



Anzeiger

September 2012





CLUB CARRERA

Collector Car Shelter

Consignment ~ Sales ~ Storage

Motorsport Originals • Daily Drivers • Barn Finds

Carrera
MOTORS

Your Destination Dealership



Call for Pricing and Availability



Trades • Financing • Logistics

BEND • OREGON • 541.312.0123 • WWW.CLUBCARRERABEND.COM • INFO@CLUBCARRERABEND.COM

Anzeiger

Volume 52 No. 8
September 2012



12



20



22

COLUMNS

- 8 From the President
- 10 Still Plays with Cars
- 12 Spinnen

FEATURES

- 14 Summer Tour and Picnic 2012
- 18 Autocross Packwood
- 21 Drive & Hike is OHV: Outstanding Hillclimb Venture

COMING EVENTS

- 24 September Arrive & Drive
- 24 HPDE & Lapping Day at ORP
- 25 Everything You Need to Know About Autocross
- 26 September Social and Dinner
- 26 Tire Rack Street Survival Teen Driving Program
- 27 2013 ORPCA Calendar Photos Wanted!
- 27 Looking for Your 2013 Porsche Club Event Ideas
- 28 One Enchanted Evening: Holiday Party 2012

DEPARTMENTS

- 6 Oregon Region Events
- 29 Resource Directory
- 32 New Members and Anniversaries
- 32 Marketplace



ON THE COVER

The business end of Ernie Spada's 1977 911 RSR IROC. Photo by Randy Stolz.

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.

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

PHOTO EDITOR
Bob Schatz
bob@allusaarchitecture.com

Board of Directors 2012

PRESIDENT
Jim North
503.221.6262
president@oregonpca.org

BOARD MEMBERS AT LARGE
Gary Chapman
axchair@oregonpca.org

VICE PRESIDENT
Eric Freedle
503.936.0816
vicepresident@oregonpca.org

Bob Schatz
photoeditor@oregonpca.org

Kim Taylor
dechair@oregonpca.org

TREASURER
John Brams
503.297.6466
treasurer@oregonpca.org

Doug Twitchell
bmall@oregonpca.org

SECRETARY
Joe McQueen
503.650.9933
secretary@oregonpca.org

PAST PRESIDENT
Kathleen Ellis
pastpresident
@oregonpca.org

MEMBERSHIP CHAIR
Eric Wishan
membership@oregonpca.org

Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 5652, Portland, Oregon 97228-5652, is published eleven times a year.

The ideas, opinions and suggestions expressed are those of the authors and no authentication is implied by the editors or publisher. Editorial contributions are welcomed. By the act of submission, the author expressly warrants that the submitted material is completely original, that all rights are completely available, and that the material in no way infringes on the rights of any other person. The editor reserves the right to edit all materials submitted for publication. The Porsche Club of America, Oregon Region, Inc., has not authenticated claims and guarantees as offered by advertisers in this magazine and cannot assume liability for any products or services advertised herein.

© 2012 Porsche Club of America, Oregon Region, Inc.
All rights reserved.

All pieces reproduced in this issue are under prior copyright by the contributors. Nothing shown may be reproduced in any form without obtaining the permission of the copyright owner.

<http://oregonpca.org/>

Classified Advertising

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

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 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.

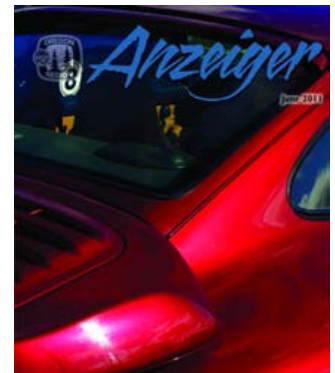
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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

Looking for exposure to an audience of high-end car enthusiasts? *Anzeiger* welcomes your advertising. Our annual rates are shown below; the per-issue rate is obtained by dividing the annual rate by 11.

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



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

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

503.641.8600
www.sunsetporscheaudi.com



Sunset Porsche Audi
Experience the Difference



Oregon Region Events 2012



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

November, 2012

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

December, 2012

- 2 Holiday Party
- 11 Board Meeting

October, 2012

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



2012 Holiday Party

**Sunday,
December 2, 2012
5:30 - 11:00 p.m.**

*One
Enchanted
Evening*

**See complete details
on page 35**

**This is how most
people see a Porsche**



**This is how we
see a Porsche**

Porsche Audi BMW Volkswagen Specialists

At Marque Motors, we don't just specialize in Porsches, we live them; we understand them.

In our opinion, the next best thing to working on Porsches is talking about them. Visit our website for tech tips, product updates, information, and more at www.marquemotors.com

Factory-scheduled maintenance
Performance modifications
Pre-purchase inspections
Large parts inventory
Over-the-counter sales
Brakes and oil change
Four wheel alignment
Corner weighting
Electrical repair
Fuel injection



MARQUE MOTORS
\$20.00 off
your next service
of \$100 or more



EXPIRES: 12/31/12 . One coupon per visit.
Coupon must be presented at time of purchase.



MARQUE MOTORS
503-293-5386

7310 SW MACADAM AVE PORTLAND OR 97219

Call for an appointment or just drop by
ORPCA Fund-Raising Partner Service Shop



New Club Events are on the Board Agenda

Events are starting to wind down this year as we finish the busy summer season. While recent events are still fresh on our mind let's think about what we would like to do next year and how we can better organize them! We have begun solicitations for next years proposed events and have a deadline of October 15. Your proposals will be put before the board

and if you can propose a team to lead the event—and it fits our overall club budget and insurance guidelines—we most likely will approve it. Please email your suggestions to president@oregonpca.org and I will share them with Doug Twitchell and his team who will be making the final event recommendations to the board.

Two new events that have been proposed by two different members for 2013 include a full weekend event at Skamania Lodge that celebrates the 50 year anniversary of the Porsche 911 being introduced. Another proposed event is a “Drive and Bowl” tour that ends with a fun session at a bowling alley! Use your imagination and let us hear your thoughts!

