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YEARS

Anzeiger

April 2010





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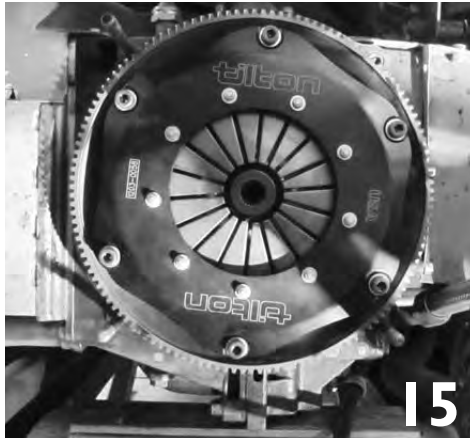
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Anzeiger

Volume 50 No. 3
April 2010



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ON THE COVER

"Caption here
Photo by Bob Schatz

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. Photographers selected for the cover will receive a specially-framed copy of the cover. For more information, refer to page 6.

Anzeiger

(an' zī ger), noun, German

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

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EDITOR'S NOTE

Brett Laurila

One of the disadvantages of writing a column and producing a print newsletter/magazine is the timeliness of the articles. As I write this, it is actually late February, and in order to get the newsletter out in the mail the first week in April we have a deadline of February 20. Production, editing, printing and mailing takes a little more than three weeks (in optimal circumstances) and the newsletter goes out the last week in March or the first week in April. This is the monthly operation for *Anzeiger* throughout the year with exception of the January/February issue.

I have been quite lucky in my six months as editor. I have been blessed with a number of club members who actively provide content, both written and graphic, for *Anzeiger*. This month was especially productive with submissions from club members and other Porsche content. I was pleased with the amount of features and filler I have been presented from which to select for your erudition and enjoyment. Unfortunately, the content provided is somewhat stale by the time it appears in your mailbox.

It is unfortunate, but not uncommon, to see the change that the printed word is going through. The Internet with its vast and far superior timely reporting of events humbles the speed in which the printed word can be produced and reproduced. This is further exacerbated by the current economic climate and the competitiveness of the advertising markets. Before I took the reigns of this publication, the writing was on the wall, if you will excuse the pun. *Anzeiger* was operating at a loss, had its size reduced, and suffered from a lack of critical review and long range planning. I am not being critical of those before me, as I am intimately familiar with the amount of effort this publication takes each month. Additionally, all were volunteers and were not publishers, editors or writers by trade. Further, it is not just *Anzeiger* that is suffering, as I am sure you, dear reader, are painfully aware. The death knell has been sounded for the periodical printed word and its reverberations are being felt worldwide.

(Continued on page 20)

FROM THE PRESIDENT

Kathleen Ellis

Board Discusses Direction and Details

Today, the sun is shining and I observed five Porsches on the road in celebration of the event, Speedy and me included! It shouldn't be too long before we can begin exercising our rides daily. Even though driving events have not really begun for 2010, we did have a great Dinner and Social at the Spaghetti Factory in January. I was able to unveil the big 50th Anniversary banner that PCA sent to us. I believe about 80 people attended and it was great to see everyone!

We hosted the annual Zone 6 President's Meeting here on the 22nd and 23rd of January. This is an annual meeting of all 15 region

THE ESCAPE IS THE 'OTHER' NATIONAL PCA EVENT. CANADA WEST IS HOPING FOR GREAT ATTENDANCE. PLEASE VISIT THEIR WEBSITE AT WWW.PCAESCAPE2010.COM. I HAVE VISITED THE EVENT IN THE PAST WHEN IT WASN'T THE ESCAPE. THE ROADS ARE GREAT AND THE VENUE IS LOADS OF FUN.

Presidents or their representative. Dave Cooley, our Zone Rep, chaired the meeting. Friday night was a casual no host dinner to get acquainted and/or renew friendships. Saturday, Dave started the meeting off at 8:30 with an agenda two pages long. Business matters were discussed such as Safety, Risk Management and Contracts. Bylaws for each region are an important element and there is a committee reviewing all Regions' Bylaws. I anticipate they will get back to us with any recommendations. We discussed regions without borders and the posting of a Zone 6 calendar with our multi region events. Additionally communication is encouraged between regions by supplying links to other region events such as the Vancouver Island Region multi day event, Black Rock.

