



# Anzeiger

September 2011







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# Anzeiger

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September, 2011



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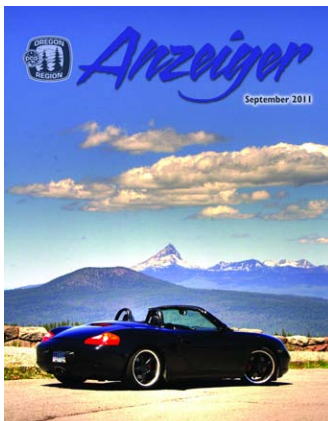
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## ON THE COVER

A stunning shot from Escape Tour 2011 to Crater Lake. Photo by Bob Schatz.

## Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. For more information, refer to page 31.

# Anzeiger

(an' zī ger), noun, German

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

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## 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 15th of the month will be included in the next issue of *Anzeiger*.

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

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.

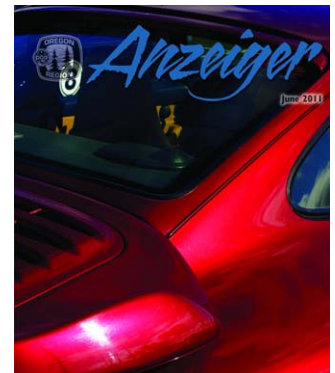
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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

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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.



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# Oregon Region Events



## *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 15th 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*

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## Full Summer Schedule Features Great Events

**W**e finally have warm and dry summer weather in Portland and we only had to wait until mid-August! Campers and RVs are clogging the highway and backroads and frustrating all of the Porsches as families are trying to jam in last minute family vacations into the remaining days of summer before the kids go back to school. This reminds me again why we never schedule long club tours during the month of August.

SEND IN YOUR PROPOSED 2012 EVENTS TO KATHLEEN ELLIS AND I BEFORE THE OCTOBER 1 DEADLINE AS WE START THE PLANNING PROCESS FOR NEXT YEAR. DROP US AN EMAIL WITH A YOUR IDEA ... WE WILL DO THE BEST WE CAN TO SCHEDULE AND HELP YOU MANAGE THE EVENT NEXT YEAR.

**T**he "Allure of the Automobile" Car Show on August 6 was a great success. We covered the park blocks with Porsches of all vintages and enjoyed the camaraderie outside the Portland Art Museum. We went inside and experienced a once-in-a-lifetime opportunity to see some of the most creative and artistic automotive designs in the world.

**T**he DE day on August 9 went very well. I define that as a day when we have no incidents, everyone seems to be having a good time and nothing significant breaks on my car. Kim Taylor and her team of Andy Jacobsen, Andy Chenowith, Tom Whiteley and others have done a great job this year with these events. Join us at Oregon Raceway Park in Grass Valley Oregon on September 10-11 for our last event of the year. Bring the family and camp out on the grounds for a great weekend experience.

**P**ackwood, Washington, was the site of another Autocross weekend on Aug 20 and 21. An EVO Driving School was conducted for participants that want to learn how to navigate the cones faster. An expansive "road" course was run on the massive asphalt lot outside an old lumber mill at the foot of Mt. Ranier. This is always a unique event. Gary Chapman and his team are conducting their last event of the year at PIR on September 18 and hope you can attend. The cost is

minimal and the benefits to your overall driver skills are tremendous.

**T**he Summer Picnic and Tour was held on August 14 and concluded with a nice luncheon at Montinore Vineyards after a nice set of scenic twisties was navigated. Jeff and Jeannie Gretz worked hard again this year to conduct this event. It was great to meet a number of new members and revisit "old" members that we typically don't see at other club functions.

**N**ext month we have an Arrive and Drive on September 10 and the distinctive Drive and Hike on September 24 with Tourmeister Doug Twitchell leading this unique combination of aerobic exercises while both sitting and walking. Make your plans now to attend both of these events that Eric Freedle and his team work hard to put on every month.

**A**t last months monthly dinner at Applewood Restaurant in Vancouver I was pleased to have Dave Cooley as our guest speaker. Dave is our Zone 6 Representative for PCA and is based in Great Falls, Montana. He talked about what it means to be responsible for ORPCA Club coordination in a total of eight states and Canadian provinces. Our next monthly club dinner is September 21. Our dinner meeting event chair Sue Denfeld had a knee replacement on August 11. Give her your support in her continuing quest to remain ambulatory!

**T**he Sunriver Festival of Cars kicks off September 16-18 and features Italian cars on the lawn (driving range!) of the Sunriver Resort this year. If you haven't experienced this before you should give it a try. It is an unforgettable event with live  
*(Continued next page)*



Porsches in the Park photo by Ben Brown.



## PRESIDENT'S MESSAGE, CONTINUED

*(Continued from previous page)*

jazz music, great food, beverages and a spectacular setting with the snow capped Cascades in the west as the backdrop. John Draneas, Barbara Grayson and their team coordinate this event again this year as they have in the past.

**T**he improved website and our new online *Anzeiger* continually provide the kind of information we need to keep you informed about the up to the minute changes to upcoming events. It is important for everyone to know that our valued *Anzeiger* advertisers have been given the opportunity to upgrade their black and white ads to color for no additional cost. Additionally, advertisers are being allowed to embed their website links into new website banner ads at no additional cost as well. This allows members to enter advertiser websites with one additional click without having to logoff our site and reopen your web browser. Joe McQueen and his team continue to coordinate with Synotac to make the site more responsive to your needs.

**O**ur Treasurer, Marlene MacEwan, continues to monitor and manage our club cash flow, which has been negatively



impacted by the approximate \$35,000 recent investment the club made with Synotac for the website design as well as the club membership automation project that Eric Wishan has spearheaded. This is why we are fortunate to have reasonably abundant cash reserves as a club that we set aside back in 2006 after investing our Parade revenues. Marlene and I will work together to kickoff the budget process for 2012 this fall and it promises to be an exciting ride as always.

**D**on't forget to send in your proposed 2012 events to Kathleen Ellis and I before the October 1 deadline as we start the planning process for next year. Drop us an email with a short description of your event idea, the estimated date and a simple budget projection and we will do the best we can to schedule and help you manage the event next year.

Enjoy the rest of the summer! ■

## Your Input Needed for Planning 2012 Events

**E**very year the ORPCA offers a multitude of events from which each member can choose to participate. These events don't just happen; they are created, built and run by fellow club members who put in time and creative genius. If we are to hit the mark as to what type of event is attractive, we need your input and your help. This is your opportunity to effect change and be able to join a great team of volunteers. Don't miss out.

