



Anzeiger

August, 2015





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PORSCHE

Anzeiger

Volume 55 No. 7
August, 2015



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ON THE COVER

Photo from the 2015 Concours d'Elegance by Eric Underwood.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, contact Photo Editor Bob Schatz, bob@allusaarchitecture.com, and see page 33.

Anzeiger

Noun, German

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

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

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

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

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

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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

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

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

Inside front cover	\$2,970
Inside full page	\$2,502
2/3 page	\$2,124
1/2 page	\$1,656
1/4 page	\$1,143
Business Card	\$550



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No cash value. One discount per
purchase. Cannot be combined with
other offers. Will not refund discount;
must be used at time of purchase.



Oregon Region Events



August, 2015

- 9 Autoross—Open
- 12 Board Meeting
- 16 Summer Picnic
- 19 Monthly Club Dinner and Social
- 23 Autocross #6 at PIR
- 28-30 Crater Lake Tour

September, 2015

- 9 Board Meeting
- 11-13 Festival of Cars in Bend
- 12 Arrive and Drive
- 16 Monthly Club Dinner and Social
- 20 Autocross #7 at PIR
- 25-27 Rennsport Reunion at Laguna Seca
- 27 Sand Cruise In Gearhart

October, 2015

- 10 Arrive and Drive (Burrito Run)
- 14 Board Meeting
- 21 Monthly Club Dinner and Social
- 24-25 Astoria Overnight (Goonies)

November, 2015

- 1 Autocross #8 at PIR
- 11 Board Meeting
- 13-15 Rainbonnet
- 18 Monthly Club Dinner and Social
- 29 Holiday Party

December, 2015

- 10 Board Meeting

**See www.oregonpca.org
for the latest schedule
of all activities**

**FROM
THE
PRESIDENT**
Joe McQueen



Calling All Tourmeisters

Every once in a while there comes a time to take stock of the club's efforts to bring you more opportunities to enjoy our amazing cars. This year we have added or revived events because you asked for more; however, we have a long-standing event that is in jeopardy: the Arrive and Drive. We have six A&D's a year, five if you consider the Summer Picnic an annual event. It is becoming exceedingly difficult to get members (you) to volunteer to lead one of these fun drives. We are looking for five members to get involved and establish the next generation of leaders. That's 1% of our membership.



Photo from June Arrive and Drive by Bryan Spahr.

Thirty to fifty cars show up for the A&D's, but to find a few members who will volunteer to lead one is like finding parts for a '48 Hudson. Leading an Arrive and Drive not very difficult and it's fun; all it takes is a few hours of prep, a little training, and willingness to explore. The club provides all support materials and good route instructions are available.

Further, if you are willing you can become a certified Tourmeister. A Tourmeister is a member who can create a reliable route; whether it is an A&D or a multiday event. We have a few great Tourmeisters in the club and they are always willing to spend the time to get others up to speed. The club will support your effort and provide all the administrative details. It's an investment of time that leads to a lifetime of enjoyment; it's a hobbyist approach to driving your Porsche.

There are sufficient tools available to allow Tourmeisters to find and generate a route from the armchair; however, they have to be reconnoitered to ensure the roads are passable for our cars, safety margins exist, instructions are correct, and odometer readings are accurate. If you like to get out and explore the great roads of Oregon and southern Washington, you are sure to like being a Tourmeister.

I encourage all of you who enjoy our tours and day drives to step forward and participate at the next level. Contact me to join in the action: joe.ginny.mcqueen@comcast.net.

Be safe out there,

Joe ■



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Preparations

It's been an incredibly busy month around here. Home maintenance, ORPCA doings, and preparations for the Zone 6 Tour left me with my head down to the task(s) at hand.

All the hot weather provided a great opportunity to get some paint on the place. I do this every year as sort of a ritual. By doing one side of the house it's not too big of a job and by the time I get back to the same side it's been a lap lasting four years. Time to start over.

Speaking of long laps, I dug up an old album Ann had stowed away of our trip to Canada 20 years ago. That trip was in a '95 Eurovan Camper taking in much of the same route we've planned for on this Tour. While we were considerably younger then and in better shape, we haven't lost the desire to hit the road. It's a time when our daily lives stop and we can spend time together literally mesmerized by the world around us and think "outside the house."