Parade 2010 is being held in St. Charles, Illinois July 3 to July 9. Of

particular note is the 2010 Escape in September. The Escape is the 'other' national PCA event. Canada West is hoping for great attendance. Please visit their website at www.pcaescape2010.com. I have visited the event in the past when it wasn't the Escape. The roads are great and the venue is loads of fun.

February's Board of Directors meeting was productive, reviewing upcoming events for the 2010 season. Susie Groover, new Board Member this year, has taken charge of the Holiday Party. Given the economic climate, she has done extensive research into a more cost effective event. I believe she has really



who volunteer to make this happen. Additionally, the financial deficit that now exists with the *Anzeiger* needs to shrink significantly. I believe the Committee is hoping to report in with information by midyear.

All for now
Kathleen

WE WILL HOLD THE HOLIDAY PARTY ON DECEMBER 11, A SATURDAY, AT THE AVALON IN PORTLAND, WITH A VIEW OF THE WILLAMETTE RIVER. STAY TUNED FOR MORE DETAILS.

scored! We will hold the Holiday Party on December 11, a SATURDAY, at the Avalon in Portland, with a view of the Willamette River. Stay tuned for more details. If you are interested in helping with this fun event, please contact Susie at susie.groover@verizon.net.

The Communications Committee had its first meeting on February 8. They have been charged with reviewing and researching current and future use of our communications network; *Anzeiger*, Web and the admin email, exploring any and all options. It is critical that communication be timely and accurate. We also do not want to over burden the individuals

St. Charles, Illinois, site of this year's Parade.



Oregon Region Events



April, 2010

- 6 Board Meeting
- 10 Spring Clean
- 15 HPDE PIR
- 20 Deadline for June *Anzeiger*
- 21 Monthly Club Dinner and Social

May, 2010

- 1-2 Cabin Fever Tour
- 4 Board Meeting
- 8 Arrive and Drive
- 9 Autocross
- 15-16 Lapping Day ORP
- 19 Monthly Club Dinner and Social
- 20 Deadline for July *Anzeiger*

June, 2010

- 1 Board Meeting
- 3-6 Northwest Passage
- 11-13 Rose Cup Races PIR
- 16 Monthly Club Dinner and Social
- 17 HPDE PIR
- 20 Deadline for August *Anzeiger*
- 20 Autocross
- 25 Drive and Hike Mary's Peak

July, 2010

- 4 Autocross PIR
- 6 Board Meeting
- 9-11 Portland Historic Races
- 10 Arrive and Drive
- 17 Drive and Hike Fort to the Sea
- 20 Deadline for September *Anzeiger*
- 21 Monthly Club Dinner and Social
- 24-25 Bill's Escape Tour
- 24-25 HPDE ORP
- 31 Summer Picnic

August, 2010

- 3 Board Meeting
- 14 Arrive and Drive
- 14-15 Autocross Packwood
- 18 Monthly Club Dinner and Social
- 20 Deadline for October *Anzeiger*
- 21 Bob's Mystery Tour
- 24 HPDE PIR
- 29 Volunteer Recognition

September, 2010

- 7 Board Meeting
- 9-12 Canada West Porsche Escape
- 11 Sunset Swap Meet
- 12 Autocross
- 15 Monthly Club Dinner and Social
- 17-19 Festival of Cars, Sunriver
- 18 Lapping Day ORP
- 20 Deadline for November *Anzeiger*
- 25 OPRCA 50th Anniversary Party

October, 2010

- 2 Planning Meeting
- 5 Board Meeting
- 9 Andy & Marg's Hillclimb
- 14 HPDE PIR
- 17 Autocross
- 20 Monthly Club Dinner and Social
- 20 Deadline for December *Anzeiger*

Event Notification

To be added or removed from the Oregon Region's event notification service, please send an e-mail to postmaster@oregonpca.org.

Board Meetings

All members are encouraged to attend Oregon Region PCA board meetings. For the exact meeting time and location, please send an e-mail to secretary@oregonpca.org.

Contributions Welcome

With the exception of December, the deadline for *Anzeiger* contributions is the 20th of each month. Please send contributions by e-mail to editor@oregonpca.org. Attach text contributions as a Word file and pictures in JPEG or TIFF format at the highest possible resolution.

