on the same format. Each day's drive stands alone so you can join us for either Saturday or Sunday or you can run both days.

For those that would like to stay overnight between the two days of driving we have made arrangements with the Village Green Resort in Cottage Grove. Please refer to the information on lodging provided on the events page of the ORPCA website. Watch this video!  
<http://www.villagegreenresortandgardens.com/Video.htm>

As for the route ... The drive on Saturday will start in south Salem and over the course of 256 miles visit seven covered bridges. Sunday will give us the opportunity to explore 253 miles of roads connecting eight covered bridges, with an option for two additional covered bridges. Everyone should be back in the vicinity of the starting point in south Salem by 4:30.

Many of the roads we will be traversing have nice twisties, but they are also skinny with non-existent shoulders, and trees and bushes close to the pavement that limits visibility around corners. We encountered dogs, cats, farm equipment, deer and an elk—but not too many cars. As much as many Porsche owners enjoy driving fast, this may not be the tour to do so; however we do like to get through the corners in a spirited fashion and plan to enjoy driving them.

**Cost:** All expenses will be on your own with the possible exception of prepaying for Sunday lunches which will not exceed \$15.00 per person and the cost of route instructions.

Mark your calendar and make your room reservations.

The number of cars is limited to 30. Get your car checked out – make sure you have good tire tread and plenty of brake pad.

**Contact Bob Ellis at**  
[bob@kelandscape.com](mailto:bob@kelandscape.com)  
by July 25 if you plan to participate. ■





# 2013 ORPCA Calendar Photos Wanted!

**P**lease send us your best photographs (multiple photos are welcome) for consideration in the 2013 Porsche Club calendar.

And please use the following guidelines as you compose your Porsche pictures:

- Most importantly, the pictures need to be in landscape (horizontal) format, high resolution and JPEG or TIFF format

- Include the entire car in your shot, and a “cushion” of background around the entire car

- Make sure your background is a good one and doesn't include a trash can, ducting or something else unsightly

- When photographing darker cars, it's best not to have the light coming from behind the car which makes the shadow and car blend into one.

*Hint:* taking a photograph at sunrise or sunset can turn a good picture into a great picture

- Don't show a little bit of car and a whole lot of background—we really like seeing your Porsche in the photo

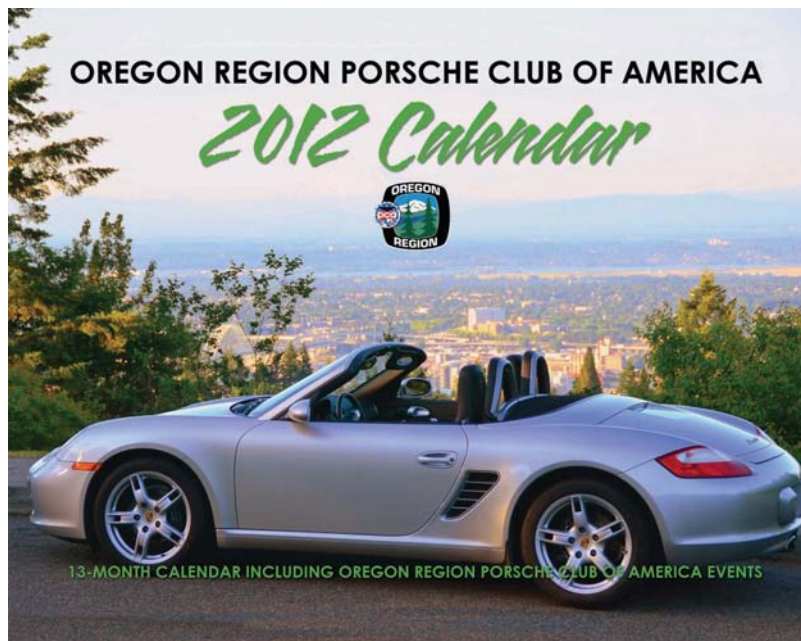
- Don't crop the photo to the proportions you believe are correct. We will crop it to its best appearance.

We hope these guidelines help you take a better photograph and result in a gorgeous 2013 Porsche Club calendar for all to enjoy.

When submitting a photo please add your name to the file name so we know who it came from—here's an example “JaneDoePic1”—we want to be sure to give the photographer the proper photo credit in the Calendar.

Please send your photos or any questions to [bm11@oregonpca.org](mailto:bm11@oregonpca.org) and [photoeditor@oregonpca.org](mailto:photoeditor@oregonpca.org)

Deadline for submittals is October 15, 2011.



## Looking for Your 2013 Porsche Club Event Ideas



**E**very year the ORPCA offers a multitude of events from which each member can choose to participate. These events don't just happen; they are created, built and run by fellow ORPCA club members who put in time and creative genius. If the club is to hit the mark as to what type of event is attractive, we need your input and your help. This is your opportunity to have your club event ideas be heard and acted upon—at the same time affecting change and joining a great team of volunteers. Don't miss out.