Comfort on a long trip is key for us. Everything you can do to improve ride and reduce noise helps keep the "wear and tear" on the body. To that end, despite great weather, I've put back the hardtop on the "Perle" to keep all but that wonderful six quiet and gave the car some "hiking boots" in the form of fatter tires on 16-inch rims. The rear wheels have a tad more offset than the original 17s and sit inboard a bit more so the car will act a "tidge" more like a 911 (in my view, a happy situation) but much of the bump impact harshness is gone. Mind, it's not a Panamara but an improvement nonetheless.

Reservations and the endless checklist for a trip like this can sometimes be a bit daunting and so I managed to escape a bit for a day at the Vintage weekend at PIR. Amazingly, the cars come from everywhere; and speaking of Canada, I happened upon a couple and friend hanging out of the uplifted



Above: The old van is gone but the memories remain. Nothing like a "road trip" to clear your head. Below: Smaller wheels and the hardtop makes the "Perle" more GT.



hood of a stock-looking, green, Charger/'Cuda thingy. And, as I saw no trailer, I asked, "You didn't drive that down here did you?"

"No. That would be a long trip. We came from the motel," as they pointed to a muffler on the ground.

The thing about it is, the cars make so many demands on the drivers and crews (especially those with a small budget) that working on the cars in the pits is a given. Thus, the innards are laid bare for us gearheads to gawk at. Too, there's the musical accompaniment of gentle warming of oils, real knockoffs being hammered, and swearing in Italian. Top it off with some strawberry shortcake, meeting old friends and recounting memories of places like Riverside and Westwood and I'm good for another week of phone calls to rookie hotel clerks, reviewing Canadian driving laws, and making my own route sheet on Excel.

I'm anxious to return to the Canadian Rockies and Glacier Park and meet the other nuts from places like Vancouver Island and Absaroka region. It's Billings or bust.

– KEEP SPINNEN.



In the Lotus pit a Mark XI warms while the Prince of Darkness is ever present. WOT? No REDeX! Penny a shot.

New Members

Bob Francis, Salem, Oregon
2000 911 Carrera

Eric Freeman, Portland, Oregon

Matthew North / Nancy North
Beaverton, Oregon
2001 911 Turbo Cabriolet

David Young, Portland, Oregon
2006 Boxster

Anniversaries

5 Year Anniversary

John Brams / Sherry Brams
Clifford Madison / Melody Madison
Charles Pratt / Deborah Pratt
Dave Schwartz / Sarah Schwartz
Larry Sipe / Dorothy Sipe