Anzeiger Advertising

Commercial advertising requests and inquiries should be emailed to adsales@oregonpca.org. See page 29 for classified requirements and contact information.

November, 2010

- 2 Board Meeting
- 17 Monthly Club Dinner and Social
- 20 Deadline for Jan-Feb *Anzeiger*

December, 2010

- 5 Holiday Party
- 7 Board Meeting

STILL PLAYS WITH CARS

Peter Linsky



Bloomberg Names Panamera Car of the Year

Most of you have probably seen or at least heard of *Christophorous*, Porsche's in-house magazine, published for its automotive customers since the early days of the company. Did you know that Porsche has another very interesting publication that you can access online and download in PDF form? It's called, simply, *Porsche Engineering Magazine*, and it appears twice a year. Here's how to find it:

<http://www.porscheengineering.com/peg/en/press/customermagazine/>

Yes, we all Still Play with Cars ... but will our kids and grandkids? Check this interesting column from the LA Times.

<http://latimesblogs.latimes.com/uptospeed/2009/10/james-dean-.html/>

Also from the southland, news in December that Bloomberg News named the Panamera its "Car of the Year" after giving it a close look at the Los Angeles Auto Show. Reviewer Jason Harper wrote "The Porsche Panamera has broken the sports-sedan category wide open, producing a truly desirable auto that combines the best elements of a sports car and comfortable four-door. Fast and fun, the Panamera is a car with real appeal."

While on the subject of the Panamera, recall that Porsche offers buyers an incredibly broad—and expensive—list of factory options on this car. There are several color-coordinated interior packages that include various exotic woods and leathers. Add to the list a wide range of entertainment systems and other baubles, and it's possible to double the base price of a Panamera by the time it's fully loaded. Would it surprise to know that Ferrari has also taken this path to increasing profits? Marque expert Michael Sheehan writes on his ferraris-online.com column, reprinted



in the December, 2009 issue of *Sports Car Market*, that Maranello's newest models can also be trimmed to a buyer's specification—all for a price, of course. Sheehan notes that latter-day Ferrari buyers—often younger nouveau-riche types who might not be able to tell a Lusso from a 275 GTB—want their alligator skin-upholstered Daytona seats, carbon-fiber trim, custom luggage, and the like. Thus, writes Sheehan, it's quite possible to add another hundred grand to the base price of a \$197,000 California Spyder, and even more for other models. Love all that Bling—at least for a while. The article suggests that Ferraris optioned out like the proverbial French lady of the evening can be quite difficult to re-sell, and the original owner is very likely to take a very expensive bath.

During the economic slowdown in 1995, Porsche AG decided to both help reduce dealer inventories and main-

tain retail prices by halting its assembly line in Zuffenhausen one day a month until sales picked up again, which they eventually did. Now, with the current recession still taking a big bite out of retail activity, Porsche has again turned to a production slowdown as the best way to help dealers reduce inventory and protect recent purchasers. With almost no public announcement, about 2,300 sports car production workers were furloughed a total of 18 working days from September to the end of the year. Rather than taking the risk of having new Carreras stack up on dealer lots, Porsche announced in mid-December that it's extending reduced working hours in Zuffenhausen until the end of March. The assembly-line workers will be off work an additional 16 days in the first quarter of 2010.

Until next month, drive safely! ■

Spring Clean & Detail

Saturday, April 10, 9:00 a.m.

Despite our wishes for good weather for kicking off the driving season, we often find ourselves fending off the rain instead of trying to block out the sunshine. So we are foregoing the April Arrive & Drive to bring the club another event—Spring Clean & Detail. Mark your calendar, take the cover off the Porsche, recharge the battery and bring your car down to Matrix Integrated where we have brought together many car detailers to freshen up your ride! There will be experts on hand to take care of paint chips and scratches, a paintless dent removal pro for those annoying parking lot door dings, a windshield chip and glass reconditioning pro and a wheel repair person for those nasty nicks and rashes. Bring your Porsches to the pros and get some great tips and tweaks to make it even better than you imagined!



DEADLINE:

April 7, 2010

REGISTER VIA:

springcleandetail@gmail.com

CLUB CONTACT:

Mike O'Connor
503.320.2447

High Performance Driver Education

Thursday, April 15

We are excited to announce our second track event for the 2010 season at PIR. This event is a full HPDE with instruction for all levels of driver from Novice to Instructor. This promises to be a great event with lots of fun and smiles while learning to pilot your favorite ride around PIR at speeds approaching double the I5 speed limit. This is our first event eligible for season pass holders so make sure to register early.

