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July 2012





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Anzeiger

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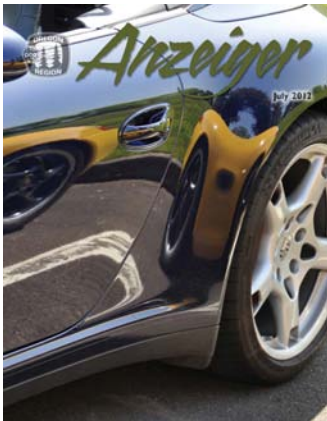
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ON THE COVER

A reflection of Mike O'Connor's yellow Boxster and the May 12 Arrive and Drive. Photo by Ben Brown.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, refer to page 28.

Anzeiger

(an' zī ger), noun, German

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

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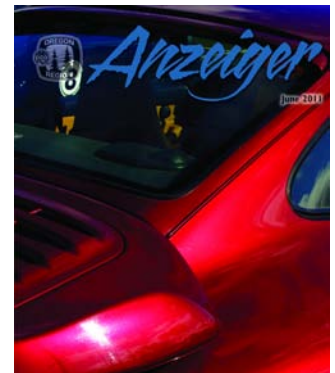
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Oregon Region Events 2012



July, 2012

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

August, 2012

- 5 Summer Picnic
- 11 Evo School @ Packwood
- 12 Autocross 6 @ Packwood
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 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

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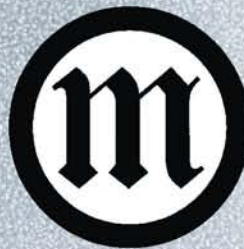
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Northwest Passage: Aerobic Driving and Camaraderie

Fifty-six participants enjoyed the Northwest Passage on June 21 through 24, which took us on a 750 mile driving tour into Northeastern Oregon, Southeastern Washington and Idaho for three days of fun, aerobic driving and plenty of camaraderie with fellow drivers. We enjoyed the ambience and fabulous service at Bonneville Resort in Washington, and sipping tannins from wineries in the Walla Walla area. We stayed two nights at the Marcus Whitman Hotel in downtown Walla Walla. Friday and Saturday night, participants enjoyed catered dinners and great wines at Charles Smith Wines and Dunham Cellars.



Satellite view of the Old Spiral Highway from Google Maps.

Friday's relaxed drive allowed us time for an educational tour of the Pendleton Woolen Mills and a fun shopping excursion for the ladies. Saturday's 300-mile driving loop included lunch in Joseph, Oregon, where some cars took a short tour of Wallowa Lake. We enjoyed tremendous roadside vistas in the Hells Canyon area and the Wallowa National Forest. Our Saturday afternoon route took us to Lewiston, Idaho, for an exhilarating ride on the "Spiral Highway." We capped the tour off on Sunday with a drive through the Columbia River Gorge. Both the scenery and the weather provided for the perfect ending to another great Northwest Passage. We hope to see you next year for this event!

Our next board meeting is July 17. We are delaying the meeting one week because the normal second Tuesday date conflicts with the annual PCA Parade in Salt Lake City, where I will be attending the Presidents' Dinner on Monday, July 9 to learn more about what other regions in the US are experiencing. Meeting club members from other regions is not only fun but educational!

Doug Twitchell, with the Board of Directors, will be working later this summer with member Kathleen Ellis to begin the process of putting together our 2013 slate of activities. This planning process is important and ensures that events are evenly spaced out during each calendar year. This also allows us to publish our annual ORPCA calendar with all of the events included to assist members in planning their annual activities. We look forward to hearing your ideas for proposed events next year! *(Continued on next page)*

PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page)

We will make every effort this year to have the calendar mailed out with the directory and *Anzeiger Annual* no later than December 15. Given that the City of Portland doesn't typically confirm available PIR dates until sometime in January, we will likely have to eliminate some dates for Drivers Education and Autocross. Members will need to use the website to confirm dates for these driving events in 2013. Regular visits to our website are not a bad habit to get into, since many of our club events change their dates and venues during the year as a matter of course.

At the June board meeting, the board approved the last of the Synotac proposed projects which will complete the automation of our membership process as well as provide some needed website upgrades. This should make the membership process, as well as the website, much more user-friendly. The cost of this summer project is \$6,000 and represents our continued focus on reinvesting dollars with our membership when it makes strategic sense.

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 and this website allows you to sign up many months in advance.

Come out and join us this summer!

-Jim ■

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Aerodynamic Lessons ... from the Boxfish?

A fascinating bit of information concerning automotive design surfaced last fall. Engineers have known for more a century that a smaller frontal area means reduced drag, abbreviated as “Cd,” which stands for “Coefficient of drag.” Cd is normally expressed as a decimal fraction, the smaller the better.

Aero drag wasn’t too important in the early days of mechanical transportation. Only when speeds began to increase did builders start to think about streamlining and “cleaning up” designs. By the late teens and early 1920s, thoughtful designers looked to nature for guidance, and decided that a falling raindrop was Nature’s perfect shape. We find more than a few examples of pre-war passenger and racing cars that adopted some version of the raindrop. Studies by the German aerodynamicist Dr. Wunibald Kamm further determined that chopping off the tapered tail of the otherwise streamlined body further reduced Cd, giving us the celebrated Kamm effect.

Now, some scientists may have discovered that Mother Nature might have been hiding an even better idea—a fish with a highly-effective shape. Not a streamlined fish like a tuna or barracuda; rather an ugly, squared-off creature called, not surprisingly, the boxfish, found in tropical waters. The boxfish has inspired several manufacturers, including Toyota, Mercedes Benz, and Nissan, to re-think external shaping.

Researchers at Cal Tech and UCLA—working with a grant from the US Navy—say the peculiar structure of the boxfish makes it a very smooth and stable swimmer. The front two-thirds of the boxfish is encased in a bony exoskeleton with longitudinal ridges, or fins, which function much like delta wings on a high-speed airplane. Those bony ridges also help bring the boundary layer—the area of surrounding medium (in this case, water) closer to the fish’s body, thus reducing drag and improving efficiency. To an automaker, higher efficiency translates to better fuel mileage.

Daimler Benz designed what it termed a “Bionic Car” that produced an amazing, and wholly unexpected, Cd of 0.19. Today’s typical automobile registers a Cd of about 0.30 or greater (Porsches range in the 0.25/0.35 range, the new 991 rates 0.29—same as a new Camry!). Although its manufacturer denies any connection to this research, analysts say there’s already one automobile in mass production today that incorporates lessons learned from the boxfish: the Toyota Prius, with a Cd of 0.25.