Our next board meeting is at 6:30 p.m. on the second Tuesday this month, which is September 11. We now meet at Dangs Thai Kitchen in Lake Oswego, which is in the downtown area with the main entrance off of Highway 43 just North of Avenue A. Feel free to join us and participate in the “Opens” at the end of the meeting.

The Board continues in making progress with our Action Plan from the last Executive Session. So, at our next Board meeting we will hear from Kim Taylor regarding the new criteria for our annual member awards. Joe McQueen will share his ideas on a new webpage devoted to the annual awards and volunteer recognition. Finally, Joe will report on how we continue to integrate the email blast with the website so that club information flows more consistently and efficiently.

Also at the September 11 meeting we have several interesting items on the agenda. We will learn about how the membership team plans to revise its personnel and responsibilities. The *Anzeiger* editor roles and responsibilities will be better defined and a publishing timeline will be proposed. An update will be provided on the status of the 2013 calendar that will be mailed out in mid-December, with the club directory and *Anzeiger Annual*. At the next meeting the Autocross team is slated to propose a September Hillclimb event at Maryhill, as well as confirm a new wireless timing equipment order that we plan to make as a club. We will look at the newly refurbished perpetual annual awards that will be stored in a climate controlled environment going forward. Finally, we will hear from the Arrive and Drive team as to the destination selected for the October event.

We have completed our ORPCA Marketing Partner Opportunity Guide which we will use with existing and prospective advertising partners for *Anzeiger* and our ORPCA website. Member EC Mueller continues to lead the team that got this job done. We are continuing to update our Google analytics (*Continued on next page*)



PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page) data so that our advertisers can better understand how our club drives more sales revenues to them and hopefully more than offsets their annual cost of advertising with us.

Last weekend about 22 cars enjoyed a two-day Covered Bridges tour that took us through many of the historic central Willamette Valley bridges and down some very scenic country roads. Most covered bridges were built in Oregon between 1905 and 1925. The roofs were built to prevent rotting of the wood trusses that provide the main structural integrity of the bridge. Of the original 450 covered bridges in the state only 51 remain today. Bob and Kathleen Ellis did a great job in leading this event.

Please enjoy our newly posted member roster on the website. We will attempt to keep this current as we receive the newly updated monthly data from the National PCA club. As always, members have the option of whether or not they wish to have their name in the printed annual directory and the website list. Don't forget to update your membership profile online from time to time on PCA.org.

As always, please check the ORPCA website for updates on upcoming events this fall. Registration for many events is simply a matter of logging on to motorsportreg.com and this website also allows you to sign up for many other non Porsche club events in the area if you so desire. Many other marques and car clubs enjoy our events and we are generally welcome to enjoy their events as well.

The days are getting shorter and cooler but the roads are also less congested with trailers and motorhomes! Enjoy your driving this fall! ■

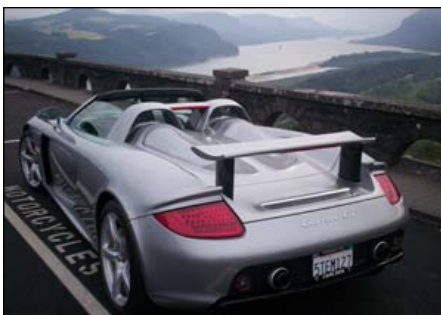
MorganStanley
SmithBarney

WHO'S HELPING YOU PRESERVE YOUR WEALTH?

Jim North

Financial Advisor

Morgan Stanley Smith Barney
1001 SW 5th Ave. Suite 2200
Portland, OR 97204
James.North@mssb.com
(503) 221-6262 (direct)
(503) 221-8602 (fax)
(800) 767-7824 (toll free)



Your status in life calls for sophisticated estate planning solutions. If wealth preservation has become as important to you as wealth generation, then it's time for Morgan Stanley's personalized trust and estate planning solutions.

Personal trusts are customized estate planning tools used to:

- Control and preserve wealth
- Help reduce tax liabilities
- Plan for asset distribution to heirs/charities

To discover how Morgan Stanley's considerable wealth management experience, along with the trust services and fiduciary experience of Morgan Stanley Trust, N.A., can help you meet your wealth preservation goals, please call.

Morgan Stanley does not render advice on tax and tax accounting matters to clients. This material was not intended or written to be used, and it cannot be used by any taxpayer, for the purpose of avoiding penalties that may be imposed on the taxpayer under U.S. federal tax laws.

Investments and services are offered through Morgan Stanley & Co., Incorporated, member SIPC.

© 2007 Morgan Stanley.



Porsche Maintenance Lessons from Electrical Outlets

The Porsche community has lost another of its stars. Anatole “Tony” Lapine, the brilliant Latvian refugee who after WW II made his way to the US and a job working for GM Design. He later joined Porsche and directed its styling department from 1969 to 1988. Lapine passed away at age 81 at his home in Baden Baden, Germany where he had retired. Lapine is credited with the styling of the ground-breaking 928 and its smaller front-engined siblings, the 924 and 944. While working at Porsche, Lapine constructed a custom MGTC powered by a Fiat 124 DOHC engine and five-speed gearbox as his personal plaything. Lapine’s passing came less than a month after the death of Ferdinand Anton Porsche, the eldest of company founder Dr. Ferdinand Porsche’s sons.



Anatole Lapine

On again, off again ... A German newspaper reported in mid-May that Porsche has decided against launching a long-rumored new two-seater that would slot in below the current Boxster line. The *Stuttgarter Zeitung* quoted Porsche CEO Matthias Mueller as saying such a vehicle would risk alienating current customers and diluting the brand. That comment immediately drew fire from critics who suggested that Porsche began diluting its brand image long ago, when it introduced the Cayenne SUV.



