



# Anzeiger

May 2011





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# Anzeiger

Volume 51 No. 4  
May, 2011



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## ON THE COVER

Terry and Jill Petersen's Cayman S in Carmona Red metallic, taken at their farm near Macleay, Oregon. Photo by Terry Petersen

## 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.

COORDINATOR/  
DESIGNER  
Nancy Scott  
503.997.2230  
nanscottdesign@gmail.com  
editor@oregonpca.org

PRODUCTION  
Earl Green  
503.330.2227  
earl@millennium-  
graphics.com

Copy Editor: Mike Lee

Photo Editor: Bob Schatz  
bob@allusaarchitecture.com

## Board of Directors

PRESIDENT Jim North 503.221.6262 president@oregonpca.org	BOARD MEMBERS AT LARGE Gary Chapman axchair@oregonpca.org  Sue Denfeld social@oregonpca.org  Andrew Jacobson bmail@oregonpca.org
VICE PRESIDENT Don Clinkinbeard 503.970.4848 vicepresident@oregonpca.org	
TREASURER Marlene MacEwan 503.936.9887 treasurer@oregonpca.org	JOE McQueen webmaster@oregonpca.org  PAST PRESIDENT Kathleen Ellis pastpresident@oregonpca.org
SECRETARY Eric Freedle 503.936.0816 secretary@oregonpca.org	MEMBERSHIP CHAIR Kim Taylor membership@oregonpca.org

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Vancouver, WA 98684

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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](mailto: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.

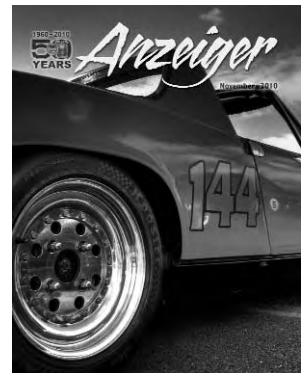
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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](mailto: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.



### Four Color

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](mailto:Editor@oregonpca.org)

## FROM THE PRESIDENT

Jim North

# Your Feedback Needed on New Website

**S**pring has sprung and we can definitely feel the club momentum building! I was excited to see that 62 new members were welcomed to the club in the first quarter of this year and anticipate that these new folks will contribute to the rising pace of activities.

We had a Spring Clean last month at Matrix Integrated and logged the second of our autocross events at PIR. Monthly dinner meetings continue to be well-attended and this is a great way for new members to introduce themselves to older members and vice-versa. The month of May will bring us our first Arrive and Drive or the year, our first Drivers Education event at Oregon Raceway Park and our third Autocross event in their season which is already well underway.

**W**e are continuing to refine our new website at [oregonpca.org](http://oregonpca.org) and need your feedback to help make it better. Login to the member area which is full of helpful resources. As a reminder, your website user name is your first initial followed by your full last name. Your password is your national PCA member number. Some of the improvements we

have made so far have dealt with appearance and layout. Additionally, we are making changes regarding content. Make a quick email note to Joe McQueen and his team with your suggestions to [webmaster@oregonpca.org](mailto:webmaster@oregonpca.org)

**C**ontent for the *Anzeiger* magazine was a little slow in coming to meet the monthly deadlines during the winter months but we hope to see it pick up this spring. Editor Nancy Scott and her team standby to receive your proposed word

WE ARE CONTINUING TO REFINE OUR NEW WEBSITE AT [OREGONPCA.ORG](http://OREGONPCA.ORG) AND NEED YOUR FEEDBACK TO HELP MAKE IT BETTER. LOGIN TO THE MEMBER AREA, WHICH IS FULL OF HELPFUL RESOURCES. MAKE A QUICK EMAIL NOTE TO JOE MCQUEEN AND HIS TEAM WITH YOUR SUGGESTIONS TO [WEBMASTER@OREGONPCA.ORG](mailto:WEBMASTER@OREGONPCA.ORG)

format content and JPEG format photos at [editor@oregonpca.org](mailto:editor@oregonpca.org)

**T**his coming year I want to take time in this column each month to communi-



cate what we are discussing of importance in the monthly board meetings. I can certainly attest that we all have been tactically focused on the new website but now it is time to refocus more strategically on a number of issues.

Personnel changes will be a large part of our strategic success and we spend much time thinking about succession planning. Kim Taylor assumed the Membership chair position last year with short notice and has done a great job. This month she will assume a key role on the Drivers Education team and will be transitioning her role to Eric Wishan over the next couple of months. Please make these two important volunteers feel welcome in their new roles.

**C**omprehensive ORPCA Bylaw updates have been underway for months but we didn't want to share them with the membership until completed. The team of Kathleen Ellis, Don Clinkinbeard and  
(Continued on page 22)



Photo from April 17 Autocross by Bob Schatz

# Oregon Region Events



## ***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](mailto: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](mailto: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](mailto: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](mailto:adsales@oregonpca.org). See page 6 for classified requirements and contact information.

## STILL PLAYS WITH CARS

Peter Linsky



# Panamera Trumps Ad Claims; Report on 24-Hour FL Race

In mid-February, Cadillac began running ads claiming its new CTS-V is “the world’s fastest production sedan,” with a 0-60 time of 3.9 seconds. That’s an interesting boast. Porsche has listed the Panamera Turbo’s 0-60 time at 4.0 and just 3.8 with the Sport Chrono package ... but nearly everyone who has driven and tested the car states flatly that Porsche’s numbers are “conservative.” Independent testing seems to bear that out: The website fastestlaps.com credits the Panamera Turbo with a 0-60 time of 3.4 seconds, as does Edmund’s Insideline.com; dpccars.com has it at 3.7 (using Sport Chrono); *Car & Driver* calculated 3.4. Cadillac’s marketing folks need to put an asterisk by their claim.

Also of note: GM appears to be launching a new cash incentive buying program to help stimulate lackluster sales. This does not bode well for the rest of the industry, which may be forced to play along. US consumers had been largely weaned from incentives before the industry’s sales collapse, but if a desperate GM brings them back, prospective buyers will quickly re-learn the habit, and not buy



MORE THAN 60 CARS TOOK THE FLAG; MAYHEM FOLLOWED. YELLOW FLAGS WERE THE COLOR OF THE DAY AS LESS-SKILLED DRIVERS ATTEMPTED TO DEFEY THE LAWS OF PHYSICS BY TRYING TO CRAM THREE OR FOUR CLOSELY-MATCHED CARS INTO A CORNER WHERE ONLY ONE OR TWO WILL FIT AT ONE TIME.



unless there are discounts or rebates offered. That will cut per-unit margins and profits back to where they were a few years ago ... placing GM at risk of bankruptcy again. A very dumb move.