Here’s a question that’s starting to pop up on various news outlets: “As the cost of a gallon of gasoline hits and surpasses four bucks, have you changed your driving habits?” I know I have, and I imagine many of you have as well—whether your casual everyday errand runs are now a carefully-thought-out single weekly trip via the shortest route possible, or just using a much lighter right foot when on the road. Many American cars used to have a vacuum gauge on the instrument panel, which served as sort of a measure of economy. My newish Subaru has an “E-gauge” that serves the same purpose, paired with a digital readout that updates MPG every three-tenths of a mile. It’s become a bit of a game—I should say contest between Janice and myself—to see who has the lighter foot, and so far, she’s winning. I hate it when she rubs it in.

Until next month, drive safely! ■





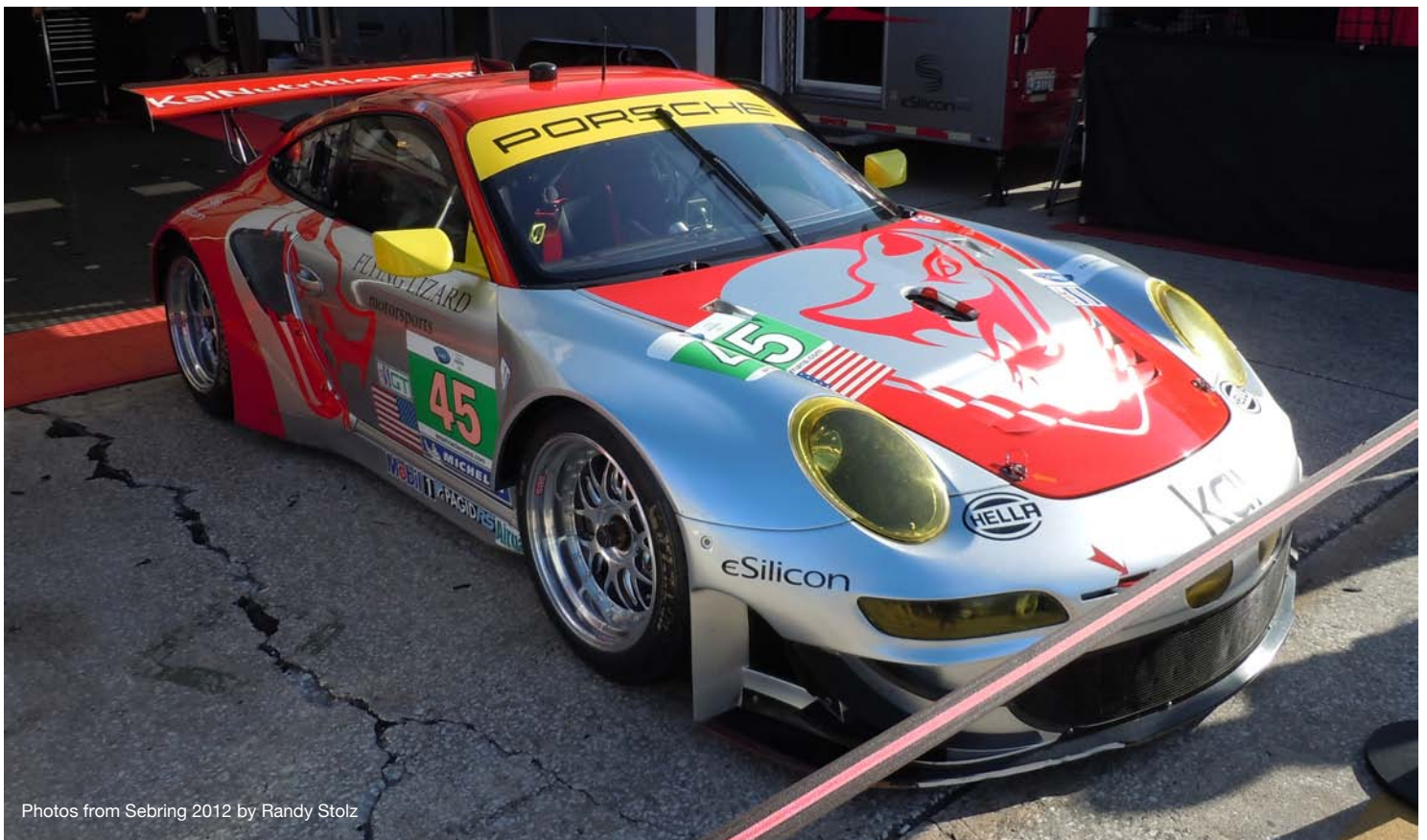
The Buzz for 2012

Whither 911?

There is so much chatter on the internet these days from various motorsport websites concerning every tick-tock and tidbit of news that it's hard to find some perspective about Porsche's racing season and/or the possible consequences to its future. In the quest to be first on the 'net with the latest news, it seems no one cares to provide perspective either because they're too young to have any or their "reputation" has no room for speculation. Being old without any particular credibility affords me some slack in this regard.

I've noticed articles in print, having a longer gestation, sometimes do draw conclusions and look for a sense of Porsche's season and direction. A recent example comes from the May issue of *Panorama* magazine. Michael Cotton's article, "Corner Analytics," writes of the specific troubles the 911 (997-based) RSR had this year at Sebring, saying that Weissach needs to make some more magic happen before Le Mans. Attending this year's race at I concur that, despite the racing incidents, Porsche was not in the hunt. Like it or not, racing these days is dominated by rules to keep the competition close. Indeed, from the very early days of the 1920s—when fenders and seats were removed for

(Continued on next page)



Photos from Sebring 2012 by Randy Stolz

SPINNEN, CONTINUED

(Continued from previous page) Grand Prix racing—it has been so. In addition to keeping the competition close and fans happy, they also attempt to keep costs from spiraling out of control. That last point is increasingly important today. With the sanctioning bodies all fighting for a share of the market, there is a similar situation to the CART-Indy Car mess of a few years ago. Yet, all of these organizations employ one form or another of “performance balancing” to achieve the aforementioned goals with perhaps a bit of “politics” to see which way the wind blows.

If you follow Porsche's racing fortunes, as I do, you know that it has been a slow start to the ALMS season. Porsche has been shut out of the first few races, including Le Mans. And, while Cotton's contention that the cars seem to need cornering help vs. the team's view that they needed more straight line speed seem to present a conflicting view, they both show that the current 997-based car is indeed long in tooth. Cotton also contended that the air restrictors are too small and that the ACO and FIA will have to step in to help (read waiver), although Porsche is loathe to do this.

After Sebring, Long Beach pretty much confirmed the issue(s), with the highest-placed Porsche finishing seventh in GT. Curiously, at Spa, the Felbermayr-Proton team eked out a win through a fortunate rain tire decision, allowing them a huge gap ahead of the field early on. This made for a nail-biter conclusion with the Ferrari 458s closing inexorably and losing by only 6/10 of a second at the end of six hours.