Practical lessons pop up in the least-expected places. Recently, one of the electrical circuits in my home suddenly went kaput. No juice to half a dozen outlets. I narrowed the problem to one circuit, opened the breaker box, and tried to clear the outage. No joy, as they say. I called in a pro, who started by checking the breaker box. Using his insulated screwdriver, he began by systematically tightening every connection. A couple were slightly loose, but not on the circuit in question. As he worked his way out from the breaker, testing each outlet, he explained that soft metal wiring, like aluminum and copper, compresses easily when screwed down to a terminal post, and over time, the metal molecules “migrate,” allowing the connection to loosen. “You change the oil in your cars every few thousand miles, don’t you?” he asked. “You need to check wiring connections once in a while, too.” He soon found my problem, a loose wire behind an inside duplex outlet. It hadn’t been touched since it had been installed by a licensed contractor

almost 20 years ago. The pro tightened all the wires to the duplex, and voila, everything worked again. One of my summer projects will be to open every single outlet in the house and tighten the wiring screws. What has all this to do with your Porsche? When’s the last time you pulled the cover of the fuse block (*Continued on next page*)

STILL PLAYS WITH CARS, CONTINUED

(Continued from previous page) and carefully tightened all the screw-down connectors and their soft copper wire, cleaned the battery terminals, and checked the ground wires and starter cables? Disconnect the battery before working on the electrical system, but put it on your to-do list.

How many of you can recall owning a pair of “string-back” driving gloves? The question sprang to mind when I saw an ad by an accessory company called Autodromo, which has come out with new line of chronographs. The photo in the ad showed a guy’s hands, clad in a pair of nice leather-palmed, knitted gloves, doing a proper 10-and-two on a wood-rimmed Alfa steering wheel. The wheel had a nice, thin, highly polished wood rim, typical of what most sporting cars had back in the day. On warm days, wood-rimmed wheels tended to become quite slippery, and eventually were replaced by the nice thick vinyl or leather-wrapped rims we all enjoy today. Leather wheels meant the end of leather-palmed gloves, but back then—you do remember, don’t you?—enthusiast drivers always had a pair of in—where else?—the glove box. Ladies were always impressed, and those guys who looked over from behind the plastic wheels of their big American hulks and sneered—well, who cares what they thought! When driving with the top down on my old TR, it was always fun to hold a hand up over the windshield header and let the slipstream dry out the perspiration.

Not sure how these will fare in wet weather, but the manufacturer of a new all-electric motorcycle has hopes that police agencies around the world will be interested enough to add some to their traffic patrol fleets. Zero Motorcycles of Scotts Valley, California, is producing a Lithium battery-powered bike originally called the “ElectroCross.” Developed by a former NASA engineer, this bike, equipped with a pair of LED lights and a siren, boasts a top speed of about 80 mph and a range of about 100 miles. It features regenerative braking, just like the Nissan Leaf plug-in. Being nearly silent, this motorcycle can hide out in traffic and then put on a burst of speed to nab lawbreakers ... and they’ll never hear it coming.

Is more evidence surfacing that law enforcement agencies are more interested in raising revenues for local governments than in improving traffic safety? Here’s an interesting link I spotted on AlterNet in June ...

http://www.alternet.org/rights/155751/how_police_and_traffic_light_companies_are_conspiring_to_give_you_more_tickets/

Until next time, drive carefully! ■





Learning my ABCs

As you may have guessed from some of my previous columns I have a fondness for things old; among them are Type 356 Porsches. They are, perhaps, some of the most loved cars in the world.

I remember my first ride in one back in '66. A friend of one of my Army buddies brought his car down to Huntsville, Alabama for the duration of A.I.T (Advanced Individual Training). His car was a yellow '56 356A model. The paint was faded and it needed bodywork on the right rear quarter. When I got into it, I was amazed at how much it felt like my own '62 Beetle back home. Same sisal floor mats, same painted interior, heck, it even sounded like my Bug albeit at a much lower, more powerful, tone.

He gave me a ride back to the Post after a night on the town (A night on the town usually consisted of cruising the local Shoney's Drive-In restaurant trying to find out where the ever elusive "party" was). The ride home was swift but uneventful as there wasn't a lot of traffic in town, late on a week night, and the cops were pre-occupied with Shoney's. I won't ever forget that ride. It was like all the things I'd dreamed of doing to my Bug had become reality. That was my first ride in a Porsche.

He said he loved the car but wanted to sell it because he couldn't afford to get it fixed. Ever the optimist, I thought he should keep it and fix it with his separation pay. I don't know what became of him, but for a young guy back in those days just being able to get a well-used 10 year old Porsche was pretty cool, at least to me.



About three years ago, I had a chance to buy a '64 356C, also in yellow. Arlene, a friend of my wife Ann, asked me to come and take a look at it to get an idea of what she could sell it for and asked me if I wanted to buy it. Much as I wanted to, I turned it down for reasons I have since considered stupid. It will forever remain a lesson to me. As we chatted about her car she told me about the work done
(Continued on next page)

SPINNEN, CONTINUED



(Continued from previous page)

at Heckmann & Thiemann Motors and how each year they have an invitational Porsche Rally.

Speaking of lessons, one of the things that help you appreciate 356s is learning how to recognize the various models produced over the years from 1948 to 1965. Beginning with the extremely rare alloy bodied coupes produced in Gmund Austria; models are generally categorized as

Pre-A, A, B, and C with other special models such as the S speedster, Carrera, Convertible D, Super 90, and SC sprinkled through time. Yep, I've studied up.

Unless you go to a Concours d'Elegance these days it's rare to even see a 356, much less on the road. So when Arlene slipped me an invitation to the HT Rally and said, "Here, you go in my place," I cheerfully accepted it. This year's rally started at Steven Smith's Tea Shop on NW Thurman in Portland.

After poking slowly down Thurman under the 405 the sudden burst of color and shine from a bevy of old Porsches parked along the street was bigger than any sign saying, "You're here." Making our way from our parked car down the street through a good sized crowd of passers-by we finally got into the shop. There was Phyllis and Ed Thiemann helping everyone get checked in and passing out the route instructions. There was also a chance to check out some fine tea and crumpet as well as pastry.