Attending a 24-hour professional automobile race is a very different experience from the short club sprints most of us are accustomed to. I had the opportunity to cover the Rolex 24 at Daytona for the first time this year, and really wasn’t sure what to expect. I wondered if I was going to be able to stay awake and coherent for 36 to 40 hours straight, and how  
*(Continued on page 23)*



## Arrive & Drive: Garage Tour

Saturday, May 14, 8:45 a.m.

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

The second Saturday starting in May and extending into October (yet we will not have an A&D in August ) each drive is roughly 60 to 100 miles in length and finishing 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 at 17933 SW McEwan Ave., Tigard, OR 97224, 503.684.2831 no later than 8:45 a.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. **LIMIT 50 CARS**

REGISTER VIA:

orpcagaragetour@gmail.com

CLUB CONTACT:

Eric Freedle  
secretary@oregonpca.org

503.936.0816

## May Social and Dinner

Wednesday, May 18 6:00 p.m.

### TYPHOON

21900 SW Willamette Drive

West Linn, OR 97068

503.387.3688

<http://www.typhoonrestaurants.com>

**Club  
Event**

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A native of Thailand—familiar to travelers as “The Land of Smiles”—Bo brings the classic Thai touch of hospitality, flavor and elegance to her specialties, marked by her signature style of freshness and “clean” distinct flavors you can taste!

DEADLINE:

May 11, 2011

REGISTER VIA:

RSVP via e-mail to:

dinnermeeting@oregonpca.org





## Advanced Cornering Techniques

**P**orsches are well known for their cornering abilities which are legendary among driving enthusiasts.

To better enjoy the cornering capabilities of our cars it is important to use good cornering techniques which include:

Braking as necessary prior to the corner.

Using the eyes to direct the car

Maximizing the corner radius

### Braking as necessary prior to the corner

Race car champion Sir Stirling Moss said it best when he stated:

"It is better to enter a corner slow and come out fast than to enter a corner fast and come out dead."

Moss was referring to track driving, but entering a corner slow also applies to driving on public roads.

Most accidents that occur in corners have speed as either a direct cause or contributing factor.

Braking changes the balance of the car by moving weight from the rear tires to the front.

With enough speed, braking while cornering will result in a spin or slide.

By braking prior to the corner the driver can scrub off the necessary speed while the vehicle is still in a stable condition, thus allowing the car to precede through the corner under light acceleration.

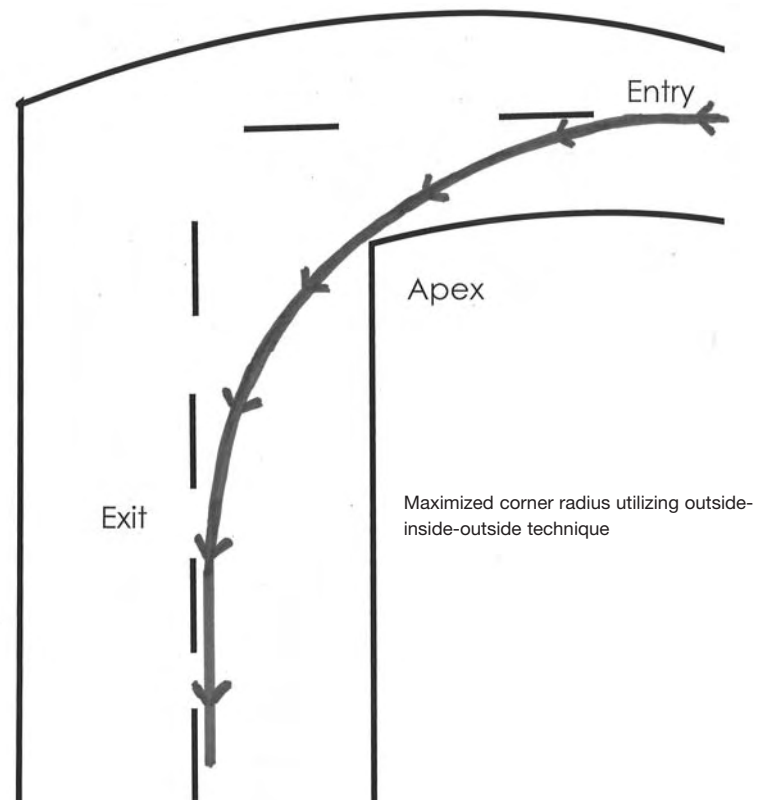
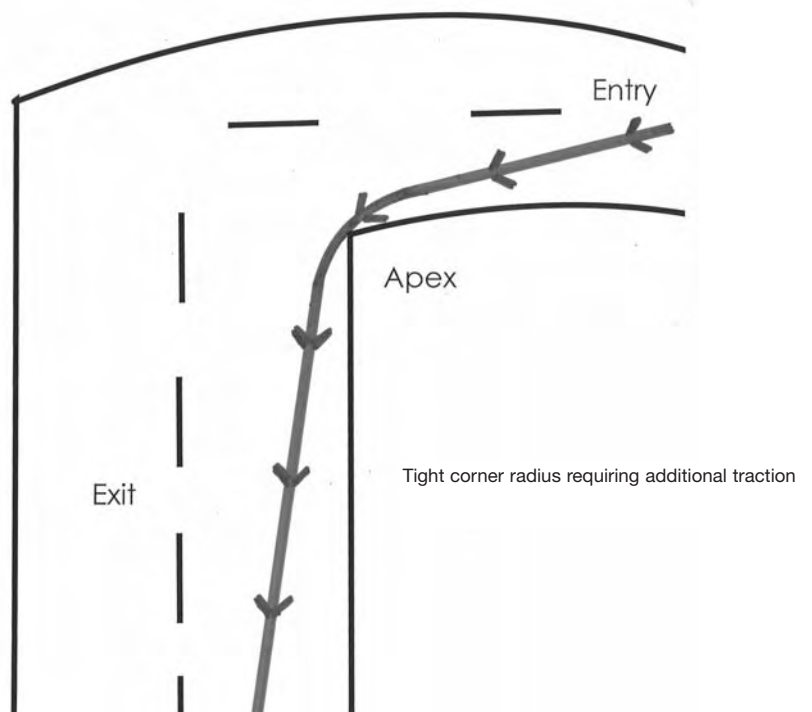
### Use the eyes to direct the car

The eyes direct the hands and the hands steer the car.

