



Anzeiger

March, 2016



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PORSCHE

Anzeiger

Volume 56 No. 2
March 2016



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ON THE COVER

"No Parking" on a rainy Spring day. Photo by Bob Schatz.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, contact Photo Editor Harold Klein, photoeditor@orpca.org, and see page 30.

Anzeiger

Noun, German

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

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

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

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

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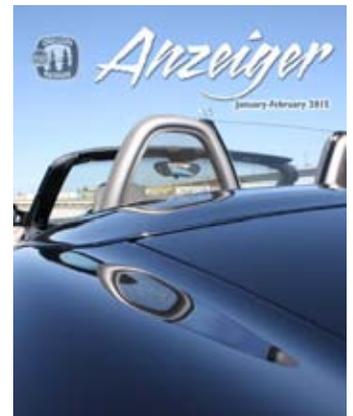
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other offers. Will not refund discount;
must be used at time of purchase.



Oregon Region Events



March, 2016

- 5-6 AX Tech Session
- 9 Board Meeting
- 12 Drivers Skills Clinic: T&T
- 13 Autocross #1
- 16 Monthly Club Dinner and Social

April, 2016

- 9 Spring Clean
- 10 Autocross #2
- 13 Board Meeting
- 20 Monthly Club Dinner and Social
- 30 EVO Skills Clinic

May, 2016

- 1 Autocross #3
- 7 Arrive and Drive
- 11 Board Meeting
- 13-15 Dayton/Walla Walla Cabin
Fever Drive
- 18 Monthly Club Dinner and Social
- 22 Autocross #4

June, 2016

- 8 Board Meeting
- 9-12 Northwest Passage
- 11 Arrive & Drive
- 12 Autocross #5
- 15 Monthly Club Dinner and Social
- 26 Big NW Subaru Event

July, 2016

- 8-10 Vintage Races
- 9 Arrive & Drive
- 13 Board Meeting
- 17 Autocross #6 and BBQ
- 20 Monthly Club Dinner and Social
- 22-24 Rose Cup Races

August, 2016

- 6 Big NW Subaru Event
- 7 Summer Picnic
- 10 Board Meeting
- 17 Monthly Club Dinner and Social
- 21 Autocross #7
- 26-28 Escape to Florence

September, 2016

- 10 Arrive & Drive
- 14 Board Meeting
- 21 Monthly Club Dinner and Social
- 25 Autocross #8
- 30-Oct. 2 Steen's Mountain Loop

October, 2016

- 8 Arrive & Drive
- 12 Board Meeting
- 19 Monthly Club Dinner and Social
- 30 Autocross #9 and Victory Party

November, 2016

- 9 Board Meeting
- 13 ORPCA Member Autocross
- 16 Monthly Club Dinner and Social

December, 2016

- 14 Board Meeting

PRESIDENT'S RAMBLINGS

Joe McQueen



Prepping the Porsche for a Busy Spring

Well, here it is March already. The daffodils are blooming, the gophers are restless, and it's not raining every day (just every other day). It's time to get "baby" prepped for the spring and make sure all is in good order. Get your checklist and get to work. Tires and battery are the components that suffer the most from limited use in the winter. Seals on older cars don't get up to temperature and so they shrink; thoroughly inspect for leaks. The newer cars not so much a problem, but check anyway. Once ready, wait for a nice day and do 100 miles and ensure brakes, suspension, and alignment are correct. Now we are ready to enjoy the spring events.



Photo from a Spring, 2009, Club event by Joe McQueen.

Those of you who are Autocross fanatics are already well on the way to a good spring. Our AX Tech sessions are there to help you prep and be ready for this year's competition. For the rest of us the ultimate final tune-up is Spring Clean on April 9, where Mike O'Connor assembles a select group of vendors to take care of your windshields, wheels, paint, and paintless dent removal. It's always a grand time to take care of those little nicks and schmooze with your fellow enthusiasts while partaking of coffee and donuts.