If you have a new event idea, a continuation of an established event, or a twist on an existing one, please submit a short narrative describing the event, possible committee members and dates preferred.

Include a simple budget of the probable costs such as printing, mileage, and possible charges to participants if any, etc. There is a budget form on the website for your use. Usually the submitter acts as the Event Chair with support from a member of the Board. If you don't feel you can be the event chair, but would like to be involved, please notify us as well.

Submit to [president@oregonpca.org](mailto:president@oregonpca.org)

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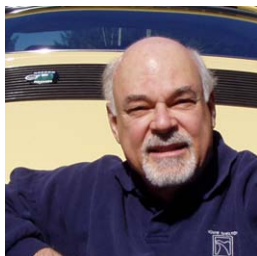
Deadline October 1, 2011

Questions? Please contact Kathleen at [pastpresident@oregonpca.org](mailto:pastpresident@oregonpca.org)



## STILL PLAYS WITH CARS

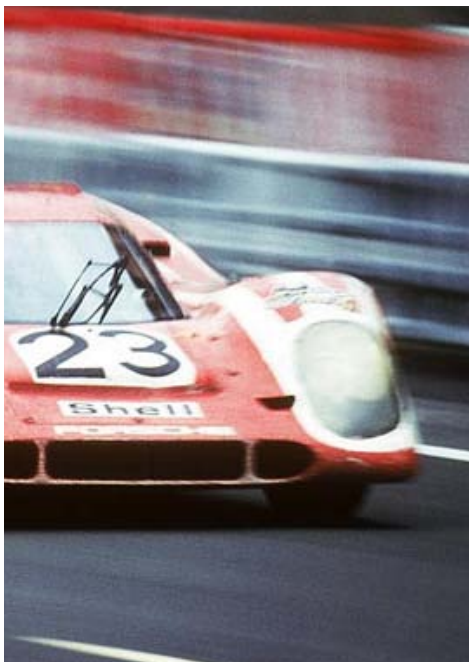
Peter Linsky



# Porsche Anticipates Another Le Mans Title Win

It's about time," exclaimed one of my regular e-mail correspondents, upon learning that Porsche plans a return to the prototype chase at Le Mans, the top echelon of sports car racing, in 2014. You will have likely seen additional details elsewhere by now, but the decision was inevitable for a company that built its mystique and image on racing what it sells, but has been away from the big leagues for several years.

Porsche needed to step back and get its financial house in order, which it accomplished by bringing to market some decidedly non-sports car products—which have proven surprisingly successful—and trying to grab control of Europe's biggest automaker, VW, which didn't succeed at first ... but worked out anyway. Now, Porsche says it's going after the LMP1 title



NOW, PORSCHE SAYS IT'S GOING AFTER THE LMP1 TITLE AGAIN, AND BARRING SOME UNFORESEEN ECONOMIC CALAMITY, NOBODY SHOULD SERIOUSLY DOUBT THAT IT WILL CAPTURE ANOTHER OVERALL WIN AT THE WORLD'S TOUGHEST TWICE-AROUND-THE-CLOCK RACE.

again, and barring some unforeseen economic calamity, nobody should seriously doubt that it will capture another overall win at the world's toughest twice-around-the-clock race. Some observers wondered if parent VW would allow Porsche to compete against sister company Audi, which has ruled the roost at LeMans for the last half-dozen years, but others say that Audi would likely withdraw its program by then, having thoroughly proved its point. Soon after Porsche's announcement came word from Roger Penske that he wanted to be involved in any new LMP1 program at Porsche. You'll recall that Penske Racing had a very successful

run managing the factory's RS Spyder in LMP2.

A recent visit to Victoria, B.C. revealed more than the fact that this Canadian city of 330,000 (metro) is always a delightful get-away destination. It's also a haven of automotive activity. Despite having a relatively small road network, residents of this huge island seem to enjoy driving, and their local newspaper, the *Times-Colonist*, reflects that fact with a weekly "Driving" feature. I was quite amazed to find two entire sections of the newspaper dedicated to automobiling, and it wasn't just throw-away material and classified ads. On that particular Friday, there was a comprehensive review of the

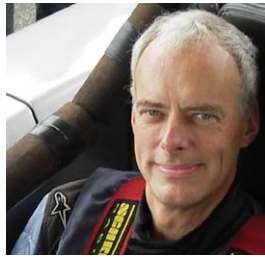
new Audi TTS convertible by a local columnist, plus well-written features on the Panamera Turbo S, the Lotus Evora S, the Jaguar XKR-S coupe, the BMW 650i Cabriolet, and the Jeep Compass, plus a short piece on Canadian open-wheel driver Alex Tagliani and a full-page feature on this year's LeMans race. All of those were from a syndicated source called Postmedia News, and all were well-written with lots of photographs. That was just the first section.

The other section of "Driving" led off with a feature on automotive safety systems, then continued with a review of the current Mercedes-Benz model line, a look at the cars of the Indianapolis Motor Speedway Museum, a preview of a Japanese Car Club gathering, a report on a recent Camaro Homecoming in Ontario, reviews of the Subaru Legacy, Infiniti G37 sedans, and Land Rover LR4. Whew! All of the preceding is merely to ask "Have you taken a close look at what passes for weekly automotive coverage in the Portland *Oregonian*," a newspaper that serves a metro area of more than a million residents?

We've mentioned in the past several attempts by rival automakers to puff up their images at Porsche's expense. One of those was created by Nissan Germany, which boasted that its powerful GTR was faster than a Porsche around the Nurburgring. The attached string (of course there was a string attached) is that the Nissan was on racing tires, the Porsche on street tires. Now comes another ad effort by Nissan, which I think is really quite creative... See it here: <http://993c4s.com/cars/porsche-vs-porsche/porsche-drivers-attractive/>

Until next month, drive safely! ■





## Accident Avoidance Techniques

**W**hen faced with a sudden obstacle, a driver typically has two choices:

Hit the brakes or swerve.

If there is adequate space available and the driver has the necessary skills, swerving can be a better option than trying to stop in time.

An average stopping distance from 30 mph (depending on conditions and assuming the driver's foot is already on the brake pedal) is about 25 feet +/-.

Add the reaction time for an average driver to identify a potential hazard (approximately .75 seconds), then move their foot off the gas pedal and begin depressing the brake pedal (again, approximately .75 seconds), an additional 1.5 sec. or 66 feet can be added to the total braking distance.

(30 mph = 44 feet per second, 44 fps x 1.5 sec = 66 feet, 25 ft + 66 ft = 91 feet), or about six Porsche 911's parked nose to tail.

From 30 mph anything closer could get hit.

