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March 2011





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Anzeiger

Volume 51 No. 2
March 2011



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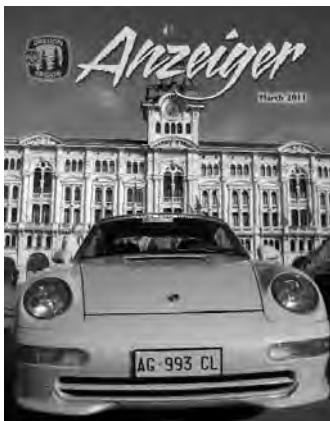
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ON THE COVER

While travelling in Europe, club member Dan Yaillen came across a gathering of Porsche enthusiasts in Trieste, Italy, a city close to the Slovenian border. Dan snapped some wonderful photos, including this month's cover. See page 14 for more. Photo by Dan Yaillen

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. Photographers selected for the cover will receive a specially-framed copy of the cover. For more information, refer to page 6.

Anzeiger

(an' zī ger), noun, German

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

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<http://oregonpca.org/>

Classified Advertising

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 20th of the month will be included in the issue of *Anzeiger* dated two months hence. For example, ad copy received by June 20 will be included in the August issue, reaching readers on or about August 1. Please note that *Anzeiger* is published 11 times per year; ad copy received after November 20 will reach readers in the March issue.

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.

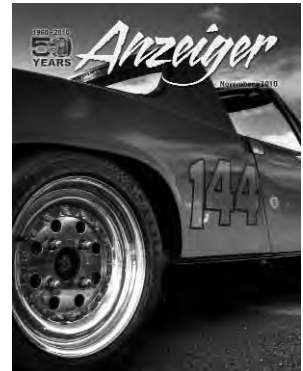
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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.

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



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Outside back cover	\$3,150
Inside front cover	\$2,970
Inside back cover	\$2,736
Inside full page	\$2,502
2/3 page	\$2,124
1/2 page	\$1,656
1/4 page	\$1,143

Black and White

Outside back cover	\$1,750
Inside front cover	\$1,650
Inside back cover	\$1,520
Inside full page	\$1,390
2/3 page	\$1,180
1/2 page	\$920
1/4 page	\$635

To place an advertisement in *Anzeiger*, email
Editor@oregonpca.org

Ready to Roll Out the New Club Website

Are you efficient? How do you drive your car and conduct your life? When you drive at the track or on the highway, what do you think about before, during and after you finish the drive? What can we learn about efficiency from pilots, drivers, golfers and successful business people? Finally, what does this all have to do with our new ORPCA website?

As a pilot for over 40 years, I have learned that preflight planning is the key to the success of every flight. A good flight means it was “boring,” with no unexpected excitement. When in the cockpit, and particularly when in the clouds, I try to avoid distractions that can hamper my ability to focus on the three most critical tasks, which are to aviate, navigate, and communicate (in that order of importance).

When driving at the track, I try to think primarily about looking far enough ahead, steering the proper line, and locating braking points that are not too early, but certainly not too late. At the end of a long session, I can usually maintain better stamina and lower lap times if I keep things simple. Low handicap golfers are efficient because, through practice, they have developed muscle memory that

WE WILL HAVE A MYRIAD OF WAYS TO INPUT RELEVANT TEXT, PHOTOS AND VIDEO THAT SHOULD GIVE THE SITE THE “POP” WE DESIRE. THE CONTENT OF OUR MONTHLY ANZEIGER MAGAZINE AS WELL AS THE TRADITIONAL CLUB EMAIL BLAST INFORMATION WILL ALSO BE INTEGRATED INTO THE SITE. LET US HEAR YOUR CONSTRUCTIVE FEEDBACK!

allows their swings to be simple and repeatable, with a minimum number of “moving parts.” They also develop a mental toughness that allows them to compartmentalize their thoughts and think about the next shot regardless of what has happened previously in their round.

Successful businesspeople are productive each day because they remain focused on the important tasks at hand which usually most directly relate to the satisfaction of their clients. They generally avoid most of the energy and time sapping “noise” that can creep into your day if you allow it.

The point of this efficiency discussion is that I think ORPCA can do a much better job for our members if we generally adopt the same philosophy. Communications between board members, event chairs, volunteers, and the

COMMUNICATIONS BETWEEN BOARD MEMBERS, EVENT CHAIRS, VOLUNTEERS AND THE OVERALL MEMBERSHIP CAN BE MUCH MORE EFFICIENT, TIMELY AND ACCURATE IF WE SIMPLY USE TECHNOLOGY TO OUR ADVANTAGE AND STREAMLINE THE WAY WE SHARE INFORMATION.

overall membership can be much more efficient, timely, and accurate if we simply use technology to our advantage and streamline the way we share information. At the same time, we need to remember that things often get lost in translation when we use electronic mediums. There is no substitute for one-on-one meetings

or at least a phone call to make sure the message gets across right the first time.

With all of this in mind, our new, improved ORPCA website is expected to rollout this month, and we think you will like what you see. This will become the primary way we all communicate with



each other regarding upcoming events and share the fun of past events. Joe McQueen and his team have been busy loading content into the pages. We will have a myriad of ways to input relevant text, photos, and video that should give the site the “pop” we desire. The content of our monthly Anzeiger magazine as well as the traditional club email blast information will also be integrated into the site. Let us hear your constructive feedback!

Upcoming Events:

■ Join Gary Chapman and his team on March 12 and 13 for the Autocross Test and Tune, as well as the Drivers Skill Clinic. Learn how to drive at the limits of adhesion in a safe and fun place to do it!

■ Sue Denfeld and her team will hold the monthly dinner meeting on March 16.

■ Finally, Eric Freedle and his team will conduct the Tech Session on March 19.