We have a great calendar of events this year. March is AX get-ready month, Tech inspections, Driver Skills session, AX #1, and Test & Tune. Of course, there is our Dinner Social on the 16th. April brings us Spring Clean, two AX's, and our Social on the 20th.

In May we have our first Arrive & Drive on a special day, the first Saturday, May 7. This is a departure this year because of a grand Cabin Fever Tour on the second weekend. We are going to Dayton/Walla Walla for a great drive, wine tour, and evening social activities. Book early—we have the entire hotel to ourselves, but that limits us to 16 cars. I'm already booked! Look in the Events section of the website for details.

I'll be attending the Zone 6 President's meeting March 4 and 5, and I'll report on the proceedings in my next column. The Zone 6 Tour came out of last year's meeting.

Be Safe Out There,

Joe ■

BEAUTY IN THE BEAST

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INSIDE OUT



Ed Thiemann

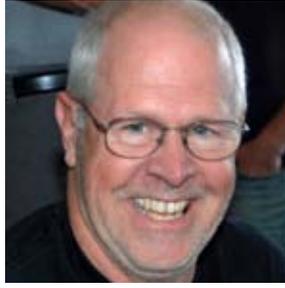
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SPINNEN

Randy Stolz



You Can't Just Go Anywhere!

Ramblings of an Erstwhile Tourmeister

(I'm not the one to write this. There are others with far more experience. Alas, they care not to scribble but to do ... and I am ever thankful for their doing.)

Ann and I were sitting at a winery enjoying a meal after a fun drive through the northern Willamette wine country. I said, "This would be a good destination for a club tour."

She said, "And the drive was pretty too. You had fun coming up here, I could tell." She was right of course, and she knew I was seriously thinking about doing a tour.

"The view here is great. I think most people would enjoy it. I'm going to need some help. Are you up for it?"

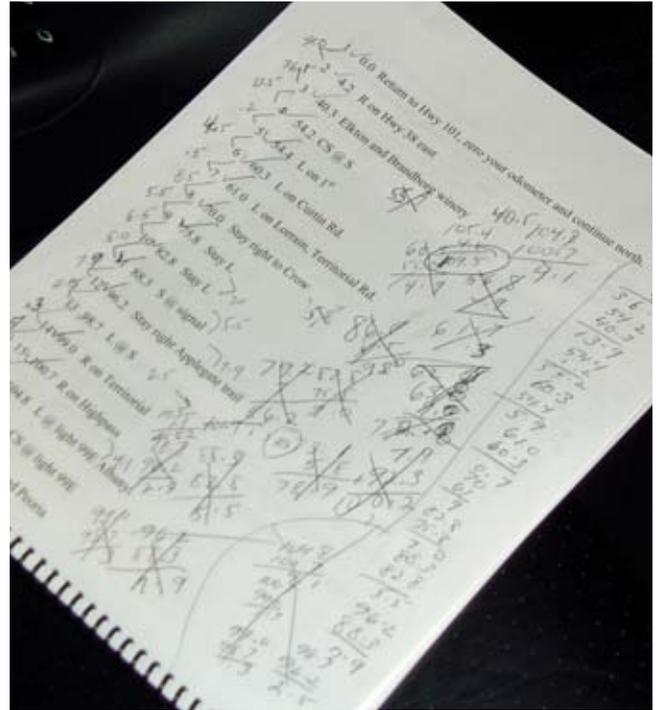
A slightly furrowed brow accompanied her reply, "Just as long as it you don't make it become the only thing you're doing."

That admonishment was well founded. She knows that I have a way of throwing myself at anything that interests me. Things like this have, at times, become all-consuming. Natural curiosity, discovery, and the need to share have driven me to rewarding things in my life. Leading a short tour would be just the ticket.

So, I asked the manager of the place if they were open to having our club come for lunch on a Saturday. It seems the prospect of a bunch of Porsches in the parking lot never fails to yield the desired answer even after all the conditions (number of people, time of day, and other expectations) I placed on him. However, as he looked at the car, I did mention that some members of our club do have a penchant for wine and that, yes, you can actually fit TWO cases in the front of a Porsche. I could see the dollar signs in his eyeballs despite the fixed menu negotiation of no meal over \$15. Anything over that was a deal-breaker for me. Not that we're all a bunch of cheapskates, I've spent way more than that on a set of safety wire pliers.

