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May 2012

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Anzeiger

Volume 52 No. 4
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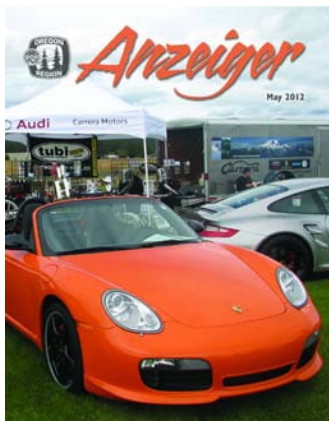
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ON THE COVER

Beautiful eye candy from 2011 Sunriver Festival of Cars in Bend. Photo by Jodi Ellis.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, refer to page 33.

Anzeiger

(an' zī ger), noun, German

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

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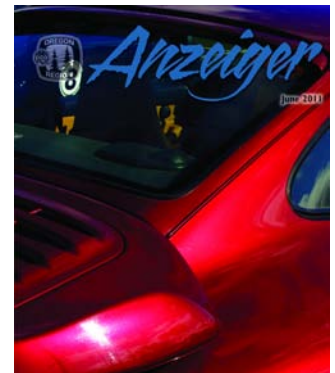
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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.

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Oregon Region Events 2012



May, 2012

- 7 ORPCA/BMW HPDE @ PIR
- 8 Board Meeting
- 12 Arrive and Drive
- 13 Autocross 3 @ PIR
- 16 Monthly Club Dinner and Social

June, 2012

- 4 ORPCA/BMW HPDE @ PIR
- 9 Arrive & Drive
- 10 Autocross 4 @ PIR
- 12 Board Meeting
- 15-17 Rose Cup Races @ PIR
- 20 Monthly Club Dinner and Social
- 21-24 Northwest Passage

July, 2012

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

August, 2012

- 5 Summer Picnic
- 11 Evo School @ Packwood
- 12 Autocross 6 @ Packwood
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 18 Drive and Hike
- 23 ORPCA/BMW HPDE @ RMP
- 24-26 PCNA Special Event @ RMP
- 25 Covered Bridges Tour #3
- 26 Covered Bridges Tour #4
- 27 ORPCA/BMW HPDE @ PIR

September, 2012

- 8 Arrive & Drive
- 8 HPDE @ ORP
- 8 Sunset Swap Meet
- 9 HPDE Lapping @ ORP
- 9 Autocross 7 @ PIR
- 11 Board Meeting
- 19 Monthly Club Dinner and Social

October, 2012

- 9 Board Meeting
- 13 Arrive and Drive
- 14 HPDE Lapping Day @ PIR
- 17 Monthly Club Dinner and Social
- 20 Autocross 8 @ PIR

November, 2012

- 4 Autocross Awards Banquet
- 13 Board Meeting
- 14 Monthly Club Dinner and Social

December, 2012

- 8 Holiday Party
- 11 Board Meeting

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see a Porsche**

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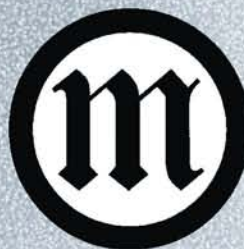
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Enjoying the Five Senses on a Top-Down Drive

The temperature was over 80 degrees in Portland last Sunday and I felt compelled to remove the top of my '87 Carrera Targa. As usual, I placed it on the rear seat deck of the 911 since I have too much “stuff” in the trunk. I also learned to store the top this way when I owned the car years ago in Houston. In the Gulf Coast of Texas you can confront thunderstorms (that can sometimes creep up from behind you) that force you to quickly pull off to the shoulder and clip in the Targa top before being hit by a real soaker. If you are late, a storm can leave an inch or two of water on your floorboards in a hurry!

I took a drive in the country Sunday and once again reminded myself why I enjoy this car compared to my coupes. I utilized all five of my senses and was able to smell freshly mowed grass and feel cooler air on my face when descending and passing over river bridges; I heard everything going on around me and found myself looking at the Oregon countryside, as opposed to what was on the road directly in front of me.

As usual, Judy asked me where I was going before I left the house and I told her I had no idea. I sometimes go flying out at Aurora field with the same strategy. I generally figure it out once I look at the sky in all directions and then either head for the coast or the mountains depending on the mood that strikes me. I guess that is the whole point of “Sunday drives” as well!

I missed the last board meeting to attend to some pressing family matters in Phoenix. Vice-President Eric Freedle took the reins and did a good job conducting business. He called me after the meeting and gave me a good download of the discussions. I think that occasional officer substitutions like this one are good for the club. This is good “cross training” and helps ensure more seamless board officer continuity year to year.

Treasurer John Brams shared the monthly financials with the board and then reported that we are in full compliance with federal 501(c) 7 rules for non-profits. To maintain compliance it is important that we continue to spend
(Continued on next page)



A beautiful example of a top-down excursion in this 2005 photo by Patti Koefel.

PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page)

the annual earnings on our CD and bond reserve fund investments on charities. This is why at our annual Christmas party we always spend in excess of our investment earnings and benefit Toys for Tots. This well-run organization shares all of our wrapped gifts with underprivileged kids every year.