I SEE THE FOLLOWING REALITIES: THAT THE 991-BASED RACING PLATFORM WILL DEBUT NEXT YEAR IS A GIVEN ALONG WITH THE ENSUING RACE CAR PRODUCTION ... PORSCHE MUST INTRODUCE MORE HYBRIDS OR ELECTRIC CARS TO LOWER ITS CORPORATE AVERAGE FLEET ECONOMY (CAFE) RATING FOR THE US MARKET. TO THAT END, PORSCHE MUST BE A MULTI-LINE CAR COMPANY SELLING MORE “CONVENTIONAL” CARS THAN PURE SPORTS CARS (918?).

At Laguna, the Flying Lizards team showed up with an improved aero package and a tiny bit less restriction, and the cars were more competitive on this tighter course. Porsche qualified fourth to start the race, and was in the hunt until, during a pit stop, an errant air hose resulted in a penalty. They finished sixth.

At Le Mans, a much faster and horsepower-hungry track than Laguna, Porsche's qualifying was still dismal and a flat tire, minutes before the end, dashed their only rapidly-diminishing hope, finishing second in GT amateur class.

Regardless of the result at Le Mans, in that same issue of *Panorama* the Sebring race report by Bill Oursler raises the question of future competitiveness of the rear-engine 911 in any guise, but stops short by saying that using the mid-engine Cayman instead would have dire consequences. Haven't we all heard this before? Bill's article does make allowances by mentioning the obvious fact that Porsche has a lot of things on their plate; i.e., developing the 991-based GT3/RS/RSR, developing the prototype for Le Mans 2014, producing and selling hundreds of current GT3 race cars—and more importantly, development and adaptation of alternative propulsion and energy recovery systems for future race and road cars.

This last point will likely determine Porsche's future far more than the next racing 911. Assuming Porsche as we know it is still a going concern on a sound business footing (and that's saying something given the current economic climate), I see the following realities: That the 991-based racing platform will debut next year is a given along with the ensuing race car production albeit very limited. Porsche must introduce more hybrids or electric cars to lower its Corporate Average Fleet Economy (CAFE) rating for the US market. To that end, Porsche must be a multi-line car company selling more “conventional” cars than pure sports cars (918?). After completing Porsche's migration into the VW group with Ferdinand Piech still on the supervisory board, its prototype debut at Le Mans in 2014 may use a moniker we haven't seen in many years reading: “Porsche + Audi,” if not literally, figuratively. There has been

(Continued on next page)

SPINNEN, CONTINUED



(Continued from previous page)

speculation of one or the other doing F1, but I think that would only be a limited (read technological) venture.

I say this because of the current state of corporate affairs in the VW Group and economies of scale. If you look at how far and fast Audi has come under Ferdinand Piech, it's not easy to forget that the once-brilliant Porsche engineer responsible for the 917 was pursuing his passion via Audi ever since the families bowed out of the day-to-day management of Porsche back in '73.

There are, indeed, questions to consider about a future 911; especially, a hybrid that is sure to come. Where do you put a flywheel that now sits in the passenger seat of the hybrid 911 racecar? Where do you put batteries, if any? Will the motor be gas or diesel? Being race-worthy is another matter entirely. From a cornering perspective it's all about weight, balance, center of gravity, and

polar moment with wheels and suspension doing their best to compensate. Where do you put these new components to achieve the best result, and yet keep the look and feel of a 911? A 911-based race car, like the street car, should have a transmission that moves the rear axle three inches closer to the motor for better mass centralization (if you can say that any rear-engine car HAS mass centralization) and, like the new 911 street car, even better cornering characteristics. We will now have a pause while those who lament the loss of lift-throttle oversteer recognize progress if the victories of yore they cherish are to continue outside of vintage racing.

Whether or not there is a future for the 911 in racing, or having a 911 winning races, may not be as important as some might think. Times change and the rules of racing with them. Indeed, I remember the 550, 718, 904, 917, 956 and the Porsche Spyder winning races, too. Then, to be honest, my attention was focused more on those cars than on racing 911s. Notice, too, that all of those racers were mid-engine cars, but no one thought any less of the rear-engine 911. Consider also that the ACO (the sanctioning body for Le Mans) now fancies itself as a proponent of new technologies vis-à-vis a near 50-year-old platform.

What IS important is that Porsche, in some form, continues winning races and the tradition of consistent improvement of its products remain. Whether that means a 911, a Cayman or a Panamera as a racing platform, to me, is immaterial from an engineering and brand marketing point of view. Still the 911 is an icon. Just like the 356 was in 1964. And we're having that same discussion. – KEEP SPINNEN ■

First Arrive & Drive is Convivial and Challenging

by Patty Somdalen / Photos by Patty Somdalen and Paul Kennington

The June 9 Arrive and Drive was our first time participating in an ORPCA event. Upon arriving early at Millers Homestead in Tigard, we chatted up Paul ('83 Red 911SC) and took a table with Charlie and his grandson. We enjoyed a nice meal and noticed other Porsche enthusiasts doing the same. Having just purchased our first Porsche (2006 white Boxster w/ 12k miles) and just recently joined the club, we were looking forward to this event.

After signing the waivers and attending the drivers meeting, we decided to join the group of Porsches near the end of the line, as we didn't want to hold up other drivers. The

first leg of the A&D got us out of Tigard, and all the cars gathered at the first rest stop at Jaquith Park in Sherwood.

We found the club members to be a convivial crowd! Was I seeing double: Two Garnet 911 '80's Carreras parked side by side? There were also two GT3s on the drive; they should be near the front of the group!

Our second leg proved to be more challenging, as we got off course and noticed others following suit. We had been told during the driver's meeting to pay attention to the directions, NOT necessarily the car in front of you. Yes, that applied in this case! The sweep car saw that we had gone offcourse and he flashed his lights as he drove by in the

opposite direction, alerting us that we needed to turn around.

The best leg was the third and final leg into the wine country. I did not realize that there so many twisty and fun roads to the west of Salem! Even though we were not able to stay for the lunch at Orchard Heights Winery, we were pleased that we attended this event; it was a fun drive presented by the club and Randy Stolz, our tourmeister. We really look forward to the next one. ■

See more Arrive & Drive photos on following pages



Above; 944,Boxster, 993 and 911—you pick!. Photo by Paul Kennington. Below; Patty and Dave Somdalen



ARRIVE & DRIVE, CONTINUED



Clockwise from top left: The start of the A&D; a great sight in the rearview mirror; blue tennies, red Porsche - Paul Kennington is styling! Ground-level view of a beautiful black Porsche; cars of all colors attended the event. All photos by Paul Kennington.

ARRIVE & DRIVE, CONTINUED



Clockwise from above: Two Garnet 911 Carreras side by side; interior shot before the drive began (both photos by Paul Kennington); drivers enjoying the down time as well as the drive time (photo by Patty Somdalen); Susie & Katy Groover—all smiles! Photo by Paul Kennington.