Check the new ORPCA website for updates on all of these events! ■

Oregon Region Events



March, 2011

- 8 Board Meeting
- 12 Autocross Test & Tune
- 13 Autocross & Driver Skills Clinic
- 16 Monthly Club Dinner and Social
- 19 Tech Session

April, 2011

- 9 Spring Clean
- 12 Board Meeting
- 17 Autocross PIR
- 20 Monthly Club Dinner and Social

May, 2011

- 10 Board Meeting
- 14 Arrive and Drive
HPDE @ ORP
- 15 HPDE @ ORP
Autocross
- 18 Monthly Club Dinner and Social

June, 2011

- 2-5 Northwest Passage
- 11 Arrive & Drive
- 12 Autocross PIR
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 17-19 Rose Cup Races PIR
- 23 HPDE @ PIR Tri-Club

July, 2011

- 3 Autocross PIR
- 8-10 Portland Historic Races PIR
- 9 Arrive & Drive
- 12 Board Meeting
- 15 Opal Creek Drive & Hike
- 16-17 HPDE @ ORP
- 20 Monthly Club Dinner and Social
- 23-24 2011 Escape

August, 2011

- 6 "Allure of the Automobile" Car Show
- 9 Board Meeting
HPDE @ PIR
- 14 Summer Picnic
- 17 Monthly Club Dinner and Social
- 20-21 Autocross Packwood

September, 2011

- 10 Arrive & Drive
Sunset Swap Meet
- 10-11 HPDE @ ORP
- 11 Autocross PIR
- 13 Board Meeting
- 16-18 Sunriver Festival of Cars
- 21 Monthly Club Dinner and Social
- 24 Drive & Hike

October, 2011

- 8 Burrito Run
- 9 Autocross PIR
- 11 Board Meeting
- 19 Monthly Club Dinner and Social

November, 2011

- 8 Board Meeting
- 16 Monthly Club Dinner and Social

December, 2011

- 10 Holiday Party
- 13 Board Meeting

Event Notification

To be added or removed from the Oregon Region's event notification service, please send an e-mail to postmaster@oregonpca.org.

Board Meetings

All members are encouraged to attend Oregon Region PCA board meetings. For the exact meeting time and location, please send an e-mail to secretary@oregonpca.org.

Contributions Welcome

With the exception of December, the deadline for Anzeiger contributions is the 20th of each month. Please send contributions by e-mail to editor@oregonpca.org. Attach text contributions as a Word file and pictures in JPEG or TIFF format at the highest possible resolution.

Anzeiger Advertising

Commercial advertising requests and inquiries should be emailed to adsales@oregonpca.org. See page 2 for classified requirements and contact information.

STILL PLAYS WITH CARS

Peter Linsky



Next Generation 911 is Adding Weight and Girth

AOL's Daily Finance website reported in early November that the pending merger of Porsche with VW might not go through because of certain tax implications, and some differences in thinking about developing new products ...but good news arrived a week later: The tax fuss was settled November 19, according to the Wall Street Journal. Even better is the news that Porsche's share value jumped more than 50% in November, signaling investor confidence, and a growing likelihood that the merger will be consummated shortly.

New models coming? Porsche's next-generation 911 will be tabbed the 991, not the 998, even though it follows the 997. It's going to be larger in almost all dimensions, but a bit lighter, too, and more powerful. Why is it growing larger? Several analysts believe it's to make room at the bottom of the line for that long-discussed new entry-level sports car, perhaps



PORSCHE REALLY HASN'T HAD A TRUE ENTRY-LEVEL SPORTS CAR SINCE THE 924, AND IN TODAY'S ECONOMY, VERY FEW LATE-20S/EARLY 30S ENTHUSIASTS ARE ABLE TO STEP UP TO A NEW \$60,000 SPORTS CAR. ... PORSCHE MUST RECAPTURE A PIECE OF THAT MARKET TO REPLACE US OLD GREY-HAIRS.

VW-based ... assuming the merger goes through. Porsche realizes it needs to go after a more youthful market segment, a fact publicly acknowledged in December when it confirmed that it will move ahead and produce a new, small, baby crossover SUV, tentatively called "Cajun." That moniker may not stick, but it is almost certainly based on a VW chassis and would borrow many styling cues from its bigger brother, the Cayenne. You may have noticed that the Boxster too, has

been adding weight and girth, the limited-production Spyder notwithstanding. Porsche really hasn't had a true entry-level sports car since the 924, and in today's economy, very few late-20s/early 30s enthusiasts are able to step up to a new \$60,000 sports car. Something in the low 30s, yes, and Porsche must recapture a piece of that market to replace us old grey-hairs.

It was only a matter of time before some creative soul asked why Porsche couldn't

build a drop-top version of the big Panamera sedan. Lo and behold, in early September up popped a photo—or a well-done computer graphic—of a two-door cabriolet with that unmistakable Panamera front end buzzing down a highway. The photo, which appeared online at the website of the German motoring magazine *Auto Motor und Sport*, illustrates a car not unlike a big Mercedes convertible. The article quotes Porsche's outgoing R&D chief Wolfgang Durheimer as saying the platform still has a lot of room for development, and an open version is a possibility.

Porsche says its in-house *Sondersische* (Special wishes) program is alive and well. Marking the 25th anniversary of the program last November, Porsche declared that as long as a customer's request was technically and qualitatively feasible, it would create what a customer wanted. Of course, the price will be substantially more than the MSRP of a standard vehicle, but if you have to ask ...

So you'd like to watch a Porsche race—a real Porsche race with an international flavor? Best get yourself over to Cologne, Germany, and then to the nearby Nürburgring on June 25. That's when The Porsche Carrera World Cup race is scheduled, just ahead of the 39th annual ADAC (German Automobile Club) Nürburgring 24 Hour endurance race. No fewer than 200 911 GT3 Cup entries will line up to run six laps of the historic 13 mile Nordschleife circuit with its hundreds of turns. Entrants will run in two categories: The 2007-2009 models with 3.6 liter engines of about 410hp, and the newer 2010-2011 version with 3.8 liter engines producing about 450hp.

Until next month, drive safely! ■

Autocross Test and Tune

Saturday, March 12, PIR South Pits

Come on out and get your carbs tuned, suspension set up, check your tires. Unlimited runs, \$30.00 for the day. Last day to register online: Wednesday, March 9, 2011.

Please join us for our Autocross Test and Tune. This event will be held in the South Pits at Portland International Raceway (PIR).

Pre-Registration for all events is open for ORPCA members on February 1, 2011. Non-ORPCA Members can pre-register for an event starting two weeks before the event date. All pre-registration is closed on the Wednesday before the event date. Registration is limited to 50 participants, with Non-ORPCA member pre-registration limited to 15 entries. It is strongly suggested that you pre-register for an event to ensure a spot. Walk-up registration is subject to availability.