Members are encouraged to read the published Board of Director minutes on our website this year. Secretary Joe McQueen establishes action items and then assigns responsibility and deadlines to various board members so that at each meeting we can keep track of our progress. This also helps us keep the meeting duration to two hours or less!

We plan to start sending out a monthly email blast to the members to remind you when the new monthly *Anzeiger* is posted on the site. Hopefully you will use the helpful link to take you directly into the site and the magazine.

Remember that you are welcome to attend our monthly board of director meetings and speak up during the open session at the end of the formal agenda. We have revised our meeting location and now meet at the Busters Barbeque meeting room in Tigard. The date remains on the second Tuesday of each month. See you on May 10!

As always, please check the ORPCA website for updates on upcoming events this spring and summer. Load them into your calendar now. Registration for many events is simply a matter of logging on to motorsportreg.com and this site allows you to sign up many months in advance.

Please feel free to contact me at president@oregonpca.org regarding any club matters. You may also call me on my direct line at work which is (503) 221 6262.

See you on the road! ■

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Remembering the Slippery “Icebreaker” of 1969

Here it is early March as I write this, and winter won't go away. It's still snowing. The 911 hasn't been out of the garage for some time, and I'm getting antsy to drive it again. For some reason, seeing the light snowfall brings back memories of my first exposure to Portland snow, in early 1969. I'd just moved here from Roseburg to take a new radio job, and I was still getting acclimated to the idea that I would need a set of chains for my TR4A if I had any hope of making it from my apartment on the near east side to the top of Council Crest every weekday morning. I was so new to town that I had yet to establish any new social contacts, but *The Oregonian* had a little classified notice that a local sports car club had scheduled an autocross at Eastport Plaza in January. The annual event was the club's first of the year, and named “Icebreaker.” That moniker was quite apt, since the winter of 1968-69 turned out to be the worst in terms of snowfall in decades.

“How can they even think of staging a parking lot autocross when there's the better part of a foot of snow on the ground?” I asked myself, but on that designated Sunday morning, I bundled myself into warm coat, gloves, and boots, crawled into the TR, patiently waited for it to warm up and defrosted (both relative terms, if you are familiar with English cars), and gingerly tiptoed out to Eastport, chains tinkling merrily on the back-end Michelins. Icebreaker had drawn a gathering of about two dozen shivering die-hards, all of them standing around trying to figure out how both stop shivering and where the designated course was. Someone had set up a handful of large cones and the event chairman had stamped out his impression of where we were supposed to drive. One rule was imposed—no studded tires. Chains or bare tires were fine. Without traction aids, most cars slithered around helplessly, fish-tailing crazily; those with chains on the rear (FWD cars were no-shows, other than a chainless SAAB 93) discovered that chained up rear tires allowed forward mobility but almost no steering effect. Finally, our old friend Win Casey bundled three friends into his VW Beetle for some extra weight and attacked the course in reverse gear, winning Top Time. He was the only one to stay on course, so his time, albeit slow, was good enough for the trophy.

Porsche, as we know, builds a range of sports cars, a sedan, and a crossover. It will soon add another, smaller SUV and an entry-level convertible to the lineup. Just about everything except a pickup truck or motor home. Don't blink, but Porsche is involved in a motor home project. Newell Coach Corporation, an Oklahoma concern, hired Porsche engineers to help redesign the front of its million-dollar-plus P2000i. This beast is built on a custom frame and is powered by a 600hp Caterpillar Diesel driving through an Allison transmission. Suspension is by ZF. Newell didn't like the way the nose of the motor coach looked, or behaved at speed, so it turned to Porsche for assistance. The new nose design, from the front axle forward, is now much more streamlined and includes HID Xenon headlighting, not unlike that on the 997 and 991. Okay, check that box. Will Porsche ever dip its toe into the pickup truck segment? Let's hope not, but we shouldn't be surprised some day to learn that Weissach provided some of its engineering acumen to an outside truck-building client.