Look where you want the car to go and it will usually follow.

For high performance driving a corner has three points:

*(Continued on page 23)*



# Welcome to ORPCA Autocross 2011

**W**e 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: Next Event, May 15

**A**utocross 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](http://orpca.motorsportreg.com).

EVENT	DATE	START TIME	LOCATION
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

# Tech Session Offers Pearls of Wisdom on Fluids

by Jenny Kirkendal / Photos by Eric Freedle

Saturday March 19 marked the first Tech Seminar of 2011, Vehicular Fluids. Matrix Integrated was the host facility for this terrific event. As a “newbie” to the PCA, and all things Porsche, I found this to be an incredibly interesting and informative event. There were many great take-aways presented during the three-hour intensive, presented by Jeremy and the “think tank” of his vastly experienced technicians from Matrix.

I found the format of this event most interactive, and Jeremy facilitated a great discussion, complete with handouts and real life examples of various automotive fluids and technician testimonials. The show and tell event had visual examples of new and used oil, transmission fluid, brake fluid, power steering fluid, as well as coolant/antifreeze. He encouraged us to be our own detectives, as the individual fluids have distinctly different odors, which can assist in the diagnosis of the leaking fluid in question.

The following “fast five” represent a summary of some of my favorite new pearls of wisdom I gleaned from this presentation:

1: It was recommended that when you are set to have your oil changed, it is best to have the oil temperature hotter than colder. This facilitates the removal or flow of contaminants out of the oil system, rather than keeping them trapped within the system.

2: Matrix suggests that if your car is still under warranty, it is essential that you use an



Kim Taylor and Cherie Oldenburg pondering the fluids.

oil approved by Porsche. There are very few oils that meet Porsche's strict A40 spec, set for oil quality. Matrix is a fan of the Total/Elf Quartz Energy 9000 5W40 Synthetic oil.

Should you experience engine issues during your warranty period, Porsche may choose not to honor your warranty, if you have used oil that is not approved. If you are in the habit of changing your own oil, do carefully read the labels. Look for approvals as listed on the labels. The key words you'll want for your car are “meets” or “exceeds” the Porsche standards for oil. Interestingly, if you

see the phrase “recommended for—it is not approved, as per Porsche.

3: Older cars really take a beating from Ethanol fuels, as the fuel lines and seals tend to degrade with this mixture of fuel. It was suggested to run 92 Octane, pure fuel—which is available in our area! Surprise! Google is your friend on this one: try a search on the internet for Ethanol Free 92 Grade Premium, and VOILA! You will find a list of locations to “fuel” your Porsche!

4: The single most neglected fluid in our cars is brake fluid. It is suggested it is changed every two years. Brake fluid is hydroscopic—it absorbs water and will absorb moisture in the atmosphere as well. It was stressed that if you topped off your own fluids at home, be sure to discard the open bottle of fluid, because over time, due to the hydroscopic nature of the brake fluid, it will degrade in integrity, gathering moisture from the air.

5: Antifreeze does well when mixed at a 1:1 ratio with water, thus providing excellent anti-freeze, anti-boil, and anti-corrosive properties. In areas of extreme temperatures, the ratios may utilize ethylene glycol as high as 70% to 30% water. Again, refer to your owner's manual for antifreeze usage specifications. I am glad I had the opportunity to attend this event, and look forward to additional Tech Talks. ■

Matrix Integrated's 997 “Shop Car.”





# Chilly Spring Clean Yields Great Results

Story and Photos by Marlene MacEwan

**O**n a chilly Portland morning, close to 40 Porsches headed to Matrix Integrated on Macadam Ave for the 2011 Spring Clean event. It was a chance to finally get your Porsche out of the garage, on the road and cleaned up for this driving season. With such a cold, wet winter and beginning of spring, it was definitely a welcome event. It was nice to see so many cars participating. Conversation was as brisk as the outdoor temperature. While waiting their turn for services, Porsche friends had plenty of time to catch up with each other, drink coffee and munch on cookies and muffins.

This year's services were paintless dent removal, paint chip repair and windshield repair. The vendors were busy from 9 a.m. to almost 2 p.m., making sure that everyone received the services they needed.

This was my second year to attend. Last year my 993 received windshield and paint chip repair. This year I exchanged my play car for my work car and brought my Honda Pilot. The transformation of

my paint scratches was astounding! Mike O'Connor, our host for the event, was amazed as well. Everyone seemed very pleased with their results as well.

I would like to thank Matrix Integrated for hosting the event at their shop, the vendors for their invaluable services and Mike O'Connor for serving as event chair. See you all next year! ■

Clockwise, from above: Porsches, a Mini, and a BMW wait for their turn at rejuvenation; Eric Freedle gets the inside info from Paul, the windshield guy; an 80's Carrera gets some paint attention; a view of the Porsches at Matrix Integrated; Mary Kay Stroum's BMW gets a paintless dent repair.





# “COTA” Autocross Course Offers Fun Driving

by Todd Averitt / Photos by Bob Schatz

**T**HE RAIN STOPPED, for the day, and we ran with the SUN! Need I say more than I was getting pretty good at running in the rain and cold?

Autocross #2 ran in the South Paddock area of Portland International Raceway. The layout was created by our “Picasso” of track design, Britain Smith. He affectionately named the course “COTA.”

To the many F1 fans out there I apologize, as I had no idea of its meaning other than possibly some ancient Aztec ritual. Once home I queried the web to satisfy my curiosity.

COTA is short for “Circuit of the Americas.” It is a new 3.4 mile long, 133 foot elevation change Formula 1 and Moto GP Championship track being built in Austin, Texas. It has a contract for the next 10 years to host F1 events starting in 2012 and Moto GP in 2013. Other cities on the F1 circuit include Sao Paulo, Monaco, Singapore, and Melbourne, putting it in some pretty good company. Not to be outdone, squint and you can see the similarities between the Austin COTA and ours, pictured at right.

