

ANZEIGER

OREGON REGION PORSCHE CLUB OF AMERICA | MARCH 2022





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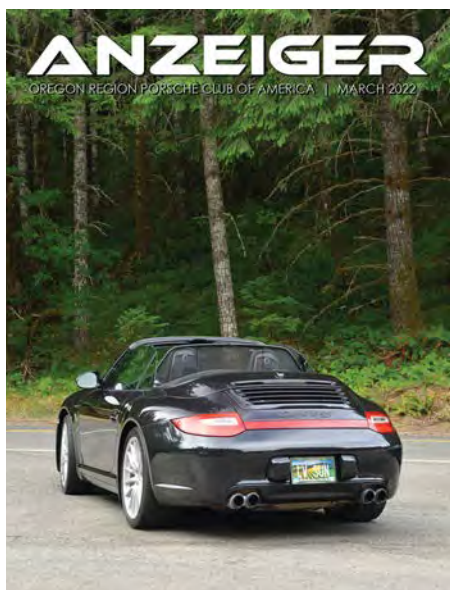
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Peter Linsky
Peg Ryan
John Sommerwerck
Mike Stack
Randy Stolz

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Carole Hedstrom
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Peter Linsky
Rick Pittman
Carlos Santayana
Max Stolz



ON THE COVER

Beautiful Porsche in an Oregon forest during an Arrive and Drive to Mt. Hood. Photo by Heinz Holzapfel.

ANZEIGER

Noun, German: 1. One who indicates, shows 2. One who informs

The ORPCA's Award-Winning Newsletter | VOLUME 62 | NUMBER 1 | MARCH 2022

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[Board of Directors Minutes: CLICK HERE for February, 2022](#)

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ANZEIGER NATIONAL AWARDS

THIRD PLACE 2020 National Newsletter Contest, Class V PCA Region

FIRST PLACE 2017 National Newsletter Contest, Class V PCA Region

FIRST PLACE 1995, 1998, 2004, 2005, 2008 National Newsletter Contest

THIRD PLACE 2003 and 2006 National Newsletter Contest

PAUL HEINMILLER TROPHY
Best in PCA 1971

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EVENTS, OREGON REGION AND BEYOND

For the most up-to-date information, please go to our website at oregonpca.org.

Events in BOLD RED below are live links to more detailed information.

MARCH

- 9 Board Meeting**
- 12 Autocross Annual Tech Inspection**
- 12 Garage Visit**
- 16 Dinner Gathering**
- 20 Autocross #1**
- 26 SUV Drive, The Three Ferries**

APRIL

- 3** Tours Class
- 9** Arrive and Drive
- 10** Autocross #2
- 13** Board Meeting
- 21** Midweek Casual Drive
- 20** Dinner Gathering
- 23** Spring Clean
- 27-01** Spring Treffen, The Broadmore, Colorado Springs
- 30** SUV Drive, Waterfalls Galore

MAY

- 7** Covered Bridge Tour
- 11** Board Meeting
- 13-15** Walla Walla Tour
- 14** Arrive and Drive
- 15** Autocross #3
- 18** Dinner Gathering
- 21** Tech Session
- 24, 25 or 26** Midweek Casual Drive
- 28** SUV Drive, Covered Bridges

JUNE

- 3-4** NASCAR Xfinity Series at PIR
- 8** Board Meeting
- 11** Arrive and Drive
- 12-18** Porsche Parade, The Poconos
- 15** Dinner Gathering
- 18** SUV Drive
- 22** Midweek Casual Drive
- 21-26** Northwest Passage
- 26** Autocross #4

JULY

- 8-10** Rose Cup Races at PIR, Car Corral
- 9** Arrive and Drive
- 13** Board Meeting
- 17** Forest Grove Concours d'Elegance
- 20** Midweek Casual Drive
- 20** Dinner Gathering
- 23** SUV Drive
- 31** Autocross #5
- 30-31** Taste of Motorsports, Los Angeles

AUGUST

- 7** Summer Tour and Picnic
- 10** Board Meeting
- 13** Arrive and Drive
- 14** Autocross #6
- 17** Dinner Gathering
- 19** Werks Reunion, Monterey, CA
- 24** Midweek Casual Drive
- 27** SUV Drive, Manzanita
- 27-28** Taste of Motorsports PIR (Car Corrals on Sunday)

SEPTEMBER

- 2-4** Indy Cars at PIR
- 10** Arrive and Drive
- 14** Board Meeting
- 14-18** Fall Treffen, Sunriver, Oregon
- 21** Midweek Casual Drive
- 21** Dinner Gathering
- 20-25** NW Passage
- 25** Autocross #7

OCTOBER

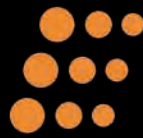
- 1** SUV Drive, Wine Country
- 1** Covered Bridge Tour
- 2** Autocross #8
- 8** Arrive and Drive
- 12** Board Meeting
- 19** Midweek Casual Drive
- 19** Dinner Gathering
- 29** SUV Drive, Oktoberfest

NOVEMBER

- 9** Board Meeting
- 16** Dinner Gathering
- 19** SUV Drive, Cape Disappointment

DECEMBER

- 3** Holiday Party
- 14** Board Meeting



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Dalton Bowman
Ashely Bowman
Tigard, OR
2012 911 Carrera S

Sean Smith
Portland, OR
2017 911 Targa 4S

Jason Matheney
Brush Prairie, WA
2014 911 GT3

Chris Vacca
Portland, OR
1987 944

Joel Mcnierney
Portland, OR
2003 911 Carrera

ORPCA LOCAL SUMMARY

Primary Members: 556
Co-Members: 381
Total Local Members: 937

PCA MEMBERS IN OR REGION

Primary Members: 1,154
Associate Members: 688
Total Region Members: 1,842

NATIONAL PCA SUMMARY

Primary Members: 95,551
Associate Members: 50,256
Total National Members:
145,807

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MARCH ANNIVERSARIES

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40 YEARS

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37 YEARS

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24 YEARS

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23 YEARS

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21 YEARS

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Abby Landon

16 YEARS

Greg Creitz

15 YEARS

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14 YEARS

Richard Hincks
Valerie Hincks

13 YEARS

Michael Harvey
Kathleen Brown
Dan Walkowski
Ruth Walkowski

12 YEARS

Rodger Johnson
Mary Johnson

11 YEARS

Raymond Soh
Lisa Lu
Ben Thomas

10 YEARS

Greg Anderson
Gail Anderson
Bryan Farley

Aimee Farley

Jerry Goldstein
David Somdalen
Patricia Somdalen
Coryn Walker
Bernadette Walker
Jeffrey Wannberg
Kristine Adams-Wannberg

9 YEARS

Stephen Bledsoe
Kris Bledsoe
Eric Peterson
Amity Peterson
Mark Zornow

8 YEARS

Robert Bigwood
Patrick Gateley
Richard Gateley
Pat Heffernan
Ryan Heffernan
Michael Kunkel
Diane Kunkel
Mark Qandil
Moses Qandil

7 YEARS

Lori Brown
Curt Gustafson
Deanna Gustafson
Dave Schechter

6 YEARS

Steve Rollin
Debbie Smith-Wagar

5 YEARS

Lane Attrash
Verna Al-Attrash
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4 YEARS

Steve Folkestad
Heinz Holzapfel
Sylvia Nesson
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Jim Reinhart
Patrick Ridenour
Jenny Grumbling
Kirk Rowe
Sheri Sundstrom

3 YEARS

Walt Koch
Maria Koch
David Riss
Nancy Myers
Justin Williams
Heidi Williams

2 YEARS

Jim M. Beeger
Jeannette Beeger
Bruce Moody
Tom Tesmer
Jonathan Vinson
Devin Vinson
Neil Ward

1 YEARS

Jahan Behbahany
Olivier Bouwman
Tim Hay
George Pang
Elise Pang
Sean Smith
Dan Wolf



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PRESIDENT'S MESSAGE

Peg Ryan

First Tech Session in Two Years was High Energy

Did you see the news about the 1,100 Porsches on a burning cargo ship off the coast of Portugal? I cannot imagine what that would feel like to find out your brand-new Porsche, that you have probably waited at least six months for, is on that ship. I also cannot imagine what this does to people waiting for their ordered car to get into production or those only on an allocation list for a new car. Arghhh. There are reports that salvage tugs are on their way to this huge ship, but no word on where it will be towed, and it's much too soon to know the extent of damage to the cargo.

Your Board members, Heinz Holzapfel, Larry Hannan, Randy Homes and I sat down for three hours on Superbowl Sunday for a strategy meeting. We hashed through quite a bit including our by-laws (no change), our board structure (no change), and some new events. Heinz discusses the EV strategy and multiday tours in his VP message. We also looked at maybe doing some "summer evening" drives in a "posse" type setup—lead and follow for small groups. We also want to do some "Porsche and Coffees." Look for some new events to come.

We had our first Tech session in over two years. I was excited to attend. The energy and the interactions between the attendees and Martin Sarukhanyan, the Motorsports Director, were wonderful. Please check out the article. We also held our first Dinner Gathering where we checked vaccine cards. We met in NW Portland at Fillmore Tratoria. The food was great, the company was fabulous. Please check that article out also.

We have some different articles this month including a technical article on helmets by our editor Peter Linsky. Also check out the member photo article.