Register via <http://orpc.motorsportsreg.com>

Registration opens March 4th and closes April 8th

The event fee is \$165 for the first driver in the car and \$100 for the second.

For registration assistance contact Don Clinkinbeard,
dechair@oregonpca.org,
503.970.4848

If this is your first time driving the track with us we strongly encourage you to read about and understand our HPDE program. You can do this at www.oregonpca.org select HP Driver Ed from the quick links menu.

**Calling all Cars,
Bring your Driver
out to the track,
get some exercise
and have fun**



REGISTER:

March 4 to April 8, 2010

REGISTER VIA:

dechair@oregonpca.org, 503.970.4848

CLUB CONTACT:

Don Clinkinbeard



Continuing to Assemble the Motor ...

Continuing to assemble the motor, I dropped in the crank and tightened down the bearing web. Next, installing the pistons and rods. This is fairly tricky as the oil rings are made of three pieces and the top and bottom rings are very thin, and can easily escape the ring compressor tool if it is not perfectly flat relative to the block. Using a wooden hammer handle, gently tap the pistons through the lubricated ring compressor and into the lubricated cylinder barrel (Pic 1). It takes a bit of time, and I get butterflies in my stomach as I do this. You really don't want to screw up this part of the process, as you could damage the block. Once the pistons are tapped into the barrels, you attach the piston rods to the crank shaft (Pic 2), and torque down the connecting rod bolts. Then you turn the crank slowly to make sure nothing feels out of sorts. While everything at this stage is a little stiff, you are looking for binding and scraping. I felt none ... sigh of relief.

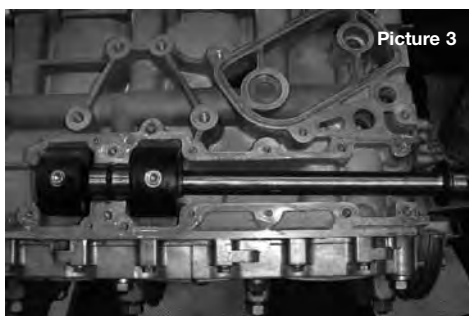
Okay, the tough part is mostly done. Next we start to put the rest of the bottom end together. First, the Balance Shafts go together and get bolted up to the block. The cases are machine-matched to the block at the factory, so it is critical to install these in the correct location with the correct shaft since there is no gasket for these parts. A fairly straightforward torque procedure here, but since there are multiple bolt sizes, each round of the tightening pattern involves resetting the torque wrench multiple times. The sealant is anaerobic hardens in the absence of oxygen (Pic 3) and so has a useful life of about 10 minutes, so once you set the case on the block so you have to work quickly. Then, on go the shaft end cones bearings gaskets and seals. Fairly straightforward. Next is the oil pan. This is a very leak-prone area on these motors, , and it takes



Picture 1



Picture 2

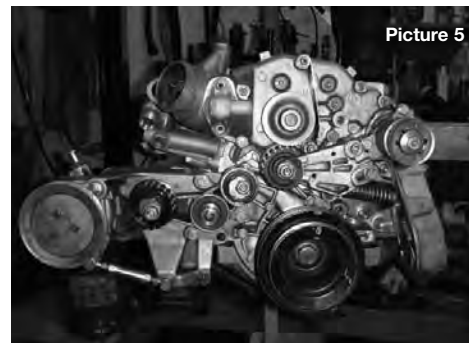


Picture 3



Picture 4

a bit of finesse and patience to install this properly. There are 22 6mm bolts of various lengths needed to install the pan. I have used a center punch all around the perimeter of the oil pan in an attempt to keep the pan gasket from moving around after we get this beast running. The procedure in the factory manual for the oil pan specifies three stages of tightening. First, you hand-tighten the 6mm bolts following the torque pattern in the manual, followed by a wrench torque of 4 Newton Meters (NM), then a third round tightening to 10NM. This represents 66 separate steps to tightening the oil pan (Pic 4). Next, on goes the Power Steering Pump, followed by the Alternator. Install the crank seal, three pulleys and the clamp bolt for the assembly. The water pump and the cam chain tensioner are also installed at this point. (Pic 5) Then I installed several different sensors. Two in the top of the block monitor the coolant temperature. The knock sensor has a very precise specifica-