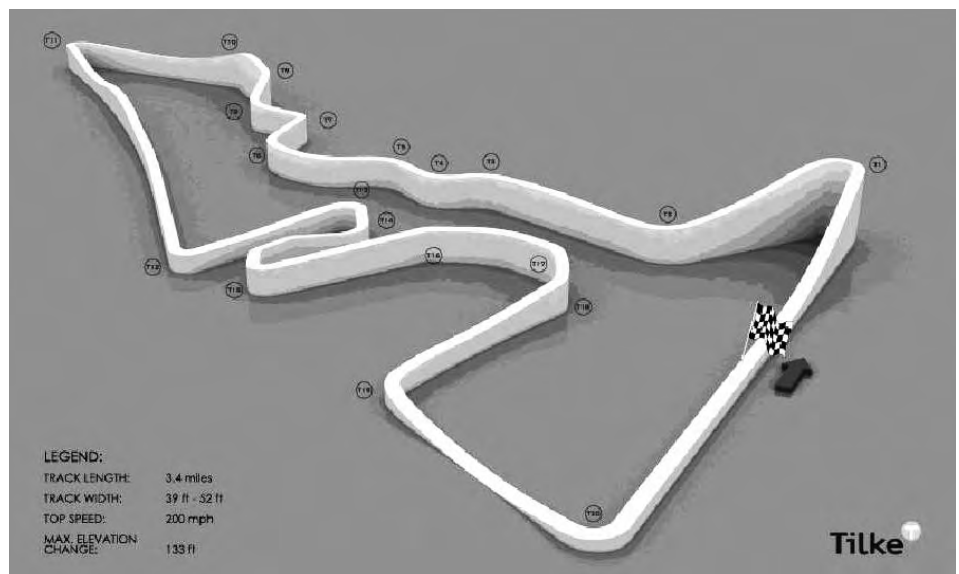
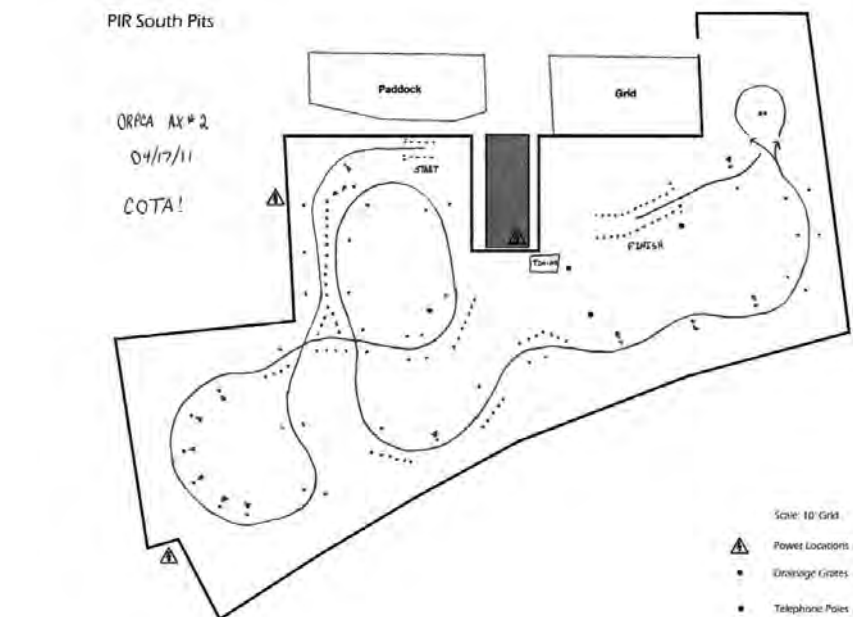
So which way was faster for you around that nasty little 180 degree hairpin at the end? Did you take one clockwise and one counter-clockwise shot around it? Thanks, Britain, for giving us such a great driving experience.

A hearty thanks to the first group of drivers, who dried the track for the rest of us and gave us a little preview of that ending 180. Now to the final results.

M01 class: Bill Thorpe out battled Kathy Smalley by 0.275 seconds to take the honors with a time of 43.854. Paige Swenson took third. Bill and Kathy finished 7th and 8th overall in their 944T.

I01: Jim Horton in his 911T held off a strong finish by Jim Ayers in his 911S with a time of 48.168. Jim was only 0.165 seconds back. This is a tight class with 0.373 seconds separating first from third. Good driving guys.

I02: Greg Olsen in his 200 Porsche 996 demonstrated why he is a serious contender for TTOD. Greg’s time of 41.694 seconds put him 3rd in the overall standings. Barry Cogut has been really quick



and improves every outing. There is no telling where he may be by the end of the season. Great driving guys, keep it up.

P02: Mike Pinto drove like he stole his 1986 944 and escaped to tell the tale. He and Audra Degg did a terrific job considering it is only the second event they’ve driven the car. William Moss took third in his 1995 968.

P03: Eric Freedle has taken first in the two autocross events of 2011. Come on Jim Parks we know you have 0.269 seconds in you, Harry Danberg, and Jamie Nowlin, we know Eric is good, really good

but you guys are only 1.5/3.3 seconds back, Go faster!

P04: Tim Hagner in his 1984 Carrera finished with a very respectable time of 47.731.

P05: Liz Bacon in her 2006 Cayman S finished first with a time of 44.381 seconds landing her 11th overall. Bob Schatz in his Boxster S finished 0.354 seconds behind Liz. Jeff Gretz and Kevin Neary were both less than a second off the pace. This is a very, very competitive class with many outstanding drivers. I do owe Mark and Kathleen Behrens an apology. First  
(Continued on page 16)



Top: Jim Pileggi viewing his options. Above: Jim Horton on a serious turn.



Porsche • Audi • BMW • VW • Mini



Courtesy   Honesty   Quality

**503.635.3098**  
**stuttgartautotech.com**

## APRIL AUTOCROSS

*(Continued from page 14)*

calling Mark “Mike” and second for the very serious offense of stating they were driving a Boxster S when in fact they were driving a Cayman S. Now pick up the pace, Mark and Kathleen.

S01: Jim Pileggi in his Boxster continued to demonstrate his great driving skills by posting a time of 44.850, top in class and 13th overall. Kyle Largent and Roger Johnson have some serious work to do but I’m sure they are up to the challenge. We’ll be watching your progress.