I was somewhat unfamiliar with the area around our destination as Ann and I just picked this place out of an ad somewhere and simply took the quickest way. It wasn't until I started researching the roads on Google Maps that I thought ... there's a bunch of ways to get there. What's the most fun?

One of the great things about leading a tour for me is planning the route. Detailed paper maps are almost a requirement (I like Benchmark maps) because they show terrain and can tell you when a paved road turns to dirt. Porsche SUVs notwithstanding, dirt roads are not desired by many members. Knowing this ahead can save you



Going instructions ...



Going anywhere ...

miles on the preliminary run. Unless it's less than a half mile to stitch two paved routes together, when pavement ends, I have to go back to the last intersection and refigure the route. Most of the time, it's just a couple of direction changes.

I usually do most of my route planning via Google Maps simply because I can pick roads and points I'd like to drive through and it will generate a route with corresponding mileage and time. The trouble is (like many navigational tools) the path chosen is often the most direct, not necessarily the most scenic or interesting, but I can click and drag to snap-in the desired section. Another great thing about this tool is "satellite view" that lets me see what I'm driving through. Also "street view" is great for finding recognizable landmarks before a direction change. I can also use it to virtually "drive" a small section. Actually, I could drive the whole route this way if I didn't mind carpal tunnel syndrome from tapping the mouse.

There can be at least one point in a route where, if a direction is missed, the result is being lost. Ah, wilderness! ... and people with shotguns and all the "what ifs" that go with that! I call these places "Dead Man's Turn." You might call them critical. I get paranoid about them. But, I've learned that bolding and capitalizing the instructions at those points without using phrases such as "IF YOU MISS THIS TURN, STUPID, YOU'LL BE LATE FOR LUNCH!" usually avoids such unpleasanties. Just occasionally, getting lost during tour planning can be fun.

There have been times when that phrase above has accompanied me, in my head, throughout an entire drive. It's one thing for one car to miss a turn. It's another when the guy behind follows you. Still another is when, as the leader, an entire tour group follows. It's kind of a spectacle when 30 or so cars start making three-point U turns on a narrow road in the woods. Even more spectacular is the huge embarrassment and loss of self-respect proportional to the number of cars. You can imagine everyone muttering under their breath, "Where are you going, you dumbass?" If you lead or participate in tours long enough, this will happen. Accept it as your initiation to being a tourmeister.

After planning the route with instructions, it's time for us to check it out. Making sure this pre-run was as close to actual conditions, I decided to have breakfast at the club's usual starting point on a Saturday. I've found that any meal out, especially breakfast and lunch is a great inducement for my navigator. Having filled the tank and checking the tires the day before, we were ready to go. There would be enough to think about without looking for a gas stop... or so I thought.

(Continued on next page)

SPINNEN, CONTINUED

(Continued from previous page)

Things were going well. I had brought along my trusty old SONY recorder for making comments along the way because it's much easier than having to write down everything that popped into my head. About 20 minutes into the run, nature began to call. We had left the freeway and most of Portland behind. Not wanting to suffer the indignity of a roadside pit stop, we began the agonizing hunt for relief, enroute.

The thing is, when I'm doing a pre-run I try to imagine I'm driving with a trailer of infinite length, full of people. You can't just go anywhere! You have to find a place big enough to park the trailer. This eliminates most all gas stations, although on an actual tour, individuals can, and often do, drop out anywhere. We found a state park open with an unattended gate. Relieved, we looked around and figured this was a good place, but would it be open when the actual tour ran? That was a TBD in our comments but let's keep on schedule ... Onward!