Ten o'clock rolled around soon enough and we were off, headed north, through Vancouver. The one thing about the HT Rally is that things move at a pace that is, in a word, sedate. With a preponderance of early cars and the respect that that implies, everyone simply wants to take it easy and make it to the rallying point and back. Besides, how often do you get to be part of a rolling timeline of Porsche's model history? Might as well slow down and enjoy your fellow rallyist's cars.

Reaching our destination gave us a chance to stroll around and look at some of these gems from a bygone era. Restored to varying degrees, they look more like the hand-built delicate structures they really are rather than the battle-scarred but indestructible production race cars of years gone by. The conversations ranged from the obvious restoration chat about styles of taillights and such to the more human ones of where they were when the points finally gave out. Yes, points. Remember them? Me? I was the dork asking if all 356Cs have dual grills and did the larger bumpers come in with the 356Bs. As I was standing there one guy peeked out from under and engine cover and said, "All Cs have dual grills as well as some T5's." ... T5's? Looks like I have more study ahead.

Lunch was a great catered affair with plenty of "seconds" available, enough to make you feel like a "bathtub." After a few announcements by some worthwhile charities, a last look at the cars and a last chance to learn my ABCs, we headed for home.

—KEEP SPINNEN ■



Summer Tour and Picnic 2012

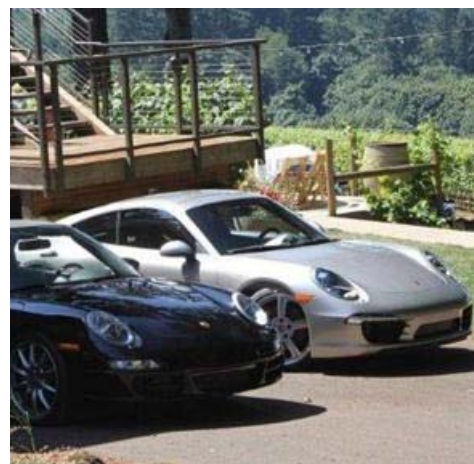
by Eric Freedle / Photos by Gary Feldmann

Doesn't everyone enjoy the month of August in Oregon? How about driving your Porsche on the Summer Tour & Picnic? Well, let's say it is about as good as it gets to enjoy your passion on a nicely crafted tour and picnic. Jeff Gretz did another fine job of getting us some very nice roads to drive our German cars on. The tour traveled over some nice rural and county roads in Washington and Yamhill counties to the wine region of Dayton. All 38 cars made it through the twists and turns (and occasional dodge of a pot hole) on a most wonderful Sunday morning drive to a fantastic setting at the Vista Hills Winery.

Once all the cars were parked, these enthusiasts were allowed to sample some amazing Pinot Noir and other wines that Vista Hills had to offer. In addition to these nice wines, we were treated to some excellent culinary treats brought to us by Bon Appétit. For these 74 fortunate Porschephiles that made it out to this event, they got a real nice driving experience and great "picnic outing"! ■

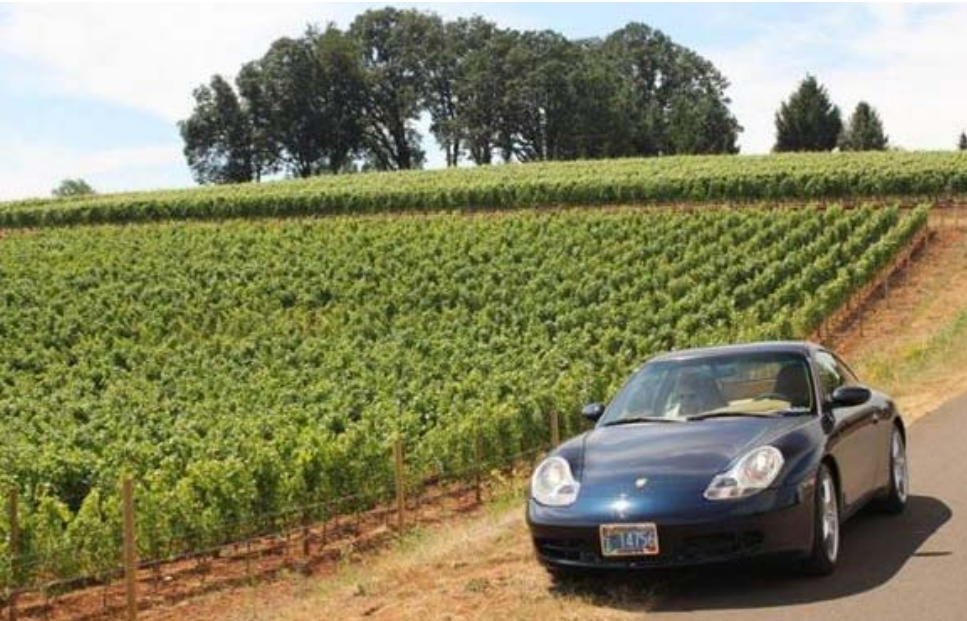


Left and below right: people awaiting the drivers' meeting.



See more Summer Picnic photos on the following page

SUMMER PICNIC, CONTINUED



Above: Vista Hills Winery. Left: Joe McQueen holding court.



MATRIX
INTEGRATED

WE'RE HONORED TO WELCOME **GEORGE HUMPHREYS** TO THE MATRIX INTEGRATED TEAM

FROM REPAIRS TO RESTORATIONS TO RACE PREP ON VINTAGE AND MODERN PORSCHE'S, WE'RE HERE TO SERVE YOU.
SAVE 10% ON LABOR BY SHOWING YOUR ORPCA MEMBER CARD. e: contact@matrixintegrated.cc p: 503.443.1141

Serving the Pacific Northwest since 1989



car AUTOBODY
CanyonAutoRebody.com

"Concours or racecourse, of course!"