S02: Rick Slavin took the honors with a time of 48.524 seconds in his beautiful 1997 C4 Cabriolet. Chris Hall was less than a second behind in his 2000 C4.

NP-S: There were 18 entries in the Non-Porsche Street tire class with Sammy Lin in his 2008 Mitsubishi Evo smoking the field. Sammy’s time of 44.343 put him 10th overall and 1.201 seconds over Brad Czopek in a 1989 Honda Civic. Jeremiah Church in his 1997 BMW M3 finished third 1.462 seconds back. To qualify for NP-S you must meet the tread wear rating rule of 140 or greater. Any non-Porsche can play here. I’m impressed by what can be done on “street” tires.

NP-R: 10 cars, the class for Non-Porsches on steroids. Move over Britain Smith, hello

Dallas Cutler. Dallas in his 2005 Mitsubishi Evo (same car Britain shared and drove last event) posted a time of 41.305, took the class and 2nd overall. Britain Smith in his 914 “Suby” came in second with a time of 42.299 seconds. It’s early in the season and a lot of sorting out needs to be done as I’m sure James Shepherd (3rd in class / 5th overall), Steve Barnes (4th in class / 6th overall), and Josh Voigt (5th in class / 15th overall) will attest to.

NP-X: New class for experimental rockets? Karl Asseily brought a 2010 Palatov DP-4. It was amazing. Yes Karl set TTOD with a time of 40.505 seconds. Yes it was about the size of a go-kart. Very quick, quick, quick. Congratulations Karl.

I can’t stop smiling thinking of all the wonderful people and all their wonderful toys. I hope each of you enjoyed the event and will join us for many more.

Again and never enough, thanks to the volunteers whose behind the scenes efforts make all this possible. To Gary and Pamela Chapman, Britain Smith, Alan Wizeman, Kathy Smalley, Bill Thorpe, John Gonzales, Kimberly Beck, Chuck West, Jim Ayers, Bob Schatz, Barry Cogut, and others who made the event what it is, an adrenalin rush for 45 seconds followed by smiles that last a month. ■





Clockwise from opposite, top: Chris Hall at the end of the sweeper and starting the straight; Michael "NO ABS" Pinto in his new 944 smoking some tires; the guys waiting for round 3 to start; waiting for the start; Spectators at the event.



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# Autocross Final Raw Time Results: April 17, 2011

Raw	Pos.	Class	#	Driver	Car/Model	Raw Time	Diff.	From 1st
1	1	NP-X	42X	Karl Asseily	2010 Palatov DP-4	40.505	0.000	0.000
2	1	NP-R	152	Dallas Cutler	2005 Mitsubishi Evo	41.305	0.800	0.800
3	1	I2	17	Greg Olsen	2000 996	41.694	0.389	1.189
4	2	NP-R	41	Britain Smith	1974 914 Suby	42.299	0.605	1.794
5	3	NP-R	121	James Shepherd	2003 Chev. Corvette	42.596	0.297	2.091
6	4	NP-R	21	Steve Barnes	2003 Chev. Corvette	43.292	0.696	2.787
7	1	M1	2	Bill Thorp	1986 944T	43.854	0.562	3.349
8	2	M1	12	Kathy Smalley	1986 944T	44.129	0.275	3.624
9	2	I2	1	Barry Cogut	2010 Cayman S	44.326	0.197	3.821
10	1	NP-S	110	Sammy Lin	2008 Mitsubishi Evo	44.343	0.017	3.838
11	1	P5	39	Liz Bacon	2006 Cayman S	44.361	0.018	3.856
12	2	P5	8	Bob Schatz	2001 Boxster S	44.715	0.354	4.210
13	1	S1	3	Jim Pileggi	2005 Boxster	44.850	0.135	4.345
14	3	P5	11	Jeff Gretz	2001 Boxster S	44.913	0.063	4.408
15	5	NP-R	149	Josh Voigt	1991 Mazda Miata	44.964	0.051	4.459
16	4	P5	156	Kevin Neary	2006 CaymanS	45.040	0.076	4.535
17	6	NP-R	36	Bryan Brock	2000 BMW M Coupe	45.236	0.196	4.731
18	1	P3	61	Eric Freedle	1986 911	45.289	0.053	4.784
19	2	NP-S	135	Brad Czopek	1989 Honda Civic	45.544	0.255	5.039
20	2	P3	830	Jim Parks	1986 Carrera	45.558	0.014	5.053
21	3	NP-S	711	Jeremiah Church	1997 BMW M3	45.805	0.247	5.300
22	4	NP-S	109	Ryan Sauer	1990 Mazda Miata	46.051	0.246	5.546
23	1	P2	15	Michael Pinto	1986 944	46.058	0.007	5.553
24	5	P5	88	Gordon Empey	2006 Cayman S	46.265	0.207	5.760
25	5	NP-S	1111X	Brendan Hughes	2004 Mazda 3	46.336	0.071	5.831
26	7	NP-R	22	John Gonzalez	2005 Dodge SRT4	46.510	0.174	6.005
27	6	P5	75	Mark Behrens	2008 Cayman S	46.583	0.073	6.078
28	6	NP-S	130	Casey Lebold	1994 Mazda Miata	46.684	0.101	6.179
29	7	P5	45	Eric Rhodes	2006 Caymen S	46.950	0.266	6.445
30	3	P3	6	Harry Danberg	1973 911T	46.984	0.034	6.479
31	8	NP-R	191	Mike O'Conner	1993 Mazda Miata	47.006	0.022	6.501
32	7	NP-S	100	Adan Espino	2006 Honda S2000	47.088	0.082	6.583
33	2	S1	203	Kyle Largent	2003 Boxster S	47.108	0.020	6.603
34	9	NP-R	14	Alan Wizeman	1974 914 Suby	47.562	0.454	7.057
35	1	P4	77	Tim Hagner	1984 Carrera	47.731	0.169	7.226
36	8	NP-S	157	Phil Arscott	(info unavailable)	48.133	0.402	7.628
37	1	I1	42	Jim Horton	1970 911T	48.168	0.035	7.663

(Continued on page 21)

# Rose Cup Races 2011

June 17-19

**T**he Portland Rose Festival is proud to bring the Rose Cup Races to PIR celebrating the 51st running of one of amateur auto racing oldest traditions. Come and support the racing community and show off your car at the same time.