Pre-registered participants will be emailed a copy of the course map after registration is closed on the Wednesday before an event.

Tech and Registration begin at 7:00 a.m. with the first car going out at 9:00 a.m. You don't need a Porsche to participate, so bring all your friends!

For Car Classing Descriptions, visit:

<http://www.oregonpca.org/events/autocross/ax-rules-regulations/>

REGISTER VIA: orpca.motorsportsreg.com

CLUB CONTACT: Gary Chapman
axchair@oregonpca.org



Autocross & Driver Skills Clinic

Sunday, March 13, PIR

Our annual Driver Skills Clinic, offered in the Spring on March 13, is a great way to shake off the winter blues and get things rolling again. You will have an opportunity to improve your car control skills prior to ORPCA's upcoming on and off-track events.

The clinic features: A skid pad to improve your on-limit car control, A slalom to help develop your timing and line, looking further ahead, and An avoidance maneuver and threshold braking exercise to enhance your ability to stay in control of your car during unexpected circumstances.

We provide instructors to guide and help you understand what is taking place between you and your car. The event is open to drivers of all skill levels and is a great way to build new skills, gauge the limits of your car, or just get back in shape after a long winter. That smile will last for days afterwards.

REGISTER VIA: orpca.motorsportsreg.com

CLUB CONTACT: Gary Chapman
axchair@oregonpca.org



**Club
Event**



Weight Transfer is Crucial Driving Skill

What important skills did you learn while at the school?"

This question was asked at the end of a four day driving school by the schools namesake, Bob Bondurant. The class responded "weight transfer."

"Very good" Bondurant replied.

Considering the many skills the class had worked on, from accident avoidance, heel and toe down shifting, threshold braking, and cornering drills, why was weight transfer deemed so important? Because weight transfer enhances traction and high performance driving requires traction.

When a car is stationary, the weight of the car is distributed fairly evenly over the four tires, but once the car is moving, the weight of the car "floats" between the tires. The driver controls this "float" or weight transfer with the accelerator, brakes and steering. When the driver depresses the gas pedal, the weight of the car transfers to the rear tires; if the brakes are applied, weight moves from the rear tires to the front tires.

It's simple enough at low speeds, but there is only so much traction available, and when speeds increase, the traction limit does not. Go beyond the traction limit and the tires will slide.

By moving some of the car's weight to the tires needing traction, the driver is able to use more of the available traction. Using weight transfer for cornering works as follows:

As a car approaches a corner, the driver's foot goes from the gas pedal to the brake pedal. Squeezing the brake pedal causes a portion of the car's weight to move from the rear tires to the front tires (under hard braking, 70% to 80% of the work is done by the front tires). As the front tires receive the additional weight, the driver is



able to push harder on the brake pedal, allowing further braking without the intervention of ABS or tire lock; the "squeeze rate" of the brake pedal can be rapid, but not abrupt.

After slowing the car, the driver's foot smoothly releases the brakes and lightly presses the gas pedal, moving some weight to the rear tires and helping prevent the rear of the car from sliding out (oversteer) when the car enters the corner. The steering wheel rotates and the car goes through the corner with the driver increasing pressure on the gas pedal as needed, transferring weight to the rear drive tires.

Weight transfer skills allow for safer driving when traction is limited due to snow and ice. For example, a car comes down an icy hill and the driver, seeing the, ice lifts off the gas pedal. The driver feels the back of the car beginning to slide to one side, realizes that the rear tires have lost traction, and gives the gas pedal a slight press, transferring weight to the rear.

The tires reestablish traction, and by carefully modulating the gas pedal, the driver maintains traction and slows the car as necessary, as opposed to slamming on the brakes and spinning into the ditch.

Another example: a car approaches a snow covered corner, and though the steering wheel turns, the car continues straight. The driver, realizing that the front tires are sliding, lifts off the gas pedal enough to move weight to the front tires, remembering the rear tires will now have less weight and traction. The driver modulates the gas pedal as necessary to maintain traction front and rear and the car goes around the corner.

A good way to learn and practice weight transfer skills is in a Skid Car class, offered at most driving schools including Pro Drive in Portland, Oregon. For safe high performance driving; always drive within the conditions and laws present. ■



Denim to Diamonds Holiday Party

by Marlene MacEwan / Photos by Marlene MacEwan and Bob Ellis

It was a drizzly day in Portland for the ORPCA annual Holiday Party at the Avalon Hotel's Aqua Riva Restaurant. The party, however, was anything but! The Denim to Diamonds theme was an appro-

priate one; attire ran the gambit from casual, to business casual, to semi-formal, to formal. All 95 guests arrived in a festive mood. Climbing the stairs to our private, glass-enclosed banquet room afforded a

great view of the Willamette River. As everyone sipped on their favorite beverage, conversations flourished. New friendships were started, and old friendships renewed.

Dinner was wonderful, and so was the dessert bar. As dinner was wrapping up, Kathleen Ellis, 2009-2010 ORPCA President, introduced her 2010 outgoing Board of Directors and thanked them for their dedication and service. Kathleen's board included Jim North, Vice President, Eric Freedle, Secretary, Marlene MacEwan, Treasurer, and Andy Jacobson (not present) and Susie Groover, Board Members at Large. Kathleen then introduced the 2011 Board of Directors, which include Jim North, President, herself, Past President, Don Clinkinbeard, Vice President, Eric Freedle, Secretary, Marlene MacEwan, Treasurer, and Gary Chapman (not present), Andy Jacobson (not present), Joe McQueen and Sue Denfield (not present), Board Members at Large.

Kathleen gave out the perpetual awards for outstanding volunteer service for 2010.





The recipients were: President's Award to Chuck and Judy Hervey, Mark Donahue Award to Peter Linsky, Gear of the Year to Joe McQueen, Enthusiast of the Year to Cherie Oldenburg, and Tourmeister of the Year to Bob Ellis. All the recipients were very deserving, and the ORPCA thanked them for their invaluable contributions to our club.