High-End European Collision Repairs
Vintage Racecar Restoration
Suspension Geometry Upgrades

Factory Certified Collision Equipment

"Celette" Dedicated Fixture straightening system. We have factory exact fixtures for most Porsche, Ferrari, BMW & Mercedes models new & old. Few Oregon shops have a Celette or Carbench. Ours have been in use since 1997, most of the others are new. Experience? You do the math.

Factory Certified Paint

"Glasurit" Refinishing System. The exclusive only paint specified by Porsche, it's the paint that is on new Porsches and has been for years. Why accept anything else?

Factory Certified Wheel Alignment

"Beissbarth" Germany's finest alignment equipment. To get that Factory Exact alignment, or to align highly modified suspension we trust Beissbarth's accuracy.



21916 Ferry Rd. SE, Stayton, OR 97383 1.877.489.2520 car@wvi.com



Autocross Packwood

by Todd Averitt / Photos by Britain Smith

Packwood isn't just another autocross. It's an amazing place combining beautiful scenery, elk galore, and a circuit unlike any other on our schedule. The 30 hearty competitors who made the trek weren't disappointed. Bill Thorp outdid himself with a design which was both challenging and fast. Even if you didn't have the warp drive turbo driven monster machine the course was challenging. It was terrific. How long has it been since you had to shift up and down more than once a run? Hard on the accelerator for the interesting slalom start, accelerate into a right hander, through a couple of offset gates, brake, then into a sweeping left hander, accelerate, shift up, couple of offset gates, brake hard, downshift, into a reducing radius left hander, a couple of more up and downshifts, hard braking into more than a couple of 90-degree left and right handers, another driver's direction choice slalom, and ending with a narrow 120-degree right hander. Yes, I was re-driving it in my head and wishing I could get another shot at it. Thanks to the great organizing skills and efforts of Kathy Smalley and Bill Thorpe, we all had nine fabulous chances to beat the clock.

TTOD went to Britain Smith with a run of 58.205 seconds. That time was by no means a small feat. Everyone else (except Tom Kotzian's 59.751 seconds in the Turbocharged Mini Cooper) ran Bill's course in 61 plus seconds.

The top Porsche drivers were Andre Perra in his 2010 GT3 finishing fourth overall; Greg Olsen in his 996, sixth; Kathy Smalley, who only took six runs, eighth overall; Bill Thorp 12th, and Barry Cogut 14th. Nice showing drivers.

In the class standings there were five classes which went uncontested: Greg Olsen (61.886) in M01 added to his Championship Points lead, Todd Averitt (69.797) in I01 took a one-point lead over Mike Pinto. Barry Cogut (63.964) has clinched the P04 championship, Andre Perra (61.830) leads the P05 class unopposed, and Doug Twitchell (67.471) picked up a much needed 10 points in the S02 class and moves him into third place in the standings.

Cary Kutter arrived in his 1973 914 2.0L and took Harry Danberg by a little over a tenth of a second in the P01 Class. With only two events remaining, Harry has locked up the P01 class. We'd love to see Cary's 914 at a few more events. *(Continued on next page)*

AUTOCROSS PACKWOOD, CONTINUED

(Continued from previous page)

Kathy Smalley (62.570) has finally gotten her and Bill's Boxster's number. She drove it like the saying goes "like she stole it." This win in the P02 class follows up her PCA Parade top Ladies TTOD and class win. Bill Thorp (63.556) finished second and holds on the P02 class lead. Eric Freedle (66.964) moved into a tie for third place in Championship points with Jim Parks.

"Racin Rick" Slavin (67.927) has made it six for six in S01 class wins.

Bryan Brock (69.419) sits solidly in second place in one of our larger Porsche classes.

Our non-Porsche classes continue to get more popular and more competitive with each event. Our non-Porsche classes are the NP-S (street tire group) and our NP-R (race tire group). This weekend our NP-S class had nine participants. Just 0.912 seconds separated the first four places. Ryan Sauer (64.992) took first moving him into fifth in the point's standings. Trevor Turner-Rice (65.043) finished second and picked up eight points helping to increase his first place standing. Newcomer Edwin Moeller (65.044) finished .001 seconds behind Trevor. Yes that is one-thousandth of a second. Todd Gerlach (65.904) finished fourth and picked up six points.

Our NP-R race tire class also had nine entrants but most impressive was that this class had seven of the top ten TTOD with Ron Tyler missing the top ten by 0.039 seconds. Order of finish: Britain Smith (58.205) class win and TTOD, Tom Kotzian (59.751). Allan Zacharda (61.651), Jared Still (62.114), Jim Pileggi (62.162), Jeremiah Church (62.919), Rebecca Zacharda (63.393), Ron Tyler (63.432), and Steve Schuback (63.768).

After the close of our official runs and a little break for some much needed food, the course was opened up for fun runs. Only rule was "you knock it over, you pick it up." I was amazed anyone had the energy after our event.

I heard rumors there may be a new format for next year's event at Packwood. What could be better? What have you heard? If you have never been to or driven this location you are missing one of the best locations in the country. Neither Lincoln nor El Toro holds a candle to this place. There are two acres of indoor parking, just for a start. It's well worth the effort.

Hard to believe there are only two events left this season, but it's true. If you haven't joined us for an event this year come on out September 9 and get a leg up for next season and meet some of the great folks whose efforts make this so much fun.

Britain, it was great to see you get your little rocket sorted out.

A huge thanks needs to go out to Kathy Smalley, Bill Thorp, Jim Pileggi, Kathy Averitt, Bryan Brock, and all those who helped plan and organize this event. We also wish to thank all the participants for their help and support with course set-up and teardown, chalking, and lending a hand where ever and when ever needed.

Again it was another outstanding event, with everybody getting nine runs each, lots of smiles, and plenty of hot action on the track. Why don't you join us September 9 back at PIR for event #7?