Swerving requires significantly less distance since the driver does not have to stop and their hands and feet should already be located in the right place.

The main skills necessary for a successful accident-avoiding swerve are:

- 360-degree situational awareness (is the next lane over open?)

- Ability to maintain control of the swerving car using just the gas pedal and steering.

- Being able to react instantly.

The swerve technique works this way:

The driver is unexpectedly confronted with an obstacle, i.e. a car pulls out.

1. The driver shifts his or her eyes to the path leading around the obstacle.

2. The driver lifts off the gas and steers the car around the obstacle.



3. Once beyond the obstacle the driver depresses the gas pedal enough to correct the likely oversteer brought on by the throttle lift and sudden swerve, while steering the car back to its proper lane.

1. The driver shifts his or her eyes to the path leading around the obstacle;

The driver having 360-degree situational awareness knows the next lane over is empty so a swerve is an option.

The driver uses his or her eyes, to direct the hands where to steer the car.

Hitting the horn is also a good option at this point.

2. The driver lifts off the gas and steers the car around the obstacle;

By lifting off the gas, weight is transferred from the rear tires to the front tires, giving them the additional traction needed for the series of quick steering inputs.

Using the eyes the driver focuses on the path around the obstacle, keeping track of the obstacle with peripheral vision.

3. Once beyond the obstacle the driver depresses the gas pedal enough to correct the likely oversteer brought on by the throttle lift and sudden swerve, while steering the car back to the proper lane.

The initial throttle lift decreases traction to the rear tires combined with the quick steering inputs will likely cause an oversteer (back of the car starting to spin out). To maintain control the driver depresses the throttle as necessary transferring weight to the rear tires giving them additional traction and correcting for a possible oversteer, while the car returns to its proper lane.

This accident avoidance technique requires practice to perfect and commit to the driver's muscle memory.

A challenging aspect to learning this maneuver is the timing of the throttle lift and steering input. It is not uncommon for a driver to experience several oversteer spins during the learning process.

A good place to work on accident avoiding swerves is at a professional driving school.

Swerving to avoid an accident will not prevent all accidents nor is it always an option if the other lane is blocked or has traffic, but if it prevents just one accident, it can be worth learning. ■





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# Escape 2011: Bill's Tour of Crater Lake and Beyond

by Marlene MacEwan / Photos by Bob Ellis, Marlene MacEwan and Bob Schatz

I was very excited for Bill's Tour this year. Cherie Oldenburg and I had made our reservations at Crater Lake Lodge a year ago. Our local weather had finally improved and I was hopeful for a nice weekend. That is exactly what we got! After meeting at our south location on McEwan Rd in Lake Oswego on Saturday, July 23, 29 cars took off for a day of fabulous driving.

Cherie was driving her 1996 C4S with me sitting right seat as her crackerjack navigator! We headed down I-5, with the sun beaming, and were quickly off the highway towards Aurora. We traveled through Monitor and Silverton to Mehama on great roads I had not driven before.

Leaving Mehama, we found many more nice curves on the way to beautiful Sahalie Falls, which was the fullest I have ever seen it, pushing a great deal of water into the McKenzie River below. We continued down Highway 126 to Highway 242, which we followed for about 21 miles to the McKenzie Summit. These 21 miles were the most spectacular of the trip. Wonderful, windy roads with fabulous views of the surrounding-snow topped

mountains and the far reaching lava beds that lined the road. If you ever get a chance to drive Highway 242, do it! Please note that it is closed in winter.

We stopped at the Dee Wright Observatory on the summit to check out the views. The observatory is a small, interesting stone structure built by the Civilian Conservation Corps during the Great Depression of the 1930's. It is constructed entirely of volcanic rock. From the inside you can look out across the lava flows and numerous Cascade peaks.

Back on the road again, we headed to Sisters for lunch at Bronco Billy's Ranch Grill and Saloon. The bugs were enjoying the great weather as well. They were out in force and finding our car windshields to be their demise. Washer fluid was being drained to keep windshields clear.

After lunch we were off to Bend and the Cascade Lakes Highway. This scenic drive, past Mt. Bachelor and surrounding mountains, was a delight to drive. I had the opportunity to sit right seat in Bill Munson's 911 Turbo for the last part of the drive. What a thrill! As we approached Crater Lake there was still quite a bit of snow on the mountain tops, in the low-

lands and along the road. The temperature had dropped and the air was incredibly crisp and clean. The lake was spectacular against the snow-covered surrounding peaks. We arrived at the Rim Village mid-afternoon to find that two additional  
*(Continued next page)*



Top: A breathtaking view of Crater Lake. Photo by Bob Ellis. Right: Porsches drive the rim road. Photo by Marlene MacEwan.



# CRATER LAKE ESCAPE TOUR, CONTINUED

*(Continued from previous page)*

Porsches had made their own way to meet us.

The refurbished lodge was certainly a wonderful reflection of its past. After checking into our spacious lake view room, Cherie and I sat out on the stone wall overlooking the lake. What a view! The snow mosquitoes were out in force and happy to see visitors. We spent the evening visiting with friends, shared stories of the day and enjoying a nice dinner in the lodge dining room, which features

Northwest cuisine made with choice Oregon-grown ingredients.

Cherie and I were up early, along with the mosquitoes, for our boat trip on the lake Sunday morning. The snow level was much higher than normal this winter so the boat tours had just opened the day before, when they were able to plow the entire Rim Road. We hiked down the one mile Cleetwood trail to the boat launching area. I was excited, as I have been to Crater Lake many times with my late husband, Bob, but had not taken the boat

tour until now. The Park Ranger that led our tour was very knowledgeable. He was full of interesting facts about the history of the lake and how it was formed through various eruptions, what lives under the surface (fish, moss, etc.), Wizard Island and the Phantom Ship. The perspective of being on the water was fascinating. The rim mountains were enormous and the colors sharp. Waterfalls hidden from view unless on the water, were full and beautiful. After our tour, we climbed back up the trail and headed back to the lodge, stopping along the way for photos. We explored the Rim Village and the surrounding area. Most of our group congregated on the outside patio deck facing the lake for cocktails and conversation before enjoying another great meal in the dining room.

A few cars headed home earlier on Sunday, while the majority of us stayed for a second night. The weather remained warm and clear with a few clouds rolling in Monday morning as we were heading home.

Crater Lake never fails to please its visitors. It is full of spectacular views and amazing history. I learn something new each time I visit.