We have some special things coming in March and April so keep an eye on your email blasts each week. If you are not getting these, please let me know and I can figure out why!

Heinz and I are headed to Boise on March 18 for a March 19 Zone 6 President's meeting. We are looking forward to meeting our new zone rep as well as the new Presidents in Zone 6. I am hopeful we might be able to find some events to do together with another region.

Enjoy. You can always reach me at: president@or-gonpca.org. ■

Tech Session at AR Motorsports.



It's Springtime in the Northwest ... Time to Hit the Road!



Photo by Harold Klein

This spring, Marque Motors can provide your Porsche with everything it needs to be ready for twisty roads after a long and cold winter. Make an appointment and we will check your battery, tire pressures, change the oil and check all other vitals. It's our shop's mission to keep your car in tip-top shape as you hit the road. And remember, we have been working on air-cooled engines since they were new.

If you've been driving all winter, now is a good time to ensure your car is up to date on maintenance, check for stored fault codes (if applicable), and keep your Porsche safe for you, your family and other drivers on the road.

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FROM THE VICE-PRESIDENT **Heinz Holzapfel, Vice President/ Webmaster**

ORPCA and Canada West Hold Most Tours in the US

Hello fellow club members! Drives are the heart and soul of our club. We all enjoy driving our amazing cars, on short trips, on long trips and on really long trips. A few days ago, we got some interesting feedback from John Sommerwerck, our new Zone 6 representative. PCA announced at the PCA winter meeting that Oregon and Canada West Regions held the most tours of all PCA regions in 2021! PCA has 147 regions, organized in 14 zones. We are by far not the biggest region and don't have the wide volunteer base of many of the bigger clubs. Yet we managed to be in the top 1 percent! This would not have been possible without our club members volunteering in planning, organizing, and leading drives, and our active club members showing the interest and joining the drives we offer to our members. A big "Thank You" to all of you!

The 2022 driving season is about to start, and Tourmeister Kurt Fuerstenau and a growing group of volunteers are busy planning the 2022 drives. Most of them went through Eric Lewis' Tour Training Class last year. We yet again are increasing the number of driving events to a total of 29 this year: Seven Arrive & Drives, seven Casual Midweek Drives, 10 SUV Drives, two full-day tours and three multi-day tours. Eric's next Tour Training Class is coming up in early April, so please sign up! He does a great job teaching the ins and outs of developing and leading tours. Also in early April I will offer a class on digital navigation apps.

The level of our volunteer engagement is also reflected in the statistics of these 29 driving events: 20% are ready to be driven, 50% are in various stages of planning, and only 30% are not yet planned. That early in the year these are surprisingly good numbers. Again, thanks to our volunteers!

We recently had a strategy meeting on the future needs and development of the club. Peg offered more feedback, but I'd like to address two items we discussed. The demand for multi-day tours is increasing. This year we have the Walla Walla tour in May as well as the NW Passage in June and again in September on our calendar. The second NW Passage increased the capacity for cars on multiday tours from 52 to 92. Additional tours are being already discussed. The planning effort for routes, hotels, restaurants etc. for these tours is much bigger. But we are optimistic that we can further increase the number of multi-day tours. The second item I want to mention is we will start offering tours for EVs. More and more of the new Porsche models will have EV variants, and the Taycan is already selling better than the 911. The EV drives will follow the SUV drive model: all marques are welcome. The routes will be 100-120 miles with a half-way rest stop and a picnic or restaurant at the end of the drive. I would like to thank Bill Rasnake, proud owner of a beautiful Taycan Turbo S, for volunteering to lead 1-2 EV tours this year!

Please reach out to me at vicepresident@oregonpca.org for any questions, ideas, proposals or to raise your hand to volunteer. ■



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ZONE 6 UPDATE

**John P Sommerwerck,
Zone 6 Representative**

January Was a Busy Month for 2022 Planning

January was a busy month planning for 2022, and as one would expect, Covid continues to impact our plans. My first PCA winter meeting was to be held in Jacksonville, Florida, until the Omicron variant made a virtual meeting the safer option. The first weekend in February was spent attending PCA University via Zoom. PCA 101 is a crash course on who PCA is and how it operates. On Saturday, we continued, via Zoom, to review the 2022 PCA Strategic Plan and the resources available to the regions.

I am happy to report that PCA continues as the largest single marque car club in the world. As of January 1, 2022: there were 94,347 primary members (households) and 144,560 total members. In 2021, each of the fourteen (14) PCA zones showed growth. Zone 6 was third in growth, with an 8.2% growth rate.

PCA provides a wealth of support through its committees, Region Focus webinars, and subsidies. Whether you are a Region officer, a tour/event organizer, or volunteer, information on how PCA can

support you can be found at www.pca.org, or in the Region President's Manual (RPM). Please use these valuable resources.

On March 19, the Zone 6 Region Presidents will meet in Boise to discuss the PCA Strategic Plan, Risk Management, Region Leadership 101, and include an open discussion on issues impacting our regions. With the hopeful easing of Covid travel restrictions, I hope that we can return to a more normal tour environment. To that end, I have invited Greg Halverson, PCA National Tour director and PNWR member, to discuss running tours. Greg reported at the winter meeting that the top two regions in tours were: Zone 6, Oregon and Canada West.

Nancy and I are now registered for Parade in June, and Spring Treffen at the Broadmoor in Colorado Springs. By the time you read this, we hope to be registered for Vancouver Island Region's Black Rock 2022. We continue to look for more opportunities to visit the Zone 6 regions.

Stay healthy and we will see you in the Zone.. ■

The Broadmoor, Colorado Springs.





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FROM MY PERSPECTIVE

Mike Stack

Where Have all the Porsches Gone?

I'm sure we've all heard that 1960's era song, "Where have all the flowers gone?" I'd sing a few bars but you really don't want me to do that. Once again, I am amending the song for this past January and February and I'm calling it, "Where have all the Porsche cars gone?"

Weekends so far this Winter of 2022 have been awesome. We have taken "Lil-P" out each weekend and at least one of the days has been sunny! All you need to do is drop the top—if you have a convertible—put your warm hat, coat, and sunglasses on, crank up the seat warmers and heater and you're off. It's guaranteed to put a smile on your winter face.

I say "where have all the Porsche cars gone" because we hardly saw any on our January drives. You good people in Porsche SUVs, I see you out every day of the week and twice on Sunday. Thanks for being out and representing the marque. Now, we still need to work on those "Porsche Waves," SUV people.

Naturally, we all prefer a sunny 75 degrees, no rain for two weeks before we take our cars out because we don't want to get our little darlings dirty, besides, who really likes to wash their cars anyway? We like the result of a newly-washed car but chances are we don't love that actual washing, down on our knees cleaning the wheels between the spokes in those tiny nooks to get all the dirt out. No, we like how it looks when we're finished, all shiny and pretty. Still, driving your car in winter is super fun. We are a little more cautious, seeing spots of shade we slow down, naturally. We're only driving the posted speed limit like all good club members.

A couple of the days we went out driving it was with "Max" and his parents, Denise and Scott. For those who don't know who Max is, he is the unofficial mascot of the Arrive and Drive group—a Newfoundland with a customized back seat in his parent's 996.

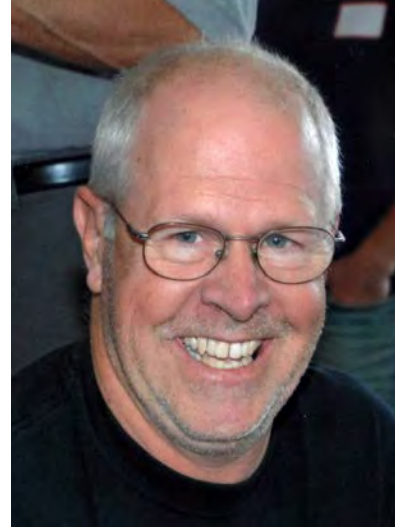
One Sunday we found ourselves at the awesome food cart at the Methven tasting room in Dundee and parking next to us was a beautiful yellow 356 "C" (I think). On January 23 near Charbonneau we saw a white 911 Cabriolet (although its top was up). Porsche cars were few and far between In January. February? Well, we've seen a few more cars out there and its fun seeing you. Coffee and Cars, or is it Cars and Coffee? In either case there were both coffee and cars! We did see a beautiful brand new Orange 911 one February Saturday. When I say brand new the owner told me they had it just one week—it was stunning!

Who knows what March holds for us weather-wise? I do know Autocross tech inspection is coming up and the first AX is on the calendar. Since it's the Pacific Northwest we could get more snow, or, heaven forbid, ice? Right now many of our cars are sitting there covered up, clean and polished. Are the lyrics from a Bruce Springsteen song running through their analog or digital minds ... "Baby, we were born to run!"

Yes, another song lyric. "Get your motor running—Get out on the highway, look for some adventure!" You were Born to Be Wild!" On the next sunny day, take your car out because it will make your day.

See you out there next weekend, unless it snows. ■

SPINNEN Randy Stolz



My Father's Pics, Part 2 of 3: Giant's Despair

After what might have seemed an eternity, a vision quest, or a celestial realignment, Max Stolz returned home to New York from the desert and the White Sands Missile Range. Working on engineering projects can be rewarding and satisfying and filled with a sense of accomplishment but it must be balanced with a bit of nonsense ... the term nonsense is used in its purist form here as my Dad, a perfectionist by profession, deemed any kind of fun for the average person to be illogical.