Porsche's to Formula cars, Vipers to GT's, Miata's to Vintage—400 racers from all over the country compete for regional

points in 25 different classes. The Rose Cup Races, the oldest amateur auto racing event west of the Mississippi, is sure to excite all that attend!

Your \$40 registration fee includes a three-day admission ticket for a driver and a guest, one corral pass, an event program and the ever-popular parade lap on Saturday and Sunday.

The car corrals will be on the south side of the race track. We ask that you have your Porsche in place by 10:00 a.m. each morning.

Go to [motorsportreg.com](http://motorsportreg.com) to order your three day ticket. Note: order deadline is May 10, 2011.



REGISTRATION DEADLINE: May 10

REGISTER VIA: [motorsportreg.com](http://motorsportreg.com)

CLUB CONTACT:

Eric Freedle

[Secretary@oregonpca.org](mailto:Secretary@oregonpca.org)

503.936.0816

**Club  
Event**

# Oregon Coast Exotic Car Show

June 17-19

**F**or many of us gearhead types, spending a weekend doing car stuff is great, but we can't always convince the rest of the family to come along because there usually is not much for them to do. Not so with the Oregon Coast Exotic Car Show at Gleneden Beach. Because it is held at a beautiful resort on Father's Day weekend, the organizers, Kurt and Leilani Shanaman, along with a team of volunteers, have made sure there are plenty of optional activities for everyone, regardless of age and interest level in cars. Salishan Spa and Golf Resort's amenities include indoor tennis, swimming, and a fitness

center, plus a coffee shop, gallery and various boutiques adjacent to the spa and golf pro shop. And if that's not enough, Depoe Bay and Lincoln City are only a few minutes away with many more shops, restaurants, and a factory outlet mall. Plus the car show's beneficiary, the Oregon Coast Aquarium, is just a short hop down 101 to Newport. The car show itself is lively and fun with food, wine tasting, art and live music on the field, but none of the stress that some big shows can have. You and the family will have fun at this event.

Here are some details about this year's show:

Date: June 17-19, 2011 (car show on Saturday, June 18); Location: Salishan Spa and Golf Resort Gleneden Beach Oregon.

Events include hosted wine reception; private behind the scenes tours; animal encounters and lunch at the Oregon Coast Aquarium; live music by vintage band The Stolen Sweets; exotic animals from the Oregon Coast Aquarium and gift bags for registrants.

Full schedule, special features and registration forms at [www.ocecs.com](http://www.ocecs.com), or call Kurt or Leilani at 503.702.4186.

*Note: Not a Club-sponsored event*



## APRIL 17 AUTOCROSS RESULTS

(Continued from page 19)

Raw	Pos.	Class	#	Driver	Car/Model	Raw Time	Diff.	From 1st
38	8	P5	811	Austin Schatz	2001 Boxster S	48.182	0.014	7.677
39	9	NP-S	133	Naito Will	2008 Subaru STi	48.259	0.077	7.754
40	10	NP-S	171	Richard Cohn-Lee	1994 Mazda Miata	48.308	0.049	7.803
41	2	I1	37	Jim Ayers	1976 911S	48.323	0.015	7.818
42	11	NP-S	717	Dave Myers II	2005 Ford Saleen	48.427	0.104	7.922
43	1	S2	418	Rick Slavin	1997 C4 Cab	48.524	0.097	8.019
44	3	I1	25	Richard Averitt	1971 914	48.541	0.017	8.036
45	4	P3	151	Jamie Nowlin	1969 911E	48.666	0.125	8.161
46	2	S2	814	Chris Hall	2000 911 C4	49.445	0.779	8.940
47	12	NP-S	523	Kathy Averitt	1992 Honda CRX	49.830	0.385	9.325
48	2	P2	314	Audra Degg	1986 944	50.056	0.226	9.551
49	3	P2	666	William Moss	1994 968	50.380	0.324	9.875
50	13	NP-S	117	Scott Barbour	1996 Mazda Miata	50.711	0.331	10.206
51	14	NP-S	160	Terry Billings	2001 Mazda Miata	51.399	0.688	10.894
52	3	M1	112	Paige Swenson	1986 944T	51.772	0.373	11.267
53	15	NP-S	128	Richard Nile	1990 Mazda Miata	51.799	0.027	11.294
54	9	P5	175	Kathleen Behrens	2008 Cayman S	52.484	0.685	11.979
55	16	NP-S	170	Chris Born	1992 Mazda Miata	52.566	0.082	12.061
56	3	S1	34	Rodger Johnson	2007 Boxster s	52.591	0.025	12.086
57	17	NP-S	50	Kimberly Beck	2006 Mazda Miata	53.613	1.022	13.108
58	10	NP-R	161	Mary Chase	1993 Mazda Miata	53.961	0.348	13.456
59	18	NP-S	174	Larry Sause	1990 Ford Mustang	54.722	0.761	14.217

## 2011 Porsche Parade, Savannah

July 31 - August 6

**Y**all come to Savannah, a place rich in history, character, and natural beauty. Founded in 1733, Savannah has been one of America's favorite destinations. Located in the heart of coastal Georgia's Lowcountry, it is a city of rare natural beauty—of azaleas in bloom and stately oaks draped with Spanish moss.

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 which arrive in their beautiful and much loved Porsche automobiles. In addition to all these fun activities (see the schedule page) 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 your Parade friends that 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 Savannah 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>

# Portland Historic Races

July 8-10

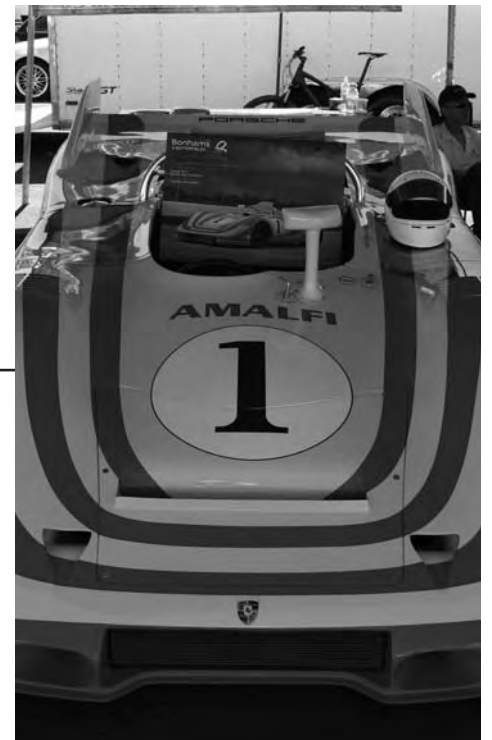
The 2011 Portland Historic Races feature an entry list of more than 250 historic race cars to take place July 8-10, 2011 at Portland International Raceway, 1940 N. Victory Blvd Portland Oregon. The Historic Races allow enthusiasts the opportunity to see race cars up close, and feature a display of over 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](http://motorsportreg.com) and the order deadline is June 8, 2011. 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.