I would like to thank Bill Munson for all of his work to put the route together and for being a great tourmeister! See you all next year! ■

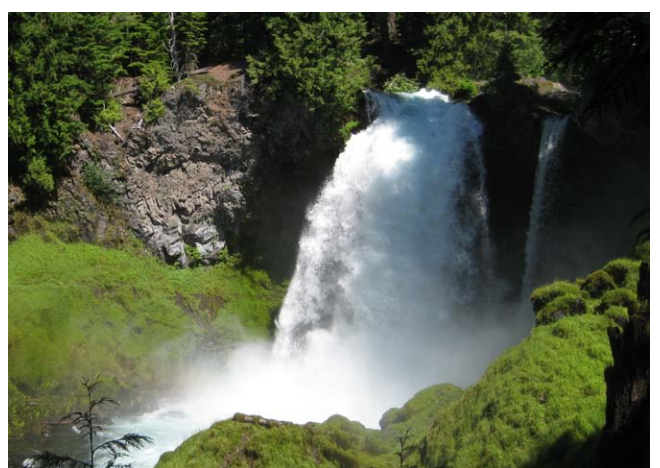


Top: Porsches parked in front of the historic lodge. Above: The group gathered at the lodge on Sunday morning. Photo by Marlene MacEwan. Right: Preparing to escape. Photo by Bob Ellis.

**MORE EVENT PHOTOS ON  
NEXT PAGE**



## CRATER LAKE ESCAPE TOUR, CONTINUED



Clockwise, from top left: Munsons, Petersons, Groovers, Cherie O and Marlene enjoying boat tour, photo by Marlene MacEwan. The park tour guide, photo by Marlene MacEwan. Lunch at Bronco Billy's in Sisters, photo by Bob Schatz. Sahalie Falls, photo by Marlene MacEwan. Two breathtaking sights, photo by Marlene MacEwan.



# Allure of the Automobile Features Porsches in the Park

by Peter Linsky / Photos by Ben Brown and Peter Linsky

**T**he largest gathering of Porsches that Portland has seen in one place since Parade '06 assembled on Saturday morning, August 6, on the south park blocks adjacent to the Portland Art Museum. The occasion was Oregon Region PCA's participation in the "Cars in the Park" program, linked to the PAM's three-month knockout exhibit, "Allure of the Automobile."

The Allure show—nearly intact—came to Portland after a very successful run at Atlanta's High Museum of Art, where it debuted. Oregon Region's Bob Ames worked closely with Ken Gross, guest curator and former director of the Petersen Automotive Museum in Los Angeles, and was instrumental in helping persuade the organizers and car owners to lend their cars for a second display on the west coast (Why should the east coast always have all the fun?).

"Allure" was a world-class collection of 16 (two fewer than Atlanta, due to space considerations) fast, elegant, and most importantly, wonderfully-styled automobiles built between 1930 and 1961, exemplifying the finest automotive designs and engineering of those three-plus decades—what Gross calls "The Golden Age of the Automobile," the years before safety and environmental concerns began to limit what automakers could produce. These cars, in the broadest sense, represent "open-checkbook" design. If you could afford it, someone would build it for you. These cars—including several with Pebble Beach Concours Best-of-Show history—were lent by museums and private collections; some have not been seen by the public in many years. The show gave museum patrons and their guests a rare chance to see these marvelous vehicles close-up, and learn about a time when individual stylists turned mere pieces of metal, wood, leather, and fabric into rolling works of art.

The very first 1953 Porsche 550 Spyder prototype, chassis 001, owned by the Collier Collection of Naples, Florida, enjoyed pride of place at the main



Above: Dennis Kranz' 356 Outlaw was the star of the show, photo by Peter Linsky.

entrance foyer. Unfortunately, the Porsche Museum's replica of the streamlined 1939 K70 Liege-Rome rally car's body shell was returned to Germany at the close of the Atlanta show, so Portlanders were deprived of a chance to see the aerodynamic body shape that would reprise after the war as the 356.

To help attract Portland's car-enthusiast community, Art Museum director Brian Ferriso, working with Sports Car Market's Keith Martin, arranged with the city to close streets near the museum for 13 consecutive Saturdays beginning in June. This made room for displays of this area's best "collector" cars and lots of room to wander. Dozens of fine British, Italian, German, and American automobiles, plus hot rods and customs, had their turn along the Park Blocks near the museum, offering passers-by a visual treat. Thanks to ORPCA's Chuck Hervey and John Draneas, a great cross-section of Porsche's finest was on hand for the eighth Saturday gathering in the park. The earliest example was the former Ted Leno 1953 Pre-A coupe, now owned by Doug Naef; a startling contrast to beautiful modern-day Caymans and Carreras.

In between, there was a 45-year span of just about everything Porsche has ever built—911s, 914s, 24s, 44s, 68s, Boxsters, and Caymans, with the Cayman of Denis Wheary sporting a Porsche bicycle on its roof rack.

The star of the show, though, had to be Dennis Kranz' outrageous 356 Outlaw coupe, built by Gary and Rod Emory. The black coupe drew a swarm of admiring viewers all day. Even a video crew from OPB spent time examining the car, while its 6-foot-7 reporter demonstrated that even tall guys can fit comfortably into a bathtub! You can see that video at <http://www.opb.org/artsandlife/arts/>

I think the Allure gathering helped us make some new friends and perhaps recruit some new members. Our appreciation goes to event sponsors SCM, Chubb Insurance, and Watchworks Jewelers of Portland, and everyone else who helped make this once-in-a-lifetime event a resounding success. ■

**MORE EVENT PHOTOS ON  
NEXT PAGE**



## PORSCHE IN THE PARK, CONTINUED




Left: One of the automotive works of art inside the museum, photo by Ben Brown. Below: Reflections of some amazing Porsches, photo by Ben Brown. Below left: Porsches line up in front of the Portland Art Museum, photo by Peter Linsky.




**MORE EVENT PHOTOS ON NEXT PAGE**





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# PORSCHE IN THE PARK, CONTINUED



Clockwise from left: Crowds swarm the Porsche display, photo by Peter Linsky. Pat Wheary preps his 356B racer, photo by Peter Linsky. Details on a beautiful Porsche, photo by Ben Brown. Street scene, photo by Peter Linsky. Closeup of a Porsche classic, photo by Ben Brown.





# Driving Ambitions: HPDE at PIR

Story and Photos by Kathleen Ellis

After having had the good fortune to drive Parade laps at ORP in 2010, I had decided that I really wanted to upgrade and enhance my driving skills so that I could participate in HPDE at this awesome track. I had participated in High Performance Driver Education (HPDE) at PIR a few times from 1999 to 2005 before getting immersed in Autocross for a while, but my skill set was stale. I seized the opportunity to again participate and registered for the August 9 HPDE. I received additional information and instructions before the BIG day and felt prepared to go and work to expand and improve my proficiency.