10 Year Anniversary

T. Paul Frank / Laurel Frank

15 Year Anniversary

Roger Hebling / Kay Hebling

25 Year Anniversary

Ernest Spada / Cheryl Spada

35 Year Anniversary

Paul Kust / Ming Kust

BEAUTY IN THE BEAST

WE KNOW PORSCHE
INSIDE OUT



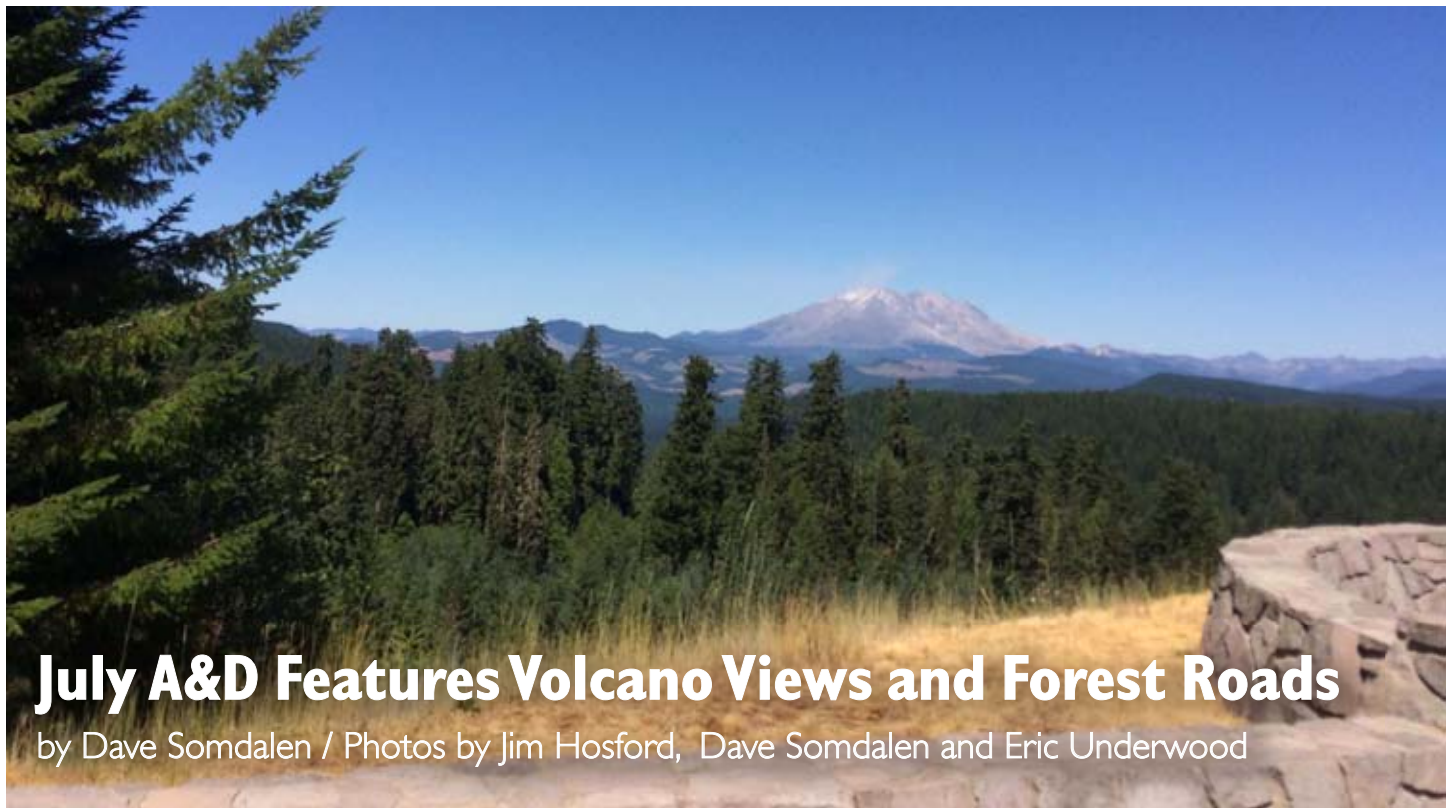
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July A&D Features Volcano Views and Forest Roads

by Dave Somdalen / Photos by Jim Hosford, Dave Somdalen and Eric Underwood

What a beautiful day for a drive with your fellow members in your favorite Porsche! Well, almost your favorite Porsche (sorry Ryan). Hopefully those motor mounts will be fixed in time for the next Arrive and Drive in September.

But, for the July Arrive and Drive, yes, it was a great morning. We had a huge turnout of beautiful Porsches and excited drivers, with ages ranging from, uh (no, I didn't ask) the very young to the very mature. Eric Freedle manned the registration table with a skill that comes only with having done so many times before. Eric Underwood captured the excitement with a group photo. I offered a few fine tuning remarks to give a "visual" to some of the route instructions. And away we went, sun-screened, AC-ready, and extra bottles of water for the road.

I was very fortunate to have John Thomas offer to join me as navigator, which kept me from leading everyone astray. Thank you, John! After all, we were headed to the far reaches of forested Clark and Skamania Counties, where woodsheds are more plentiful. Woodsheds, you ask? Yes, woodsheds. My selective memory flashed before me as I remembered last year, when after my first attempt at creating an Arrive and Drive route, Eric F., dare I say laughing, offered to take me on a tour of one. Humph? Not to be daunted though, I knew it was all in fun!

I only remember one little hiccup when, on State Route 500, I had lost count of the number of stoplights, (while John and I were deep in conversation) until the turn we were to make onto N.E. Ward Road; I entered the turn lane at an earlier intersection. I made John promise (now back me up on this, John) that if asked, I would (*Continued on next page*)



Top: Spectacular view of Mt. St. Helens. Above: Caption here. Photos by Eric Underwood.