Photos from 2010 Historic Races by Bob Schatz



REGISTRATION DEADLINE:	June 8
REGISTER VIA:	<a href="http://motorsportreg.com">motorsportreg.com</a>
COST:	\$50 for Three-day ticket package
CLUB CONTACT:	Eric Freedle <a href="mailto:Secretary@oregonpca.org">Secretary@oregonpca.org</a> 503.936.0816

## PRESIDENT'S MESSAGE

*(Continued from page 5)*

Chuck Bergeron have been laboriously reviewing this document. This is the first time we have done this in many years. We hope to be rolling results out to the overall membership this summer.

Finally, individual board members have been speaking and meeting one on one with our valued *Anzeiger* advertisers to ensure they are well informed regarding

the July 1 transition process with our magazine printing and mailing as we continue to adapt to the digital age. We are excited to also be able to share with them the rapid growth of our recent website "hits" and how this can directly translate into greater sales revenues for them. Expect to see new banner ads soon on the website for our advertisers.

Please click on the Events tab on the website home page for details of future events, sign up online for these events as soon as you can and put them on your yearly calendar now. Come outside into the ever lengthening "sunbreaks" and meet your old friends as well as some of the 62 new members of the club that joined in the first quarter of this year! ■

## STILL PLAYS WITH CARS

*(Continued from page 7)*

I would cope if the weather went south. Although some heavy thunderstorms pushed across Florida in the days preceding race week, the event was blessed with good weather and mild temperatures. I tried to get as much sleep as possible beforehand, but air travel isn't conducive to relaxation these days. Once in Orlando, I drove to Fort Lauderdale to visit a rela-

class. More than 60 cars took the flag; mayhem followed. Yellow flags were the color of the day as less-skilled drivers attempted to defy the laws of physics by trying to cram three or four closely-matched cars into a corner where only one or two will fit at one time. Saturday morning featured laps by historic sports cars that had won in years past, and then the big guns came out to play. Last year's

RARELY HAVE I DRIVEN ON SUCH A WONDERFULLY-MAINTAINED HIGHWAY THAT RESEMBLES NOTHING SO MUCH AS A LIMITED-ACCESS AUTOBAHN. FOR THE PRIVILEGE OF DRIVING COMFORTABLY ABOUT 160 MILES EACH WAY AT SPEEDS THAT WOULD GET ME JAILED IN OREGON I CONTRIBUTED ABOUT \$30. WAS IT WORTH THE PRICE? I WOULDN'T HAVE WANTED TO FEED THE KITTY EVERY DAY, BUT EVERY ONCE IN A WHILE ... OH, YES.

tive, then dashed back to Orlando and finally up to Daytona Beach. Out to the track offices on Friday morning to pick up my credentials and then to the track itself. A large 200-mile support race for modified production sedan and sports cars was dominated by BMW M3 V8 coupes and 427 Mustangs, but also included a handful of Boxsters and Caymans in a near-stock

upset win by a Porsche Cayenne V8-powered prototype was unfortunately not repeated, but a pair of them finished well. The GT-winning 997 GT3 Cup had to start last and ran most of the race without a clutch, an impressive feat. A very well-managed weekend, I felt, and I managed to stay awake through the whole thing.

Toll roads are being spoken of again in Oregon, at least in the context of the proposed replacement for the ancient Interstate 5 bridges that link Portland and Vancouver. Legalities and financing matters aside, the idea of paying an extra fee to get from Point A to Point B arose for me personally on the trip to Florida. Those of you who have travelled by car in Florida know that heavily-used Interstate 95, running along the Atlantic coastline, is to be avoided at all costs. The Florida Turnpike is the best alternative; it can be picked up just west of Orlando and breezes joyously along for almost 200 miles to Miami. Rarely have I driven on such a wide, smooth, clean, wonderfully-maintained highway that resembles nothing so much as a limited-access autobahn. For the privilege of driving comfortably about 160 miles each way on the tollway at speeds that would get me jailed in Oregon I contributed about \$30. Was it worth the price? I wouldn't have wanted to feed the kitty every day, but every once in a while ... Oh, yes.

Until next month, drive safely! ■

## THE DRIVER'S CORNER

*(Continued from page 9)*

**The Entry Point:** The point where the driver initiates steering input into the corner.

**The Apex:** The point where the car is closest to the inside of the corner. (Depending on the corner, the Apex can be several inches or several yards long).

**The Exit:** The point where the car exits the corner.

Depending on speed the drivers' eyes should be watching the point after the one about to be passed. For example just prior to passing the Entry Point the drivers' eyes should be watching the Apex. Just prior to passing the Apex the driver's eyes should be watching the Exit and as the car is about to pass the Exit the driver should be looking down the road.

The driver keeps track of the point near the car using his or her peripheral vision.

For public road driving the farther into a corner the driver's eyes are watching the

more time he or she will have to react to an obstacle.

Finally; keep the eyes moving and avoid fixating on a single object including the car in front.

### Maximize the corner radius (while staying within the traffic lane)

High performance cornering requires traction, often more traction than either braking or accelerating.

A cornering technique used in racing is to enter the corner from the outside edge of the asphalt, then apex the inside edge of the corner and exit back to the outside edge or "outside-inside-outside." (see diagram).

This increases the radius of the corner which decreases the amount of traction necessary for a given speed.

Using this method also permits a larger field of view into the corner thus allowing more time to react to an obstacle.

Note: when using this technique on public roads stay within your lane and for right hand corners be aware of oncoming cars that may encroach into your lane.

High performance cornering on public roads requires additional caution due to the additional hazards public roads offer.