The day began with perfect weather, cool and dry. I arrived at the track, took "Speedy," my Speed Yellow Boxster S, thru the tech inspection and moved on to Registration. Marlene and Jeanne collected my paperwork and gave me my car number, wrist bracelet, and windshield green dot. Green indicated I was in the Novice run group, there being four groups total; Novice, Intermediate, Advanced and Instructor. I had a few minutes to visit with friends before the Driver's Meeting. Andy Chenoweth, Co-Chief Driving Instructor, went over rules regarding passing, etc. The corner workers also demonstrated the use of flags and their importance. They are the track communicators out there, keeping you informed of conditions, issues etc. They are your eyes around corners ...

After the Driver's meeting, driving began. Each group would run 25 minutes, with the group immediately to follow arriving at Pre-Grid 10 minutes before their start time. Christopher Bender conducted the Novice ground school, which ran all morning, other than when it was our turn as a group to go drive. He delivered a wealth of information in an easy to understand format. It was total immersion all morning, between class and our run sessions. Sure wish I could remember it all! I did come away with much information and will continue to study as time permits. Thank you Christopher! I will be emailing with questions, I am sure.



Above: Pre-grid activity in the Pits.

The schedule ran like clockwork and we took our lunch hour to decompress some, review and visit. Ground school was complete at noon. The afternoon had two sessions scheduled for each run group. Between run sessions, I exercised the option to go out with an instructor to observe. I had the opportunity to ride with Andy Jacobson, co-chief driving instructor, in his Ariel Atom. What an experience! After the Ground School and my own driving sessions in the morning, riding right seat and studying the course, drive lines, etc. really added to my learning curve.

I should mention that we had the opportunity to run four sessions of 25 minutes each. That is 100 minutes of pure focus and learning. As a Novice, I had an instructor with me and I would not ever pass up the chance to get that kind of super instruction, one on one, concise and

comprehensive. Even with the noise level on the track, we were able to communicate through the use of headsets called a Chatter Box, a helmet communication system. I was given information and direction and then I executed or came close to executing the instruction. The numerous laps in the session afford you the opportunity to correct and improve.

The day ended right on time, but FAR too soon. I believe I made progress in my quest to improve. In addition, I got to drive at speed, play in the corners and I HAD A BLAST! I am so impressed at how smoothly the event ran and I loved the smiles I saw everywhere. Thank you all for making my day! ■

**EVENT PHOTOS CONTINUED  
NEXT PAGE**



# HPDE AT PIR, CONTINUED



Top: El Presidente, Jim North on course. Above: The usual suspects in the pits. Below right: The view from the control tower. Below left: Turn 12 action.





# Summer Picnic and Tour

Story and Photos by Steve Johnson

**T**he Pacific Northwest has a deep and long history of having the best views and some great wineries. In the latest Summer Tour and Picnic, both were combined when the drive took us through the countryside of Washington County with a picnic at Montinore Winery—a perfect combination.

The morning started with partly cloudy skies as we gathered at 24-Hour Fitness in Beaverton. As the variety of Porsches arrived to participate, many of the drivers started talking about the changes they have made to the car by adding or removing equipment to improve performance.

Everyone's head turned in surprise a little bit when a 1967 Lotus showed up for the Arrive and Drive. The owner wanted to drive it with its European cousins.

A wide variety of Porsches showed up, included numerous 911s, Targas, Caymans, and Boxsters; however, there was also one new Panamera and a Cayenne. The oldest car was a 1958 Porsche convertible in excellent condition.

The route took us on winding roads, hairpin turns and steep hills as the drivers

experienced great driving conditions that tested their cars and themselves.

Our first stop was Bald Peak State Park, which had great views overlooking Newberg. This was the same park we stopped at during the June Arrive and Drive.

After the stop at Bald Peak, it was back to the winding roads and hills. Seeing your fellow drivers on the road gives you a bit of pride. It also makes you wonder "Who is that in front of us?" "Who is behind us?" and the biggest one—"Am I lost?"

Most cars have navigators who are following directions distributed prior to the start. However, sometimes those turns come up a little bit fast and they are easy to miss.

When that happens, it can create some interesting conversations between the driver and navigator. Sometimes the navigator says "Um, honey—I think that was the road we were supposed to take." It is safe to say you could guess what the driver is thinking at this point.

A sigh of relief and pride comes over both the driver and navigator when they finally arrive at the destination and see other Porsches lined up in a row. Everyone starts talking about the drive and how much fun it was, and heads for lunch.

The picnic this year was a gourmet lunch catered by Bon Appetite. Wine was also available from Montinore, which setup a private area to host the picnic buffet. We were served lamb chops, stuffed chicken, bread, and combination of summer vegetables. The event allowed everyone to continue their conversations about the drive, cars, and life in general.

While everyone was finishing their lunch and relaxing, there was another surprise—gifts for all. Club President Jim North also passed out raffle tickets; everyone was a winner.

Thanks to Jeff Gretz for organizing the Summer Picnic 2011. Everyone's looking forward to the next Arrive and Drive, which is on September 10. ■

**EVENT PHOTOS CONTINUED  
NEXT PAGE**

Below: Ready to begin the day's adventure, starting in Beaverton.





# SUMMER PICNIC AND TOUR, CONTINUED



Left: The delicious lunch provided by Bon Appetite. Below: Some of the beautiful “scenery” of the day. Bottom: Lined up at Bald Peak State Park.



# Duel at the Mill III: Autocross Packwood

by Todd and Kathy Averitt / Photos by William Moss

I woke up early Sunday morning to a spectacular mountain scene. Mount Rainer's glaciers sparkled in the early morning sun. She was crystal clear, so clear I felt I could reach out and touch her, sitting there silhouetted by the dark green hillsides. The air was as fresh as the mountain. I practically choked on the sweetness. I wasn't ready for so much oxygen. And of course there were elk grazing in the field in front of us.

On any other weekend this scene would have been the high point. Only this wasn't just any weekend. This wasn't just any day. We had waited two months for "The Duel at the Mill III." There was going to be a shoot-out and we were part of it.

I shouted, "...Come on Kathy, registration is about to start." Before the exhilaration of pedal to metal, we made a quick stop at the easy-mart to pick up some milk to mix with my Instant Breakfast, add a banana and O.J., almost good to go; next, a stop to get a couple of mochas. How can you drive fast without some giddy-up?