Picture 5

tion for tightening so that it can detect detonation and help try to protect the engine. Lastly the oil level sender is installed in the Oil Pan. This is fairly simple but since is almost always bathed in oil special care must be taken to ensure that it seals. While the factory supplies a gasket for this I add a very thin layer of RTV on both sides of the gasket to help make sure it is sealed. Nothing worse than a drippy car at the track. Okay, now I flip the motor over and get to work installing the head studs. I opted to purchase Raceware
(Continued on page 22)

Parade 2009 Revisited: Will We See You in 2010?

Registration Opened March 9 and Continues Through June 20

Story and Photos by Cole Scrogam

Colorado in July sounds kind of backwards, doesn't it? Most people head to the Mountain West to take advantage of powder snow in the winter, but not much snow is to be found in the summer months. "Most people," however, are not Porsche people; where the location is just an excuse to get together with friends that share a love for the Porsche car. PCA holds its annual Porsche Parade each summer at locales around the US and even Canada from time to time, alternating east, central and west coast destinations. The Parade is the premier event for our club, and as PCA grows the Parade has also been growing over the past decades into a world class event that is not to be missed, and the 2009 edition in Keystone, Colorado was no exception.

Most Parades for me have been an opportunity to take the family on a nice summer vacation, AFTER the competition is over! This is going to sound really weird to most of you, but the Concours is what I really enjoy. It's not just seeing all the beautiful cars lined up on some beautiful golf course, or all the people that are around enjoying the sight or even the opportunity to get to see something very unique in Porsche's history. For me, I really enjoy competing in this event, whether with a restoration of a unique Porsche car or a newer model that requires an eye for



detail (and very small fingers)...I love the competition. Years ago I was a little more serious about it than today, but that fire still burns enough once a year to make me think about new projects.

This year was a different story. No project, no car and no competition. I thought about not going at all, but after a lot of prodding by my son Michael we were thinking about turning Parade 2009 into a guy's trip with just the two of us. I was lucky enough to be asked to judge the 356's, so that at least gave me enough of a "job" to put me over the top. There were lots of rooming options, so we opted for a small condo that had a kitchen, pull out sofa and most amenities other than air conditioning. Turns out that omission wasn't a big deal until faced with one of the warmest rooms I can remember, but no matter as cool nights and a few electric

fans perched on the window sills made it all OK. Why would you need a room with AC in the Colorado Mountains anyway?

It was a surreal experience to walk around the Concours prep area and not have anything to work on. I always enjoyed it when people would come up and comment on your car and ask questions, so I guess now it was my turn. The prep location was a tad bleak in terms of lighting (note that this year Concours entrants will be treated to an indoor facility for prep) as it doubled as a parking garage, but you could still enjoy looking at the cars and catching up with friends. Some of the cars were really nice, and it was a pleasure to actually meet some first timers without looking out from under a car with sweat dripping off my nose! We actually went to the Goodie Store and had time to hang out in the Hospitality area before the Concours, which was pretty interesting with lots to look at and served to take my mind off not participating in the competition.

Michael was having a blast! He had a chance to catch up with some friends he made at the Charlotte Parade the previous year, was up and ready for the continental breakfast in the Hospitality suite each day, and had a great time helping some friends with last minute preparations on their 356 Roadster. On the day of the Concours he helped babysit the Roadster for Jim and Leann Huestess while I judged, and managed to fall asleep in a chair on the field. When he woke up, he said he was pretty sure he could feel the skin on his face frying in the sun, and had the sunburn to prove it!

After the judging was over, he took the camera to the historic display and took some photos of cars that he liked. He settled on a nicely restored 550 Spyder and an original 906 that Jim Perrin has owned since Nixon was president, I think, but the Abarth Carrera really caught his attention with its louvered Italian body and classic shape. On the judging field he found a beautiful Blue Cayman with the





Top Left: Abarth Carrera rear view. Lower Left: Michael at Continental Divide. This Page, Top: Abarth Carrera. Above: Orange Boxster Special Edition.

Aero Kit and one of the Orange special edition Boxsters that stood out in a field of gorgeous cars. We were called back to our friends with the Roadster, it turned out they were chosen to participate in final judging so we helped Jim and Leann arrange the car on the field for a few last minute details. They were so excited to have won the Preservation Award trophy in the 356 class, while the overall award went to a very nice 928.