ARRIVE AND DRIVE, CONTINUED



(Continued from previous page) just reply that I was testing Eric F.'s instructions that no one was to pass the Tourmeister. Eric also gave a little warning that each driver team should follow the instructions and not necessarily the vehicle in front of you. Of course, when he said that, I don't suppose he thought that the Tourmeister would be the one driving contrary to the route instructions. I must commend our driver teams for taking safe corrective actions to get back on course. It is really quite a ballet to watch in one's rearview mirror.

We motored on. Then it hit me as we turned north at Battle Ground Lake State Park. I knew that I wanted to mention that we could possibly encounter heavier traffic as we neared the City of Battle Ground, even though we were skirting it. No worries. Increased traffic heading to the city's Harvest Days Festival did not materialize.

After threading our way along one-laned Basket Flats Road without having to negotiate any oncoming traffic, we arrived at our first stop, Hantwick County Park. It is a nice little park that everyone was able to get out and enjoy. It is nestled in a clearing with scattered trees and forested hillsides around. After a short break, we were off again to see a spectacular view of the Lewis River. We soon turned onto N.E. Lucia Falls Road. We saw more awesome views of the Lewis River before passing Mouton Falls Park.

We passed through Yacolt, catching a glimpse of the Chelatchie Prairie Railroad train getting ready for its run. We continued on to Lake Merwin, where we crossed a one-lane bridge over a narrow gorge. Water rushes below from the Yale Lake to feed Lake Merwin. As we continued on, we had views of Yale Lake before passing through the town of Cougar. After leaving Cougar, we were able to catch glimpses of Swift Reservoir and a lone boater at full throttle, cruising upstream. We entered the tree-canvassed National Forest roads. Beautiful!

After a few miles, we reached the McClellan Viewpoint for a spectacular view of Mt. St. Helens. What a view! Not only did we have a truly awesome view of Mt. St. Helens, but we treated some touring motorcyclists to our equally beautiful long line of Porsches as we streamed into the viewpoint. One of the motorcyclist exclaimed to me, "Wow, this is my lucky day!" You know how highly we think of our Porsches, so it is extremely nice to know that they bring pleasure to others, just by seeing them!

After soaking in the view and the power of the eruption that occurred 35 years ago, we entered the last leg of our drive to Stevenson and lunch at a variety of restaurants and on to a short trip back to the Portland/Vancouver area.

There are two more Arrive and Drives this season with one in September and one in October. Be sure to check the website for other fun drives coming up! ■



Opposite: The group poses for a group shot before heading out. Photo by Eric Underwood

Left: New members Holly and Eddie Tracy from Hillsboro, Oregon, enjoying their first Arrive & Drive. Holly bought a beautiful black 2008 Cayman a couple of months ago and now is hooked on the great performance and handling of her German car. Holly and Eddie are looking forward to the Goonies tour in October. Photo by Jim Hosford. Below: Caption here. Photo by Eric Underwood. Bottom: Pausing for a breathtaking view of Mt. St. Helens. Photo by Dave Somdalen.



Outstanding Concours Showcases 300+ Vintage Vehicles

Story and Photos by Eric Underwood

They were rolling out the classics on July 19 for the Forest Grove Concours d' Elegance at Pacific University. It was a wonderful event, featuring over 300 vintage, sports and collector cars with proceeds benefiting Rotary Club scholarships and community service programs. Participants and guests alike were treated with live music, a beer garden, a wine pavilion, fine food and a tree-shaded campus, which came in very handy on this extremely warm day (99 degrees).

The Senior Judge for the 2015 Concours was Peter Hageman, who is well known in the collector car community as classic car owner, judge at the Pebble Beach Concours d' Elegance and as co-founder of the Kirkland Concours (now the Pacific Northwest Concours d' Elegance). His automobiles were recently featured in an exhibit called "Master Collectors" at LeMay—America's Car Museum.

Keith Martin and Donald Osborne were on hand as the presenters again this year. Martin, founder and publisher of the monthly *Sports Car Market* and *American Car Collector* magazines, has been involved in the collector car hobby for over 30 years and is an ORPCA member. Osborne is an experienced Judge and Presenter at Concours events and also appraises and consults on classic and exotic cars across the U.S. and Europe.