There was not a silent or oral auction this year. We did collect a great number of unwrapped toys for the Boys and Girls Club. Music from the '60's and '70's was provided by Freedom DJ's. The remainder of the evening was spent dancing and socializing. A good time was had by all! ■

**Enjoy more photos from
Denim to Diamonds on page
13**



Clockwise from Opposite Top: HPDE Staff. Front row, Signa Vernholm, Debbie and Don Clinkinbeard, Marlene MacEwan; behind front row, Tom Whitely; back left, Cherie Oldenburg and Dick Thomas, back right, Chuck Bergeron and Kim Taylor. Photo by Marlene MacEwan. Joe McQueen in his holiday best amuses Cheryl Carpentier. Photo by Bob Ellis. Chuck and Judy Hervey receive the President's Award from Kathleen Ellis (center). Photo by Bob Ellis. Cherie Oldenburg, Enthusiast of the Year. Photo by Marlene MacEwan. Enjoying the oldies on the dance floor! Photo by Bob Ellis.

March Social and Dinner

Wednesday, March 16, 6:00 pm

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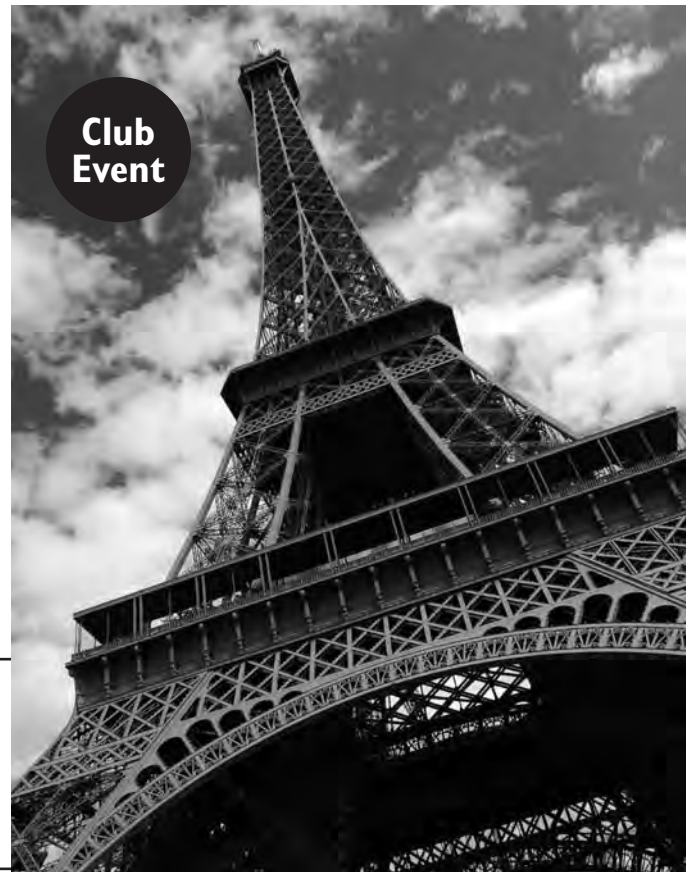
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www.laprovencebakeryandbistro.com

New members and old, please join us for a special evening of great fun and excellent food at this wonderful French restaurant.

Hosted by Nancy Herron.

DEADLINE:	March 11, 2011
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Sue Denfield dinnermeeting@oregonpca.org



Tech Session

Saturday, March 19 10 a.m. to 2 p.m.

Matrix Integrated

4000 SW Macadam Avenue

Portland, OR

Topic: Fluids

We welcome you to join us for an in-depth discussion regarding the fluids in your vehicle (engine oil, coolant, brake fluid, transmission fluid, gear oil, power steering fluid, etc). The discussion will range from non-technical to technical, with Mike from Elf/Total Lubricants on hand to answer any brain teaser-type questions. Water and snacks will be provided. We hope to see you there!

DEADLINE:	Register by March 15, 2011
REGISTER VIA:	RSVP via e-mail to: contact@matrixintegrated.cc
CLUB CONTACT:	Eric Freedle secretary@oregonpca.org



HOLIDAY PARTY PHOTO GALLERY



Clockwise from above: Kathleen Ellis, far right, introduced 2010 and 2011 Board Members, from left to right, Joe McQueen, Don Clinkinbeard, Jim North, Marlene MacEwan, Eric Freedle and Susie Groover. Cherie Olderburg and Kathleen Ellis. Jim North, 2011 President, thanks Kathleen Ellis, 2010 President for her years of service. Chuck and Julie Bergeron enjoying the party. All photos by Marlene MacEwan.



Porsche Club Spotted in Magnificent Italy


Story and Photos by Dan Yaillen

Last June we were fortunate to travel to Italy, Croatia and Slovenia. As we were walking in Trieste, Italy, a city close to the Slovenian border, we came across a Porsche club gathering in a huge square with magnificent buildings. The club gathering was very similar to what we would have here—proud displays of owner's cars, with a special showing of the then-new Panamera and revised Cayenne.


The destination's a little different than those in the Pacific Northwest ... but it looks like enthusiasts are basically the same the world over! ■