That must have been precisely why in June of '55 he bought an MG-TD. Those cars were far removed from any kind of logic by use or by design. We've all heard the stories of British car reliability and of Lucas electronics which are purported to operate not by electrons but by smoke. You see, it's imperative that you keep the smoke inside the wires. Achieving that, and a "Penny a Shot" of REDeX treatment kept that little four zipping through the corners with a verve incomprehensible to owners of domestic sedans. Indeed, the lack of a trunk, a real heater, and rain protection also seems incom-

prehensible, but I digress.

Before there was a Porsche, or me, or anyone I know; there was a hillclimb in Pennsylvania called Giants Despair. Located near Wilkes-Barre, PA, competition up the one-mile, six-turn course began there in 1906. It attracted many famous drivers in equally famous machinery. Louis Chevrolet, Ralph De Palma, Carroll Shelby, Roger Penske and Oscar Kovalski all snaked through the sinister "Devil's Elbow". The course has not changed much except for paving and repaving which allows the record to be broken from time to time. In 1906 the winning time was 2 minutes, 11.2 seconds. In 1910 Ralph De Palma ran 1:28.4 to win in a 200hp Fiat. The record set in 2014 now stands at 38.024 seconds, set by John Burke in his 1997 Reynard.

As the oldest motorsport event in Pennsylvania – and in fact the oldest racing event in the world, it draws enthusiasts' attention throughout the Northeast. My Dad was one of many lining the course to see what's what. But first, it's been a long drive to Wilkes-Barre. Let see if we can find some gas.



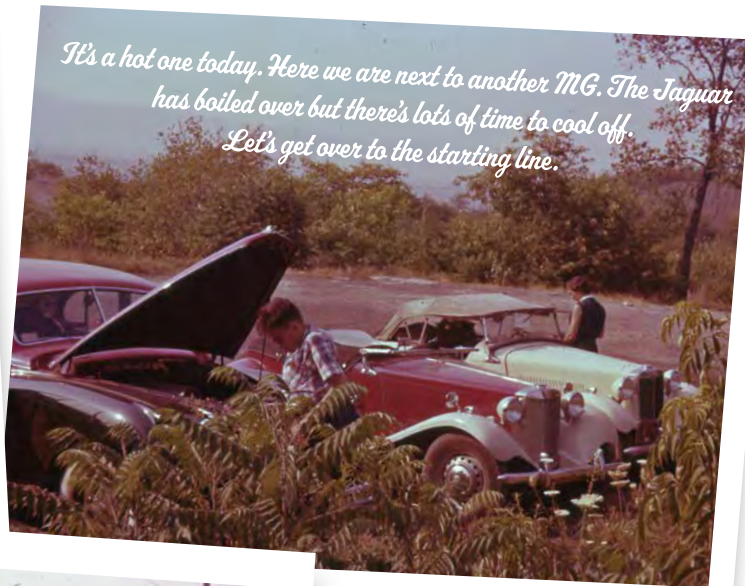
Folding windscreens were cool. Damn the mosquitoes, full steam ahead. Max never explained the white fenders.



Hmmm ... guess not. This place is a parking lot. Let's head over to registration and get some tickets.



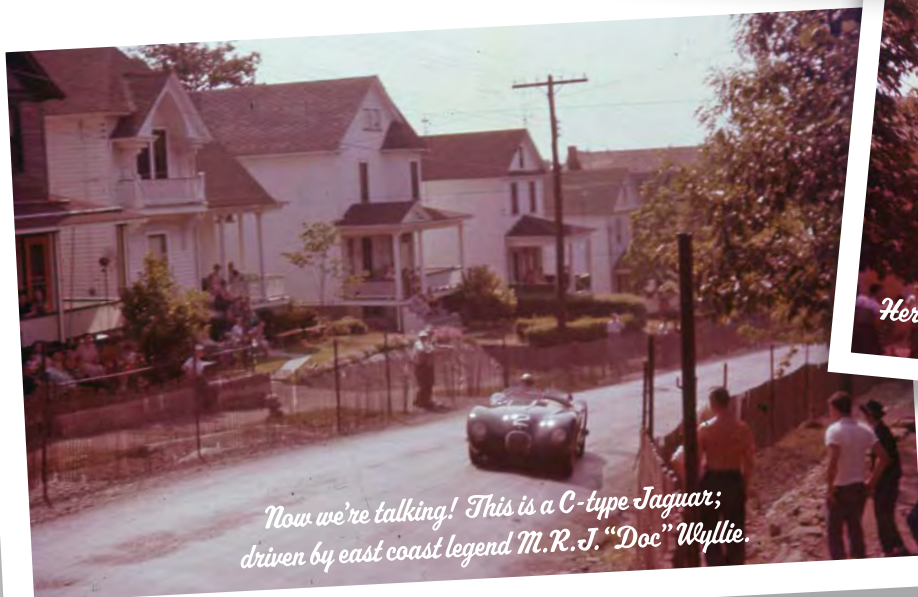
*Wow! Check out the Allard and Mercedes 300SL.
Gotta get goin' out to the hill and get a spot before the crowds.*



*It's a hot one today. Here we are next to another MG. The Jaguar
has boiled over but there's lots of time to cool off.
Let's get over to the starting line.*



*Listen to the V-8 in that Allard.
Gee, it's awfully crowded here.
Let's head on up the hill.
Maybe we can see some speed.*



*Now we're talking! This is a C-type Jaguar;
driven by east coast legend M.R.J. "Doc" Wyllie.*



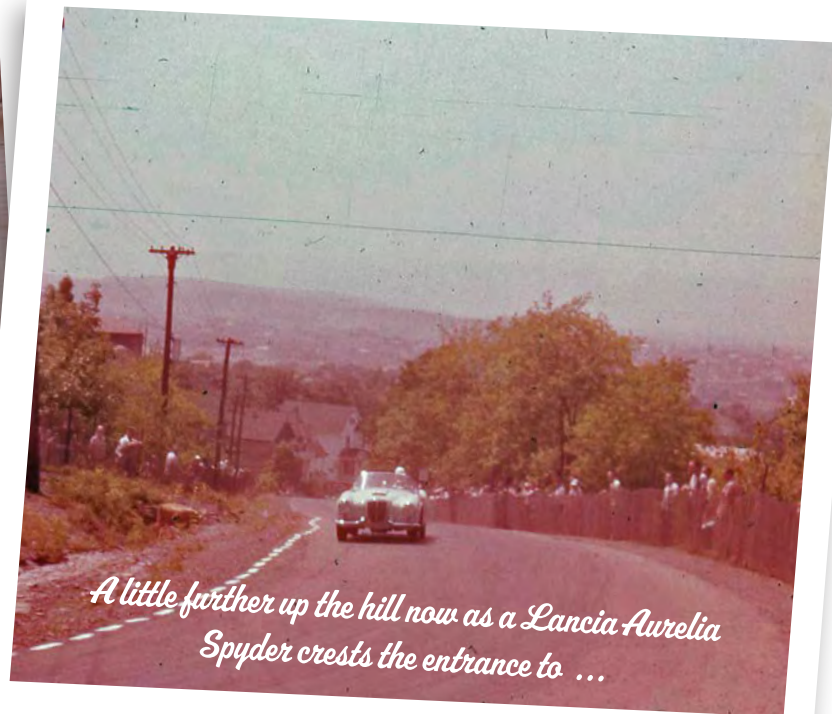
Here comes one now. Let's keep moving up to the first turn.

Continued on Page 20

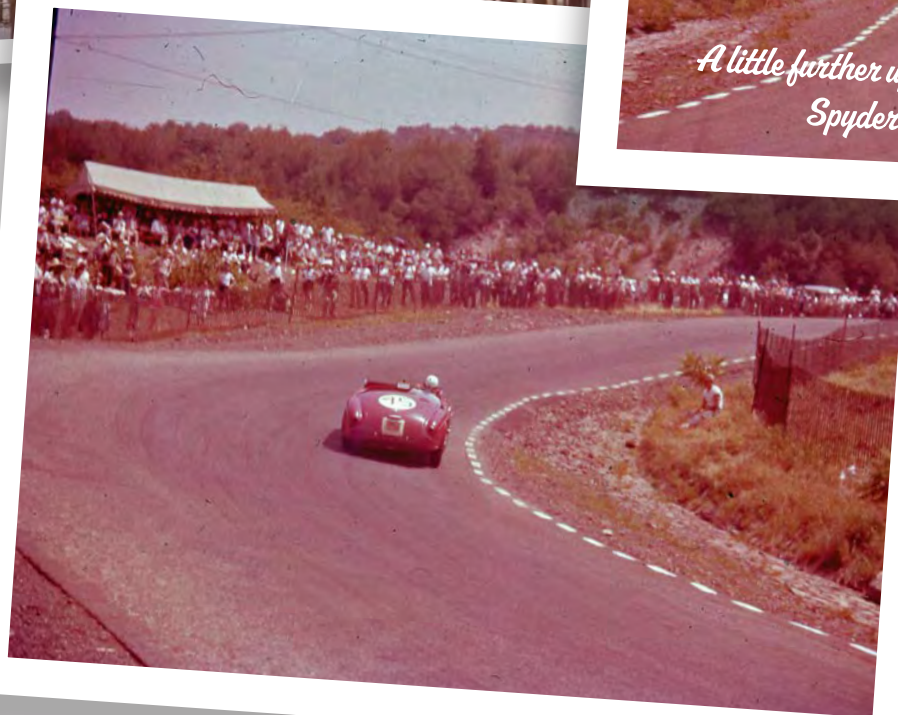
SPINNEN, CONTINUED



*The local boys look on in amazement while a few gals chatter ...
Timeless.*



*A little further up the hill now as a Lancia Aurelia
Spyder crests the entrance to ...*