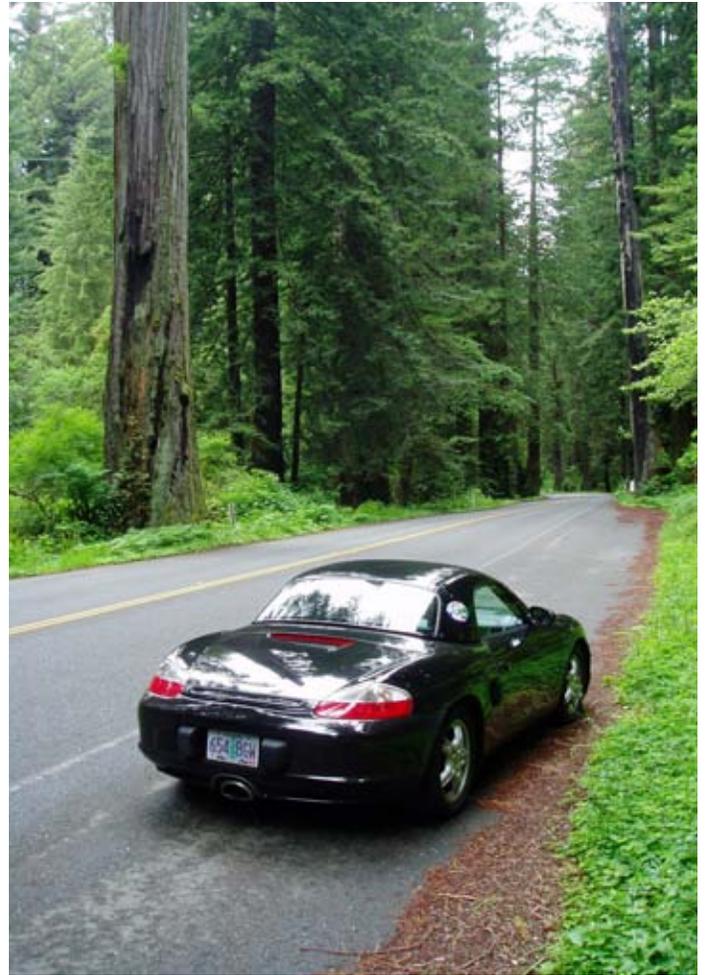
On roads I haven't driven before there's a contention between discovery and discipline. It's easy to let your eyes wander to the sights and slow down and stop along the way. In another way, it's easy to get caught up in the rhythm of the twisties or going too fast for your own good ... and everyone else's. There's the time I just missed the old man crossing the road from the mailbox, the bicyclist, and the kid in the monster pick-up in the opposite lane; the hesitation about the odd road sign or direction; all of these bear on my mind to PAY ATTENTION to the task at hand, namely, driving. As a participant or a leader in a tour YOU NEED A NAVIGATOR, and I don't mean that little screen in the car. You cannot do a pre-run without one. I've tried. It doesn't work. You'll compromise your instructions or your safety, or both. I turn off the radio and silence the phone. The most important conversation right now will be with the person next to you.

One of the joys about developing a tour with someone else is that you're doing this together. We both have a stake in getting it right and equally in that sense of accomplishment. At the destination I can feel this, even though there may be issues to resolve. Obviously, I don't have to re-run the entire route to resolve issues, but we're entitled to a minor celebration and the best part is the club reimburses gas and food within reason.

So why do they call our short tours an Arrive & Drive (?) because that's all you do, as a participant. But at the end, who had the most fun? For me it's a sense of sharing what I've found; a destination, a road, and leading folks to it. That's a Tourmeister.

If you've got an idea for a tour and would like to try your hand at it, get in touch with a board member and take a look at the "Basic Tour Bits" document. It's located on the club website under Guidelines and Forms in the Member's Area. If you've been on Arrive & Drives and have never been a Tourmeister you're missing a great experience that you'll remember for a long time to come. Pay it forward.

– KEEP SPINNEN



Going lost ...