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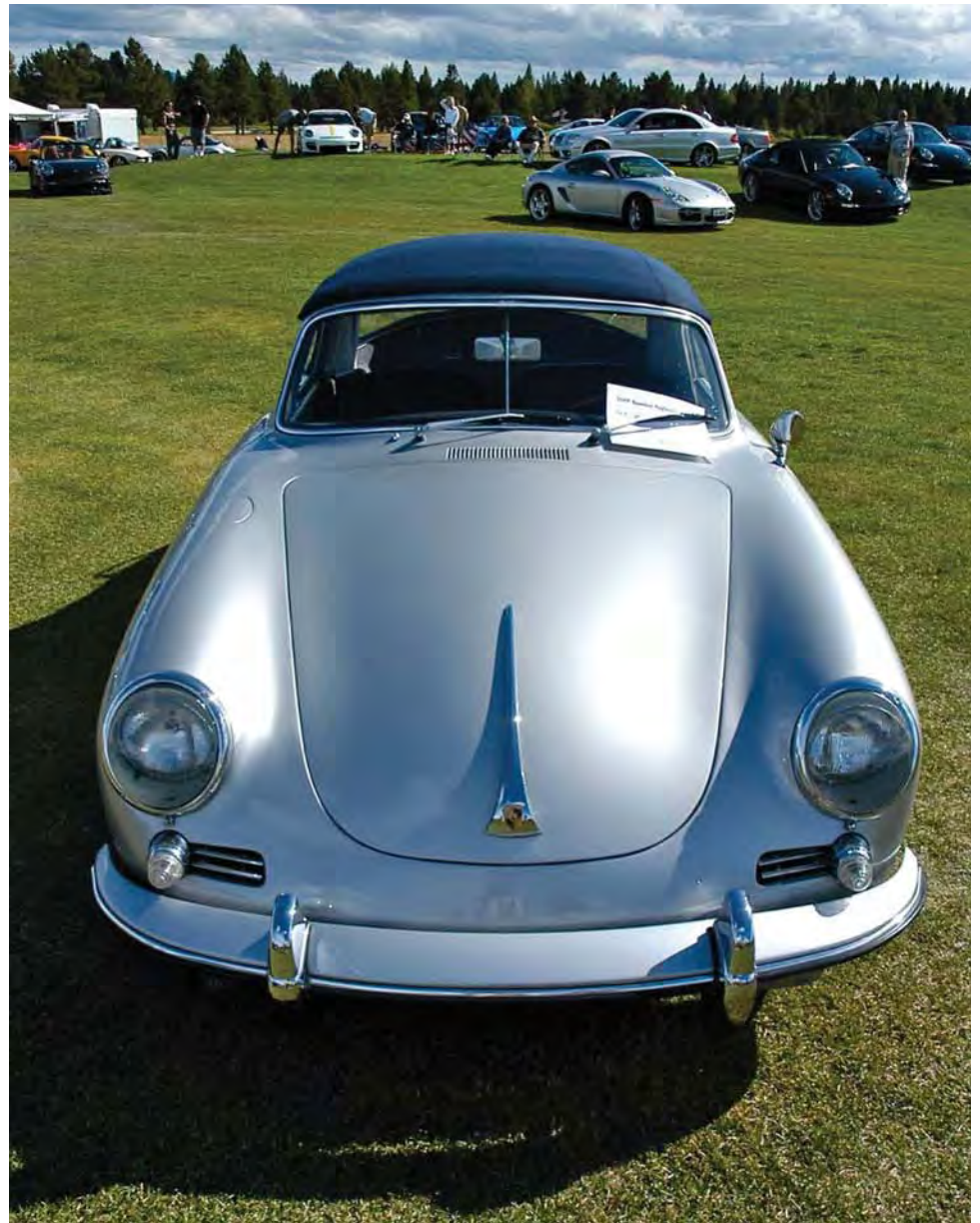
Let's Whet Your Appetite for 2011 Events!

Photos by Kurt Shanaman,
PhotoKAS.com

Many, many thanks to Club member Kurt Shanaman for sharing a portion of his photo gallery of exotic cars! Kurt took these gorgeous photos at various events over the last couple of years. Enjoy, and we'll see you at the 2011 versions! ■

Enjoy more of Kurt's photos on
page 18





Clockwise from top left: Track day at PIR; Sunriver Festival of Cars, 2008; a dose of color from the same Festival; Columbia River Concours, Fort Vancouver, WA, 2010; more from the Sunriver Festival 2008; from the Oregon Coast Exotic Car Show in Salishan, 2010.



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EVENT PHOTO GALLERY, CONTINUED



All photos by Kurt Shanaman,
PhotoKAS.com



Top: Sunriver Festival of Cars 2008. Middle: Sunday
Dash at the Sunriver Festival of Cars 2008. Below:
Track Day at PIR.



Photo by Robin Shaunessy

Spring Clean

Saturday, April 9 9:00 a.m.

Matrix Integrated
4000 SW Macadam Avenue
Portland, OR

After great reviews of the 2010 Spring Clean & Detail event, we decided to repeat this event in 2011. So, take the cover off the Porsche, unhook the battery charger and bring your car down to Matrix Integrated. There will be experts on hand to take care of those paint chips, paintless dent removal, a windshield and glass pro and a wheel repair tech for those nasty curb rashes. Get all of those services at one site and at a club discount!

Bring those Porsches to the pros!

DEADLINE:	April 6, 2011
REGISTER VIA:	RSVP via e-mail to: springcleandetail@gmail.com
CLUB CONTACT:	Mike O'Connor 503.320.2447

**Club
Event**

Welcome to ORPCA Autocross 2011

We had a great year of competition last year, with some class champions decided in the last event in the championship standings. We are looking forward to another great season of competition in all classes. There will be some shake ups this coming year in the Non-Porsche class; a very fast car will be moving in from the Mod class.

We warmly welcome all newcomers to join us in the pursuit of speed and car control. We enjoyed an increase in our female participation last year, and are hoping for more this year. The ORPCA autocross experience is full of fun, camaraderie, and a great way to make new friends. Come on out and enjoy your car to some of its limits once a month with us. ORPCA members can preregister for \$35 per event, \$40 at the gate. Season passes will be offered again this year at a discount.

Autocross Calendar

Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! A high intensity driving experience, it consists of a single car making timed runs on a closed course marked by cones. No previous experience is necessary; novices are welcome. We cultivate an air of camaraderie and fun amongst our participants. All you need is a driver's license, an automotive helmet, and a car that can pass a basic mechanical

safety inspection; we can even supply the helmet! Cars are run in classes against cars with similar performance. So whether you have an old 914, a Boxster, or a new Turbo Carrera, we have a class for you. Your car will be given a tech inspection to make sure it is ready to go autocross. We typically check wheel lugs for torque, gas cap tight, battery tight, and no loose items in the cabin. Speeds are generally below 70 mph and driving is mostly in second gear. Each driver gets between six to eight

runs competing for time against others in their class, and at the end of the event, elapsed times factored for penalties are posted for comparison. It's not necessary to compete in order to enter, but you may find that as you gain proficiency, your competitive juices will rise to the surface. Before you know it, you'll be an autocross enthusiast! Most events are done by 2:00 pm. Come on out and play! Register at orpca.motorsportreg.com.