The Best in Show award went to a 1934 Packard Dual Cowl Sport Phaeton owned by Larry Nannini of Colma, California, and it was well-deserved as it was a jaw-dropping example. As nice as the Packard was, the highlight for yours truly was the award for Best Open Car, which went to a gorgeous 1960 Porsche 356 Cabriolet owned by James and Gail Smalley of Wauna, Washington. If you're interested in learning about other results, they can be seen at www.forestgroveconcours.org.

A big thanks to all of our participants as the Club was well-represented with 11 cars on display in the corral that was centrally located amidst all the activities. We had a wide range of cars including a 356, several 911s, Boxsters, Caymans and a 914. All looked absolutely stunning on full display in the peak-of-summer sunshine. Too bad they didn't give an award for Best in Show Club Display because we would have won for sure. ■

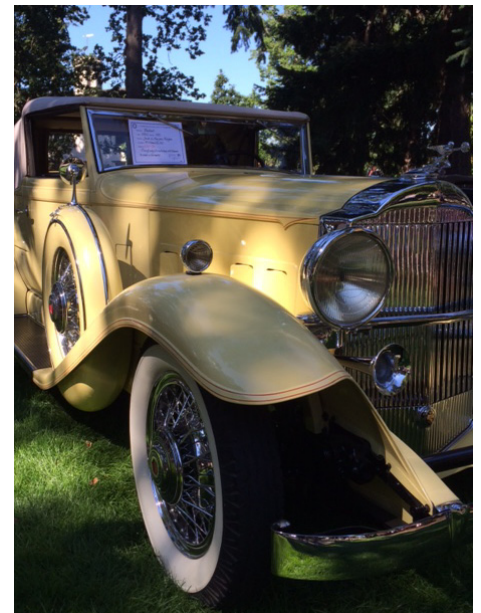




**MORE CONOURS PHOTOS
ON FOLLOWING PAGES**

CONCOURS D'ELEGANCE, CONTINUED





Right: Dennis Kranz's red 935—one of the last ones produced!





Autocross #5: Seriously Hot Fun

by Todd Averitt / Photos by Andy Hsaio, Ian Lass and Bob Schatz

On Monday the weather forecast for our scheduled Autocross the following Sunday was around 105 degrees. By Wednesday the temperature was forecast to be of 95 degrees. Saturday night the forecast had dropped to a tepid 88 degrees. If you happen to live in San Diego or Tucson you might have considered bringing a sweater. For a true Northwesterner it would feel like we were playing in the middle of the Sahara. No one complained.

The sun was hot but couldn't compete with the screaming heat Eric Freedle, Bob Schatz and Barry Cogut brought with their course design and set up. It had its challenges, and its moments where full throttle was called for. Tires gained a little more pressure than usual. No one complained. It was so much fun for everyone that rumor has it there will be an encore performance by our guys Bob, Barry and Eric (The BBE Boys) at the Autocross #6.

Time for the results:

Top Time of the Day (TTOD) goes to Ryan Sauer with a time of 38.832 seconds.**

I0—Todd Averitt just edged out Pete Libke

P01—Ryan Davis was pushed to the limit by James Mittelstedt

P02—Eric Freedle had an easy time of it since Jeff Gretz was a no show

P03—One of the most competitive if not the quickest car class was taken by Barry Cogut who also had second best TTOD followed by Bob Schatz with the 8th best TTOD then Eric Hoff.

S02—Jeff Schroll won the largest Porsche Class. This is a very competitive group considering the top 4 were separated by less than 1.5 seconds

S03—Mark Qandil won this very interesting class and finished with the 6th best TTOD. Jim Pileggi took second only .07 seconds behind Mark and had the 7th TTOD.

NPA—Great job, Tyler Haywood

NPR—This class had four cars in the top ten TTOD. Ryan Sauer took this class and TTOD in a Mazda Miata, John Juhring second and 4th best TTOD, Nathan Blaszk third and 9th best TTOD and then Andy Hsiao with the 10th best TTOD.

NPF—Travis Gottwig won the class and finished with the 5th best TTOD.

The temperature of the air and tarmac may have been a little on the hot side, but the competition and comradery were scorching. No one complained.