New Members

Paul Bennett
Milwaukie, OR
2007 Cayman S

Lori Brown
Lake Oswego OR
1979 911 SC

David Covaciu
Lake Oswego, OR
2007 911 Turbo

Jeff Edes
Camas, WA
2012 911 Carrera

Luke Kennedy
Scappoose, OR
2010 Cayenne GTS

Robert Krack
Portland, OR
2003 911 Carrera

Mike Tonkinson
Brush Prairie, WA
2002 911 Carrera

Josef West
Tigard, OR
1979 924

Anniversaries

20 Year Anniversary
Scott Baines / Marlene Baines
Jim North / Judy North

15 Year Anniversary
Cary Cutter
Jeff Baker

10 Year Anniversary
Sara Reza

5 Year Anniversary
Bryce Bederka / Christine Bederka
Laurie Carlin / Kevin Carlin
Trent Friesen / Lisa Friesen



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Tech Session Features Tips for 356s—and a Special Guest

Story and Photos by Steve Miller

A group of Porsche enthusiasts descended upon Millerdale, a six acre property South of Oregon City, on Saturday, February 20, to attend a joint club-sanctioned Porsche 356 Tech Session hosted by Stephen and Winnie Miller. Over 40 members from both Oregon Porsche Club and 356 Registry NW gathered to share Porsche technical information and rousing conversation!

Wyn Robertson, longtime PCA and 356 Registry NW member, conducted the Tech Session “How to Service and Care for Your Porsche

356.” As a result of the beautiful weather, a number of members drove their Porsches, which included a Boxster, several 911s, and seven 356s! Thanks to all who drove their Porsches.

Paul Kust provided raffle prizes and video entertainment of past Porsche events. The videos were displayed throughout the day. Thanks, Paul. Food and beverages were served, much of which were provided potluck by the many attendees. There was as much discussion about the food as there was about the cars! It was truly a group event, as everyone pitched in to help with serving food and with cleanup.

Special guest, Larry Caramella, a 92-year-old previous ORPCA president in the 1960s, joined the festivities for much of the afternoon. Larry marveled at the technology of the newer cars and reminisced about the older 356s. His presence provided an interesting perspective a great photo opportunity with current ORPCA President, Joe McQueen (see picture). Thanks, Joe! ■





Top left: Current ORPCA President, Joe McQueen with special guest and past ORPCA President, Larry Caramella. Top right: Serious "car talk" under Cliff "Kip" Hanson's 1964 356 coupe. Above two photos: Group of ORPCA and 356 Registry NW members enjoying food and conversation. Right Center: Whatever was said must have been funny. Right: The eager crowd gathers for Wyn Robertson's presentation.

ORPCA Represents at the 2016 Portland International Auto Show

Story and Photos by Eric Underwood

ORPCA was honored to take part in the 2016 Portland International Auto Show at the Oregon Convention Center, held on January 28 to 31—and it was exciting to be the only car club on display at the show. It was the Club's Auto Show debut, and we took full advantage of being among a wide array of prestigious marques, while giving our club tremendous exposure.

An overwhelming response was received from Club members wanting to participate in the car display at the Show. However, we were only allotted four spots, and the decision about which cars would be displayed was difficult, to say the least. Although space was limited, our location was strategically located next to Sunset Porsche, which proved to be beneficial. There were actually a couple of occasions when someone purchased a car at Sunset and then walked to our booth to get information about joining the Club.

When the dust settled from choosing the display cars, the result was a diverse cross section of shiny, clean and freshly polished Porsches proudly representing the club. Matt Crandall displayed his GT2 RSR Martini race car, Raul Estrada displayed his 50th Anniversary 911, Edwin and Holly Tracy displayed their 2008 Cayman and Doug Naef brought the oldest driving Porsche 356 (circa 1953) in the State of Oregon. It was a great group and many thanks go out to those club members for participating.



Another big thanks goes out to those that helped staff the booth. These folks were the club ambassadors for the week-end handing out club information, answering countless questions, providing light security at times for the display cars and talking Porsche for hours. The members that so selflessly contributed their time to this effort were Gary Koppang, Larry Hannan and Steve and Kris Bledsoe. The Show wouldn't have been as successful without them and if you see them around at any of the events this year, be sure to give them a big thanks.