*... the uphill and off-camber Devil's
Elbow. This Ferrari 212 E seems to
have a good line.*



*Further into the corner, you see the
off-camber exit this Morgan will
negotiate.*

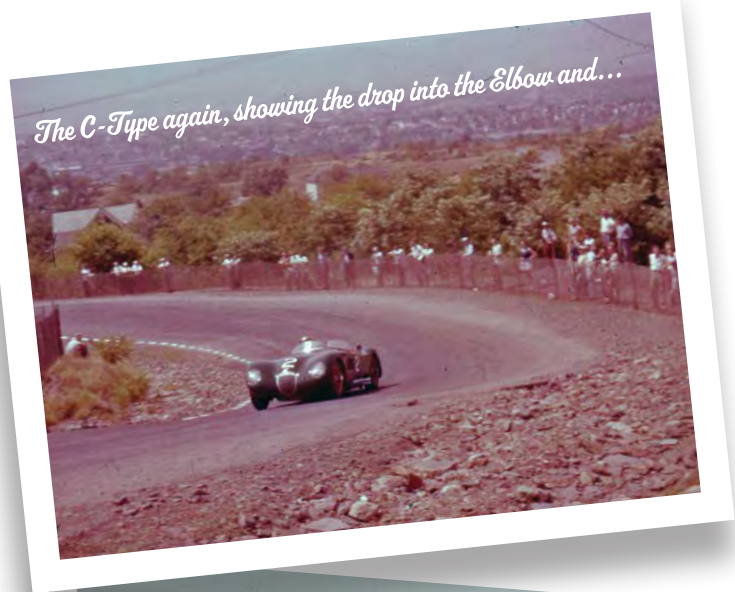
Curiously, not shown on the entry list was this 1914 Stutz Model 4E Bearcat. Perhaps for exhibition, I'm betting his father A.J. let 23 year old Oscar Kovaleski drive this time. Oscar would go on to win the event 6 times in later years. His best time of 44.127 secs in a McLaren Mk6B stood for 23 years.

The overall winner here in '55 was Duncan Black in a 4.5 liter Ferrari 375MM. His time was 1:02.4 secs

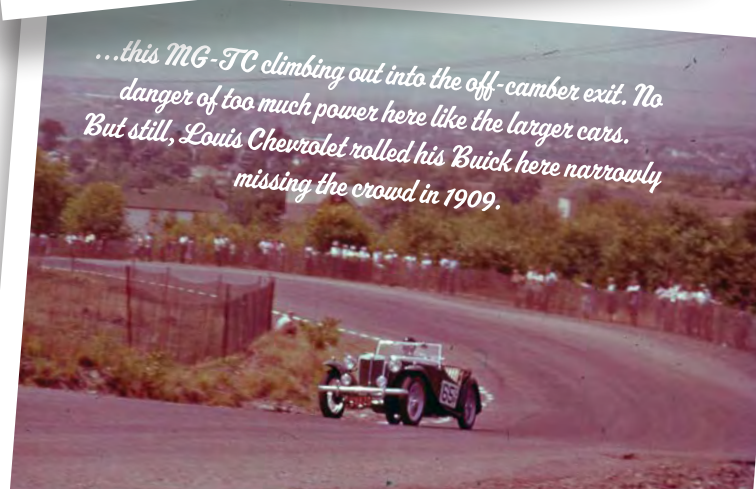
The next year, 1956, was the hillclimb's 50th Anniversary and it seems everyone wanted bragging rights to win that one. Mercedes sent one of its championship winning 300 SLRs. Not to be out done, Ferrari sent an F1 car for chicken farmer Carroll Shelby who finally broke the one minute mark and took the win. Later that weekend he would also win the road race at Brynfan Tyddyn which is Part 3 of this series. In 1959, Roger Penske in a Porsche RSK took the win at both events.

Dad had no pics of the rest of the hill or the finish line which seems appropriate to me as there is no finish line for Giant's Despair. It's scheduled to run again this year. —KEEP SPINNEN ■

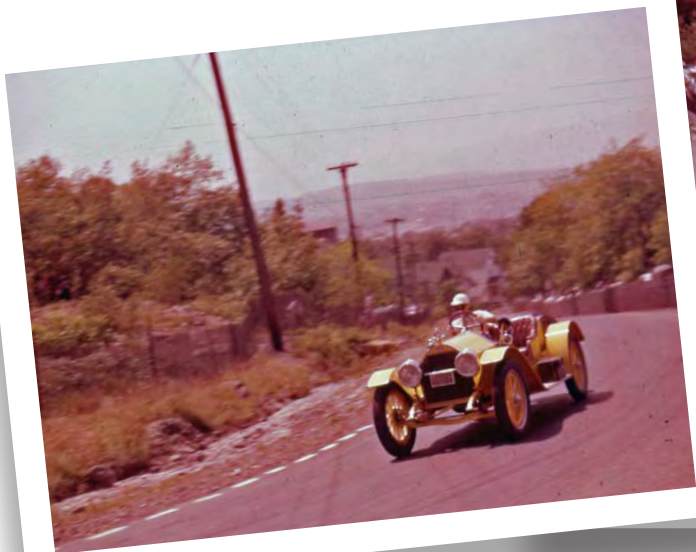
They had a 'Vintage' class too. Here's a 1929 Alfa Romeo. Amazingly, the driver is leaning more than the car. The other entry was a Hispano-Suiza.



The C-Type again, showing the drop into the Elbow and...



...this MG-TC climbing out into the off-camber exit. No danger of too much power here like the larger cars. But still, Louis Chevrolet rolled his Buick here narrowly missing the crowd in 1909.



What is Your Head Worth?

STORY BY PETER LINSKY | PHOTOS BY ERIC FREEDLE AND PETER LINSKY

Prepping your car for racing or an autocross means getting everything sorted out before getting into line for Tech Inspection. Depending on the type of event and whether the car is open or closed, the rules usually require an approved roll-over bar that is at least a couple of inches above the top of your head, a seat (on racing cars) that is firmly attached to the roll cage, up-to-date seat belts and/or racing harnesses, properly-torqued wheel bolts or nuts, tires that pass muster in terms of age and tread wear, a firm brake pedal, positive throttle return,...the list goes on. Your personal safety equipment must meet current standards, too. Open or closed, road racing requires a fire-resistant driving suit, and usually protective underwear, shoes, and gloves. Autocross apparel often means no shorts, t-shirts, or open-toed shoes. Then, inspectors will want to take a look at your helmet to check for a current Snell approval sticker

BRAIN BUCKETS HAVE COME A LONG WAY FROM THE RELATIVELY USELESS OLD CLOTH AND LEATHER FLYING HELMETS RACING DRIVERS WORE IN THE 1920S AND '30S. TODAY, THEY ARE VERY SOPHISTICATED DEVICES

dated within the past five years, which will read something like this – “Certified by Snell Memorial Foundation – SA 2020 – Serial Number SA 654321”. In a moment we'll explain what those letters mean. With the racing and autocross seasons about to resume, I felt it was appropriate to delve more deeply into the history of the Snell helmet standard and how it came to be.

Brain buckets have come a long way from the relatively useless old cloth and leather flying helmets racing drivers wore in the 1920s and '30s. Today, they are very sophisticated devices made of materials such as fiberglass and carbon-fiber with special non-compressible lining. Designs vary; some drivers still prefer an open-face design with a snap-on visor, but the majority of helmets on the market are of the full-face design because they offer greater protection, albeit while giving up a bit of peripheral vision. Modern helmets now accommodate HANS devices that support the driver's neck, and the most technologically-advanced are fitted with fresh-air and water feeds and electronics for radio communication. What they all have in common is compliance with what we know as the “Snell standard”, and the

Eric Freedle's autocross helmet incorporates modern technology.





similar DOT standard. Now we can ask, “What is the Snell standard, and who was it named for? Who was William “Pete” Snell? Why is his name associated with helmet standards?”

To find the answer, we must go back to August 19, 1956, when Pete Snell died at the SCCA- sanctioned Redwood Sports Car races at California's Arcata airport. His Triumph TR3 - which was not fitted with a roll-over bar - was struck from behind while entering a turn at 80 mph and rolled three times. Snell was crushed beneath and sustained fatal head injuries. His fiber-shell type helmet did not save him. Pete's friends, including fellow racer Dr. George Snively, the race physician and Director of Medicine at Sacramento Valley Hospital, saw Snell's death as avoidable. A foundation bearing Pete's name was created soon afterward to research racing helmet safety and then-current technology, looking for ways to improve both. His fellow SCCA drivers helped raise money to fund the research. A number of helmet manufacturers were eager to get aboard and began their own internal testing of helmet shells and their linings to see what worked and what didn't.