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Autocross 4 is Record-Breaking

More Drivers and More Cars than Ever Before!

Story and Photos by Michael Pinto

Apparently, word of ORPCA Autocrosses having 10 runs in one morning are getting around! The June 10 Autocross saw 84 drivers take to the course in three run groups! That was a new ORPCA record by far, and probably the most entrants in a single-group that PIR has ever seen in the South Paddock. One would think that that many competitors would mean reduced runs, but one would be wrong. Autocross co-chair Kathy Smalley decreed that all shall have eight runs, and we did!

With the large number of newcomers, and the vaunted return of our missing persons from last month, it was full fields for everybody, except for Cary Kutter in I02 and Harry Danberg P01, both taking solo wins. Why don't you come out and try Autocross and give these guys somebody to play with? Harry doesn't bite much!

P02 saw Bill Thorp take a second consecutive win, cementing his points lead. Kathy Smalley took second in the race, with Eric Freedle in third again, and Jim Parks in fourth. Those three are tied at 30 points with Bill just four points ahead, so it is definitely still anybody's game. Jeff Gretz took the P03 victory over Bob Schatz with Barry Cogut winning P04 over newcomer Eric Rhodes (who we hope to see again!).

Racin' Rick Slavin made it four-in-a-row in S01 in his 993 C4 Cab, just nipping a hard-charging Chuck Jarvie by 1.6 seconds. Bryan Brock was third and kept himself in the points hunt. Will anybody be able to best Rick this year, or can he make it a "perfect season"? S02 saw newcomer Glen Wooden beat points leader Sean Vanderheiden.

In I01 Todd Averitt's 914 took the win (with your author driving) and second (with Todd at the wheel). Sean Ressler was third and Kent Olsen fourth in his beautiful classic 911. A mere 0.487 seconds is all that separated second from fourth after eight runs! Your author was made an offer he couldn't refuse on his 944, which is being built into a Spec 944 track car and Todd graciously offered up a co-drive.

Greg Olsen returned from an absence and took the M01 victory with a 34.148 over his co-driver, Alan Wizemann. Greg was the fastest Porsche of the event and has the points lead in M01 again.

NP-S saw the return of Brian Brummel and his all wheel drive Mitsubishi EVO, who re-took his unbeaten status with a blistering 34.917! This is on 140 or more treadwear street tires! Hayward Tyler and Chuck Jewell rounded out the podium, both in all-wheel drive Subarus. There's a theme here, I think. Trevor Turner-Rice was fourth in his BMW Z4 in front of two more all wheel drive cars.

(Continued on next page)



Car # 190, David Ball, 1970 Dodge Coronet Wagon, NP-S, 33rd

AUTOCROSS 3, CONTINUED

(Continued from previous page)

NP-R saw Zack Morgan take Josh McCall's insane LS1-powered RX-7 to an equally insane 33.297 for the victory and top time of the day!

Unfortunately they both had to retire early in part because of some track issues. The degradation of the asphalt in the South Paddock has caused some elevation changes that the faster or stiffer cars found damaging. Talks are ongoing with PIR officials about solving this dilemma. Stephan Ryabinin and Dallas Cutler (second and third) were both also down into the 33's.

A few more comments. First, NP-S drivers Joel Siegersma and David Ball were definitely the "men of the meet"

in their 1970 Dodge Coronet station wagon, complete with Mopar V8, flat black paint, and the wildest driving. These guys were a hoot to watch, we can't wait to have them back! And last, but certainly not least, I want to take some of my allotted space here to personally thank Todd Averitt for letting me borrow his 914. Todd is my main competitor in our class and it's a truly appreciated gesture. I really appreciate the opportunity to drive such a wonderful machine! Thanks also to Kathy Smalley for asking if anybody was willing to share a ride with me when word got out I had a Season Pass and no car.

Full results can be found at www.oregonpca.org in the Events section under Autocross and then 2012 Event Results. Pictures of Autocross #4 are available for free at www.facebook.com/CascadeRacing and while you are on Facebook, don't forget to join the Oregon PCA Autocross Group at <http://www.facebook.com/groups/369426646803/>. ■



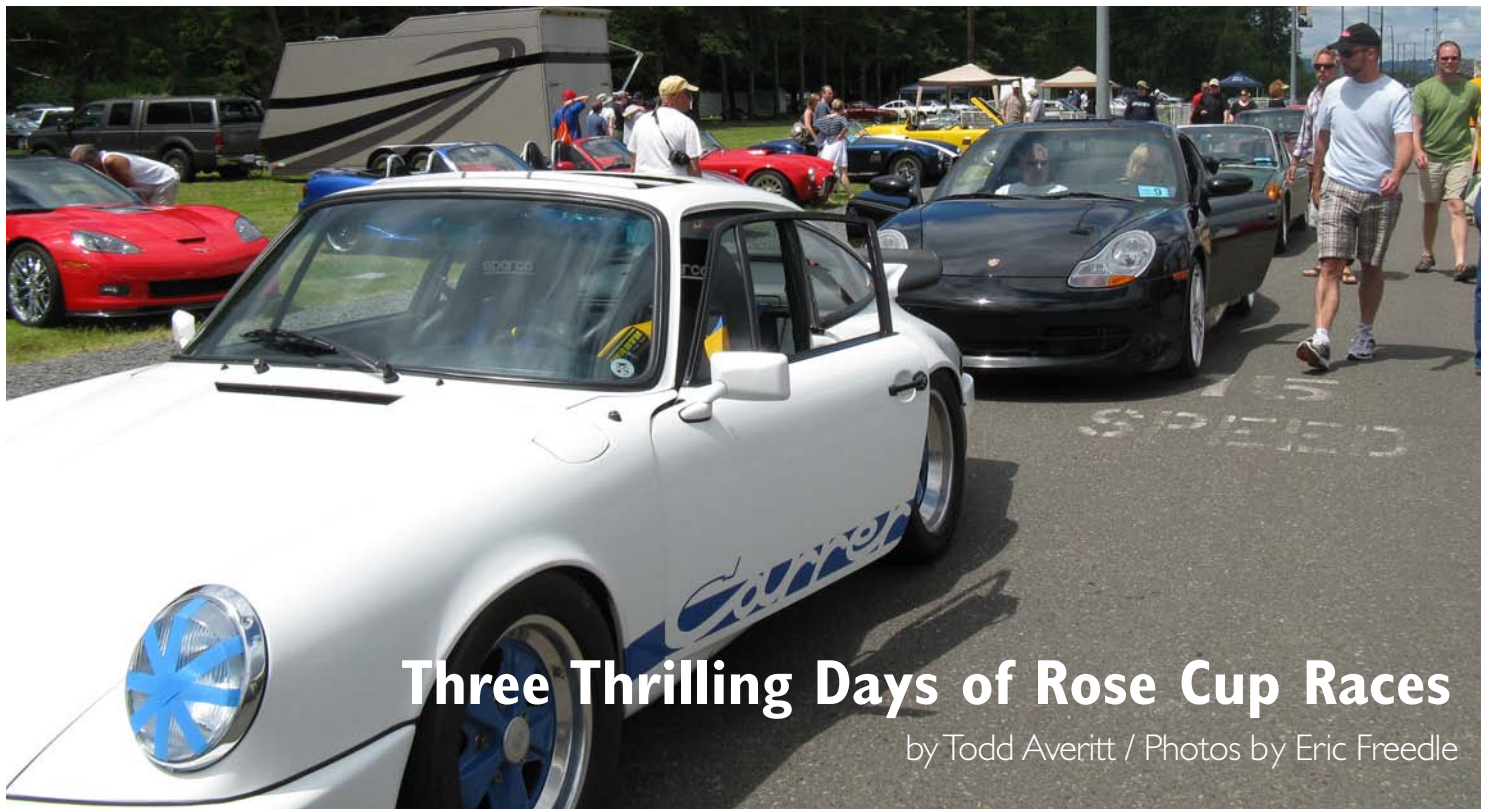
Above: Car # 830, Jim Parks, 1986 Porsche Carrera, P02, 4th. Left: Car # 511, Zack Morgan, 1987 Mazda RX7 / LS1, NP-R, 1st Overall.