Each day we managed to feed ourselves lunch by making sandwiches from some goodies purchased at a local store, with no girls around that meant white bread with mayo and turkey, and an occasional beef jerky stick with a side of cheese ball and a Dr. Pepper to wash it all down. I wasn't sure if we were having lunch or getting ready for a Super Bowl party! One day we decided after our gourmet guy lunch that a trip to the Continental Divide was in order, and although the rental car protest-

ed we made it to the top in only a half hour or so. We managed a short walk up some stairs to take in some beautiful scenery, but had to stand there for a minute to catch our breath at that altitude. It was amazing how quickly you became winded and had to pace yourself physically for just a few stairs. On the way back down we took another break and were getting our breath when we saw one of the riders on the US Cycling team come pedaling to the top. Pretty embarrassing...they were getting a final test in before the Tour de'France began, and we could barely make it back to the car.

I wanted to try and stick around for the Tech Quiz, but we had to get back home early and so we settled for a quick trip to the Autocross instead. I didn't need Michael getting any ideas, but a Parade Autocross is a pretty big deal with the number and variety of cars involved. Usually the Autocross takes several days

just to get through the run groups, and the competition can be pretty fierce for those seriously into this sport. The same can be said of the Rally, I guess it boils down to everyone can participate and have a great time at any level, but these events can also be extremely competitive. I love it when first timers show up, they always have such a good time just being there and taking it all in, asking questions and getting a lot of help from those more experienced. It is easy to see future friendships taking place, some of which will last many, many years if not a lifetime. Those friendships really come home to me when we follow the tradition at the Parade of recognizing long time Parade goers. I won't spoil the surprise if you have not seen it before, but suffice it to say when Mike Robbins has been to over 50 Porsche Parades (most of them in the same 356 Speedster!) that is quite an accomplishment. Won't you join us this year in St. Charles, IL for your first one?

Parade registration opens in early March. If you have never attended and are wondering what it is all about, check the Parade website at <http://parade2010.pca.org>. The 2010 venue is a "resort" Parade at beautiful Pheasant Run in St. Charles, IL, which means everything you need is close at hand and most events are within walking distance. The central location should give Porsche owners from both coasts an opportunity to attend. Priority registration is n March 9th through 11th to give everyone an even start and not overwhelm the server, and continues through June 20th. So put those dates on your calendar and join your Porsche friends for a great time! ■

April Social and Dinner Wednesday, April 21, 6:00 pm



Cinetopia
11700 SE 7th St.
Vancouver, WA 98683
(360) 213.2800
www.cinetopiatheaters.com

Enjoy over 100 wines by the ounce or glass through a revolutionary wine dispensing system ... over 800 selections in their library! Enjoy vinotopia food & wines by the glass/bottle and stay afterwards for discounted movies.

RSVP to dinnermeeting@oregonpca.com

DEADLINE:	April 16, 2010
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Laura Larson dinnermeeting@oregonpca.org

**Club
Event**

Cabin Fever Tour May 1 - 2

2010's Cabin Fever Tour begins on Saturday May 1 in Hood River, headed for Walla Walla for the Spring Release weekend. If you have not visited this town in the last 10 years, formerly known only for its Sweets onions, you have not experienced a Pacific Northwest destination that rivals most (other than our local producers) for GREAT wine!

E-mail Sue and Gregg Hodge for details on accommodations, etc. You will need to make your own hotel and dinner reservations. Time is of the essence as they are still a small town and things fill up really fast for this weekend.

FOR MORE INFO: Check out www.wallawallawine.com



DEADLINE:	One week before the event
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Sue and Gregg Hodge sghodge@bctonline.com

**Club
Event**



Have We Just Seen the Future?

by Peter Linksky

A Porsche-Riley's narrow victory at this year's Rolex 24 at Daytona—Porsche's 22nd overall victory at the famous Florida tri-oval—may have one critically-important but so-far somewhat glossed-over impact: Note that the winning machine's engine had not six opposed cylinders but eight, arranged in a Vee. The privately-developed 5.0 liter, normally-aspirated engine was originally intended to power the Porsche Cayenne SUV, not a sports car. Was it also the first nail in the coffin of the venerable flat-six design as Porsche's racing engine of choice?