I found the first public reference to the Snell Foundation in a 1957 SCCA Cotati Airport race program that had been donated to the World of Speed Museum in Wilsonville. The story noted that Dr. Snively “had spent countless hours testing various crash helmets available to drivers and was next planning to engage the services of an independent testing lab” to validate his findings. The doctor then joined forces with the newly-created Snell Memorial Foundation and began to generate funds for independent testing of commercially available helmets. The test results were overwhelmingly conclusive: Of more than 16 helmet designs tested, only two performed well; the others were virtually worthless in standing up to a violent impact. In an article published in *MotoRacingNews* the same



year, the Doctor wrote that the tests on cadaver skulls proved that only helmets with non-resilient (non-compressible) lining worked. All the others allowed “bottoming”, that is, allowed the skull to crush the liner on impact and contact the helmet shell itself, transferring the impact load to the driver’s head. At this point, helmet makers decided to become more involved.

Ed Becker, who became the Chief Engineer and Executive Director of the Snell Memorial Foundation, wrote a piece about the Foundation’s test program in 2001, taking a closer look at motorcycle helmets and test procedures, more of which we’ll examine in a moment. In 2004, my long-time friend, Northern California SCCA historian Gary Horstkorta, wrote a detailed article about the history of

the Snell Foundation and the sticker. With Gary’s kind permission, I will quote from his article and another by Clinton Chichester.

Wrote Gary, “Sports car racing in the United States was a rapidly-growing sport in the 1950’s. Home-built specials and foreign sports cars filled most race grids and the word ‘safety’ was a decided afterthought. The following description of a race driver’s helmet is from an advertisement in a 1956 race program. It reads – ‘designed and manufactured by Cesare Perdisa, well-known Italian race car driver. Helmet shell is formed of tough, shock-resistant fibre, lined with sponge rubber. Adjustable head harness, neck protector and straps made of long-wearing but soft buffalo hide. Visor is made of distortion-free clear Perspex. Helmet

visor is constructed of flexible leather so in the event of severe pressure it will bend, thus protecting the neck from injury. Price including helmet and visor is \$31.00'. There were many helmet manufacturers of the type described above." Gary then asked "Does that sound like anything you'd trust to protect your head?"

Dr. Snively had been studying helmet design for many years, accumulating a vast research library. He had begun testing helmets at his own expense, but now he realized it was time to begin a formal research program. He enlisted another racer, UC Davis engineer Dr. Clinton Chichester, to partner with him. "Their goal was to establish a minimum standard for helmet performance

simulating an accident. A second X-ray was then taken for comparison purposes. "...and along with the electronic data, provided the results Dr. Snively was looking for. Using this process, he tested the group of helmets he had acquired and the results were both conclusive and surprising. Of all the helmets, only one passed these initial tests. It had been constructed with a hard outer shell and a non-resilient inner liner." He concluded that more tests with more sophisticated equipment would be required, but that would be costly.

The Snell Foundation donated some funds to help finance the effort. "To formalize his testing procedure and increase the number of

DR. SNIVELY CONCLUDED THAT HE NEEDED TO USE HUMAN CADAVERS. THESE WERE X-RAYED AND THEN ELECTRONIC SENSORS WERE IMPLANTED. THEN THE HELMETS WERE STRUCK WITH A BLUNT OBJECT

so that drivers could gain some idea of which designs offered a modicum of protection versus those that would not. They applied for a grant from the United States Public Health Service and with these funds, set up a laboratory at U.C. Davis."

Early testing involved striking the helmet, affixed to a head-like form, with a blunt object. However, that didn't reveal what then occurred within the helmet itself. Dr. Snively concluded that he needed to use human cadavers. These were X-rayed and then electronic sensors were implanted. Then the helmets were struck with a blunt object,

helmets tested, Dr. Snively utilized an independent testing facility. Interested parties were invited to witness the test and the press, military and representatives of manufacturers attended. The results of the test showed clearly that just two helmets, the Bell 500 TX and the Toptex Competition Model, offered far greater protection than any of the others tested. The Foundation's seal of approval was made available to the manufacturers for use on the two models. Dr. Snively released his test results to several motor racing magazines", including Sports Car Graphic, Sports Car Journal and

MotoRacing, which published them in July 1957. Then, as one might expect because money is involved, it all hit the fan. “Drivers and manufacturers lined up on both sides of the issue. Several manufacturers felt the tests were inconclusive or biased and many drivers felt it was their choice to wear whatever type and style helmet they desired. As Dr. Chichester told the Sacramento Bee newspaper, “You’d be surprised how difficult it is to persuade a driver to pay more than \$8 to \$15 for a helmet that is untested when at the same time, he might be driving an

on a shoestring budget, relying on donations and grants, plus the modest fees charged the manufacturers for testing their products. The lab declined to accept any other funds that might affect its independence and objectivity.

“Racing organizations were routinely sending the Foundation helmets for analysis that had been damaged in an accident. If a racer’s helmet was sent in, a replacement was sent free of charge by one of the approved manufacturers to the racer involved,” wrote Gary. “Once the Foundation had

THERE WERE TWO DIFFERENT TYPES OF IMPACT TESTING: THE “DROP TEST,” IN WHICH A WEIGHT IS DROPPED ONTO THE CROWN OF THE HELMET, AND THE “GUIDED SWING-ARM TEST,” WHICH ALLOWS IMPACTS TO BE APPLIED TO OTHER AREAS OF THE HELMET SHELL.

expensive sports car. They ought to invest a reasonable amount of money in their heads.”

SCCA’s San Francisco Region then took a bold step, mandating that after August 30, 1957 all entrants to its sanctioned races had to wear one of the two approved helmets. Soon afterward the SCCA’s National Contest Board followed suit, and inquiries began to pour in from all over the world. More tests followed in 1958, and a set of standards was established. Many manufacturers began asking Snively to test their products, but also to offer suggestions as to what might be improved. As their lab was a non-profit organization, the two scientists worked

established a set of testing standards for helmets, they were continually refined as manufacturers brought new and better helmets to the market. The process started with the manufacturers sending helmets to the lab for testing. Based on the accumulated data, Dr. Snively would write a set of standards too tough for any helmet to pass. He would then ease the standard down a few notches making it more feasible for new helmets to pass, and at the same time, he was challenging helmet manufacturers to continually design better helmets. The revision of these standards took place about every five years, a cycle that is still in effect today.”

The first Snell standard in 1959 aimed to eliminate all but the top ten percent of the then-available racing helmets. "However," wrote Gary, "there would be little interest in helmets that were not Snell certified. The result was a sudden jump in protective performance and a corresponding jump in Snell requirements setting off another round of developments. This process set off a series of revisions and increases in Snell requirements and a general stampede toward better helmets throughout the 1960's and 70's."

Working with Dr. Edward Becker, later to become the volunteer President of the Snell Memorial Foundation, Dr. Snively's efforts led to advances in both helmet testing and the equipment used in those tests. There were two different types of impact testing: The "Drop test", in which a weight is dropped onto the crown of the helmet, and the "guided swing-arm test", which allows impacts to be applied to other areas of the helmet shell. In 2001, Dr. Becker wrote at length about helmet impact. "English helmet test methods in the 1950's and 60's were limited to impacts in the crown area of the headgear," he wrote; "however, most crashes produce head impacts well away from the crown. Real world thumps fall at the brow, at the right and left sides and, less often, at the rear of the helmet. The English were surely aware of the problem but once a mandatory requirement is in place, it is difficult to effect any changes, particularly,

improvements. However, this may explain why Pete Snell's helmet, with its suspension system, was able to withstand the crown impacts necessary for then-current qualification and still prove so inadequate against the lateral blow that killed him."

Continued Dr. Becker, "Snell certification programs are administered under contracts with each of the certified manufacturers. The contract entitles certified manufactur-



ers to the use of the Snell name and logo in the marketing of their certified headgear but empowers the Foundation to acquire and test follow-on helmet samples and to take specific actions in the event of follow-on test failures.” Another engineer, Gib Brown, a civilian employee and Chief of the Electronics Lab at nearby McLellan Air Force Base near Sacramento, but now closed. Brown was looking for suitable helmets for his young daughters, who had begun racing quarter-midgets. Their collaboration would lead to the adoption of some new test equipment. Brown would eventually join the the Snell Memorial Foundation, first as a part-time volunteer in charge of updating and maintaining the test equipment, then gradually over the years, as a salaried, full-time Director of Test Development/Lab Manager. “The helmet testing procedure has been continually improved over the years and the test instrumentation has become progressively more sophisticated allowing standards to be elevated to even higher levels,” wrote Horstkorta.

Horstkorta explains the testing process: “When a manufacturer wants a product tested, they send in five samples of a specific model. One helmet is archived for future reference, one is put in a cold temperature chamber, another in a high temperature chamber, one in a water shower chamber and one is kept at room temperature. All are

then put through a series of nine tests designed to punish the helmets to destruction. As Gib Brown says, “our testers do the worst they can do to a helmet so the test is the best they can do.”