Preliminaries done with only an hour left, but we still had the drive to Hampton Mill from the mocha shop. It was a grueling trip. I knew this would happen, so I timed it the night before: two minutes, 32 seconds at 26 mph. It would take forever; I played it safe this morning and drove it at 28 mph.

Every time I drive onto the Hampton Mill property I am amazed how big it is. This last weekend was no exception. Our course had been laid out the night before. The "Duel at the Mill III" was long and fast, promising an adrenaline ride if you could keep the pedal to the floor. Rumor has it that the course layout was similar to a national event held earlier in the month. If anyone has aspirations for such an event, this was a great yardstick.

Registration done, tech done, course walk done, drivers meeting done. Drivers, start your engines!

This is how we fared.

M01: Gary Chapman took first and finished 11th overall. Pamela Chapman was second.



I01: One entrant, one finisher: Richard Averitt.

I02: Barry Cogut was present and finished first.

P02: Michael Pinto drove his 944 with enthusiasm, finishing in first place. He had to; Audra Degg was nipping at his heels. (Hi Mike and Audra—looking good

ous they are about their driving skills and their cars. Anne Bauer ran the course in 48.157seconds. Richard Basford took second, Mark Snell third, Andre Millette fourth and Sammy Lin fifth. All were quick and skilled.

NP-R had 14 entrants. Top in this category was Ron Bauer then Karl Coleman. Hey, these are two of the instructors for the Evolution Driving School put on the day before. Did you pay attention to how they handled the course? Want a lesson in smooth? Watch them. Britain Smith had a couple really quick runs and finished third, Dallas Cutler fourth, and Stephen Hui fifth. This is a tough class.

The NP-X Class: Also known as the spanker class—as soon as you think you are really, really fast these people come around and—you know—whoop on you. This is world class stuff. Joe Cheng did this course in 40 seconds. THAT'S 40 SECONDS: nine-tenths of a mile autocross course in 40 seconds. Carol Wong did it in 41 seconds. It's four seconds faster than the net closest competitor. What's four seconds? It would move me from 41st position to 21st position. I would have then only been four seconds behind Britain Smith. Oh, such dreams.

For more information such as raw time results, results with cones and Championship Point Standing see our home page at [www.oregonrace.org](http://www.oregonrace.org)

**EVENT PHOTOS CONTINUED  
NEXT PAGE**

Above: Joseph Gilmore's pit area. Photo by Andy Jacobson.

in your 944! I didn't get a chance to say hello at the event.)

P03: Another single entry and finisher, Harry Danberg.

P05: Jeff Gretz had some pretty quick runs. Mark Behrens had a tough time finding the course, as did many others. There were a few well-placed gates which could be blown by if not looking far enough ahead. Mark posted a good time for second. Kathleen Behrens took third.

S01: Jim Pileggi broke the 50-second barrier to take first in class. Chuck Jarvie and Kyle Largent took second and third respectively.

S02: Val Korry posted a 47.907second run, which topped Mike Swale, Rick Slavin, and Dean Schindell. Good runs one and all.

There were 17 entries in the NP-S Class. Several entries wanted the seat time and practice for big upcoming national events. Their times showed just how seri-



AUTOCROSS PACKWOOD, CONTINUED



# The 2012 ORPCA Calendar Needs Your Photos!

Please send Bob Schatz your best picks for possible use in the 2012 calendar.

Please use the following information as a guide as you compose your picture. We were not able to use some photos in the past due to:

- The whole car not being in the shot
- Something odd like a trash can or ducting in the background
- Dark cars that have the sun behind the car which makes the shadow and car blend into one.
- A little bit of car and a whole lot of background

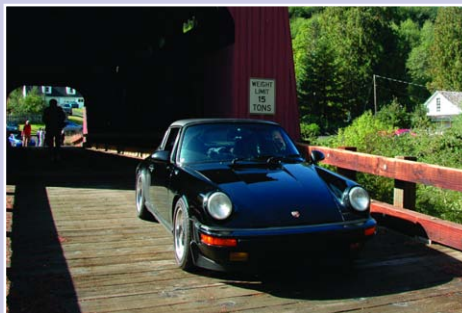
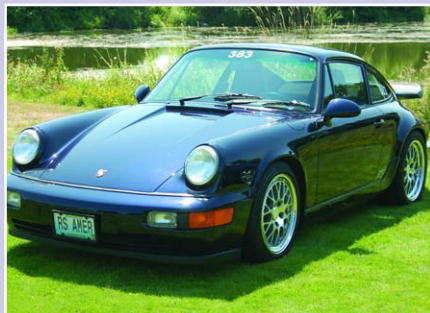
This list is intended to help you take a shot and hopefully not scare you from sending in your photos because we definitely want many different photographers in the calendar.

The pictures need to be in landscape (horizontal) format, high resolution and JPEG format.

When submitting a photo add your name to the file name so we know who it came from. For example my camera automatically has a number per photo so I use the same number and add my name ... "Schatz 1246."

**Please send your photos to Bob Schatz, Photo Editor.  
Email address is [photoeditor@oregonpca.org](mailto:photoeditor@oregonpca.org)**

Deadline for submittals is October 1, 2011.





# Allure of the Automobile

Portland Art Museum, through September 11

**A**lthough the Porsches in the Park event is over, The Allure show—nearly intact—came to Portland after a very successful run at Atlanta's High Museum of Art, where it debuted. Oregon Region's Bob Ames worked closely with Ken Gross, guest curator and former director of the Petersen Automotive Museum in Los Angeles, and was instrumental in helping persuade the organizers and car owners to lend their cars for a second display on the west coast (Why should the east coast always have all the fun?).

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## Arrive & Drive

Saturday, September 10, 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 Shari's Restaurant 9730 N. Whitaker Rd., Portland, OR 97217 503.289.2351 (PIR exit from I-5), 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.

CLUB CONTACT:

Eric Freedle  
secretary@oregonpca.org  
503.936.0816



# HPDE at Oregon Raceway Park

September 10 - 11

**J**oin ORPCA for a weekend of fun and learning on the track with your car and fellow motorsports enthusiasts.

This event is a one day HPDE on Saturday followed by a one day lapping event on Sunday at the New Oregon Raceway Park track near Grass Valley Oregon. Gates will open around 7 a.m. and close around 7 p.m.