Not doing anything really important (fun) on August 23? Come on out to PIR and find out what all this screaming good times are all about.

**Tom Kotzian had the fastest time in a borrowed GT3, but we don't consider professionals in our final standings. We give a huge Kudos to Tom for all the help he's provided to our group of autocrossers. ■



Opposite: Ryan Mauch in his Miata cutting the corner hard. Photo by Bob Schatz. Above: Shelby Sink in her Shelby Cobra. Photo by Bob Schatz. Below: Photo by Andy Hsaio, Running Rich Photography.



MORE PHOTOS FROM AUTOCROSS #5 ON FOLLOWING PAGES

AUTOCROSS #5, CONTINUED



Right: Pete Libke full out. Photo by Ian Lass. Below left: A show of muscle. Photo by Ian Lass. Below right: Todd Averitt in his 914. Photo by Bob Schatz. Bottom: Tom Kotzian giving another lesson. Photo by Bob Schatz.





Top: Nathan Blazak in his Corvette got 9th best time of the day. Photo by Bob Schatz. Left: A big thumbs up for a fast track. Photo by Bob Schatz. Above: A scene from the grid. Photo by Ian Lass.

July Dinner Meeting Starts with Great “Garage Tour”

Story and Photos by John Brams

To all of you racing enthusiasts—there was a great tour of Rothsport Racing’s workshop prior to July’s monthly dinner meeting at Tree’s Restaurant in Sherwood. Hopefully, you were there; if not, you missed a special viewing of a very impressive operation.

Jeff Gamroth gave us a great explanation of the entire LARGE workshop where all sorts of improved performance operations for Porsches are done. There is a main working area showing about a dozen cars that were currently being worked on. A separate, huge parts area is used to not only support their operations but also sells various parts around the world.

Another large room is used as a storage area for Porsches. This room includes a unique lifting mechanism to store Porsches in rack, two cars deep by five cars wide by three cars high—30 Porsches in all! There were also six to eight Porsches on the floor of that room, which also includes a rack for extra engines holding 18 different engines, ready for whoever needs them.

The technical area includes two large storage rooms where parts are housed, sorted by type; the engine rebuild room has setups for rebuilding four or five engines at the same time, and the large machine shop enables the staff to build their own cylinders, pistons and other components of the engine. Next to the machine shop is a dynamometer room, used to test engines for various performance criteria—all monitored by computer. All items are neatly stored in various locations and the entire shop is quite clean and showroom ready.

Although the shop appeared to be full, Jeff told us that he had just returned from Europe on a buying trip where he bought three more Porsches and a container’s load of parts.

The dinner at Tree’s restaurant afterwards was delightful—a nice relaxing atmosphere with good food. ■





August Social & Dinner

Wednesday, August 19, 6:00 to 8:00 p.m.

REGISTER VIA: socialevents@oregonpca.org
RSVP Early! We are limited to 40 people

Bumpers Bar & Grill
21935 NE Halsey, Suite 100
Fairview, OR

Hosted by Ed and Phyllis Thiemann
Social Hour: 6:00 p.m. to 7:00 p.m.
Dinner: 7:00 p.m. to 8:00 p.m.



The best of 1940s glamour and style, from the decor of the Hollywood staircase, high-back booths, crystal chandeliers, and outstanding American cuisine, you will enjoy a first-class affair at Bumper's Bar and Grill! Please join us for a great time! ■

Summer Tour and Picnic

Sunday, August 16, 9:00 a.m.

Please join us on Sunday, August 16 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 a.m., as the driving tour leaves promptly at 9:30 a.m.

The driving tour will wind its way through some great western Washington & Yamhill County rural roads (all paved!) and end 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. Wine tasting plus wine & beer with lunch is included in the price.



Cost is \$39 per person.

RESERVATIONS MUST BE MADE IN ADVANCE NO LATER THAN AUGUST 3. THIS EVENT IS LIMITED TO 40 CARS SO PLEASE REGISTER EARLY!

To register, go online to motorsportreg.com and search for the Summer Picnic event. For questions, please contact Jeff Gretz at 503.915.2364 or jgretz@onlinenw.com. ■

Autocross 6: PIR South Paddock

Sunday, August 23, Gates Open 6:30 a.m.; Registration 7:30 a.m.