When all four samples pass all the tests, that specific model, series, liner and size (shell size, not head size) is approved. The manufacturer then signs a license agreement and receives a specific number (equal to the number of helmets to be produced) of Snell Certified stickers to put inside each helmet. The stickers are the key as they provide the manufacturer with the proof of certification they are seeking and each sticker accounts for a few cents of revenue for the Foundation. In conjunction with the charge for the testing, these two services rep-





resent the bulk of the Foundation's income.

"The Foundation performs on-site factory inspections to verify a helmet maker's manufacturing process," wrote Horstkorta. "It also can randomly test any previously certified helmet at any time. It acquires three samples of a specific helmet, usually from a retail outlet. If any one of the nine tests causes a failure during a random sample test, the manufacturer will be notified and requested to correct the situation. Three more helmets are acquired and if the helmet fails the second retest, the Foundation can order the manufacturer to "stop production" on the particular model and all certification stickers are to be returned. If there is a persistent problem, the manufacturer can be de-certified and a "black ad" posted on the

Foundations web site to notify anyone who visits. Interestingly enough, in almost fifty years the Foundation has been in existence, they have only required two manufacturers to 'stop production'."

Today, the Foundation offices and test lab reside in an industrial park in a suburb of Sacramento. There are currently nine employees under the leadership of Ed Becker, and their main business is still testing helmets - testing for certification, prototype testing and random sample tests. They test helmets for auto racing, motorcycle riding and racing; snowmobiling; skiing, bicycling; skateboarding as well as equestrian use. They do not test sporting helmets (football, baseball, hockey, etc.) nor "bump helmets" (construction hard hats) and although they did test restraint systems (seat belts) in the 1950's, they have not done so since then.

Today, you can spend as little as a few hundred dollars for a basic helmet that is DOT and Snell-certified, or many thousands for top-of-the-line carbon-fiber models. Racers should realize that whatever materials are used, if the helmet takes a major impact it should be replaced.

Concludes Horstkorta, "The next time you pull on your helmet on pre-grid, think about and be thankful for the great job the folks at the Snell Memorial Foundation are doing and of George Snively and Clinton Chichester - doctors, pioneers, researchers and racers." ■



Tech Session at AR Motorsports: Brakes and Suspension

BY BRIAN CLEMONS | PHOTOS BY RICK PITTMAN

Tour in the garage.

To enjoy more photos of this event, go to: <https://orpcapix.smugmug.com/2022-ORPCA-Events/Tech-Session-at-AR-Motorsports-February-19>

(NOTE: Download photos with the down-arrow icon.)

We would like to thank AR Motorsports in Tigard for hosting a great Tech Session.

AR Motorsports has been a long-time supporter of motorsports in the Portland area, and we appreciate their time in helping us to know how to maintain and possibly improve the performance of our Porsches. Eddie Nakato is the founder and owner of ARM; however, he was not on hand as he is supporting his latest business venture with Cobalt Racing Brakes in Michigan. Martin Sarukhanyan is the Motorsports Director and did a great job leading the presentation.

Martin's passion for cars started when he was five years old, and he has been heavily involved with racing since his teenage years. Martin has competed in many types of racing from Time Attacks to racing an RWB Porsche in Japan, so he had plenty of behind the wheel experience to share.

The session was broken down into

two primary areas, which were brakes and suspension improvements. AR Motorsports has a lot of experience with all aspects of the car but have a particular passion for stopping and turning.

In the braking portion of the session Martin started with basic upgrades all the way up to performance brake kits that replace calipers and rotors. Porsches are blessed with great brakes from the factory, so there is a good baseline to start with. If you are after a basic upgrade for the street, autocross and maybe some mild track duty, simply upgrading the pads can be effective. AR Motorsports has had great experience with StopTech Sport Pads for this application. They are a mild upgrade from the factory pad and are more durable, have plenty of bite at lower temperatures, and are low dust that is not corrosive.

If you are looking for a more durable pad that can be used on the track

with your factory brakes, consider Cobalt. Cobalt pads are offered in five different compounds for fine tuning to your needs. The pads can be swapped for a track day without the need for bedding and swapped back to your street pads after you are finished. Cobalt Brake Pads are not recommended for long term street use as they are noisy, create dust and the brakes must be warmed up to work properly. They will work fine in your journey from home to the track, so there is no need to swap on site.

Lastly, AR Motorsports offers complete brake upgrades with replacement calipers and rotors. This is generally only for serious track duty. Some of the benefits are lighter weight and more flexible wheel options. Depending on the kit, 18" wheels will fit, which can save quite a bit on your tire budget.

Another basic maintenance item that is often overlooked is changing the



brake fluid. At a minimum this should be done every other year, and likely more frequently if you are using your car on the track.

The suspension portion of the presentation also went from mild to wild. On the mild side a proper alignment can offer a benefit. If you are looking for basic upgrades there are kits that allow more front camber with aftermarket upper strut mounts, and rear toe links that offer more flexibility in rear alignment settings. I believe Martin referenced that they

We are ready to go!



TECH SESSION AT AR AUTOSPORTS, CONTINUED

had customer that went from using a set of brakes pads every 2 events, to using a set every 6 events with just this simple modification.

For those that want to take it to the next level AR Motorsports is an MCS (Motion Control Suspension) dealer. MCS shocks (struts) can be built to your specific needs. Spring rates are custom selected, and the shocks can be built from single adjustable damper all the way up to four-way. AR has quite a few display models of MCS if you want to drop by their shop and check them out

The last upgrade Martin suggested may sound like the most basic of all, but

it is the most important and that is tires. They are what contact pavement after all, and the best brakes, suspension, and power to make it all happen would be completely meaningless without being able to put it to the ground. Tires could warrant a tech session all by themselves, but absent that, Martin briefly discussed various options that could be used for the street and track. The “200 Treadwear” market has a lot of fantastic options. Martin's three favorites are as follows:

Falken Azenis RT660 – This is the best all round option for price and performance. The familiar Bridgestone

Clockwise from below: MCS coilover; Martin, our speaker; Brake upgrades.





RE71R is no longer available, and this is a very comparable tire. The tread pattern of the Falken even looks the Bridgestone.

Yokohama ADVAN A052 – This is the best performing tire but is expensive and wears out extremely fast. If you want the best autocross option, this is the way to go but expect a short life if used on the track.

Hankook Ventus R-S4 – This is the best track tire option by far. They wear like

iron (potentially multiple track day seasons), but they need a bit of heat before they grip well, so not a great autocross tire.

The session ended with a shop tour with some interesting cars, everything from a Miata with a turbo kit, to a McLaren race car, numerous BMW race cars, and a 1972 Camaro Restomod. ■

Clockwise from top left: Martin talking about springs, shocks and tires; Gulf liveried McLaren; Martin explaining rotors and calipers; Enjoying donuts and coffee prior to the tech session.

Surprise at the February Dinner Gathering

BY CAROLE HEDSTROM | PHOTOS BY TOSH KANNO AND CAROLE HEDSTROM

To enjoy more photos
go to: [https://orpca-pix.
smugmug.com/2022-
ORPCA-Events/Monthly-
Dinner-February-16/](https://orpca-pix.smugmug.com/2022-ORPCA-Events/Monthly-Dinner-February-16/)

(NOTE: Download photos
with the down-arrow.)
icon.)

I arrived at what I thought was the ORPCA monthly social dinner, but soon discovered the surprise awaiting all of us; it was Roy Johnson's Birthday Dinner! Turns out Roy is the best party crasher this club knows. He called ahead and informed the hosts that it was his birthday and he'd be bringing a cake. In my opinion, that's the right way to crash a party. Happy 75th Roy, and may the coming year be the best one yet!

The restaurant, Fillmore Trattoria, was very accommodating of our big-group antics like asking for single checks, party-crashing, laughing loudly and, dominating the space. It's a pleasant, homey restaurant with delicious home-cooked Italian meals. The service was great, it was a treat to be out with friends and not to have to bring your own picnic or sit six feet apart.

Even though the gathering sold out quickly, there were some new faces

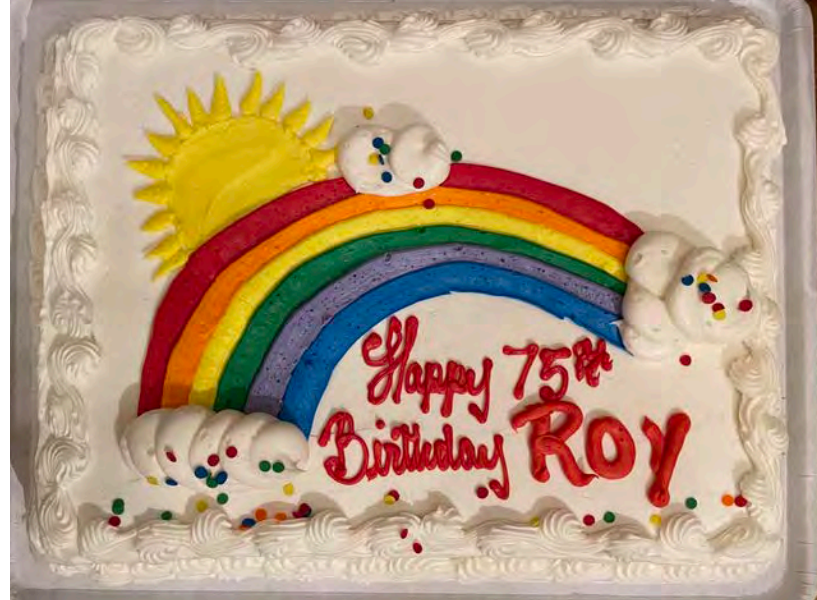
and some long-timers we simply had not seen in ages. Welcome to the club, Donna Carnegie and Rick McDonald and John and Hanna Donahue. Long-time members John and Patty Joyce joined us, and it was great to see Todd and Janice Hess out celebrating their retirements too.