EVENT	DATE	START TIME	LOCATION
AX Test & Tune	3/12/11	7:30 a.m.	PIR South Paddock
AX Drivers Skills Clinic	3/13/11	7:30 - 9:30 a.m.	PIR South Paddock
AX #1	3/13/11	10:30 a.m.	PIR South Paddock
AX #2	4/17/11	7:30 a.m.	PIR South Paddock
AX #3	5/15/11	7:30 a.m.	PIR South Paddock
AX #4	6/12/11	7:30 a.m.	PIR South Paddock
AX #5	7/3/11	7:30 a.m.	PIR South Paddock
Evo School (Phase 1)	8/20/11	8:30 a.m.	Packwood WA (Hampton Mills)
Evo School (Phase 3)	8/20/11	8:30 a.m.	Packwood WA (Hampton Mills)
AX #6	8/21/11	8:30 a.m.	Packwood WA (Hampton Mills)
AX #7	9/11/11	7:30 a.m.	PIR South Paddock
AX #8	10/9/11	7:30 a.m.	PIR South Paddock

The Allure of the Automobile

Be Part of the Car Event of the Year on August 6, 2011

by John Draneas

These days, the Portland transportation kings are bicycles, trains, buses, and telecommuting. If it has four wheels and steers, it better be a hybrid or, even better, all electric. The powers that be view the automobile, with its much maligned internal combustion engine, as a device that should be relegated to the past. The idea that an automobile can be a thing of artistic beauty, inspiration and passion seems, well, like a figment of the imagination from days gone by.

It is no small irony that the exhibition of the year at the Portland Art Museum, one of Portland's most venerable institutions, will be the Allure of the Automobile. ORPCA members have an opportunity to take center stage and be a part of this memorable experience.

The Allure of the Automobile was created by the High Museum of Art in Atlanta. During its hugely successful run last year, many thousands enjoyed the exhibition of eighteen of the world's rarest and most beautiful cars built from the 1930s to the mid-1960s, including masterpieces by Bugatti, Duesenberg, Jaguar, Mercedes Benz, Porsche and Ferrari. Now, the exhibit will be coming to Portland from June



11 to September 11, due in no small measure to the efforts of ORPCA member Bob Ames and guest curator Ken Gross, former director of the Petersen Automotive Museum in Los Angeles.

Sixteen cars are currently slated to be on display, including some of the world's most luxurious, rare, and brilliantly conceived automobiles designed between 1930 and the mid-1960s. From the avant garde 1937 Hispano-Suiza owned by

French apéritif baron André Dubonnet to the ultra-cool convertible 1957 Jaguar XKSS roadster once owned by Hollywood legend Steve McQueen, the exhibition traces the evolution of the motorcar, showcasing developments in automotive design and engineering. Porsche will be well represented by the 550 Coupe owned by the Miles Collier Collection in Naples, Florida. The Art Museum expects 150,000 people to visit the exhibit during its run.





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Here's where we come in

The Art Museum has received permits to shut down six of the Park Blocks on each Saturday during the exhibit for additional car shows, dubbed "Cars in the Park." We have been assigned August 6, and have been invited to present a show of 80 Porsches that will present the best possible history of the Porsche marque. Of course, we aren't expected to match the multi-million dollar display inside the Art Museum. All we are asked to do is present the best possible cross-section of Porsche's contribution to automotive history. The cars don't have to be show quality—it's basically just a shine and show event—just give the public a good idea what Porsche is all about.

Cars in the Park exhibitors will receive the following package:

- Admission for two to the Art Museum and the Allure of the Automobile exhibit for the day.

- A special presentation of the development of the exhibit, followed by a private showing of the Allure of the Automobile exhibit.

- Access for two to the Cars in the Park Hospitality Center throughout the day.

- A special car bumper badge, identifying you as a Cars in the Park exhibitor.

- An event goodie bag with the usual surprises.

The cost of the Cars in the Park participant package is \$25, covering you, your Porsche, and one co-exhibitor. A limited number of guest passes will be made available to us, at a cost of \$15 each. Guests will receive everything mentioned above except the bumper badge and goodie bag. Guest passes will be made available first to Cars in the Park exhibitors, and then to



ORPCA members on a first-come, first-served basis.

If you are interested in exhibiting your Porsche, please contact Chuck Hervey, event registrar, at 503.464.0346 or cjhervey@sbcglobal.net. Include information about your Porsche and the number of any additional guest passes you would like to purchase. Please understand that our goal is to present the broadest possible representation of the Porsche marque, but we are limited to 80 cars. Consequently,

we won't be able to select the 80 Porsches until the end of March, to allow everyone time to enter.

If you don't want to exhibit your Porsche but want to purchase guest passes, let Chuck know as soon as possible. Once we know how many are available, they will be distributed in the order requested.

This will be a memorable automotive experience that you won't want to miss. Get your entry in ASAP, before the limited space is filled. ■





Willkommen

Robert L. Blum
Sumpter, OR
2001 Boxster S

Bob Coussens
Hillsboro, OR
2006 Carrera

Dennis T. Johnson
Connie Johnson
Tillamook, OR
1989 911

Steve W. Johnson
Cristy Johnson
Hillsboro, OR
2009 Cayenne

Kyle D. Largent
Susan Largent
Portland, OR
2003 Boxster S

Jerry N. Martyniuk
Lois Martyniuk
Scappoose, OR
2007 Boxster

David McKinney
Lake Oswego, OR
2007 Cayman S

Larry Blakely
Dee Blakely
Oregon City, OR
1986 930

Eric C. Hoff
Mickie Hoff
Camas, WA
2008 911 C4S

Adam Lake
Stacey Lake
Portland, OR
2005 Boxster

Dennis L. Pearson
Lebanon, OR
2000 Boxster

Brennan S. Peterson
Megan Peterson
Portland, OR
2003 Boxster

Eric Wishan
Karin Wishan
Lake Oswego, OR
2009 997

Leonard G. Christie
Eugene, OR
1964 356

Stephen McKinnon
Pat McKinnon
Portland, OR
1995 911

Mike J. Pepple
Rhododendron, OR
1980 911SC

Jim Kelly
Whitney Greaves
Portland, OR
2002 996

Ryan Stoker
Portland, OR
2003 Carrera 2

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5 Year Anniversary

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Chris Buhle
Susanne Redding
Craig Wakefield
Diane Niftis
Lee D. Tracy
Diana L. Tracy
Barbara Anderson
Curt Anderson
Dennis B. Kranz
Terri Kranz

10 Year Anniversary

Tony Calvert
Becky Calvert
Scott R. Longballa
Tina Longballa
Ronald E. Baker
Jeffrey Baker
Todd McNabb
Emily McNabb