Until next month, drive safely! ■



The FUN ZONE 2: Impressions of Sebring

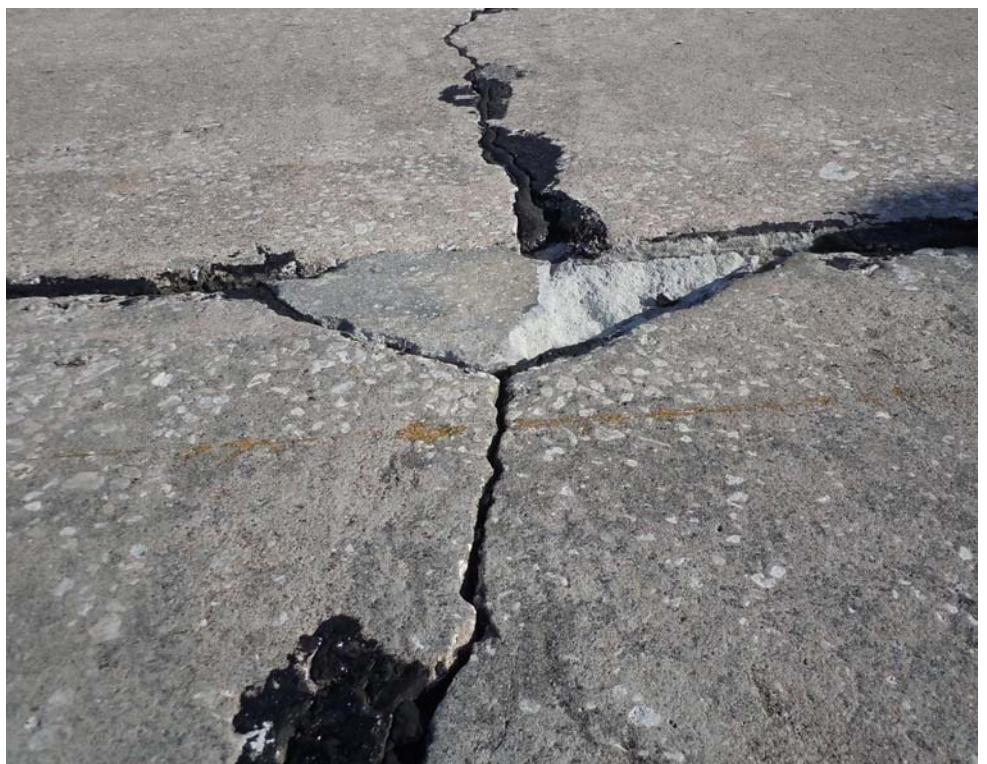
For 60 years America's oldest sports car race has seen some of the greatest drivers and cars race through time into a legacy that spans the life of sports car racing in America. While sports car racing has become overshadowed by other racing series, at the prototype level, it still proves to be the best ground to grow and harvest ideas for "real" cars. At the GT level, the best place to refine them.

These days Americans have a lot on their mind. Keeping a job, the family, the economy, the elections, all of us need a break. There's no shortage of that at Sebring. It's the best Spring Break party in Florida. Thankfully, the days of burning furniture after the race are gone as the organizers do a great job of keeping things under control.

The race itself has become a yardstick to judge cars, teams and drivers in their ability to endure one of the toughest tracks in the world. I don't think Americans would have it any other way.

So with that sense of anticipation, excitement, and history in mind let's take a stroll around the place and find what you didn't see on television or read elsewhere.

The Track



The highest point in Florida is some 300 ft. above sea-level. Otherwise, central Florida is flat as you're hat. A good place for runways...what's left of them after 70 years.

See all Sebring photos on pages 11 to 17

SPINNEN, CONTINUED

The Paddock



The paddock extends for over a half a mile. There were 64 cars entered.



Filled with exotic bits ...



And the familiar ...



The humorous ...



The serious ...



The old ...



The new ...

SPINNEN, CONTINUED

The Paddock, Continued



The cows and the monks ...



The comings and goings to ...

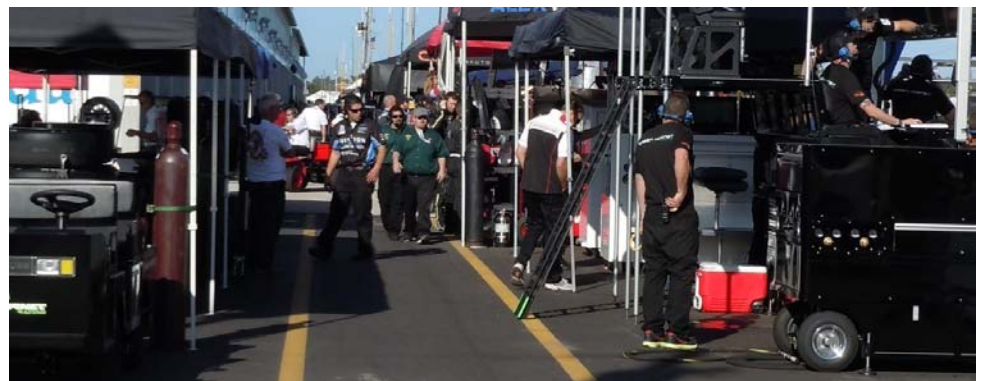
The Hot Pits



Behind the wall ...



In front of the wall ...



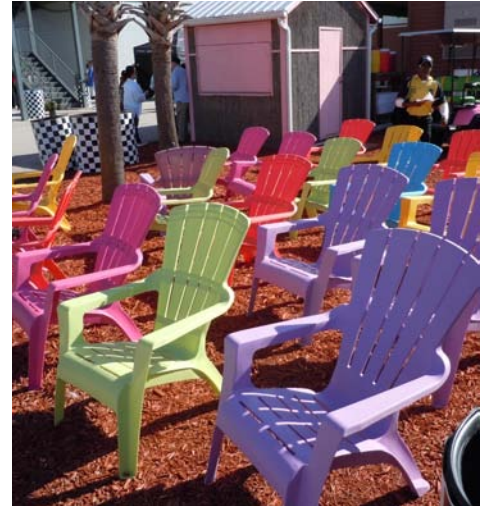
It's a crowded place ...