Loaner helmets are available—just bring your car! ■



See more Autocross Packwood photos on the following pages

AUTOCROSS PACKWOOD, CONTINUED



Top: 356 nose. Photo by John Pedersen



AUTOCROSS PACKWOOD, CONTINUED



Drive & Hike is OHV: Outstanding Hillclimb Venture

Story by John Thornton / Photos by Joe McQueen and John Thornton

OH Valkyrian bliss! The one-lane road wound through the black-green forest like a drunken serpent on an unsettled sea. A siren song hit me to cut loose the ripping, scalping, torque-wrenching, swivel-hipped snake of a sports car that is Porsche. Herr Twitchell has delivered yet another spectacular drive and hike for the Porsche club!

Wait! “OHV”... what was that sign that just flashed-by!?

I first heard mention of the term “OHV” at the drivers safety meeting in Carlton, Oregon. But who could concentrate when you’re surrounded by post-drive visions of a visit to Carlton? This quaint village is a welcome oasis of BIG RED wines in a sea of Pinots. I was daydreaming about sipping a super Tuscan, sangiovese or barbera while delighting in a game of bocce at Canas Feast. A visit to Troons and Cliff Creek to quaff cabs, syrahs or zins while viewing the fine art of Carlton’s own renowned artist Steve Taylor and listen to live music. Then a short walk to dinner at the fabulous Cuvee restaurant, followed by a brief stop at the Carlton Bakery for a pain au hazelnut and chocolate for dessert. And of course, a must stop at the Republic of Jams for a jar of mango viognier for my breakfast toast. I digress ...

Outstanding Hillclimb Venture! The well planned drive included an off-clock lap on Willamette Motor Club’s Bible Creek Hillclimb. The WMC describes it as an “unforgettable driving experience with all natural hazards including rock walls on one side and unprotected sheer drops on the other. Anyone who has run a few autocrosses (and half a brain) will relish the challenge.” Thanks to Porsche’s profligate use of German engineered asphalt-fanging and corner-carving agility, the car remained fully planted in corners. Your mileage may vary.

OH Verwassem schmuddel! The journey included a stop at the beach for a packed lunch and a picturesque, mud-infused hike atop Cape Lookout. Like an unfinished dike to Hawaii, this narrow, cliff-edged cape juts two miles straight out into the Pacific Ocean. Along the path lies a plaque just above the site noting where a B-17 bomber crashed into the cape’s 800 foot cliffs on a foggy day in 1943. Leaving us to ponder, just how was the cape named?

So just what does “OHV” mean? Venture west into Oregon’s mountainous coastal range and let your Porsche help define it for you. ■



Photo by John Thornton

See more Drive & Hike photos on the following pages

DRIVE & HIKE, CONTINUED



Captions here. Above and top right: Photos by Joe McQueen. Right: Photo by John Thornton.



DRIVE & HIKE, CONTINUED



Captions here. Top and above: Photos by Joe McQueen. Left: Photo by John Thornton.

September Arrive & Drive

Saturday, September 8

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 did 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 Shari's (9730 N. Whitaker Rd. Portland 97217, 503.289.2951, PIR exit 306) 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, 503.936.0816,
vicepresident@oregonpca.org ■



HPDE & Lapping Day at ORP

September 8 and 9 at Oregon Raceway Park

There are many reasons to participate in High Performance Driver Education. A few are to help make each of us more skilled and safer drivers, to provide us with the opportunity to learn about our automobiles, our car control skills, to experience "driving in its purest form" and have a lot of fun doing it.

Each new participant begins in the Novice/Beginner group. First time Novice drivers will be assigned an instructor. Novice students are encouraged to drive at speeds at which they and their instructors are comfortable in order to learn the correct driving line and fundamentals. The goal is to teach better car control. Students are discouraged from traveling at speeds which could place them or their cars in jeopardy.

As your skill level develops you will progress from the Novice/Beginner group to more experienced driver classes. You will be signed off as you progress. Being "signed off" means that your instructor feels confident that you can drive "solo" in the novice group or that you are ready for the next run group level. Your instructor will inform the Chief Driving Instructor of the change in your status.

For complete details about the HPDE program, go to <http://www.oregonpca.org/events/high-performance-drivers-ed/> ■

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 treadware 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: September 9 at PIR

August 11/12: AX 6 @Packwood

September 9: AX 7 @ PIR

October 20: AX 8 @ PIR

Club
Event

September Social & Dinner

Wednesday, September 19, 6:00 to 8:00 p.m.

OSWEGO GRILL

7 Centerpointe Drive

Lake, Oswego, OR 97035

www.oswegogrill.com

Hosted by: Steve and Winnie Miller

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

Club
Event



Oswego Grill is designed as "Upscale Elegance at a Casual Price." We feature our Custom Built Hardwood Grill, which allows us to cook all of our USDA Choice Domestic Steaks, Burgers, Fresh Seafood and even one of our Salads over Mesquite and Apple Wood. We look forward to meeting you during your upcoming visit!

PLEASE SELECT YOUR STARTER AND ENTREE FROM THE MENU BELOW AND INCLUDE WITH YOUR RSVP!!

Pricing = \$35/person which includes the gratuity for your meal. Monies will be collected at the door.

Complimentary coffee, tea, or soda

Starter: House Greens or Classic Caesar Salad

Wild NW Salmon – Wild Salmon filet over hardwood, served with wild rice pilaf and hardwood grilled asparagus.

Beef Tenderloins – Beef Tenderloin tips sauteed with Yamhill mushrooms and finished with a Cabernet balsamic demi glaze. Served with buttermilk mashed potatoes and hardwood grilled asparagus.

Spinach Salad – Crisp spinach, Hardwood grilled asparagus, cranberries and mint couscous. Tossed in a champagne vinaigrette.

Chicken Marsala – Chicken breast sauteed with local Yamhill mushrooms in a Marsala wine sauce. Served with buttermilk mashed potatoes and hardwood grilled asparagus.