If you have a new event idea, a continuation of an established event, or a twist on an existing one, please submit a short narrative describing the event, possible committee members and dates preferred. Include a simple budget of the probable costs such as printing, mileage, and possible charges to participants if any, etc. There is a budget form in the Members Area of the website for your use. Usually the submitter acts as the Event Chair with support from a member of the Board. If you don't feel you can be the event chair, but would still like to submit your idea, please notify us anyway.

Submit your club event ideas or questions to [president@oregonpca.org](mailto:president@oregonpca.org)

Deadline is October 15, 2011



# *One Enchanted Evening*

**2012 Holiday Party**  
**Saturday, December 2, 2012**  
**5:30 - 11:00 p.m.**  
**No-Host Bar at 5:30 p.m.**

**The Portland Golf Club, 5900 SW Scholls Ferry Rd, Portland**

Please join us for an upgraded setting, socializing  
and scrumptious dinner, dancing to the "Design Band"  
(from Parade and the 50th)

The cost has been reduced to \$45.00 per person!!  
What a great deal!!!

**Please register as soon as possible on [Motorsportreg.com](http://Motorsportreg.com)**

**\*\*The first 75 to register will be eligible for a special raffle!\*\***  
(RSVP by November 25; \$15 surcharge per person after November 26)

Please thank your Board of Directors for subsidizing this year's party.  
The goal was to upgrade the party's location  
and food and make it more affordable for everyone.  
Please tell your friends and fellow members  
to join you for a fabulous evening!

Those not wanting to drive home...  
Please make your reservation with the  
Phoenix Inn Suites at 503-624-9000  
or [www.phoenixinn.com/tigard/](http://www.phoenixinn.com/tigard/). \$119 for King room.  
Shuttle will be available to and from the party.

**\*\*Please bring an unwrapped toy for a local charity\*\***

**Questions please call or email:**  
**Marlene MacEwan 503-936-9887,**  
**[porsche82t@hotmail.com](mailto:porsche82t@hotmail.com)**

**Sue Denfeld 360-896-5885, [socialevents@oregonpca.org](mailto:socialevents@oregonpca.org)**



# Resource Directory

## Auto Upholstery

Guy's Interiors . . . . . 503.224.8657

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Monte Shelton Motors . . . . . 503.224.3232

## Financial Advisor

Morgan Stanley . . . . . 503.221.6262

## Mortgage Banking

Summit Mortgage . . . . . 503.819.9712

## Paint and Body Works

JM Motorsports . . . . . 360.577.9171

## Porsche Service & Repair

Canyon Auto Rebody. . . . . 877.489.2520

Collision Rebuilders . . . . . 503.226.6311

Heckmann Thiemann . . . . . 503.233.4809

Marque Motors . . . . . 503.293.5386

Matrix Integrated . . . . . 503.443.1141

Stuttgart Autotech . . . . . 503.635.3098

Sunset Imports . . . . . 503.641.8600

## Porsche Sales & Service

Carrera Motors . . . . . 541.382.1711

Sunset Imports . . . . . 503.641.8600

## Tires & Wheels


A-n-T Tire & Wheel . . . . . 503.236.2106

## Wealth Management

Tribune Wealth Management . . 503.603.0880


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We are backed by the resources of **LPL Financial**, the nation's largest independent broker/dealer.\* This relationship provides us with industry-leading, unbiased research and a comprehensive array of tools, resources and technology. Because LPL Financial has no proprietary products to sell, we have the freedom to offer objective financial guidance and investment recommendations.



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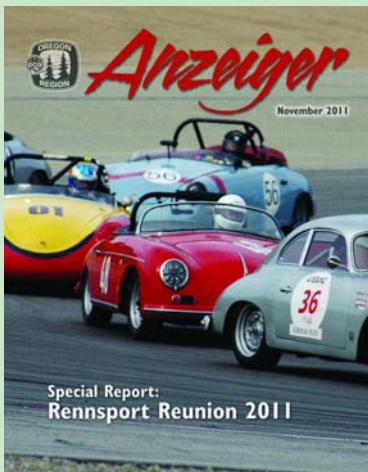
Securities and Financial Planning offered through LPL Financial, member FINRA/SIPC. \*As reported by Financial Planning magazine, June 1996-2011, based on total revenue.