This event will run with our normal HPDE format of four run groups on Saturday and on Sunday we will use the lapping day format. Open run sessions from start to lunch and again from after lunch to end of the day, with a maximum of about 30 cars on the track at a time. The event fees for Saturday are \$165 for early bird registration and \$185 for regular registration. On Sunday the early bird fee is \$270 and \$290 for

## REGISTRATION:

\$165 Early Bird - Saturday

\$270 Early Bird - Sunday

## REGISTER VIA:

[orpca.motorsportsreg.com](http://orpca.motorsportsreg.com)

## CLUB CONTACT:

Tom Whiteley

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



# Sunriver Festival of Cars

September 16 - 18

**T**he Sunriver Festival of Cars is just around the corner. Organized by ORPCA Past President John Draneas, this has become the Northwest's premier car gathering. Although this year's featured display is Italian cars, Carrera Motors' Tom Anderson has vowed that the Germans won't let them steal the show, so make a point of joining in. All Porsches are welcome, and they don't need to be perfect cars by any means.

This year, Northwest racing legend Parker Johnstone is joining in, and promises to display his Indy car.

Last year's Festival was challenged by wet weather, so the Festival commissioned a personalized weather forecast from KGW-TV Chief Meteorologist Matt Zaffino, who said we just got unlucky last year, and it's a 90% chance of sunshine during "the best time of year to be there." Complete details are available at <http://www.sunriverfestivalofcars.com/>





# September Social and Dinner

Wednesday, Sept. 21, 6 - 8 p.m.

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Dinner Hour: 7:00 pm – 8:00 pm

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DEADLINE: Sept. 14

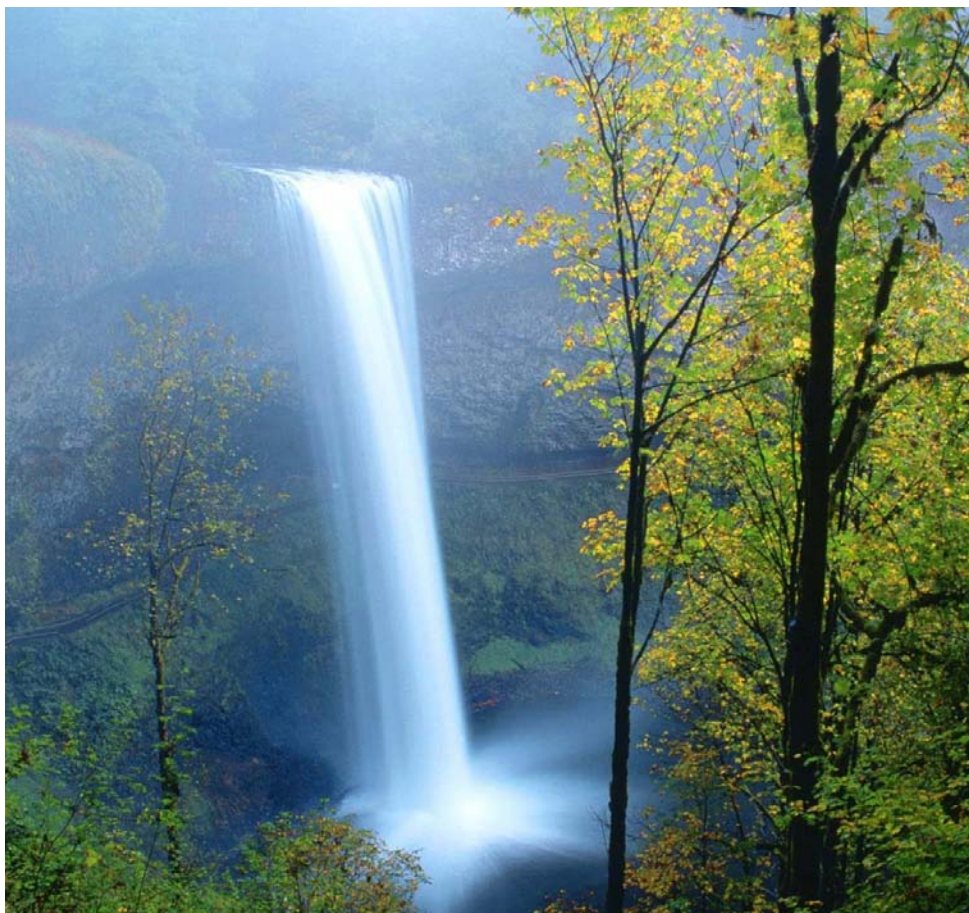
RSVP via e-mail to:

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

## Silver Falls Drive & Hike

Saturday, September 24

**J**oin us on Saturday, September 24 for a drive and hike at Silver Falls State Park. This will be an all day event. Bring a sack lunch and hiking boots as our journey will begin in the morning and include lunch and a 6.9 mile moderate hike at beautiful Silver Falls. This is a free Oregon Region Porsche Club of America event. If you're interested, please email the coordinator at [silverfallsdrive@gmail.com](mailto:silverfallsdrive@gmail.com). Details for the meeting place, time and route will be distributed closer to the event. \$5 day use pass is required—all other passes are not accepted at Silver Falls.





# Welcome to ORPCA Autocross 2011

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

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

## Autocross Calendar: Next Event, September 11

Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! A high intensity driving experience, it consists of a single car making timed runs on a closed course marked by cones. No previous experience is necessary; novices are welcome. We cultivate an air of camaraderie and fun amongst our participants. All you need is a driver's license, an automotive helmet, and a car that can pass a basic mechanical safety inspection; we can even supply the helmet! Cars are run in classes against cars with similar performance. So whether you have an old 914, a Boxster, or a new Turbo Carrera, we have a class for you. Your car will be given a tech inspection to



make sure it is ready to go autocross. We typically check wheel lugs for torque, gas cap tight, battery tight, and no loose items in the cabin. Speeds are generally below 70 mph and driving is mostly in second gear. Each driver gets between six to eight runs competing for time against others in their class, and at the end of the event, elapsed times factored for penalties are posted for comparison. It's not necessary to compete in order to enter, but you may find that as you gain proficiency, your competitive juices will rise to the surface. Before you know it, you'll be an autocross enthusiast! Most events are done by 2:00 pm. Come on out and play! Register at [orpca.motorsportreg.com](http://orpca.motorsportreg.com).