Roasted Vegetable Couscous Salad – Wild organic arugula tossed with a lemon vinaigrette dressing. Topped with apples, pears, grapes, Gorgonzola cheese, candied walnuts and hardwood grilled chicken breast.

RSVP WITH MENU CHOICE: SOCIALEVENTS@OREGONPCA.ORG

Tire Rack Street Survival Teen Driving Program

Sunday, September 30



On Sunday, September 30 at Portland International Raceway, the Sports Car Club of America (SCCA) Oregon Region will host a Tire Rack Street Survival driving school. During this one-day class, students gain valuable new skills to improve their driving techniques on the road. They will be behind the wheel of their own cars, driving through real-world exercises, with an instructor in the next seat to provide feedback.

Due to the generous sponsorship of the Tire Rack, the SCCA Foundation, the BMW Club of America Foundation, Michelin Tires, and the ZF Group —along with 100% local racing community volunteers—the total out of pocket cost per student is only \$75!

Licensed drivers age 16 to 25 are eligible to participate. Students must supply their own vehicle in safe, running condition, along with proof of insurance, and a valid driver's license. 15-year-old students with valid learning permits and a minimum of six months driving experience are also eligible to participate. Note: due to insurance regulations, SUV's, vans, and trucks participating in this program must be equipped with electronic stability control.

Spaces are limited, so please sign up soon at <http://streetsurvival.org>.

2013 ORPCA Calendar Photos Wanted!

Please send us your best photographs (multiple photos are welcome) for consideration in the 2013 Porsche Club calendar.

And please use the following guidelines as you compose your Porsche pictures:

- Most importantly, the pictures need to be in landscape (horizontal) format, high resolution and JPEG or TIFF format

- Include the entire car in your shot, and a “cushion” of background around the entire car

- Make sure your background is a good one and doesn't include a trash can, ducting or something else unsightly

- When photographing darker cars, it's best not to have the light coming from behind the car which makes the shadow and car blend into one.

Hint: taking a photograph at sunrise or sunset can turn a good picture into a great picture

- Don't show a little bit of car and a whole lot of background—we really like seeing your Porsche in the photo

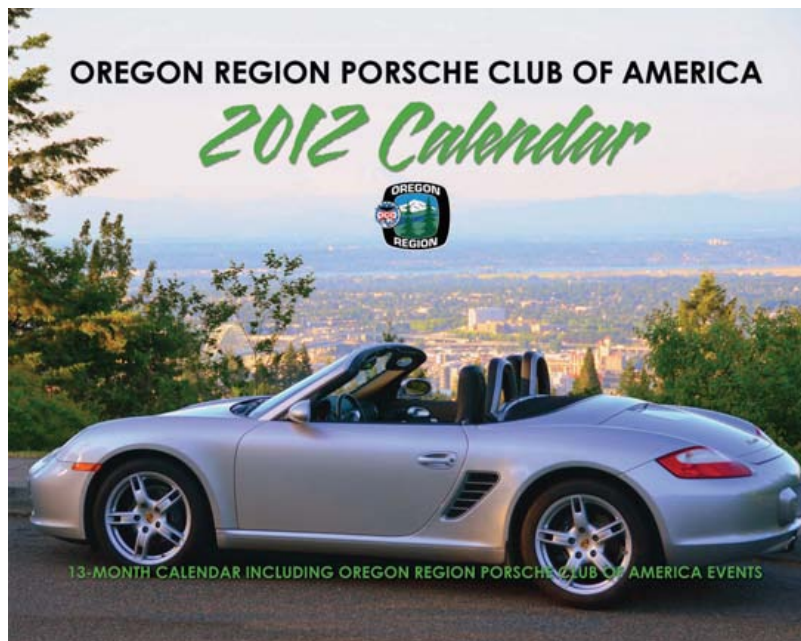
- Don't crop the photo to the proportions you believe are correct. We will crop it to its best appearance.

We hope these guidelines help you take a better photograph and result in a gorgeous 2013 Porsche Club calendar for all to enjoy.

When submitting a photo please add your name to the file name so we know who it came from—here's an example “JaneDoePic1”—we want to be sure to give the photographer the proper photo credit in the Calendar.

Please send your photos or any questions to bm11@oregonpca.org and photoeditor@oregonpca.org

Deadline for submittals is October 15, 2011.



Looking for Your 2013 Porsche Club Event Ideas



Every 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 ORPCA club members who put in time and creative genius. If the club is to hit the mark as to what type of event is attractive, we need your input and your help. This is your opportunity to have your club event ideas be heard and acted upon—at the same time affecting change and joining 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 in the Members Area of 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 still like to submit your idea, please notify us anyway.

Submit your club event ideas or questions to president@oregonpca.org

Deadline is October 15, 2011



One Enchanted Evening

2012 Holiday Party
Saturday, December 2, 2012
5:30 - 11:00 p.m.
No-Host Bar at 5:30 p.m.

The Portland Golf Club, 5900 SW Scholls Ferry Rd, Portland

Please join us for an upgraded setting, socializing
and scrumptious dinner, dancing to the "Design Band"
(from Parade and the 50th)

The cost has been reduced to \$45.00 per person!
What a great deal!

Please register as soon as possible on Motorsportreg.com

****The first 75 to register will be eligible for a special raffle!****
(RSVP by November 25; \$15 surcharge per person after November 26)

Please thank your Board of Directors for subsidizing this year's party.
The goal was to upgrade the party's location
and food and make it more affordable for everyone.
Please tell your friends and fellow members
to join you for a fabulous evening!

Those not wanting to drive home...
Please make your reservation with the
Phoenix Inn Suites at 503-624-9000
or www.phoenixinn.com/tigard/. \$119 for King room.
Shuttle will be available to and from the party.