Unlike the track, public roads are used by a wide variety of vehicles both motorized and non-motorized, pedestrians and animals.

Be careful and drive within the limits of the situation and conditions present.

If the public roads are too restrictive, consider coming to one of the Porsche Club's track events.

It is a great way to learn new cornering skills and enjoy your car at a new level. ■



## Willkommen

Travis C. and Lisa Argyle  
Hillsboro, OR

Gene and Corrine Bensene  
Portland, OR

John Paul and Diane Broad  
Corvallis, OR

Todd A. and Nora Hamilton  
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Portland, OR

Ben Thomas  
Portland, OR

David and Jerome Zwerling  
Portland, OR



## Anniversaries

### 5 Year Anniversary

Bruce E. Hosford

Sharon Hosford

Reza Sara

Catherine Reynolds

Harold Serkin

Julia Serkin

John F. Sundstrom

Aleene Sundstrom

### 15 Year Anniversary

Scott D. Baines

Marlene Baines

Michael F. Timmerman

Kate Timmerman

### 25 Year Anniversary

Thomas Y. Abrego

Ellen Abrego

Jim McGovern

Elizabeth A. McGovern

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# Evolution Driving School at Hampton Mills

## Autocross #6 at Hampton Mills

August 20  
August 21

**O**RPCA is proud to present the Evolution Driving School in conjunction with our sixth autocross of the year on that beautiful paved acreage in Packwood, Washington. Are you ready for an intense, fun, day long, driving school that is guaranteed to make you a better driver on both the street and autocross course? Evolution's staff of SCCA National caliber instructors are pleased to offer both their phase I and phase III schools on Saturday, August 20. You will complete your weekend at our sixth autocross event of the year, allowing you to practice your new skills in friendly competition on Sunday the 21st.

### Evolution Driving School

**Phase I School:** The "original" Evolution program as developed by the McKamey Autocross School. This first step in the Evolution is where all students start, regardless of experience. A daylong 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 driver's 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 the Phase 1 skills will improve your overall driving abilities.

**Phase III School:** Back by popular demand is Evolution's Phase Three Course Analysis program. It's now better than ever, with the help of Phase Three's official sponsor MaxQData. You'll spend the day trying different lines in a variety of courses to learn which is quicker and why. MaxQData data loggers will be used to critique the various approaches to better understand the effects of maximizing speed and minimizing distance. In just one day, you'll learn the secrets that have taken the fast guys years to learn the hard way. By the end of the day, you'll walk away with a complete methodology on how to walk a course, break it down into priority elements, read the surface, and plan the best attack for the quickest times in your car.

*Note:* Students should be competent with Phase One and Two concepts, as Phase Three's focus is not on basic driving technique. Students will once again be required to work course during part of the day.

**Cost: \$265/person. Lunch is provided.**

**Register at [www.evoschool.com](http://www.evoschool.com) for this great day of driving instruction.**

Saturday evening we will be gathering for a group dinner and some friendly bench racing prior Sunday's event.

### ORPCA Autocross #6

All are welcome to attend this event at the most spectacular autocross venue in the Pacific Northwest. The site features 10 acres of smooth asphalt and an additional five acres of covered parking/paddock. Look forward to 60+ second courses, and abundance of runs, and technical features not possible in the PIR South Paddock. Whether you are new to autocross or a seasoned veteran, you will be



spoiled by what this site has to offer. Remember, this is a Championship Points event.

Registration/Tech is open from 8:00 a.m. to 9:30 a.m. First car out at 10:00 a.m.

**Registration for all ORPCA Autocross events can be completed in advance on <http://orpcamotorsportreg.com/>**

**Pre-registration costs: \$35 (ORPCA Member), \$40 (Non-Member)**

**Registration at event: \$40 (ORPCA Member), \$45 (Non-Member)**

*Details of all aspects of our Autocross events (i.e. car tech, schedule, results) can be found on the ORPCA website.*

*For any type of overnight accommodations contact [destinationpackwood.com](http://destinationpackwood.com).*

*Please allow yourself 2.5 hours for the drive to Packwood Sunday morning.*



# 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

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## Porsche Parts

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## Porsche Service & Repair

Canyon Auto Rebody . . . . . 877.489.2520

Collision Rebuilders . . . . . 503.226.6311

Heckmann Thiemann . . . . . 503.233.4809

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Matrix Integrated . . . . . 503.443.1141

Motorsports International . . . . . 503.643.2656

Stuttgart Autotech . . . . . 503.635.3098

Sunset Imports . . . . . 503.641.8600

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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:

- Before taking the photo, set your camera for its highest resolution. That's the one that uses the most memory.
- 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. Send your entries to: Bob Schatz, Photo Editor. at [bob@allusaarchitecture.com](mailto:bob@allusaarchitecture.com)



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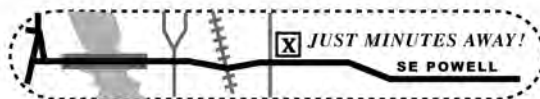
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356

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

## ■ OTHER

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■ Bilstein rear Sport Shocks for 986 Boxster – list price \$230 each, sell for \$125 each.

■ H&R performance springs for 986 Boxster – list price \$360, sell for \$150.

All parts used less than 1,000 miles. Jeff 503.628.0629 jgretz@onlinenw.com (5/11)

2 unused Hoosier A6 tires, 285/30/ZR18. \$550 OBO if local, else add shipping from 97229. Call Liz Bacon, 503-347-4931 (5/11)

■ 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 (5/11)

EVO Motorsports 996 Turbo Airbox w/ cone filter. \$250.00. John S. Mazmanian, Krugerinor@hotmail.com, 503.617.4680 (5/11)

4 O.Z. Allegherita HLT lightweight wheels, gold. 2 are 18 x 8" and 2 are 18 x 9" (stock Cayman sizes) w/5 x 130mm offset. ~1.5 years old, used for 8 track days & 20 autox's; great condition except for a small ding. \$1200 OBO. Call Liz Bacon, 503-347-4931 (5/11)

ONE PORSCHE WHEEL 8 x 16, part # 951.362 117, AS 10.62, ET 23.3, Nice wheel and cap, photo, PCA, Local LS tire center can verify, spin, box and ship. \$389 obo/ Mike bakerster@eoni.com (5/11)

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

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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)



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