REGISTER VIA: axwaresystems.com/axorm/

CLUB CONTACT: Todd Averitt, taverittster@gmail.com

Registration is limited to 75 drivers, so act quickly

Autocross #6 will be Sunday August 23, in the South Pits at Portland International Raceway (PIR). Our season is quickly coming to an end.

Autocross is a great way to help you understand and feel what is taking place between you and your car. This event is open to drivers of all skill levels, 16 years and older with a valid driver's license and those who enjoy good stories interrupted by a 40 adrenalin rush.

For first time participants attending an ORPCA Autocross, instructors and loaner helmets are available. For all the rest of us, instructors are an invaluable asset for improving our times.

Gates open at 6:30 am, Everyone must check-in at the Registration desk. Everyone must have a barcode lanyard. You can only get one at registration. Registration is open 7:30 am to 8:15 am, Drivers Meeting at 8:30 am and first car out at 9:00 am.

There are only 3 events left including AX #6. If you are still in the hunt for Championship points and awards now is the time to let it all out. To be eligible you must participate in a minimum of 5 ORPCA autocross events.

Cost of participation is as follows: ORPCA/PCA registered and paid online—\$35.00, pay at the gate—\$45.00. Non-members pre-registered and paid online—\$40.00, pay at the gate—\$50.00. Questions: Chairman Todd Averitt at bodmall@oregonpca.org or Registrar Ryan Davis at rycdavis@gmail.com ■



2015 Autocross Schedule

Autocross is a precision sport, much like, say, billiards, shooting or golf. “You must be precise and consistent, all the while driving so fast you can barely concentrate” —Mark Sirota

Autocross events are an all-forward motion driving skill contest. Each driver is individually timed to the thousandth of a second, over a short, miniature road course clearly defined using traffic cones. Cars compete one at a time in a class with similar cars. Autocross emphasizes driver skill and vehicle handling rather than just speed. The corners are tight, and there are lots of them, so the driving is exciting and challenging. Autocross speeds do not exceed those normally encountered in highway driving.

The skills you learn and practice here; smooth transitions, enhanced braking, and skid correction, will have an immediate impact on improving the safety and skill of your street driving. Autocross is also a very social sport, filled with some of the friendliest people you'll ever meet. The camaraderie of the drivers is a special part of autocrossing that is profoundly satisfying.—Todd Averitt, Autocross Chair

AX #6 August 23 PIR

AX #8 November 1 PIR

AX #7 September 20 PIR

2015 CLUB RACING

WEST COAST SERIES

MAR. 28-29 GOLDEN GATE REGION
THUNDER HILL RACEWAY

APR. 10/12 ZONE 8

AUTO CLUB SPEEDWAY

MAY 16-17 GOLDEN GATE REGION
BUTTONWILLOW RACEWAY

JUNE 5/7 GOLDEN GATE REGION
MAZDA LAGUNA SECA
RACEWAY

AUG. 15-16 ROCKY MOUNTAIN REGION
HIGH PLAINS RACEWAY

SEP. 5-6 GOLDEN GATE REGION
THUNDERHILL RACEWAY

SEP. 18/20 INTERMOUNTAIN REGION
MILLER MOTORSPORTS
PARK

SEP. 26-27 SAN DIEGO REGION
WILLOW SPRINGS RACEWAY

NOV. 14-15 SAN DIEGO REGION
BUTTONWILLOW RACEWAY



5 events to
qualify for a trophy

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The appropriateness of a particular investment or strategy will depend on an investor's individual circumstances and objectives.

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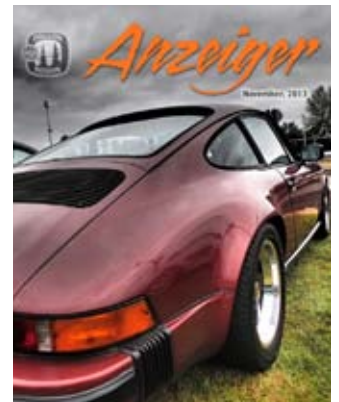
Grab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of *Anzeiger*, the Oregon Region's award-winning magazine. Enter as often as you like.

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.

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Send your entries to: Bob Schatz, Photo Editor, bob@allusaarchitecture.com.



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