****Please bring an unwrapped toy for a local charity****

Questions please call or email:
Marlene MacEwan 503-936-9887,
porsche82t@hotmail.com

Sue Denfeld 360-896-5885, socialevents@oregonpca.org

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

Tires & Wheels

A-n-T Tire & Wheel 503.236.2106

Wealth Management

Tribune Wealth Management . . 503.603.0880

Wheel Polishing & Repair

Skip's WheelWerks 503.641.8001



STUTTGART
autotech

Porsche • Audi • BMW • VW • Mini



Courtesy Honesty Quality

503.635.3098
stuttgartautotech.com

email us at wheelwerks@yahoo.com



Alloy Wheels

- Polishing & Painting
- Minor Repair
- Hand-painted center caps
- Precise mounting & balancing with your tires shipped in from anywhere.

Family-owned & operated
62 years combined experience

503.641.8001

Skip's
WheelWerks

Trackside

Motorsports
A Division of A-n-T TIRE AND WHEEL

DRAG • ROAD
AUTOCROSS
RALLY

8131 N. Interstate Ave., Portland, OR • 503-236-2106

*Your Race Tire
Headquarters*

TIRES
ALIGNMENT
SUSPENSION

race - street
work - tow



We Would Like To Buy Your Gently-Used Porsche 911.

(Top Prices Paid for Nice Clean Cars.)

MONTE SHELTON
JAGUAR

Purveyors of quality classic
and collectible automobiles.



1638 W. Burnside P.O. Box 5545 Portland, OR 97228
503-224-3232 Fax 503-224-4310 monteshelton.com

GUY's

INTERIOR RESTORATIONS

FULL-SERVICE AUTO UPHOLSTERY
ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION
DYEING AND COLOR MATCHING

The Finest
Upholstery
for Your Car

Guy Recordon

503/224-8657

2016 NE Alberta St.
Portland, OR 97211

Jim Enger

SERVING YOUR NEEDS, PROTECTING YOUR WEALTH



ERIC WISHAN, M.A., WMS

LPL Financial Planner

eric.wishan@lpl.com
www.tribunewealth.com
10200 SW Greenburg Road,
Suite 300, Portland, OR 97223
503.603.0880
888.603.0880

- ♦ Comprehensive Financial Planning
- ♦ Insurance and Risk Management
- ♦ Investment Management
- ♦ Estate and Retirement Planning

Tribune Wealth Management is committed to building long-lasting relationships based on our honorable business practices and mutual trust and respect with our clients. Our caring and knowledgeable team has the experience to help you select investment tools and strategies designed to protect and grow your wealth, while offering you our signature client service, in which your needs always come first.

We are backed by the resources of **LPL Financial**, the nation's largest independent broker/dealer.* This relationship provides us with industry-leading, unbiased research and a comprehensive array of tools, resources and technology. Because LPL Financial has no proprietary products to sell, we have the freedom to offer objective financial guidance and investment recommendations.



TRIBUNE WEALTH
MANAGEMENT

Securities and Financial Planning offered through LPL Financial, member FINRA/SIPC. *As reported by Financial Planning magazine, June 1996-2011, based on total revenue.

Collision Rebuilders, Inc.

QUALITY AUTOBODY REPAIRS SINCE 1943

Velocity Measuring Equipment

Glasurit Factory Finish for
all European Cars

Quality Documentation

Body ♦ Frame ♦ Paint



503.226.6311

2077 NW Marshall • Portland, OR 97209

www.collisionrebuilders.net

Robert Edgar
Owner



"Excellence in Service!"

ASE Certified!

SERVING PORTLAND
FOR 36 YEARS

Award Winning!

"Trusted!"

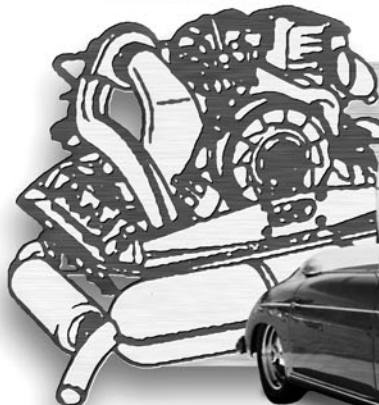
356 / 912 / 912e / 911 / 911se / Carrera
Porsche Specialists!



Ed Thiemann

"Our reputation is built
on trust and exceptional
service."

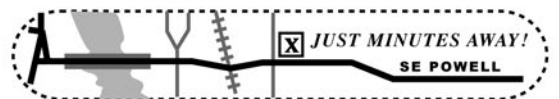
Thank you for being
Portland's best
customers."



Heckmann Thiemann Motors

2327 SE Powell Blvd. Portland OR

503-233-4809



Marketplace



■ CARS FOR SALE

1987 944 Turbo, wht / burg, 109K miles in pristine condition. Purchased car in 04 and have spent over \$15,000 to keep in original "new" condition. Have all receipts. Includes rare "Saratoga top" along with the original sunroof. Always garaged, never driven in winter. Asking \$11,950. Craig Coleman, Portland, Or. (503) 579-2116. Mecop720@hotmail.com (7/12)

■ OTHER

Yokohama Advan Neova AD07 Tires
2ea 205/50R17 @ 7/32" left
2ea 255/40R17 @ 6/32" left.
\$200/set - Randy - 503.524.8888
paellero@comcast.net (4/12)

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 (6/12)



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)

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

Wilkommen

Laun Carlin
Kevin Carlin
1999 Boxster

Stee Brier
Barbara Scott-Brier
2008 Cayman S

Mark Phillips
Linda Phillips
1986 911

Anniversaries

5 Year Anniversary

Peter Haas / Nicole Jergovic

10 Year Anniversary

Martin Bowes / Bettie Bowes

15 Year Anniversary

T Ernst / Veronica Nunez


William Hildick / Nancy Hildick

20 Year Anniversary

Craig Cartwright / Lisa Cartwright

Dave Emory / Lisa Emory

Paul Kollar / Lynn Kollar




EST. 2012

sidedraughtcity.com

Neil d'Autremont
503-548-6334

1001 SE Main St.
Portland, OR 97214





Announcing the *Anzeiger* Cover Photo Contest!

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



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

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

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

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