See more Autocross photos on following page

AUTOCROSS, CONTINUED



Clockwise from top: Crowd, Driver's Meeting; Car # 517, Danny Ren, 2008 Volkswagen GTI, NP-S, 8th; Car # 11, Jeff Gretz, 2001 Porsche Boxster S, P03, 1st ; Car # 01, Barry Cogut, 2010 Porsche Cayman S, P04, 1st .



Three Thrilling Days of Rose Cup Races

by Todd Averitt / Photos by Eric Freedle

My Rose Cup weekend started on Friday—no corral, but parking was pretty much wherever you wanted. Weather this year wasn't a concern except for a little cooling on Father's Day, making all dads, moms and kids much more comfortable. Friday was practice day with some qualifying laps.

Loren Beggs had his twin turbo 800 hp Cayman screaming, making it look like he was the entr y to beat. He was lapping others in five- to six-lap practices and qualifying.

The Porsche 996 and 997 GT3 Cup cars, primarily competing for the Pirelli Drivers Cup, Porsche Cup, and Rose Cup, inhabited the South Pits. One also found Spec Racer Fords and several other high performance cars there as well. Beautiful examples of these amazing race cars were everywhere. They were right in front of me, touchable.

Above: Cary Kutter leads some Porsches onto the parade lap. Below: Old Blue, Monte Shelton's classic 934 race car.



I spent Friday talking with the drivers and crew members while sticking my head into each and every cockpit and engine compartment. It was seventh heaven. Friday everyone is happy—practicing and qualifying, so adrenalin hasn't gotten too out of control for the drivers and the crews.

Moving over to the North Pits, I felt more at home—meaning all I had to do was convince my wife to sell the house. Most cars were part of the Production Sedan, V8 Sedan, Spec Miata, and Formula and Sports Racer classes as classified by the SCCA. With the exception of Cindy Lux and
(Continued on next page)

ROSE CUPS, CONTINUED

(Continued from previous page)

her MoPar team and one or two other big time caravans, it was mostly the wrench-it and drive-it group. There was a beautiful, almost stock-looking 944 turbo owned and driven by Steve Laughlin. He'd been racing it for 14 or 15 years without a bottom end overhaul, meaning stock crank and rods still in fine shape. His secret was not to over boost and program for a slightly rich mixture. He ran a minimum of 14 races a year and had an incredible win record. Four hundred bhp and over 265 races—Don C, call him soon!



North Pits kept giving up her treasures, John Zupan's beautiful 914/6 GT having been bought by another team. It was absolutely exquisite in every way. There were Datsun S2000s, 510s, and 240Zs, Alpha Spiders, Austin Healey Sprites, Volv's, wild '60's Mustangs, highly modified and turbocharged RX-8s, a plethora of Miatas, and of course some beautifully dressed-out Porsche 911s. And this was only Friday.

Saturday our corral and racing began in earnest. Though we hadn't expected a big turnout, by 9:00 a.m. we outgrew our space allotment. Jim North, the diplomat he is, managed to wrangle some additional space from the adjoining Miata and Nissan Clubs. They were very obliging. It's hearty kudos to all our club members, who filled our corral with their beautiful GT3s, Caymans, Carreras, 968s, Boxsters, and early 911s and SCs.

We weren't disappointed by the weather Saturday, or the racing. There were plenty of Porsches racing throughout the weekend. The Pirelli Drivers Cup showcased many of the west coast's best drivers in 996 and 997 GT3 Cup cars. One stood out: Loren Beggs in his 800 hp twin-turbo Cayman. Saturday ended with the Wemme Cup Vintage Race and, for the first time in years, a drifting exhibition.

Our corral was full to overflowing again on Sunday, Father's Day. We had beautiful examples again of everything