All in all, it was a great show and tons of fun. I think we'll even be seeing some new members around as a result. I look forward to ORPCA being invited again next year, so watch those email blasts to get your car registered early for the display or get signed up for the booth (there's a free weekend pass to the Auto Show in it for you, if you do . . . hint, hint). ■

Left: Doug Naef's 1953 356 (Pre-A).



Above left: Kristina and Raul Estrada, Holly and Edwin Tracy with their daughter. Above: 50th Anniversary Edition 911. Below: Our Auto Show neighbors, Sunset Porsche. Left: GT2 RSR. Bottom left: Club cars set up for the show. Bottom right: 1953 356 (Pre-A).



Rolex 24 at Daytona: Driving Thrills by Day and Night

Story and Photos by Joe Kelly

Many of us have a “bucket list” of automotive events that we hope to see or participate in. My list includes the well-known endurance races like LeMans, Sebring and the Rolex 24-Hour Race. Through a series of lucky situations I was able to attend the Rolex 24 this year at Daytona Beach, Florida. The race schedule was Thursday through Sunday, with the 24-hour race running from Saturday at 2:40 through Sunday at 2:40. The four-day race pass (\$95) included a garage pass, parking, entry to the infield and the grandstands. I checked the PCA website and found that Zone 12 was



sponsoring a Porsche Corral tent that any PCA member could enjoy. And I certainly enjoyed having that opportunity! Great people like Steve (Zone Rep), Leslie, Linda and Dotty welcomed me and made me part of their festivities. We were introduced to all of the Porsche factory drivers in a Q/A session, enjoyed food and beverages, listened to the Michelin factory engineers talk about the tires being used, were able to watch part of the race on a big-screen

TV monitor, and share Porsche stories with fellow PCA members.

The racing itself was super. The track is a 12-turn, 3.56 mile road course that includes stretches on the high-speed banked area. The schedule included the Ferrari 458 Challenge, the BMW 200, and the Rolex 24 Hour races. The Rolex 24 has cars in four classes: Prototype (P), Prototype Challenge (PC), GT LeMans (GTLM) and GT Daytona (GTD). The two factory Porsches, numbers 911GTLM and 912GTLM, qualified first in class and first overall, and finished 3rd and 7th. In the BMW 200 race, the top Porsche was a Cayman GT4 that finished in 3rd place.

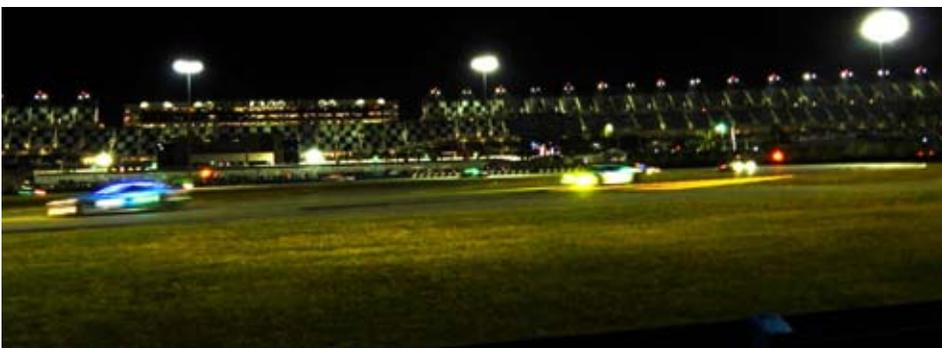
It was a thrill to watch the race. I was free to walk the track, sit in any stands, and go to the garages to watch both preparations and repairs. To see the cars blast around the track at night, with illuminated position numbers, was surreal. Simply, a fantastic experience.