SPINNEN, CONTINUED

Meanwhile, Preparations for the Fans are Ready

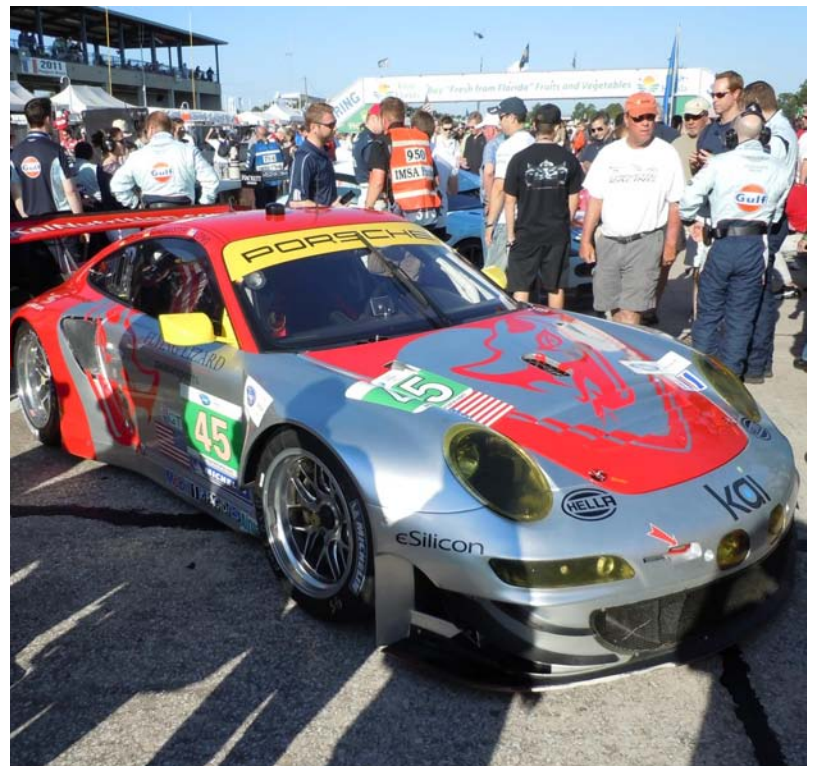


Funnel cakes?



And a place to rest.

Before the Race



Cars are lined up on a false grid ...

SPINNEN, CONTINUED

Before the Race, Continued



The nervous teams assemble ...



Television does their thing ...



And some leave their mark ...



As the pipers play ...

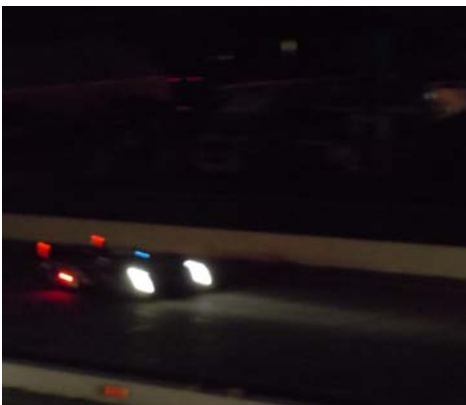


The fans pour in ...

SPINNEN, CONTINUED



Racing Begins ...



Through the day ... at sundown ... at dusk ... at night.

SPINNEN, CONTINUED

And So it Goes ...



With the legends ...



And their cars ...



Awaiting the next generation.

KEEP SPINNEN. ■



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Tech Session Offers Suspension and Tire Tips

by Eric Freedle / Photos by Kim Taylor

On Saturday March 24, Matrix Integrated in Portland hosted the first Tech Session of the year. There were about 20 enthusiastic club members in attendance interested in getting the scoop about performance tuning as the first Saturday of spring welcomed us with great weather. As people gathered around the refreshments and snacks, we were able to soak up the good energy of the tidy shop and take in some fine examples of Porsches.



A variety of Porsches outside of Matrix Integrated as their owners learned about dampers and roll bars inside.

There was a 2001 Yellow Twin-turbo 996 that was highly track prepped with some monster brakes; apparently it would stop as fast as it would GO! Nearby was a fine example of a black 993 turbo that was stunning.

Matrix co-owner Jeremy Williams informed the crowd of eager attendees that his employee Jon, who has a racing background, was going to educate and inform us about the basics of suspension setups to the more advanced applications. Some of the high points were on the following:

■ Springs are energy storing devices, as they store energy by deflection. They absorb bumps; limit the motion of the vehicle from braking, cornering and acceleration. Shock absorbers DO NOT absorb impacts, springs DO! So, Jon referred to them as “dampers;” and they dampen the motion of the suspension. Dampers also will control how the vehicle goes into roll when the steering is applied; springs and anti-roll bars control how much the vehicle rolls.

■ Anti-roll bars are commonly known as roll bars, sway bars, and anti-sway bars. These bars connect the right and left wheel. They resist roll by twisting themselves, acting as torsion springs. You put all these components together and they will affect the quality of your ride and can dictate the under or oversteer of the car.

There was discussion about how wheel alignment—whether it’s a two- or a four-wheel alignment—can really affect how the quality of the braking and handling of the vehicle. We covered the aspects of camber, caster, and toe settings that will affect tire wear, top speed and even the ability of the car to turn in at a corner.

Tire pressure needs to be checked more often than one thinks, as much as two or three times per month to optimize the tires’ performance and longevity. Jon showed us a pyrometer and told us taking the surface temperature across the tire after running laps can tell a technician a lot about what the suspension is doing and/or tire inflation. Jon did inform us that tires ARE definitely part of the suspension package. And forget about being picky whether you inflate your tires with nitrogen or air (we need to remember that air is 78% nitrogen), as it really doesn’t matter in the type of driving we do. If you find that you are doing a lot of freeway driving, one should increase the pressure slightly, as this will give the tire more even wear and will optimize your tire life. Living in the Portland area, with all of the pot holes and various levels of road repair, it would be advised to get your car aligned more frequently—as often as once a year.