15 Year Anniversary

Tom Carey
Tyler Carey
Jim North
Judy North
Catherine J. McCaffrey

20 Year Anniversary

Ben M. Brown MD
Claudia Brown
Carl G. Schroeder
Catherine J. McCaffrey

30 Year Anniversary

Frederic (Ric) Tiplady
Connie L. N. Tiplady

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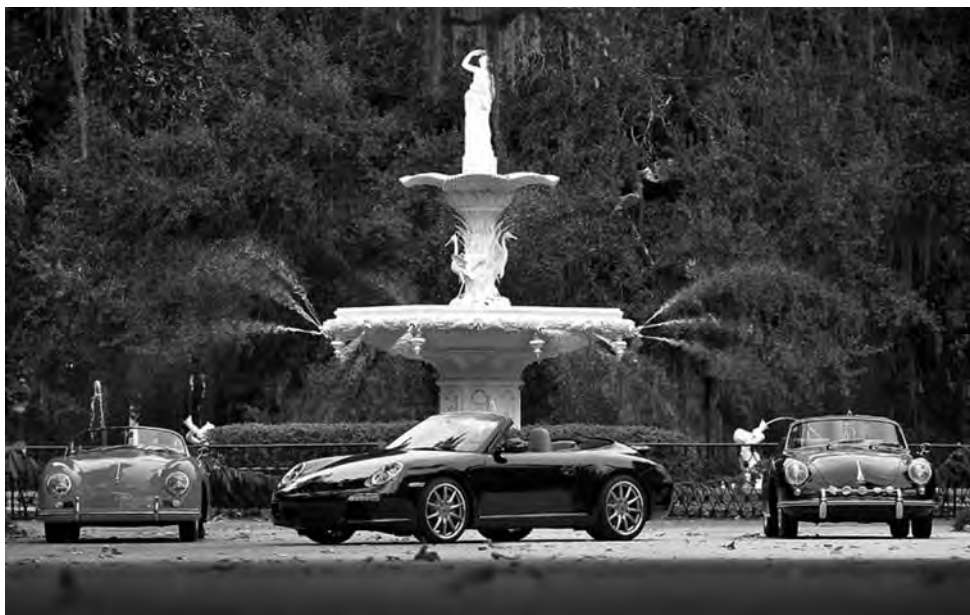
Your membership is not just a magazine!

From Pralines to Porsches ... Parade 2011

by Cole Scrogam

Anyone who has visited Savannah knows the “Old Town” part of downtown, the riverfront area of Savannah, is replete with history. Walking on cobblestone streets and exploring storefronts and small restaurants is a calming vocation to be sure. Actually they are ballast stone streets, as English ships would leave their ballast stones in return for American merchandise, tea and cotton; but that doesn't sound as quaint, does it? On these streets you can find handmade pralines, the curious local favorite of boiled peanuts (think Japanese edamame) and as many oysters as you care to eat. If you prefer, you can walk a block or so to the park bench made famous by “Forrest Gump,” and recall that life is like a box of chocolates. What is really surprising about Savannah, however, is that this is just the beginning of an exploration that many have spent entire lives embracing.

To be in Savannah is to be in history. Everywhere you turn there is another reminder of this port city's involvement in the growth of America. Georgia's first city has much to offer, not the least of which is that it will be shared with thousands of Porsche enthusiasts the first week of August. This is one of those areas that



memory sufficient asphalt exists for a good size course within walking distance! But if you still need to get your track fix the local region will hold a Driver's Education event at nearby Roebling Road Raceway the last weekend of the Parade. With the Concours event held at downtown's Forsyth park and the Rally featuring lovely local roads, the main attractions of this year's Parade are all in the same neighborhood!

GEORGIA'S FIRST CITY HAS MUCH TO OFFER, NOT THE LEAST OF WHICH IS THAT IT WILL BE SHARED WITH THOUSANDS OF PORSCHE ENTHUSIASTS THE FIRST WEEK OF AUGUST.

Porsche people will love; the Southern Hospitality that is legendary all over the world, the small and intimate settings where friends can enjoy a casual evening, and the small town feel that can lead you out of the city to country roads in a matter of minutes.

Location, location, location is the focus of Parade 2011. Parade headquarters is the Convention Center which is located on picturesque Hutchinson Island. The view of downtown Savannah across the river is unforgettable. The Convention Center is surrounded by Parade activity sites. The autocross will be held adjacent to headquarters, as for the first time in recent

When you are ready to relax from the competitive events, feel free to take in a Carriage Ride, Ghost Tour, Fishing Trip, Dolphin Watching Expedition, Casino Boat, Local Beaches and Museums including the Mighty 8th Air Force Museum as well as local sporting events. The list goes on and on. You can try out a cooking class or go on a shrimping cruise, and of course the local towns of Bluffton and Beaufort feature very historic downtown areas as well. Savannah itself has a feel more like a big town than a bustling city, and as with many of the port cities in the South you can find open spaces quickly and easily. Tybee and Hilton Head Island

are famous for their white sand beaches and slow pace...you may want to stick around the area for a while after the Victory Banquet concludes!

Be sure to check out the Parade activities at <http://parade2011.pca.org> so that you don't miss any of the action. Registration begins on March 8, so bookmark the registration site now and be ready when it opens! You will also be able to view the traditional Parade event schedule for the week at the website, and learn about air conditioned Concours prep areas; Parade 101 classes that make sure the first time Parade goers are prepared for the week; Hospitality and Goodie Store hours; and opportunities to volunteer as a Parade worker for some of the featured events that you may not be competing in (a great way to get a front row seat to all the action!). Other events like the popular RC Car races, Ice Cream social, Tech Academy, Art Show and Driving Tours will complement your week, unless you plan to spend it studying for the very competitive Tech Quiz.

Won't you join us for a spectacular Parade, the highlight of our PCA experience this year? All you need to do is bring yourself, your family and your Porsche for a vacation experience that you won't soon forget! Check <http://parade2011.pca.org> for more information and be ready to register on March 8 ... see you there! ■

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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, please follow these guidelines:

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■ E-mail the photo to us directly from your camera, without saving it to your disk first. That is, when you load the photo and your computer asks what to do with it, choose "e-mail," not "save."