If you have any interest in endurance racing, try to attend the Rolex 24 race. It's an iconic race that is relatively inexpensive to attend. Yes, you can watch it on TV, but you'll miss the smell of race fuel, the sound of screeching tires, the intensity in the garages/pits, talking with drivers and pit crews, and the drama of racing at the limit for 24 hours. It must be witnessed at least once. For me—well, I'm still missing Sebring and LeMans! If I can help you, let me know—I'm at joekelly@earthlink.net. ■





Right: Hurley Heywood, long-time Porsche team driver and reportedly the most decorated American endurance driver.



MORE ROLEX 24 AT DAYTONA PHOTOS ON FOLLOWING PAGES

ROLEX 24 AT DAYTONA, CONTINUED



Right: Steve Kidd (center) with local Zone 12 PCA officers (which includes 10 clubs), welcoming visitors to the Porsche Corral tent.





It's That Time of Year!

Get Ready, Get Set for the 2016 Autocross Season

Autocross (also called “Solo”) is a timed competition in which drivers navigate one at a time through a defined course on a sealed surface. It is a form of motorsports that emphasizes safe competition and active participation.

As the season begins, it's time we spread the word about the many changes for the 2016 ORPCA Autocross season. All the details can be found on our ORPCA website.



1. If you are an ORPCA/PCA member, you can register at any time for any event. You must pay for each event you sign up for online to be considered pre-registered. Also be sure you read up on our Championship Series Pass before you register by clicking here.

2. All ORPCA Championship Points events are limited to 70 pre-registered participants.

3. Without a Championship Series Pass you will NOT be eligible for Championship Points. What's even better is the pass will actually save you money. Click [HERE](#) for all the details on how to purchase yours.

4. Course design, setup, teardown, and control will be performed by a Course Committee composed of a “Course Designer,” an “Adjuster” and a Safety Steward. We would like you to sign up and help. This way we will have a different Course Designer for each event. For more information see “Getting Involved with Autocross” click here.

5. Complete Porsche Car Classing, changes to our car numbering system, 2015 Parade Competition Rules (PCR's), car tech criteria, and working requirements can be found by clicking here.

6. We have set up a Steering Committee, whose charter is to bring fresh ideas to the table, explore new venues, and become expert in all stages of running and maintaining an autocross program

7. This season there will be multiple two-day events, ORPCA/PCA member appreciation events (events for ORPCA/PCA members only), new venues, barbeques and multi-Porsche Club events.

8. So you have an idea? Contact anyone of our Steering Committee members and get the ball rolling. We already have input for 2017 events in Astoria to events Troutdale and beyond. We would prefer your contact method be via email.

9. Finally, the best news of all is event costs are actually going down. We felt that since maintenance and early Porsche buy-in costs are going through the roof it's the least we could do, really, the least. ■

TECH SESSIONS

EVENT	DAY/DATE	TIME	LOCATION
Annual Tech #3	Sat. March 5	9:00 am - 12 noon	Speed Sports
Annual Tech #4	Sun. March 6	9:00 am - 12 noon	Speed Sports

AUTOCROSS AND DRIVER'S SKILLS CLINICS

EVENT/CPE*	DAY/DATE	MEMBER REG.	NON-MEM. REG.
Driver's Skills Clinic, PIR	Sat., March 12	(Opens January 22 for all events)	February 20
Autocross #1, PIR (CPE)	Sun., March 13		February 20
Autocross #2, PIR (CPE)	Sun., April 10		March 24
Autocross #3, PIR (CPE)	Sun., May 1		April 16
Autocross #4, PIR (CPE)	Sun., May 22		May 7
Dallesport Fun Run	Sat., May 28	Members Day	
Dallesport Fun Run	Sun., May 29	Members Day	
Autocross #5, (CPE)	Sun., June 12		May 28
Big NW Subaru, PIR	Sun., June 26	Need Volunteers	
Vintage Races, PIR	Fri.-Sun., July 8-10	ORPCA Member Corral	
Autocross #6, PIR (CPE)	Sun., July 17		July 2
Rose Cup Races, PIR	Fri.-Sun., July 22-24	ORPCA Member Corral	
Dallesport Fun Run	Sat., August 6		July 14
Dallesport Fun Run	Sun., August 7		July 14
Driver's Skills Clinic, PIR	Sat., August 20		May 28
Autocross #7, PIR (CPE)	Sun., August 21		August 6
Autocross #8, PIR (CPE)	Sun., Sept. 25		September 10
Autocross #9, PIR	Sun., October 30	Members Day	