Many thanks to the Jeremy, Jon, Justin and George for the hospitality and great information that was bestowed on the tech enthused attendees. Plan on making the next tech session as there is always something to learn! ■

See more Tech Session photos on following page

TECH SESSION, CONTINUED



Club members learned about suspension and tires from Matrix Integrated experts Jeremy, Jon, Justin and George.



Spring Cleaning Porsches on a Beautiful Day

by E.C. Mueller / Photos by E.C. Mueller and Marlene MacEwan

Brilliant, Refreshed, Dazzling, Renewed, Bright ... the description of an early Spring Saturday in the Northwest that is welcomed with open arms! But these attributes also apply to the 2012 ORPCA Spring Clean event held April 7 at Matrix Integrated in Portland.

Twenty-five cars and around 30 ORPCA members gathered on a glorious day to have their vehicles get their own “spa” treatment via paintless dent removal, windshield repair, exterior detailing, interior refinishing and specialized wheel repair/restoration. Club members enjoyed refreshments and the usual passionate conversations about driving and Porsche while their pride and joys were pampered and primped by the Pros.

Event chairperson Mike O’Connor, the club’s host for the day, said it best. “What these guys can do is really special. This is a terrific event that gets better and better each year and is a wonderful way for members to enjoy a range of services from experts at discounted rates. We will definitely offer it again next year.”

The club thanks Jeremy and Justin Williams of Matrix Integrated for providing the location for the event again this year and to the suppliers that supported the 2012 ORPCA Spring Clean. ■

Top: Marlene MacEwan’s ‘82 Targa gets a paint touch up. Photo by Marlene MacEwan. Above: A Porsche’s high shine paint. Photo by E.C. Mueller.



See more Spring Clean photos on following page

SPRING CLEAN, CONTINUED



Left and below: Photos by E.C. Mueller. Below left: Paul repairs Andy Jacobson's Boxster's windshield. Photo by Marlene MacEwan. Bottom left: Porsches waiting their turn at the Spring Clean.



Second Autocross Heats Up With the Weather

Story and Photos by Mike Pinto

On the rescheduled April 15 date, ORPCA had the second points Autocross of the year, once again in the South Pits of Portland International Raceway. This time the course was much larger, thanks to not having to double-book with the SCCA drift club; however, the Autocross attendees had a few new variables to deal with: sunshine and spectators. The rescheduled date was the day after the PIR Swap Meet (with the Expo Center Swap Meet in full force), giving the autocrossers an audience of vendors as they disassembled their camps. As usual, the ORPCA crew had no issue getting right to the racing!

The day started out sunny and cool and the heat gradually built up over the course of three run groups. The full house of attendance meant the usual A/B group was going to be too many cars in grid, and the work/run/rest combo of a three-fer is acclaimed and worked fantastic! Each group got eight competition-timed runs each, a chance for a break (or additional volunteering), and a shorter work period. This setup really makes for a nice day. The track was a blisteringly fast one with a crossover that had drivers guessing all day where their line should be.

In M01, Greg Olsen took the second victory of the year, this time over Alan Wizeman in a 2001 Carrera. Perennial front-runners in class Gary and Pam Chapman fought mechanical maladies in their 914-6 all day and placed third and fourth, respectively, after missing some runs. In I01 your author, Michael Pinto, took the win in his 1986 944 over points leader Todd Averitt, whose 914 also had mechanical issues and missing runs. Tough day for the 914s in Portland! Cary Kutter took the solo I02 victory, and points lead, in his 74 911.

In P01 Harry Danberg was also able to make a second victory in a row, this time over Audra Degg's 1986 944. P02 had a massive seven entries and this time Kathy Smalley beat all-comers in her 2000 Boxster. Eric Freedle and Bill Thorp repeated their second and third place respective finishes, with last month's winner Jim Parks dropping to fourth. The points in this class are razor-thin! In P03 Bob Schatz brought some competition to Jeff Gretz, both in 2001 Boxster S's. P04 saw Barry Cogut with the solo victory again.

Rick Slavin also made a second victory in S01, this time over Bryan Brock, making it a 1-2 for the 993-type 911s. This is another full class with six participants both races so far. David Meharry was yet another repeat winner, this time over Chriss Hall's 2000 911 C4 in the S02 class.

The repeats didn't extend to just the Porsche drivers either, as Brian Brummel made it two in a row in NP-S, this time over Ryan Saur's Miata. NP-S has exploded with 25 entrants! That means trophy spots extended all the way down to sixth, with Erik VanDyke's Neon. NP-R's attendance was also way up, with 13 drivers vying for a win but nobody was able to knock off repeat class and overall winner Dallas Cutler's EVO. How many events will it be before a Porsche can take the overall honors? Jerry Jenkins was second in his Miata.