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

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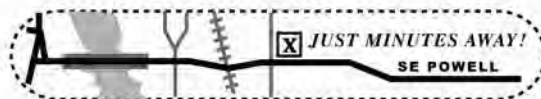
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1969 911E Coupe. Good straight car with very minimal rust. Fuchs, vented brakes, decent interior with aftermarket seats, Webers, New Diehard battery. Great car to drive and upgrade at your leisure. 108,xxx miles. \$15,900. Ted Rodgers, 503.857.2182 or rodders356@msn.com. (9/10)

1970-911T -Silver/Black, with: 'S' trim option & 911E engine, overall mileage unknown, approx 90,000+ (original T engine with matching #'s comes with car). Rare rust free car. 15 foot- repaint. Nice original interior. \$18,950. JOHN 503-936-2433 cell, 503.935.4209 (home). signatur@comcast.net

356

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

■ OTHER

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

■ Simpson driving shoes; size 9

■ OMP driving gloves

Sold as a package, \$300.00. John S. Mazmanian, Krugerinor@hotmail.com, 503.617.4680 (3/11)

Porsche factory wheels, as on 993 and later 968. Listed as two 7 X 17" and two 9 X 17" Actually measure 7 3/4" and 10". Extremely clean, very near new. \$500, deliver to Portland for \$50. Also new unwrapped H&R Springs for 968 or 944S2, \$100. Dale, 541.593.4016, nannevin@yahoo.com (3/11)

■ Two brand-new Hoosier A6 autocross tires size 255/35/18, \$598

■ Two brand-new Hoosier A6 autocross tires 285/30/18 \$600

■ Rennline Porsche seat harness mounts. Tunnel Side Mount Long, Tunnel Mount Short and Door Side Mount. <http://www.rennline.com/Safety/products/804/> All three plus all hardware and instructions for \$60

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Barry Cogut, 360.210.7900 bcogut@comcast.net (3/11)



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Winter storage for your Porsche. Enclosed secure storage at my home garage between Beaverton and Hillsboro. \$125/month. Jeff Gretz 503.628.0629 jgretz@onlinenw.com (11/10)

T-3 Wheels and Michelin Cup tires for sale. These are take-offs from my 2007 GT-3. They should fit all narrow-body 997s. They were on the car for less than 3000 miles and are in excellent condition. These are OEM wheels, not replicas. They include tire pressure sensors and center caps. Price for all is \$3450. I also have a second set of rear GT-3 wheels 19 X 12 (rear only) for sale. Price is \$1500. Tire pressure monitor sensors (new) for sale @ \$50 each. Contact Mark Mueller at (503)581-7788 (work) or mark.mueller@gmscpa.com (9/10)

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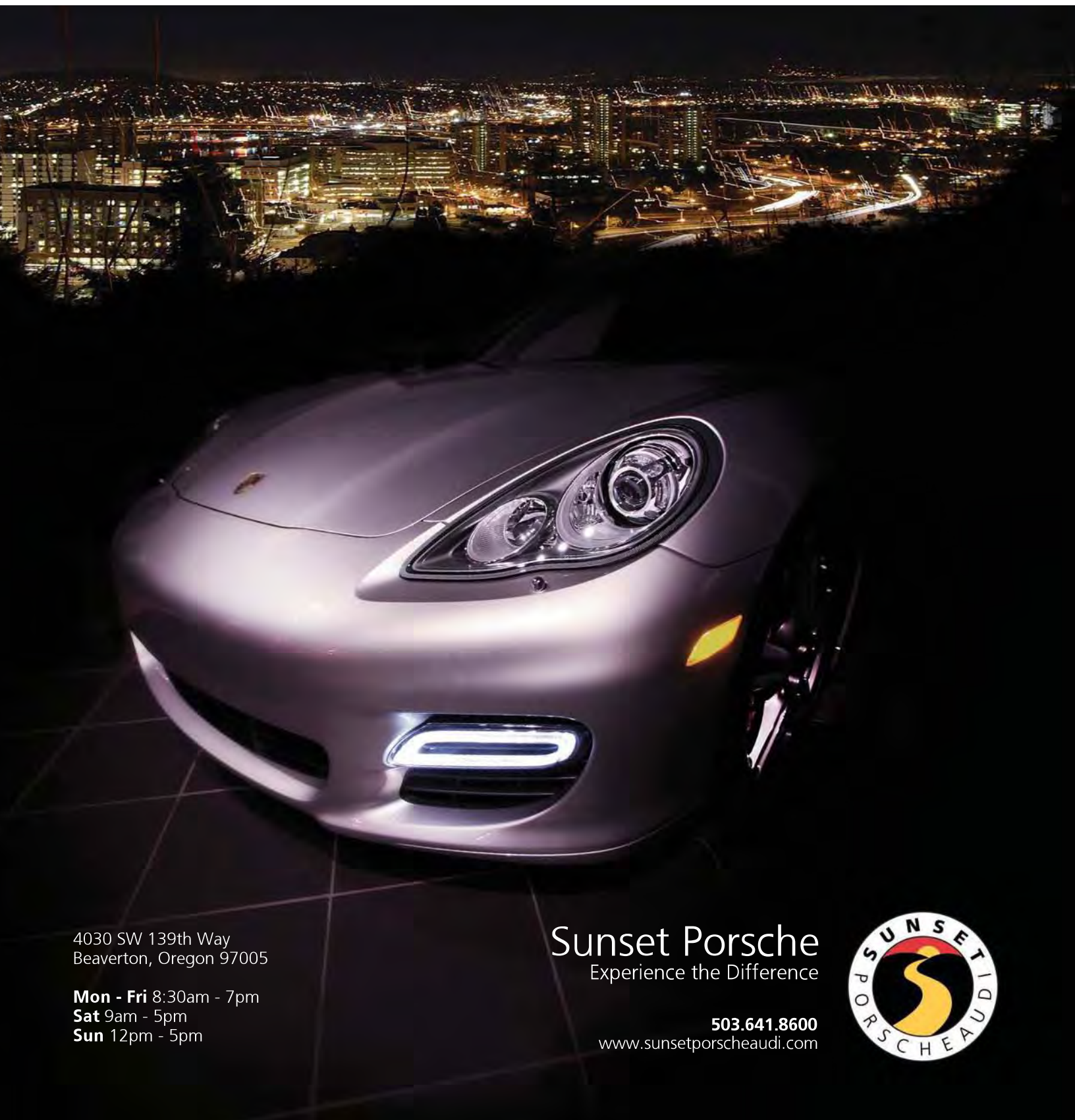
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