## Announcing the *Anzeiger* Cover Photo Contest!

**G**rab 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.

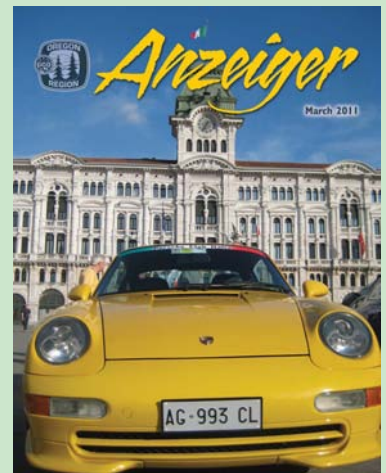
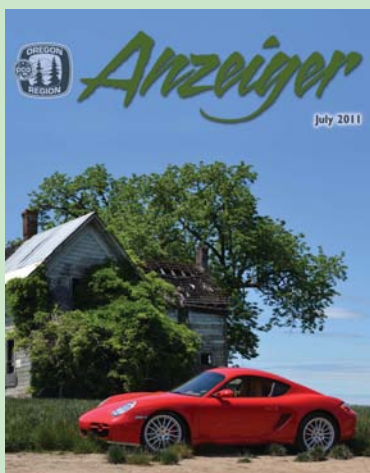


**Details: Picture Format:** Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

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](mailto:bob@allusaarchitecture.com)**



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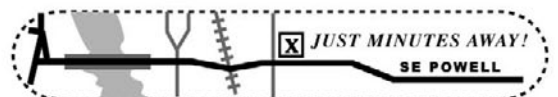
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Pam McBride  
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Gary Diers  
Kevin Diers  
2001 Boxster S

Travis Smith  
Jackie Paulsen  
2004 Cayenne S

Dave Frazier  
Betsy Frazier  
1981 911 SC

Dan Kaempff  
Kim Foren  
1986 Carrera

Aly Rahimtoola  
Sahra Rahimtoola  
2010 Boxster S

Steve Anderson  
John Anderson



## Anniversaries

### 5 Year Anniversary

Alexander Cruz / Linda Cruz

### 10 Year Anniversary

David Truitt / Lulu Truitt  
Douglas Stirling / Susan Stirling  
Don Peterson / Denise Peterson  
Patrick McConnaughy / Valerie Klacik  
Scott Leibelt / Lisa Bartishofski  
Mark Fecchi  
Mount Brice / Janet Brice

### 20 Year Anniversary

Steve Wicke / Ed Thiemann  
Jeffrey Smith / Kelley Smith

### 25 Year Anniversary

Bruce Myers / Dyann Myers  
Craig Gleason

### 30 Year Anniversary

Robert Ames / Kathleen Ames  
Julius Horvath / Jill Mason

# Marketplace

## ■ CARS FOR SALE

1987 944 Turbo, wht / burg, 109K miles in pristine condition. Purchased car in 04 and have spent over \$15,000 to keep in original "new" condition. Have all receipts. Includes rare "Saratoga top" along with the original sunroof. Always garaged, never driven in winter. Asking \$11,950. Craig Coleman, Portland, Or. (503) 579-2116. Mecop720@hotmail.com (7/12)

## ■ OTHER

HEAVY DUTY ALUMINUM TRAILER RAMPs FOR LOADING LOW VEHICLES. Truck trailer ramps are designed and engineered to hold up to 5,000 lbs (per axle). The ramps are constructed of an aircraft grade aluminum which makes them extremely durable yet light enough for easy maneuverability without hurting your back! They feature a knife cut foot designed for a smooth transition onto the ramp while loading cars or pick-up trucks. 2- 5 foot ramps, 26lbs each and 2- 5 foot lay overs, 22 lbs each Will load extremely low cars such as race cars without scraping the front or bottom. Used but like new condition. Can be seen at <http://www.discounttramps.com/hdImages/layover-ramps.jpg>

Originally over \$600 plus shipping, sell for \$399. Barry (360)210-7900(7/12)

Yokohama Advan Neova AD07 Tires

2ea 205/50R17 @ 7/32" left

2ea 255/40R17 @ 6/32" left.

\$200/set - Randy - 503.524.8888

paellero@comcast.net (4/12)



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 (6/12)

For Sale: Pair of Porsche power Sport seats in Grey Beige Leather. Passenger is very nice, driver needs a little bolster work. With tracks and motors. \$550 OBO. Michael Pinto at [amx310@gmail.com](mailto:amx310@gmail.com) or 360-510-3666. Can deliver to ORPCA Autocross. (5/12)

## Looking Ahead to Driving Events!

### August, 2012

- 5 Summer Picnic
- 11 Evo School @ Packwood
- 12 Autocross 6 @ Packwood
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 17-19 PCNA Special Event @ RMP
- 18 Drive and Hike
- 23 ORPCA/BMW HPDE @ RMP
- 25 Covered Bridges Tour #3
- 26 Covered Bridges Tour #4
- 27 ORPCA/BMW HPDE @ PIR