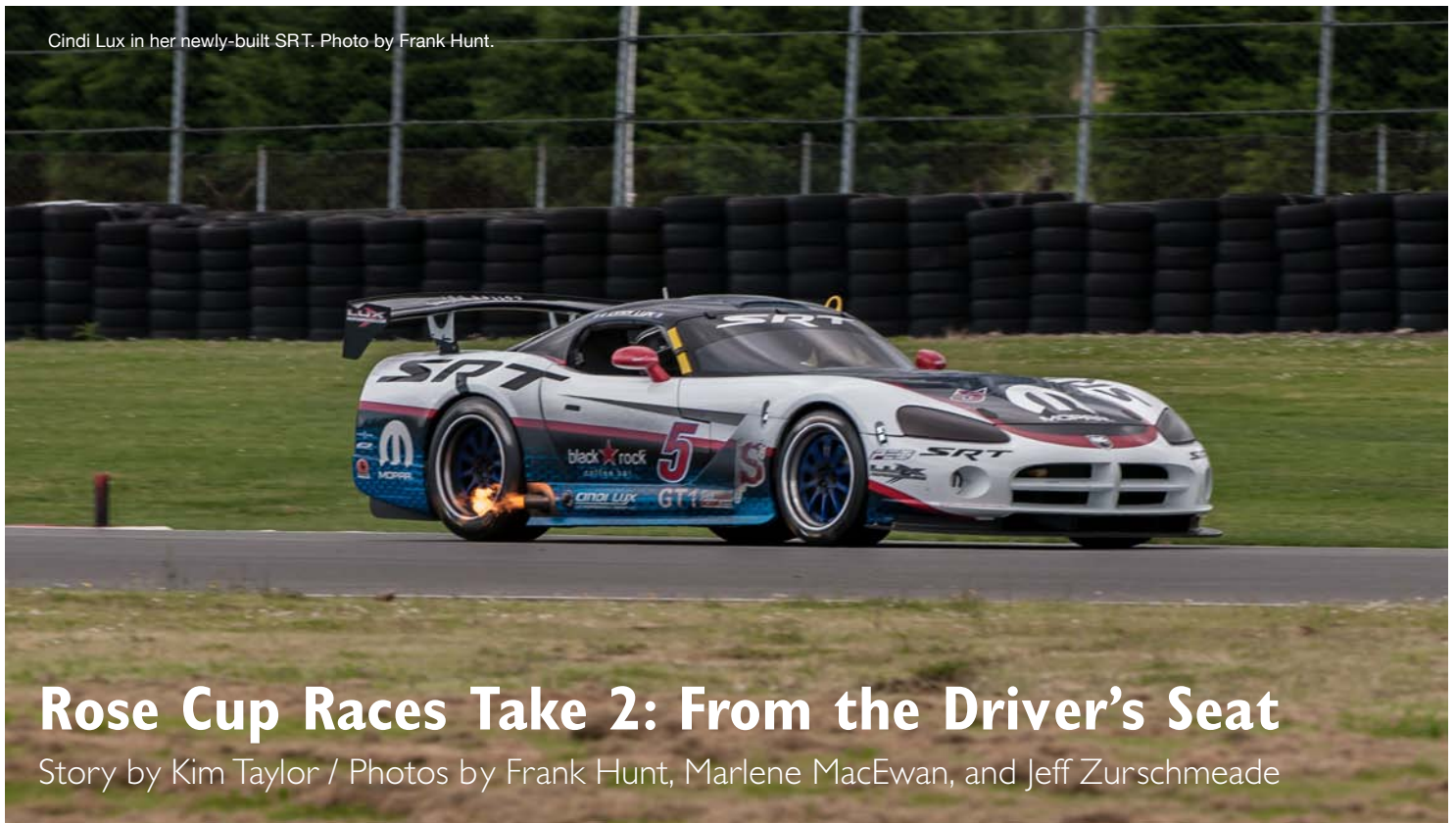
from a stock 914 to a couple of immaculate GT3-RSs. We weren't disappointed by the racing either. We saw the Pirelli Driver's Cup, the Porsche Cup Race, Spec Racer Ford race, Spec Miata racing, Formula and Sports Racer run, Production Sedans, and the feature race The Rose Cup.

It was an all smiles, thrilling three days. Join us next year to discover what I'm talking about. Believe it or not I've barely touched the surface. If you want to know the winners you'll have to attend next year's Rose Cup Races and join us in our corral. ■

Above: New GT3 Neil Shelton following dad. Below: Steve Thayer's great looking pumpkin orange 911 Spec race car.



Cindi Lux in her newly-built SRT. Photo by Frank Hunt.



Rose Cup Races Take 2: From the Driver's Seat

Story by Kim Taylor / Photos by Frank Hunt, Marlene MacEwan, and Jeff Zurschmeade

This was the 52nd annual running of the Rose Cup Races. For the past 15 years Porsche Club Racing has been an integral part of the event.

I made the decision to enter Rose Cup again this year in Group 6. I decided to try something new: The Arrive and Drive Experience. I contacted Cindi Lux of Lux Performance Group to see how it all worked. I am pleased to say that not only did it make my race weekend smooth and easy, but saved my race.

On Thursday (the test day), I went out to make sure that “Tilly” (my 1970 911T modified to Spec 911) was ready for the challenge. Unfortunately, she wasn’t. After a few laps, she started making a terrible noise in the left rear. The handling changed dramatically. I came in to the Lux Performance pit for Fred Lux to take a look. The diagnosis was a bad rear axle (CV joint). A call to Justin at Matrix Integrated (and a conversation with their topnotch mechanic, Jon Bonforte), got a new axle coming. Once the axle arrived at the track, one of Cindi’s talented mechanics installed it. This is no small task to do at the track without a lift.

With the tragedy averted, Tilly and I went out for our first practice session Friday morning. Everything felt great! The first qualifying session was Friday afternoon. I went out and ran some decent lap times, considering I have not been in the race environment for almost a year and a half. I qualified 13th and finished my first race on Saturday in 12th place. Not great, but I held my own.

The second race was on Sunday. I didn’t make my qualifying session, so I had to start dead last (24th). At the start, I passed four cars and worked my way up through traffic. I finished this race ninth.

There was a wonderful catered dinner that had a fun Hawaiian tone provided by Black Rock Coffee. There were wonderful lunches, fun conversations, and coaching by Cindi Lux throughout the weekend.

I would highly recommend the Arrive and Drive experience, especially with a professional group like Lux Performance. Cindi is one of the best coaches around (and she’s local). If you want to make the most of your race weekend or just want some HPDE coaching, give them a call! ■

See more Rose Cups photos on following page

ROSE CUPS TAKE 2, CONTINUED



Clockwise from top: Cindi Lux giving Steven Steimer some last minute coaching; photo by Frank Hunt. Kim Taylor at Turn 12; photo by Jeff Zurschmeade. Steven Streimer driving his Porsche Cup Race Car; photo by Frank Hunt. Kim Taylor, and her kids Andrew and Aimee Friedemann; photo by Marlene MacEwan.

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

July 1

AX 5 @ PIR

September 9 AX 7 @ PIR

August 11/12 AX 6 @ Packwood

October 20 AX 8 @ PIR

Portland Historic Races

July 6 - 8 at PIR

The 2012 Portland Historic Races features an entry list of more than 250 historic race cars to take place July 6-8, 2012, at Portland International Raceway, 1940 N. Victory Blvd., Portland, Oregon. The Historic Races allow enthusiasts the opportunity to see race cars up close, and feature a display of over 600 collector cars and hot rods, a food and wine pavilion, an autocross, and a kid's zone.

The ORPCA is offering a ticket package consisting of a three-day admission for two adults, one car corral pass, and the ever-popular parade lap. The three-day package can be purchased for \$50 through motorsportreg.com and the order deadline is June 8, 2012. We ask that you have your Porsche in the corral located in the infield of the track by 10:00 a.m., so please make time allowance to cross over the track into the infield. Entry to the infield will use Turn 8 (north side of the track). Come out and make the Porsche car corral larger than other car clubs. ■

REGISTRATION DEADLINE : Passed

COST: \$50 for three-day ticket package

CLUB CONTACT: Eric Freedle, vicepresident@oregonpca.org
503.936.0816



Porsche Parade 2012 in Salt Lake City

July 8 - 14



The Porsche Parade is the PCA's annual convention. It is a week-long extravaganza of car events, tech sessions, social events and FUN. Whether you like to autocross, rally, tour or concours, there is plenty to do and see. Attendance is roughly 2000 people, most of whom arrive in their beautiful and much-loved Porsche automobiles. In addition to all these fun activities, the Parade is a great family vacation. It provides you with the opportunity to visit a different area of the country each year, as well as the chance to catch up with all the Parade friends you only see at Parade.