I asked a few people what the deciding factor had been to venture out to a dinner social and several answered that someone from the Club had either called or emailed them with a personal invitation saying it would be great to see them. This is yet another example proving, "it's not the cars, it's the people."

The year is young and there are many socials and events on the calendar. You can find events on the website and highlighted in the weekly email blast. It really is the people, (but the cars are nice too.) ■

Bill and Anne Rasnake with
Wendy Kanno.





Clockwise from top left: Roy Johnson celebrating his birthday; Cake that Roy brought and shared with everyone; Pam and Bruce Jones with Sylvia Nesson; Michael and Deb Ashe; John and Hannah Donohue; Peg Ryan and Eric Lewis.

Member Porsche Stories: Jeff Gasparitsch

My dad, Victor Gasparitsch, worked with Ferry Porsche and Erwin Komenda back in 1948. At this time Chief Engineer Komenda provided my father drawings of the 356-2. As an apprentice in post WW-II Europe, money was scarce, so for a toy, he allowed my father to make a 1/10th scale wooden pattern from them, which he then cast in aluminium at the foundry in Villach, Austria for his first born. As a child, I too eventually played with this toy on a trip to Austria in the early 70's but did not make a connection as to what the toy was until the mid-1980s. My father went back to Austria and finally found the toy being used as a door-jam in the garage of a family home. The toy made its way back to Canada with him, and then eventually to me.

My wife and I currently have a 2013 Martini-stripped Meteor Grey Cayenne Diesel, and a new-to-us 2016 Sapphire Blue Cayman GTS which was my wife's recent Valentine's Day gift.

There is so much more to this story but you will have to wait until our editor, Peter Linsky finishes his article on this story and publishes it in the Panorama! ■



Above Left: Jeff's dad with the toy Porsche, standing next to one of the 50 356/2 alloy-bodied coupes built from his contributions at Gmund. Above Right: Jeff's lifted Cayenne ready for mountain play.



Above Left: Liette's Valentine's Day present. Above Right: Jeff Gasparitsch.



Do you have some great Porsche stories? Share them with your fellow members!

Just email them to Peg Ryan,
Communications@oregonpca.org
and we may include them in a future Anzeiger.



Delivering Porsche technical content directly to your screens

PCA's Tech Tactics Live is an online extension of our biannual in-person Tech Tactics events. Hosted on YouTube, we cover various topics, including Porsche's newest models, DIY projects, and engaging technical discussions. Viewers have the opportunity to interact with the host and guests. Episodes are geared for experts and casual enthusiasts alike.

SEE VIDEOS: www.youtube.com/porscheclubofamerica
SUBSCRIBE TO PCA'S YOUTUBE CHANNEL TODAY!



PORSCHE CLUB OF AMERICA

Love the Club? Volunteer!

WEBSITE

These Volunteer Opportunities are part of the Website Committee and under the Vice President/Webmaster.

Please contact Heinz Holzapfel at webmaster@oregonpca.org if you can help us.

REVISED 2/1/22

Web Maintenance

This person is responsible for the weekly / monthly / yearly maintenance of the front-end of the OR-PCA website. It is estimated that this role would take about 3 hours per week (maybe less as you get used to the tools). Training will be provided. Basic computer skills are sufficient.

Tasks include:

- Weekly: Past-Events images and link uploads
- Monthly: Anzeiger and Panorama uploads, Maintenance of online Anzeiger archive
- Yearly: Creation of featured images for events

EVENTS

These Volunteer Opportunities are part of the Events Committee and under the Secretary.

Please contact Carole Hedstrom at secretary@oregonpca.org if you can help us.

REVISED 2/1/22

Event Web Administrator

This person is responsible for working with the ORPCA Board, Program Chairs and club members to maintain the list of events on the web. Training will be provided.

Tasks include:

- Get events uploaded on to the web with pictures, if needed, with RSVPs or Tickets

In order to be successful in this role a person would need to:

- Be technically competent in web activity to learn how to add events
- Understand all Oregon PCA and PCA activities that are happening and add these to the web
- Attend many of the local activities
- Enjoy writing, editing and have good grammar and writing skills

COMMUNICATIONS

These Volunteer Opportunities are part of the Communications Committee and are under President.

Please contact Peg Ryan at president@oregonpca.org if you can help us.

REVISED 2/1/22

Weekly Member Newsletter

This person is responsible for the weekly member email communications and other special announcements to the members. The weekly email to members happens 49 weeks of the year. There are about five special announcements each year. It is estimated that this role would take about three to four hours per week (maybe less as you get used to the tools). Training will be provided.

Tasks include:

- Gather information on all upcoming events. Confirm that these are happening.
- Check for PCA activities/events that would be of interest to members
- Look for other interesting Porsche events or information that could be shared with the members (even outside of our region)
- Look for other non-Porsche events to be shared with members
- Update the ad once a month based on guidance from the marketing and sales manager
- Write up the email blast and test it before sending out
- Mail out the Weekly email at 9 a.m. on Wednesday
- Update the home page of the web with the same information that is in the weekly email
- Attend monthly board meeting to help understand the events that are happening

In order to be successful in this role a person would need to:

- Understand all Oregon PCA and PCA activities that are happening
- Attend many of the local activities
- Enjoy writing, editing and have good grammar and writing skills

Anzeiger Newsletter Editor

This person is responsible for producing the *Anzeiger* newsletter content 11 months of the year. It is estimated that this role would take about 20 hours per month. Training will be provided.

Tasks include:

- Work with club members to generate articles and high-resolution pictures from events that happen each month
- Get new creative topics to add
- Pull pictures from SmugMug or Dropbox to add to articles
- Add pictures and captions to all pictures to be included in the articles
- Get all articles edited and ready for publication by the 25th of the month
- Send all articles and other information to *Anzeiger* designer

ANZEIGER NEWSLETTER EDITOR, CONTINUED

- Review versions of the Anzeiger prior to publishing (TOC, missing info, incorrect links)
- Publish the Anzeiger on MailChimp by the fifth of the month
- Work with the Webmaster for publishing the Anzeiger cover and links onto the website

In order to be successful in this role a person would need to:

- Understand all Oregon PCA and PCA activities that are happening
- Attend many of the local activities
- Enjoy writing, editing and have good grammar and writing skills



***Have you taken some fun photos on your recent drives?
Share them with your fellow members!***

*Just email them to Peg Ryan, president@oregonpca.org
and we may include them in a future Member Gallery.*

Porsche Club of America

ZONE 6 REGIONS



British Columbia Interior
President: TBD
<http://bci.pca.org/>



Canada West
President: Jeff Rebiffe
president@pca-cwr.org
<https://www.pca-cwr.org>



Cascade
President: Arne Berglund
president@cascade-pca.org
<http://cascade-pca.org>



High Desert
President: Joe Mansfield
president@highdesertpca.org
<https://highdesertpca.org>



Inland Northwest
President: Dennis Garrood
presidentinwrpca@gmail.com
<https://inwr.pca.org>



Olympic Peninsula
President: Bill Elwell
president@opr-pca.org
<https://opr-pca.org>



Vancouver Island
President: Garth Webber Atkins
president@virpca.org
<https://www.virpca.org>



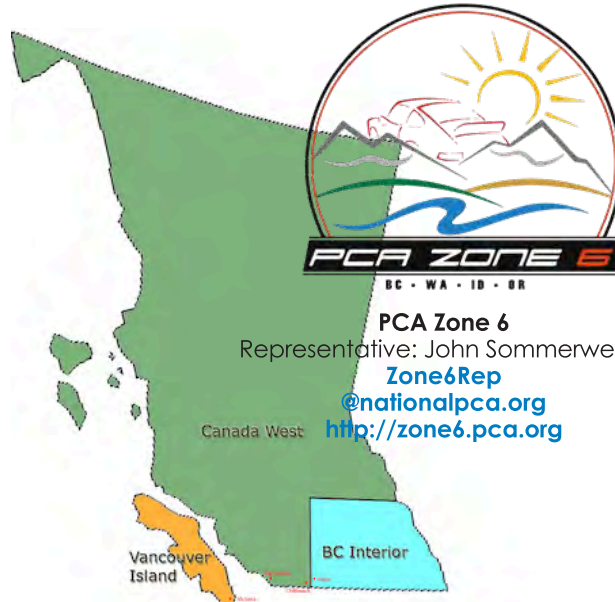
Silver Sage
President: Andrew King
president@silversageporsche.com
<https://silversageporsche.com>



Pacific Northwest
President: Doug Andreassen
president@pnwr.org
<https://pnwr.org/>



Oregon
President: Peg Ryan
president@oregonpca.org
<https://www.oregonpca.org>



PCA Zone 6
Representative: John Sommerwerck
Zone6Rep@nationalpca.org
<http://zone6.pca.org>



Gear Up for the 2022 ORPCA Autocross Season!