EVENT	DATE	START TIME	LOCATION
AX #7	9/11/11	7:30 a.m.	PIR South Paddock
AX #8	10/9/11	7:30 a.m.	PIR South Paddock



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## Mortgage Banking

Summit Mortgage . . . . . 503.819.9712

## Painting

Loren Hamberg . . . . . 503.577.3150

## Porsche Parts

Doorshield . . . . . doorshield.com

## 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

Motorsports International . . . . . 503.643.2656

Stuttgart Autotech . . . . . 503.635.3098

Sunset Imports . . . . . 503.641.8600

## Porsche Sales & Service

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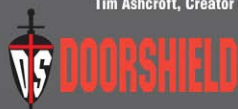
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### Jim North

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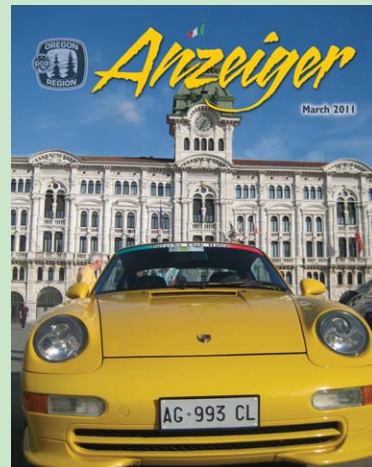
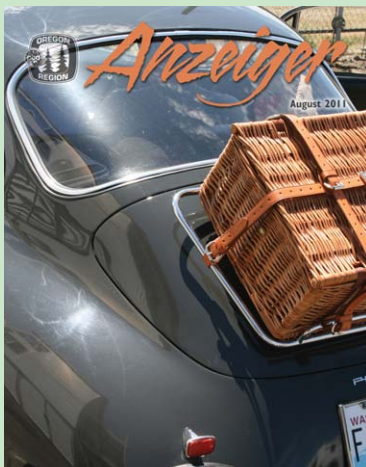
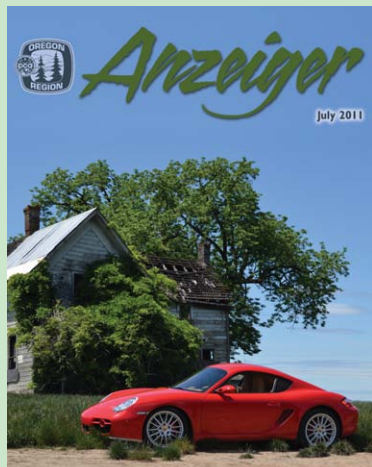
# Announcing the *Anzeiger* Cover Photo Contest!

**G**rab 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](mailto:bob@allusaarchitecture.com)



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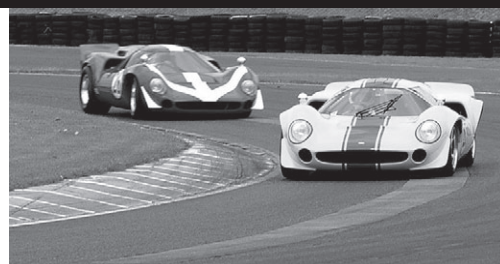
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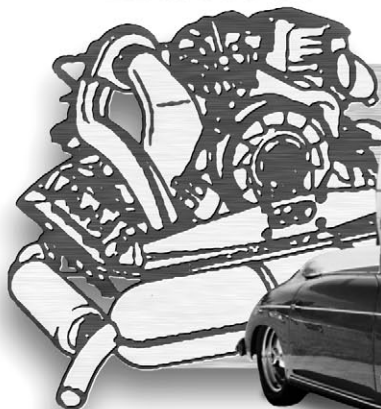
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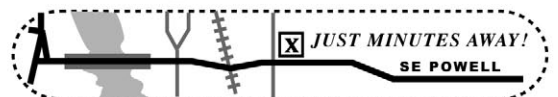
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2001 Boxster

Jason & Beth Bolger  
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2005 Cayenne Turbo

Judith & Victor Perry  
Portland, OR  
1969 912

Clifford Erikson  
Beaverton, OR  
2007 911

John & Chris Richards  
Longview, WA  
2002 911CV

Edward & Melissa  
Johnson  
Tigard, OR  
2002 Boxster

Dimitri Trichos & Terri  
Ebensteiner  
Milwaukie, OR  
2002 Boxster

Paul Lethbridge  
Portland, OR  
1997 911

Scot Walstra  
Vancouver, WA  
1978 911SC

Ronald Lew & Kim Sumi  
West Linn, OR  
2009 C4

Loren Weeks  
Lake Oswego, OR  
2000 911

Stephen Meli  
Vancouver, WA  
2001 911



## Anniversaries

### 5 Year Anniversary

Peter & Brita Douglas  
Loren & Stephanie Hamberg  
Gary & Elaine Lord  
William & Ursula McCabe Jr.  
Jefferey & Kelley Smith  
Cathy Stettiner

### 10 Year Anniversary

Larry & Elvita Engelgau  
Howard & JoAnne Taylor

### 15 Year Anniversary

Robert & Susan Falleur  
Doug Naef & Ronstance Mills  
David & Debbie Ross



# Marketplace

## ■ CARS FOR SALE

### 944

1985.1 Porsche 944 - Red/Black - 5-spd. New Rack & Pinion, driver's seat upholstery, seat belts, hood struts, power mirror. 174,### miles. Car cover, bra, mirror bras. All lights and gauges work. Factory alarm. \$4300. - Michael - 503 333 5651 or bigmarlin@mail.com (8/11)



### Cayman

2007 Cayman S Cobalt Blue Metallic, buckskin interior, leather adaptive sport seats, heated. Bose surround, Sports chrono and preferred and bi-xenon driving packages. Sports 19" Carrera wheels/brakes, 3 spoke steering wheel, self-dimming mirror. 6 speed No smoke or animals or food. One owner all records and remaining warranty. \$39000. Patrick (503) 318-7783 C (4/11)

### 356

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

## ■ OTHER



New in boxes a set of four Fikse FM/5 forged alloy modular (3 piece) wheels. 7.5 X 17 & 9 X 17 with back spacing to fit Porsche 911SC & Carrera (1978 - 1989). Optional satin anodized finish on wheels, center caps and alloy lug nuts brought the total price to \$3860 plus shipping. \$3350/OBO. Cell: 503.705.5355. Gary R. Engel (8/11)

GT-3 Wheels and Michelin Pilot Sport Cup tires for sale. Take-off wheels from my 2007 GT-3 totally stock, with Tire Pressure Monitor Sensors. Only 4000 miles and wheels are in near perfect condition! Front tires 50% tread, rears have 25% left. \$2650. mark.mueller@gmscpa.com Salem Oregon. (503)559-0385 (6/11)

■ Bilstein front Sport Shocks for 986 Boxster – list price \$245 each, sell for \$125 each.

■ 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)



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)



Porsche 911 Outdoor Car Cover (incl. lock) + Front end cover for Porsche 911 Carrera. Smooth-fitting outdoor car cover featuring full-color Porsche logo. Water-repellent fabric protects your Porsche from extreme weather. \$175. (New \$320) Gabi Kirkemo, cell: 971.409.2852 (3/11)

**See page 4 for information on placing Marketplace advertising**



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