For many years, Porsche has struggled to extract the last usable bit of power from its air-cooled boxer motor, adapting water-cooled cylinder heads, then finally creating a new family of fully-liquid-cooled engines that would fit in the tail of a 911 or amidsips in a Boxster/Cayman chassis. Thoughtful observers have long predicted

that the flat six, limited by physical constraints to about four liters of displacement, would eventually have to be sidelined in favor of a block or case that could be pushed closer to five liters. A flat engine of that size won't fit because of its cooling demands, but a compact V8 would. Envision, then, a 4.5 V8 neatly tucked into in the rump of a Carrera or behind the twin seats of a Cayman. Action Express Racing's Daytona motor might have shown Weissach the way to continued victories in years to come. Or, perhaps it was just another evolutionary step.

Just a few weeks later, Porsche took the wraps off a new sort of racing car, a Carrera GT3R fitted with a gasoline-electric hybrid drive system. This new machine has all-wheel drive capability, but is notable that while a four-liter 480 hp flat six drives the rear wheels in normal Carrera fashion, the front wheels are driv-

en by a pair of 60 Kw electric motors that draw their power from a regenerative flywheel system placed where a front passenger seat normally resides. The flywheel stores energy generated when the car's brakes are applied. That stored energy can be called upon when extra power is needed, such as when passing or accelerating out of a corner. Needless to say, it can also help conserve fuel and reduce the need for pit stops.

The first real test of this new hybrid system will be in a 24-hour GT race at the Nurburgring in May. If it works as intended, we may well see some adaptation of this hybrid layout offered in Porsche's production lineup within a decade. And that big V8? It may well fade into history. ■

Editor's Note: See page 16 for more info and images.

Nostalgia Quiz

Look for answers in May Anzeiger

- Where would you find this statement?
The enjoyment and sharing of good will and fellowship engendered by owning a Porsche and engaging in such social or other events as may be agreeable to the membership.
- What was the slang name for a 80's Porsche member from Oregon?
- Who were the first organizers of "The Sunriver Tour"?
- Who was the founder of PCA?
- In what year did what Oregon region member receive the GT-I Class Victory at Rose Cup?
- In what year was Rainbonnet established and by whom?
- Who was the first Chairman for Rainbonnet?

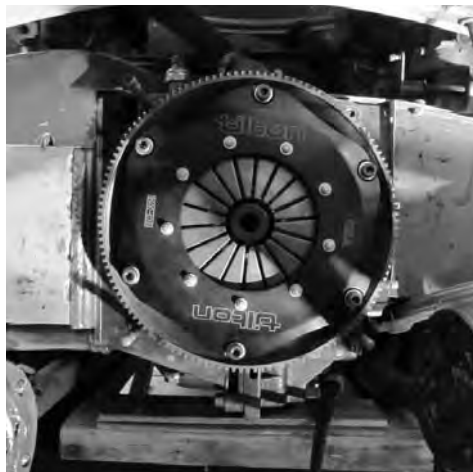


Stronger, Lighter, Faster: How to Make a Car Faster!

Story and Photos by Britain Smith

Everything that was not essential to making the car go, stop, or turn was cut off, removed, modified or replaced with exotic materials. The windshield has been cut off, the doors gutted, the body seam-welded, and the headlights, dash and interior discarded. To many car enthusiasts, this may sound like a chop shop hack job. To purists, this might appear as if a branch of the Porsche family tree has been cut off. But if you look deeper, both may come to agree that this car was built with a specific intention in mind, to go fast. JP Stein, the previous owner of this purpose built Porsche 914/6, put just as much effort in to making the car look good as he did in making it go fast. His efforts definitely have paid off as car has taken the class win in multiple events both locally, regionally, and out-of-state. Now as the current owner, it is my opportunity to push the limits by making it stronger, lighter, and yes, faster.

At the conclusion of the 2009 season, JP decided to part ways with his beloved race



CV joints. I opted to upgrade to the larger 944 CV's on both the inboard and outboard joints. These units are readily available, don't require adapter plates, and are relatively lightweight compared to some of the alternative solutions. The conversion required sourcing a set of '69-'73 911/912 wheel hubs, '75-'79 100mm 6-bolt stub axles, '75-'79 100mm 6-bolt coarse spline transmission output shafts, a set of stock 914/4 axles, and four new 944 turbo CV joint kits. The first step and probably the only one that can not be completed in your garage is the removal of about 4mm off the axles to accommodate the wider 944 CV joint. The rest was just a matter of assembly and installation into the car.