In addition to the traditional car-related activities, you can enjoy a golf tournament, a 5K Run/Walk, RC Car racing, and the Tech Quiz. We will offer numerous tours to local attractions to introduce you to the great Salt Lake City area, as well as give a little free-time to relax and enjoy it. We also promise plenty of opportunities to socialize with friends new and old. The Parade is the best of PCA all in one action packed week. Don't miss out! For more information, please see <http://www.pca.org/Activities/Parade.aspx> ■

July Arrive & Drive

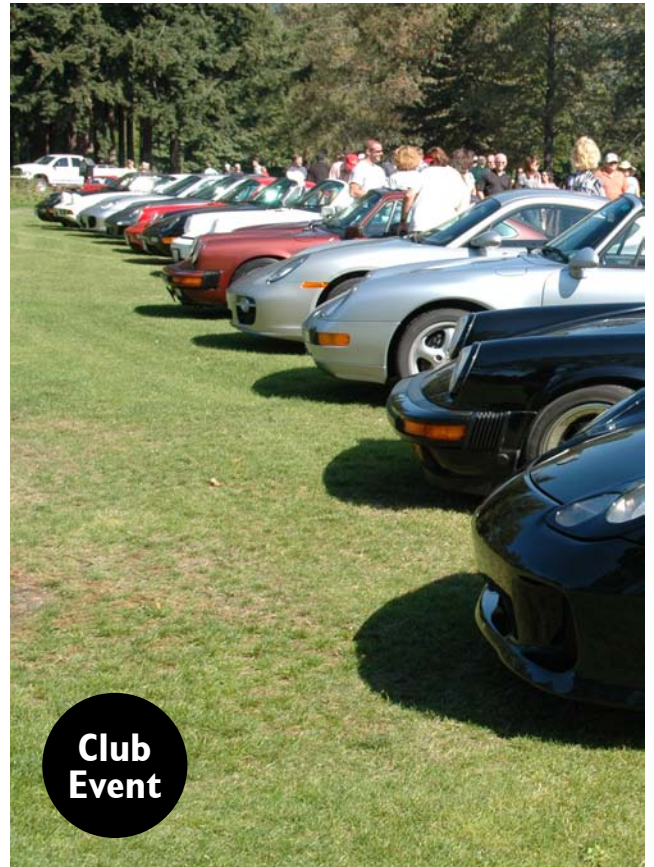
Saturday, July 14

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

The second Saturday of each month, starting in May and extending into October (we will not have a A&D in August). Each drive is roughly 60 to 100 miles in length and finishes in under three hours. It's a great way to kick off the weekend and a fun way for new members to get acquainted with ORPCA.

To attend, bring your favorite Porsche (with plenty of fuel) and, ideally, a navigator that doesn't get motion sickness to Miller's Homestead (17933 SW McEwan Ave. Tigard, OR 97224, 503.684.2831) no later than 8:45a.m. Drivers' meeting takes place at 9:00 a.m. sharp, but many arrive early at 8:00 a.m. for a no-host breakfast. With an average of 40 to 50 cars, we often try to break into smaller groups rather than doing one long convoy. The first group of cars will depart at around 9:15 a.m. This is a no fee event.

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



July Social & Dinner

Wednesday, July 18, 6:00 to 8:00 p.m.

ERNESTOS ITALIAN RESTAURANT
8544 SW Apple Way, Portland, OR 97225
503.292.0119

Hosted by: Joe & Ginny McQueen

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

RSVP: socialevnts@oregonpca.org

The Italian Dinner will be served "FAMILY STYLE" at \$25/person (includes gratuity). Monies will be collected at the door. Please bring the correct change. Thanks!

All dinners are served on large platters to be passed around the table like Grandpa Ernesto did at his family table. Menu will include: Minestrone Soup, Caesar Salad, Rigatoni with Marinara Sauce, Cheese Ravioli, Meatballs, Herb Roasted Chicken, Focaccia. Dinner is served with choice of coffee, tea or soft drink.

Ernesto's offers it's customers a cozy atmosphere that is family friendly in the dining room with a great kid's menu to a great gathering spot in the lounge with it's fantastic happy hour.

Drop in and be a part of a great tradition. ■





HPDE & Lapping Day at ORP

July 19 & 20 at Oregon Raceway Park

There are many reasons to participate in High Performance Driver Education. A few are to help make each of us more skilled and safer drivers, to provide us with the opportunity to learn about our automobiles, our car control skills, to experience “driving in its purest form” and have a lot of fun doing it.

Each new participant begins in the Novice/Beginner group. First time Novice drivers will be assigned an instructor. Novice students are encouraged to drive at speeds at which they and their instructors are comfortable in order to learn the correct driving line and fundamentals. The goal is to teach better car control. Students are discouraged from traveling at speeds which could place them or their cars in jeopardy.

As your skill level develops you will progress from the Novice/Beginner group to more experienced driver classes. You will be signed off as you progress. Being “signed off” means that your instructor feels confident that you can drive “solo” in the novice group or that you are ready for the next run group level. Your instructor will inform the Chief Driving Instructor of the change in your status.

For complete details about the HPDE program, go to <http://www.oregonpca.org/events/high-performance-drivers-ed/> ■

ORPCA/BMW HPDE at PIR

Tuesday, July 31

Join ORPCA and BMW ACA on July 31 at Portland International Raceway for this HPDE event.