All in all it was a wonderful day, with good weather, new faces, and plenty of action. Full results can be found at www.oregonpca.org in the Events section under Autocross, and then 2012 Event Results. Pictures of Autocross #2 are available free at www.facebook.com/CascadeRacing; and while you are on Facebook, don't forget to join the Oregon PCA Autocross Group at <http://www.facebook.com/groups/369426646803/>. ■



Car # 197XP, Britain Smith with owner Steve Schuback, 2005 Lotus Elise, NP-R, 9th.

See more Autocross photos on following page

AUTOCROSS 2, CONTINUED



Clockwise, from above: Car #314, Audra Degg, 1986 Porsche 944, P01, 2nd; Car #830, Jim Parks, 1986 Porsche 911, P02, 4th ; Car #830, Jim Parks, 1986 Porsche 911, P02, 4th; Car #59, Cary Kutter , 1974 Porsche 911, I02, 1st with Car #61, Eric Freedle, 1986 Porsche 911, P02, 2nd; a tire at the track.



Porsche Race Car Classic

Story and Photos by Gene Zinda

The Porsche Race Car Classic featured Porsche cars from the first 15 years of Porsche's race car history, from 1950 to 1965. It included purpose-built race cars and production cars with a significant race history during that period. There were approximately 150 Porsches, including Gmunds, Glocklers, 550As, 718s, 804s, 904s, 356 coupes, Cabriolets, Speedsters, Convertible Ds and other models. They came from many different owners including Seinfeld's collection and the Porsche museum.

The Porsche Race Car Classic was five years in the making and was the largest-ever gathering of vintage Porsche race cars. The event was held at Quail Lodge in Carmel California on October 16, 2011. The event cost \$400 per person and the proceeds went to lung cancer research for the Bonnie J. Addario Lung Cancer Foundation. ■



The 2012 Northwest Passage “Wheels to Walla Walla”

Sponsored by Chubb Collector Car Insurance and Sunset Porsche Audi

Just think—three days of doing your favorite thing—driving your Porsche on “twisties.” And not just any twisties—we’re talking about smooth, scenic, twisty roads in remote areas, so remote that time is measured in geologic proportions.

The type of driving you bought your Porsche for and live for is the primary theme of the Northwest Passage. We’ve done our best to keep the roads as interesting and fun as possible, with the absolute minimum use of freeways and busy highways. But, as fun as the driving may be, you have to make some accommodations for your navigator. So we keep the route to a manageable 250 miles per day target, with numerous opportunities for rest and scenic stops along the way, and with some non-automotive diversions thrown in too.

You have probably noticed that just driving alone to nowhere in particular is not that much fun. You need friends to share the experience, and you need a destination to give the trip a reason to be.

The friends part is easy. With 30-40 cars on the trip, there will be no shortage of people to drive with during the day, and to share route stories with at night.

The primary destination this year is Walla Walla. If you haven't been there lately, it's not the sleepy little town in the middle of wheat fields that define nowhere. The Walla Walla area is now a world class wine growing region, and home to over 100 wineries with new ones opening all the time. The host hotel is the Marcus Whitman, the grand old hotel in town that was the subject of a recent multi-million dollar restoration that has made it one of the premier small hotels in the Northwest. The secondary destination is Joseph, Oregon.

As they say, an army marches on its stomach, so you will encounter sumptuous lunches in the most unlikely places along the route. Dinners will be pretty special. We have winemaker dinners arranged at two of the top Walla Walla wineries, each featuring catered gourmet food and top wines in an unbeatable setting.

The Northwest Passage is the premier tour event of the year. This, the 15th year of the event, promises to stand out as one of the best. We wish to thank **Chubb Collector Car Insurance** and **Sunset Porsche Audi** for their generous sponsorship. If you haven't participated in the Northwest Passage before, this is the year to give it a try and find out why it enjoys one of the most loyal followings of any event we do.

For a detailed itinerary and registration information please email Jim North at james.north@morganstanley.com and he will send you an email back with the registration packet attached in PDF format. You can also call him at his direct office line at 503.221.6262 with any questions you may have. As always, the number of cars is limited and hotels book early so we encourage you to make your reservations now! ■



“Wheels to Walla Walla”

June 21 - 24, 2012

Itinerary & Registration: Jim North

james.north@morganstanley.com / 503.221.6262

ORPCA/BMW HPDE at PIR

Monday, May 7

Join ORPCA and BMW ACA on May 7 at Portland International Raceway for this HPDE event.

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

Please take some time to review the event on motorsportreg.com or our new and improved website (www.oregonpca.org).

We will have four run groups with instruction available.

We all look forward to seeing you all out there enjoying learning the limits of your cars!

If you have any questions that are not answered on our website or motorsportreg.com, please email Kim Taylor at hpdechair@oregonpca.org or Tom Whiteley at hpderegistration@oregonpca.org ■



May Arrive & Drive

Saturday, May 12

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

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

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

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



Everything You Need to Know About Autocross 2012!

Schedule: The schedule is below, and is posted on the ORPCA website. You can also find more information for the ORPCA events and schedule them on a personalized calendar on Where2Race.com. We have updated the classes to match the current small region PCRs. Please review the ORPCA website to see where your car is now classed.

ORPCA AX Test & Tune: This will be organized similar to a normal event, however times will not be recorded or scored.