*Championship Points Event

March Dinner & Social

Wednesday, March 16

REGISTER VIA:

socialevents@oregonpca.org

by March 14

Hosted by Cherie and Bruce Reins

Stanfords / Jantzen Beach

12200 N Parker Avenue

Portland, OR 97217



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

There will be a limited menu

Whether you are craving fresh seafood, a gourmet hamburger, a perfectly prepared steak or another of our delicious offerings come join the neighborhood crowd for lunch, dinner or our popular happy hour at Stanford's everyday 3-6 p.m. with food and drinks and all day Sunday in the lounge. Also mark your calendars for Wine Down Wednesdays, featuring half-priced all of our wines on the bottled wine list!

See you there! ■

Spring Clean at Matrix Integrated

Saturday, April 9, 9:00 a.m. to 1:00 p.m.

REGISTER VIA:

oconnor-m@comcast.net

**Club Contact: Mike O'Connor,
503.320.2447**

**Matrix Integrated
4000 SW Macadam Avenue
Portland, OR 97239**

After great reviews of the 2015 Spring Clean & Detail event, we decided to repeat this event

in 2016. So, take the cover off the Porsche, unhook the battery charger and bring your car down to Matrix Integrated located at 4000 SW Macadam Ave. Portland 97239.

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. Refreshments will be onsite.

Bring those Porsches to the pros! ■



968 West Coast Gathering

July 8 -10

South Lake Tahoe, CA

This is not a PCA-sponsored event, rather it is a gathering for all 968 owners for the purpose of having a great weekend in a spectacular setting with your 968! For more information, contact Bob Frith at bob911@cablone.net.

The main hotel is the 968 Park Hotel. Check it out at:

<http://www.jdvhotels.com/hotels/california/lake-tahoe-hotels/968-park-hotel/>

To book your room at the 968 Park Hotel, call the hotel at 530-544-0968 and mention the code "Porsche" to receive the exclusive discount rates. Make your reservations early, this is a small property, so book as soon as you can so you can be guaranteed a room. The rates won't apply for the July 4 weekend, however.

Next door is the Park Tahoe Inn that offers lower rates. Check it out at: <http://www.parktahoehinn.com/>

To book your room at the Park Tahoe Inn, call the hotel at 530-544-6000 and mention the code "Porsche" to receive the discount rates.

Start making your plans to join in the fun! ■

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Rocky Mountain High Way

Wednesday, July 27 - Sunday, July 31

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Welcome Banquet
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and SO much more!



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www.rockymtnhwy.com

For Questions Contact Kathleen Lennon: kklennon@comcast.net

TECH ED

GT1 “Show & Tell”

Saturday April 30th or Sunday May 1st
9:00am to 5:00pm



Presenters:

Andy Pilgrim – GT1 Winning Driver

Tony Callas – GT1 Expert – Crew Chief

Randy Leffingwell – Porsche Author and Biographer

\$48.00 per person • Attendance limited • Registration OPENS March 10

To Register & Pre-Pay log onto... MotorsportReg.com



Event Location
1655 139th Place NE
Bellevue, WA 98005

Read about it in March & April *Spiel*...click on <http://www.pnwr.org/spiel/spielOnline.asp>

Questions: E-Mail ... Teched@pnwr.org or 425-836-3963

Lake Washington Institute of Technology charity event



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

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■ FREE

I have a 1965 German Service Manual for a 911. It was given to me in 1978 when I purchased a 1972 911T. It has been forgotten and I just found

it. As new except the plastic back cover is splitting. All pages are perfect. I would like it to go to someone who could use it. I could send pictures if there is interest. Gary LaRue, glarue69@hotmail.com, (360) 608-8328. (9/15)

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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: Harold Klein, Photo Editor, photoeditor@orpca.org.