Autocross Season! Autocross (also called "Solo") is a driving event where a driver negotiates a closed course of cones one car at a time to achieve the fastest possible time. It is a form of motorsports that emphasizes competition and learning car control at safe speeds. Autocross is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! We strive to cultivate an air of camaraderie and fun among our participants. No previous experience is necessary and novices are welcome. All you need is a driver's license, an automotive helmet (2015 or newer SA or M Snell rated) and a car that can pass a basic mechanical safety inspection. There are loaner helmets available and instructors should be available. Cars are run in classes against cars with similar performance. Bring any older or newer Porsche, including 911s, Boxsters, Caymans, Macans, Panameras, Cayennes or Taycans. For more information, please visit our website: <https://www.oregonpca.org/home/autocross/>

Car classifications remain similar to 2021 with the new S04L and P04L classes for the latest-generation, high-horsepower Porsches (All 718 Cayman/Boxster models (2017-current) and 992 911 base models (2019-current). Please check to make sure you're registering your car in the correct class. We will not allow participants to change classes mid-season. If a car from a different class is driven, no points will be awarded for that event. Similar to past years, we will be limiting the number of cars for each event. This allows for a better participant experience and ensures we're able to efficiently

manage the run groups. Please register early if you are interested in participating. Walk-ins will not be accepted and people on the wait-list will be added in order (priority to members) if there are cancellations. Work assignments are mandatory and will be enforced. It takes volunteers to keep this thing going. If you drive, you work ... no exceptions. We realize some folks have special circumstances that may prevent them from working in specific roles. We'll do our best to accommodate you, but we ask that you consider whether the physical aspects of autocrossing are appropriate given your individual health. We look forward to seeing you on Sunday, March 12 for the Tech Inspection and March 20 for Autocross #1. Check out the links on the following page for all the Autocross events in 2022. As always, please let us know if you have any questions.

Your ORPCA Autocross Team.

SEE COMPLETE LIST OF AUTOCROSS EVENTS ON NEXT PAGE



Autocross Events 2021

*All events are on Sundays at PIR
South Paddock and begin at 7:30 a.m.*

Annual Tech Inspection | March 12

<https://www.oregonpca.org/event/annual-autocross-tech-inspection-2/>

Autocross #1 | March 20

<https://www.oregonpca.org/event/autocross-1-3/>

Autocross #2 | April 10

<https://www.oregonpca.org/event/autocross-2-3/>

Autocross #3 | May 15

<https://www.oregonpca.org/event/autocross-3-3/>

Autocross #4 | June 26

<https://www.oregonpca.org/event/autocross-4-3/>

Autocross #5 | July 31

<https://www.oregonpca.org/event/autocross-5-3/>

Autocross #6 | August 14

<https://www.oregonpca.org/event/autocross-6-3/>

Autocross #7 | September 25

<https://www.oregonpca.org/event/autocross-7-3/>

Autocross #8 | October 2

<https://www.oregonpca.org/event/autocross-8-3/>

AUTOCROSS #1

Sunday, March 20 | 7:30 a.m. to 2 p.m.

Portland International Raceway

1940 N Victory Blvd. | Portland, OR 97217

Join us for Autocross #1, on Sunday, March 20, 2022 in the South Paddock of Portland International Raceway. Here is the link to Motorsportreg with all the information on this event: <https://www.motorsportreg.com/events/orpca-ax-1-03-20-2022-portland-intl-raceway-pca-oregon-760051>

For other information on Oregon PCA Autocross please go to: <https://www.oregonpca.org/home/autocross/>

General Autocross Questions: Eric Freedle: axchair@oregonpca.org

Registration Questions: Anson Lytle: axregistration@oregonpca.org ■

MARCH BOARD OF DIRECTORS MEETING—VIRTUAL

Wednesday, March 9 | Meeting 6:30 to 8:30 p.m.

The March Board Meeting will be held on Wednesday, March 9 from 6:30 p.m to 8:30 p.m. This will be a virtual meeting. If you are interested in attending, please send an email to Heinz at vicepresident@oregonpca.org with your name and email address. ■

Note: April Board Meeting is Wednesday, April 13

MARCH DINNER GATHERING

Wednesday, March 16 | 6:00 to 8:00 p.m.

Cafe Murrayhill

145 Southwest Murray Scholls Drive | Beaverton, OR 97007

Tosh and Wendy Kanno will be our hosts on Wednesday, March 16, from 6 to 8 pm, for dinner at Cafe Murrayhill. Café Murrayhill is locally owned and offers fresh ingredients coming from the bounteous quality of nearby farms and vineyards. No corporate production kitchen here! Come join us for an evening out by Murrayhill Lake to enjoy tastes of the NW and good car talk with other ORPCA members and friends.

We have room for 30 people. You will need to pre-order your food from the special banquet menu so please have your dinner selections ready when registering for this event. You will be able to pay for your meal and drinks individually with a credit card. They are a cashless restaurant. Registration will close on Sunday, March 13 at 5:00 p.m.

Special Notes: Cafe Murrayhill will be following Covid-19 guidelines set by the state of Oregon and the CDC. This is an outdoor dining event in a covered tent with space heaters throughout the area. Dress accordingly.

The next Dinner Gathering is Wednesday, April 20. ■

NEW DATE: GARAGE VISIT

Saturday, March 19 | 10:00 a.m. to 12:00 p.m.

Jerry Logan's Garage | Boring, Oregon

Please note the new date. Attendees already signed up are being notified.

We are hosting a Garage Tour of Jerry Logan's new garage in Boring for March 12. We can accommodate 50 people and the entry fee is \$10 per person payable at the door with cash. The address will be sent to registered guests on Tuesday, March 8.

Jerry is a collector of a wide variety of cars, from Hotrods to Ferrari's. His collection numbers over 50 special interest cars and his most recent build was featured on Bitchin Rides, the Copper Caddy. Here is a glimpse of that car: <https://fuelcurve.com/copper-caddy/>.

Registration is open here: <https://www.oregonpca.org/event/garage-visit-tech-session-2/> ■

AUTOCROSS ANNUAL TECH INSPECTION

Saturday, March 12 | 9:00 a.m. to 12 Noon

Matrix Integrated

4000 SW Macadam Ave. | Portland, Oregon

This year our Autocross Tech Inspection is Saturday, March 12 from 9:00 am – 12 noon. The team at the downtown Matrix Integrated, located at 4000 SW Macadam Ave in Portland, have provided the Autocross group the use of their shop. This is a no fee event and only intended for our Autocross participants. Registration is required on Motorsportsreg.com: <https://www.motorsportreg.com/events/2022-orpca-annual-autocross-tech-inspection-matrix-integrated-pca-oregon-255245>



Please go to our Tech Inspections information here to be sure you know what we will be looking at.: <https://www.oregonpca.org/home/autocross/rules-regulations-2/>.

Make sure you know what class your car is in for the registration: <https://www.oregonpca.org/home/autocross/car-classification/>.

Also, please check your helmet and make sure it is at least a 2015 Snell rated helmet. If it is not, please purchase a new 2020 Snell rated helmet for this season. ■

THREE FERRIES SUV DRIVE: SAVE THE DATE

Saturday, March 26 | Time TBA

Please save the date for the March SUV drive. We will travel across the Willamette River 3 times using the Canby Ferry, the Wheatland Ferry and the Buena Vista Ferry. Please keep an eye on your Wednesday Email blasts that will have a link to the web site which will have complete information and registration ■

Note: The Next SUV Drive is Saturday, April 30



50
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ANZEIGER MARKETPLACE

PARTS FOR SALE

958 Cayenne summer tire and wheel set. 21"

911 Turbo Design. Approximately 12k on the set. Wheel set is like new. Asking \$4500. This set new today is \$8538.45. My Cayenne sold with the winter set. Summer set has to go. Contact Rod for more information. 509.531.9275. (2/22)



Original Porsche Factory left and right Mufflers and Dual Exhaust (chrome) tips from 2006 911 Carrera 997.2. Exhaust system replaced at 25,000 miles; shows little use, no rust or damages. \$900.00 or best offer! Please contact Gary Nila at Neskowin coast (562) 400-9722 kikusu45@aol.com. Will delivery to Oregon or Washington locations. (2/22)



Michelin Alpin Sport winter tires. Calling all Panamera Owners: winter will be here soon! Having recently sold my Panamera we have a set of "Almost New" top of the line Michelin Alpin Sport winter tires. Perfect for those with 20" wheels: Two: 255-40 R20 front tires and Two: 295-35 R20 rear tires with less than 1,000 miles of use on them over this last winter. Original cost was over \$1,700 (including Warranty and Certs from Discount Tires). I am offering them for only \$450! Please call Bob at (425) 681-4549. (12/21)



The Anzeiger Marketplace has a track record of sales and is a free service provided to members. We are now including your listings in the Classified section of the Club website as well.

To submit, update or renew an ad, email classifieds@or-egonpca.org. Ads will run for at least three issues and may be renewed upon request, space permitting. **If your item sells prior to renewal, please notify us at classifieds@or-egonpca.org.**

Up to three photos may be submitted, and will be featured if space permits.

Items offered for sale must be the personal property of the member; services are not eligible for advertising in Marketplace.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue and are subject to space availability. Make checks payable to Oregon Region PCA and mail to PO Box 281, Lake Oswego, OR 97034. ■