ORPCA Spring Break-Out: There will be an Autocross Drivers Skills Clinic in the morning. This event is geared to novice and rookie drivers. We are limiting entries to 16 drivers. Following the Autocross Skills Clinic, we will hold the ORPCA AX#1 with a start time of 10:30 a.m. This will be a championship points event.

Packwood: There will be an Evo School (Phase 1 & 2) held on Saturday. ORPCA AX #6 will be held on Sunday and this will be a championship points event. Note the start time of 8:30 a.m. to allow people to arrive Sunday morning if they choose.

Registration: All registration for the ORPCA Autocross events will be done on MotorSportReg.org2. Registration for all events is open now. Registration for non-ORPCA members will be open two weeks prior to the event. Registration will be closed for all events at midnight the Wednesday prior to the event. All participants who pre-register for an event will receive a copy of the course map via email before the event. There will be no refunds for any ORPCA Autocross events.

2012 Autocross Season Pass: The 2012 Season Pass will include all championship points events. It does not include the Test & Tune Session or the Drivers Skills Clinic. Group Price: ORPCA Members: \$245; Non-ORPCA Members: \$280

If you were to attend all of these events, the ORPCA member pre-registration fee would be \$280. We are offering an discount for the AX Season Pass. The total registration fee for the year is \$245, for a savings of \$35 (equivalent to one event).

For non-ORPCA participants, the pre-registration fee is \$340 for all events. We are offering the same discount, bringing the total registration fee for the year to \$280, a savings of \$40 (or equivalent to one event).



By purchasing the Season Pass, you are automatically signed up for all events, guaranteeing a slot and avoiding missing the registration window. You will also be emailed a copy of the course map after registration is closed on the Wednesday before an event. Registration for the 2012 Autocross Season Pass will be open until March 9 (before the start of the first event).

Sorry, there are no refunds or credits for missed events.

2012 Championship Points: Participants must attend at least five of the eight events this season to be eligible for class trophies. Each participant is allowed to drop one event for the season. Trophies will be awarded based on class participation. A key change to the championship this season is that we will be dividing the Non-Porsche class into two categories, Race Tire (NP-R) and Street Tire (NP-S). Race Tires are defined as any tires with treadwear ratings of 140 or below. We will count points and present trophies for both Non-Porsche classes. To be eligible for class points, participants must run at least five events in the same class and retain the same car number throughout the season, regardless of the car they campaign. Any and all Porsche cars (as defined by the PCA

rules) will be ineligible for the Non-Porsche class (i.e. a Porsche with a non-Porsche engine is regarded as a Non-Porsche in the PCA rules).

2012 Reserved Car Numbers: The ORPCA database has been wiped clean for all participants who did not attend more than one event last season as well as all Non-Porsche entries. The remaining reserved car number will be distributed on a first come, first served basis. If you wish to reserve a number in the database for the 2012 season, please review the following:

1. Numbers below 100 will be reserved for ORPCA members. If you are a non-ORPCA member, your number will be over 100.

2. Numbers will be assigned on a first come, first served priority and you will retain that number the entire season. You will be notified if conflicts arise with your number selection.

3. Per our Autocross rules, each car/person combination you wish to enter needs a unique number. If you plan to share your car with another person, each person needs a unique number for the car. If you plan to run various cars throughout the season, please request a unique number for each combination.

4. When you request your number, please provide the driver's name, year, make and model of the car, and the ORPCA class you will be running. Remember, if you are not running a Porsche you will be automatically assigned to either the NP-R or NP-S (Non-Porsche) class.

5. Once your number is assigned, it will be yours for the entire Autocross season.

Number reservations will close on March 1. Please e-mail AXRegistration@oregonpca.org with your requests. ■

Next Event: May 13 at PIR

May 13	AX 3 @ PIR	August 11/12	AX 6 @ Packwood
June 10	AX 4 @ PIR	September 9	AX 7 @ PIR
July 1	AX 5 @ PIR	October 20	AX 8 @ PIR



May Social & Dinner

Wednesday, May 16, 5:30 to 7:30 p.m.

SALTY'S ON THE COLUMBIA RIVER

3839 NE Marine Drive

Portland, OR 97211

503.288.4444

www.saltys.com

Hosted by: Larry and Cathy Hannan

Social Hour: 6:00 - 7:00 p.m.

Dinner Hour: 7:00 - 8:00 p.m.

RSVP: socialevents@oregonpca.org
by May 9

**Club
Event**

You'll love the landmark Salty's on the Columbia with its spectacular riverfront views, award-winning Northwest Seafood and Steak Cuisine and Five-Star Diamond friendly service. Voted Best Seafood Restaurant in Portland (1st Place 2010) and Best Brunch in Portland (1st Place 2010) on Portland.Citysearch.com.

\$30/person will be collected at the door
—Please bring CORRECT change!

Please include your entree' selection from the following with your RSVP:

- 1) Vegetarian Pasta with Alfredo Sauce
- 2) Grilled Salmon topped with Herb Butter
- 3) Hunter's Style Chicken, Forest Mushrooms, Italian Sausage and Roasted Tomatoes over Linguini
- 4) Petite Top Sirloin topped with Herb Butter ■

Rose Cup Races 2012: 52nd Anniversary

June 15-17 at PIR



The Portland Rose Festival is proud to bring the Rose Cup Races to PIR, celebrating the 52nd running of one of amateur auto racing oldest traditions. Come and support the racing community and show off your car at the same time.