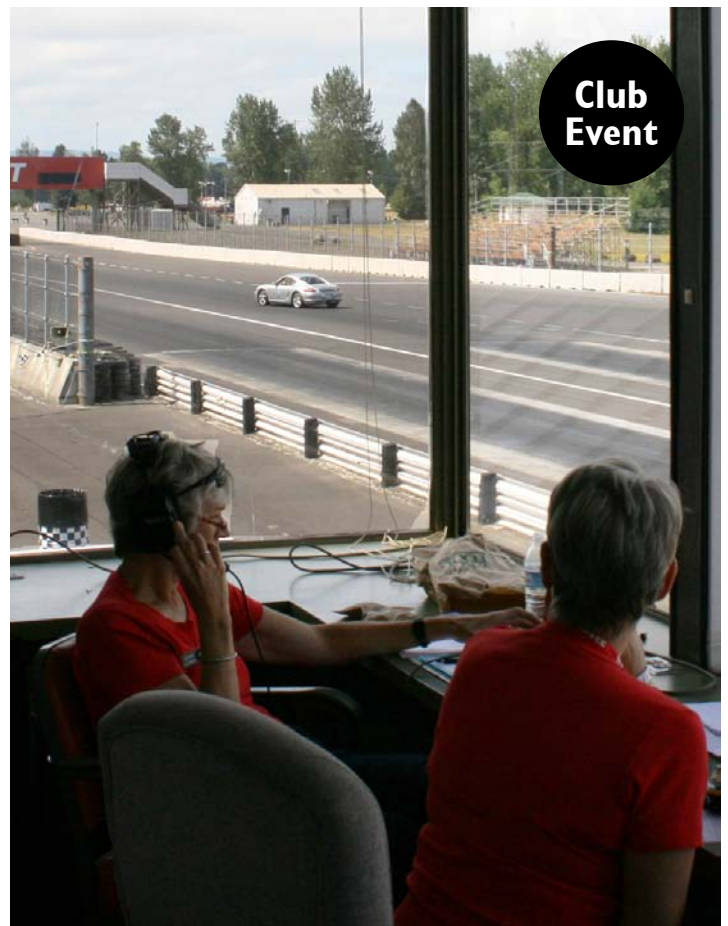
Registration for this event is on motorsportreg.com for anyone with a track-worthy car.

Please take some time to review the event on motorsportreg.com or our new and improved website (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, please email Kim Taylor at hpdechair@oregonpca.org or Tom Whiteley at hpderregistration@oregonpca.org ■



Summer Tour & Picnic

Sunday, August 5



Please 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 must be made in advance no later than July 22. This event is limited to 40 cars so please register early!

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

Below: Photo from Summer Picnic 2010 by Bob Ellis



Evo School at Packwood Hampton Lumber Mill

Saturday, August 11

The 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. ■



August Drive and Hike

Saturday, August 18

Want 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. 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). ■



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 by July 25 if you plan to participate. ■



Resource Directory

Auto Upholstery

Guy's Interiors 503.224.8657

Collector Cars

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

Wheel Polishing & Repair

Skip's WheelWerks 503.641.8001



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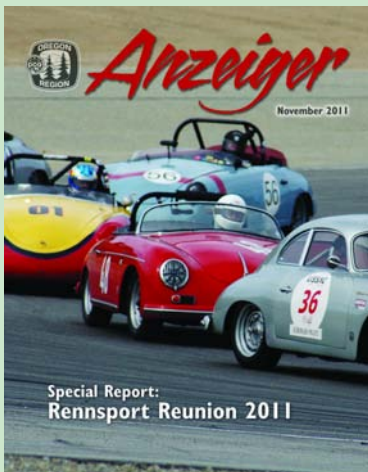
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Announcing the *Anzeiger* Cover Photo Contest!

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

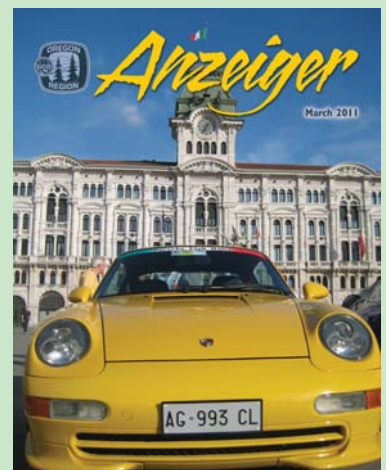
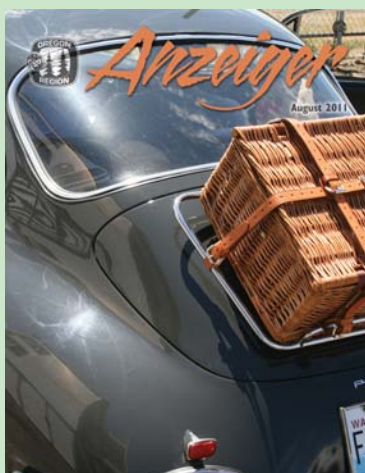
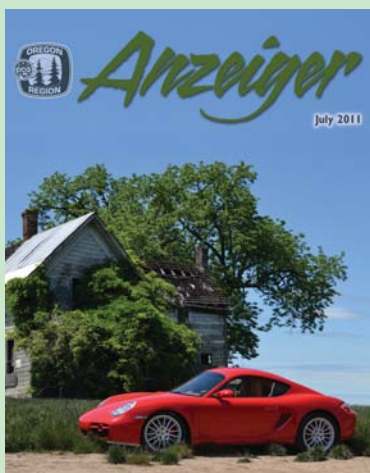


Details: Picture Format: Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

Remember that many digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, set your camera for its highest resolution. That's the one that uses the most memory.

The fame: Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are.

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



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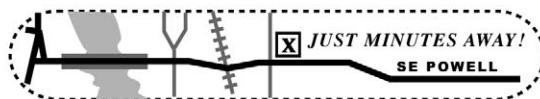
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Rob Pickett
Suzan Frye
2006 911 C25

Doug Miner
Celeste Miner
1987 951 Coupe

Joshua Horner
Kimberly Horner
161 356B

Scott Andersson
Timothy Andersson
1983 944

Chris Colgan
Janet Siharath
1985 944

James King
Danni King
2001 911

Travis Smith
Jackie Paulsen
2004 Cayenne S

Marcelo Vieira
2007 911

Michael Benefield
Stacy Benefield
1960 356 B

David Lee
Deidre Lee
2007 Cayman S

Michael Reynolds
Catherine Reynolds
2007 Cayman S

Joel Schommer
Kim Ewald
2007 Boxster

Mark Whitesell
Jannelle Whitesell
1976 912E

Norman Hotz
Kathleen Callahan
1999 911



Anniversaries

5 Year Anniversary

Mark Behrens / Kathleen Behrens
Bryan Brock / Veronica Brock
Andrew Richards / Amy Richards
Todd Roberts
Alan Lofurno

10 Year Anniversary

Steven Cranford / Nathan Cranford
Deb Shilaos / Tom Shilaos
Alfred Viado / Pamela Viado

20 Year Anniversary

William Korach / Rachel Korach

25 Year Anniversary

Michael Bartos

30 Year Anniversary

Ron Grosjean / Marsha Grosjean
Julius Horvath / Jill Mason



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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 sun-roof. 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> (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)



Originally over \$600 plus shipping, sell for \$399. Barry (360)210-7900 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 or 360-510-3666. Can deliver to ORPCA Autocross. (5/12)

Looking Ahead to Driving Events!

July, 2012

- 1 Autocross 5 @ PIR
- 14 Arrive & Drive
- 14 HPDE @ ORP
- 15 HPDE Lapping @ ORP
- 31 ORPCA/BMW HPDE @ PIR

August, 2012

- 5 Summer Picnic
- 11 Evo School @ Packwood
- 12 Autocross 6 @ Packwood
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 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