Porsches 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 for the Porsche, an event program and the ever popular parade lap on Saturday and Sunday. Note: corral passes NOT available at the track.

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 to order your three day ticket. Note: order deadline is May 10, 2012.

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

Portland Historic Races

July 6 - 8 at PIR

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

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

REGISTRATION DEADLINE : June 8, 2012

www.motorsportreg.com

COST: \$50 for three-day ticket package

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



Porsche Parade 2012 in Salt Lake City

July 8 - 14



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

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

Resource Directory

Auto Upholstery

Guy's Interiors 503.224.8657

Collector Cars

Monte Shelton Motors 503.224.3232

Financial Advisor

Morgan Stanley 503.221.6262

Mortgage Banking

Summit Mortgage 503.819.9712

Paint and Body Works

JM Motorsports 360.577.9171

Porsche Service & Repair

Canyon Auto Rebody. 877.489.2520

Collision Rebuilders 503.226.6311

Heckmann Thiemann 503.233.4809

Marque Motors 503.293.5386

Matrix Integrated 503.443.1141

Stuttgart Autotech 503.635.3098

Sunset Imports 503.641.8600

Porsche Sales & Service

Carrera Motors 541.382.1711

Sunset Imports 503.641.8600

Racing Simulators

Welcome Race Fans 503.915.2364

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A-n-T Tire & Wheel 503.236.2106

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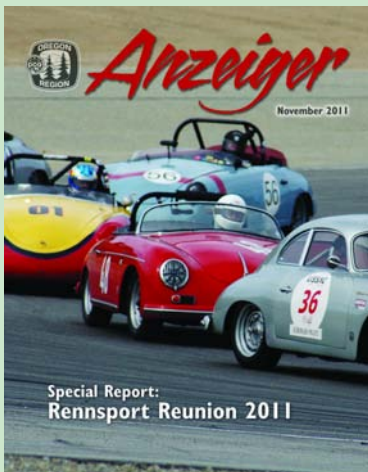
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Grab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of *Anzeiger*, the Oregon Region's award-winning magazine. Enter as often as you like.

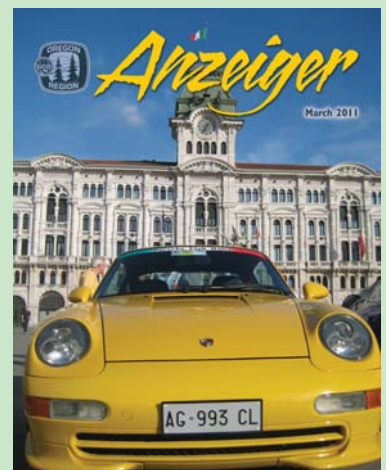
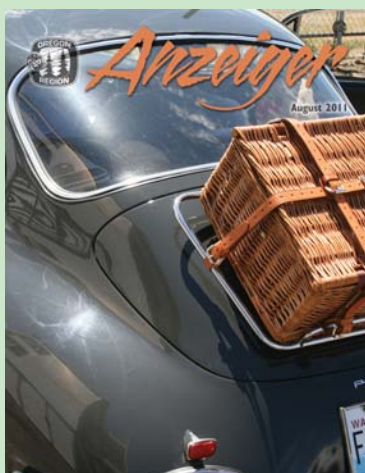
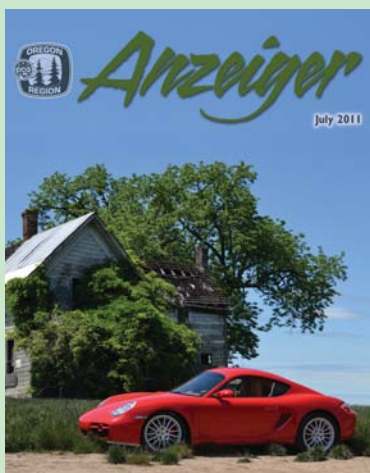


Details: Picture Format: Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

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

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

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



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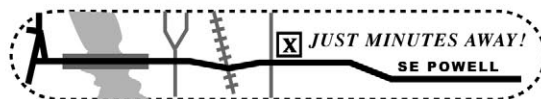
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■ OTHER

For Sale: Pair of Porsche power Sport seats in Grey Beige Leather. Passenger is very nice, driver needs a little bolster work. With tracks and motors. \$550 OBO. Michael Pinto at amx310@gmail.com or 360-510-3666. Can deliver to ORPCA Autocross. (5/12)

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2ea 205/50R17 @ 7/32" left

2ea 255/40R17 @ 6/32" left.

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paellero@comcast.net (4/12)

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See page 4 for information on placing Marketplace advertising

Looking Ahead to Driving Events!

May, 2012

- 7 ORPCA/BMW HPDE @ PIR
- 12 Arrive and Drive
- 13 Autocross 3 @ PIR
- 19 HPDE @ ORP
- 20 HPDE Lapping @ ORP

June, 2012

- 4 ORPCA/BMW HPDE @ PIR
- 9 Arrive & Drive
- 10 Autocross 4 @ PIR
- 12 Board Meeting
- 15-17 Rose Cup Races @ PIR
- 20 Monthly Club Dinner and Social
- 21-24 Northwest Passage