While the 944 CV's fell under the stronger category of my winter theme, the second phase was making the car lighter. At the end of last season, the car sat at 1725lbs without ballast or driver weight. My ambition was to get the car closer to 1700lbs and preferably under that weight if feasible. The first step towards that goal was to reduce the rotating mass of the flywheel and pressure plate. The car had a '69 911 stock flywheel and a Kennedy Stage 1 pressure plate weighing in at 25lbs. To replace this, I installed a WEVO Street-Lite flywheel paired with a Tilton 7" pressure plate and organic friction plate. This combination weighs in at a scant 14.5lbs for a weight savings of 10.5lbs. While this does not sound like much,

rotation weight arguably worth up to 8x static weight in terms of performance improvements.

The third and most extreme step toward my weight savings goal involved the transmission. Depending on the gearing, an autocross driver does not require many gears to navigate a course. In addition, the dreaded 1st to 2nd gear shift on a 901 transmission is typically slow and clunky and the chances of missing a shift or hearing that high pitched whine when hitting reverse is very distracting while driving. Therefore, why not take out all those unneeded gears and associated hardware (i.e. syncros, sliders, shifter forks). I proceeded to remove reverse, 1st, 4th and 5th



gear stacks and replaced them with machined spacers. While this sounds simple enough, it required custom parts to retain the shift rod detents and considerable effort to work out clearance issues with the new parts. I was not deterred by the customization, I was determined no matter the cost.


With the strength and weight modifications out of the way, it was time to make the car faster with aerodynamic improvements. Some might imply that aero has minimal affect in autocross applications, however if it didn't do anything then why
(Continued on page 19)




car. After a few interested parties, I became too selfish to let a fast car get into the hands of a competitor which is why I am now the proud owner of a unique yellow Porsche 914/6. This brings me to focus of my rambling and my efforts to make a fast car faster. The theme of this winters work was stronger, lighter, faster. This would be a tall order as I didn't want to do anything to upset the balance of the car.

The first issue to address is historically a weak link on early 911's and 914's, the





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PORSCHE EXCELLENCE



911 GT3 R Hybrid to World Debut in Geneva

Porsche Intelligent Performance to make Racecars even More Efficient

ATLANTA - February 11, 2010 - 110 years after Ferdinand Porsche developed the world's first hybrid, the Lohner-Porsche, Porsche engineers are now expanding this visionary drive concept with a production-based GT race car: Over the past 45 years, Porsche 911 race cars have recorded more than 20,000 victories and on March 4, a Porsche 911 GT3 featuring an innovative hybrid drive will make its debut at the Geneva Motor Show, opening a new chapter in the history of Porsche.

This innovative hybrid technology has been developed especially for racing, differentiating itself from conventional hybrid systems by way of its configuration and components. In the case of the 911 GT3

R Hybrid, the front axle features two electric motors, each developing 60 kW and supplement the 480 hp, naturally aspirated four-liter flat-six that drives the rear wheels. Instead of the heavy batteries usually found in a hybrid road car, an electrical flywheel power generator is installed inside next to the driver delivering energy to the electric motors.

The flywheel generator is also an electric motor, with its rotor spinning at speeds of up to 40,000 rpm while mechanically storing energy. The flywheel generator is charged whenever the driver applies the brakes, as the two front axle electric motors reverse their role and act as generators.

THE 911 GT3 R HYBRID IS A PERFECT EXAMPLE OF THE PORSCHE INTELLIGENT PERFORMANCE PHILOSOPHY, A PRINCIPLE TO BE FOUND IN EVERY PORSCHE: MORE POWER ON LESS FUEL, MORE EFFICIENCY AND LOWER CO₂ EMISSIONS—ON THE TRACK AND ON THE ROAD.

Then, when accelerating out of a bend or while overtaking, the driver can use the extra energy from the charged flywheel generator, sending up to 120 kW of stored kinetic energy to the motors. This additional power is available after each charge for approximately six to eight seconds.

Energy formerly converted into heat upon each brake application, and therefore wasted, is now converted into additional drive power in a very efficient manner.

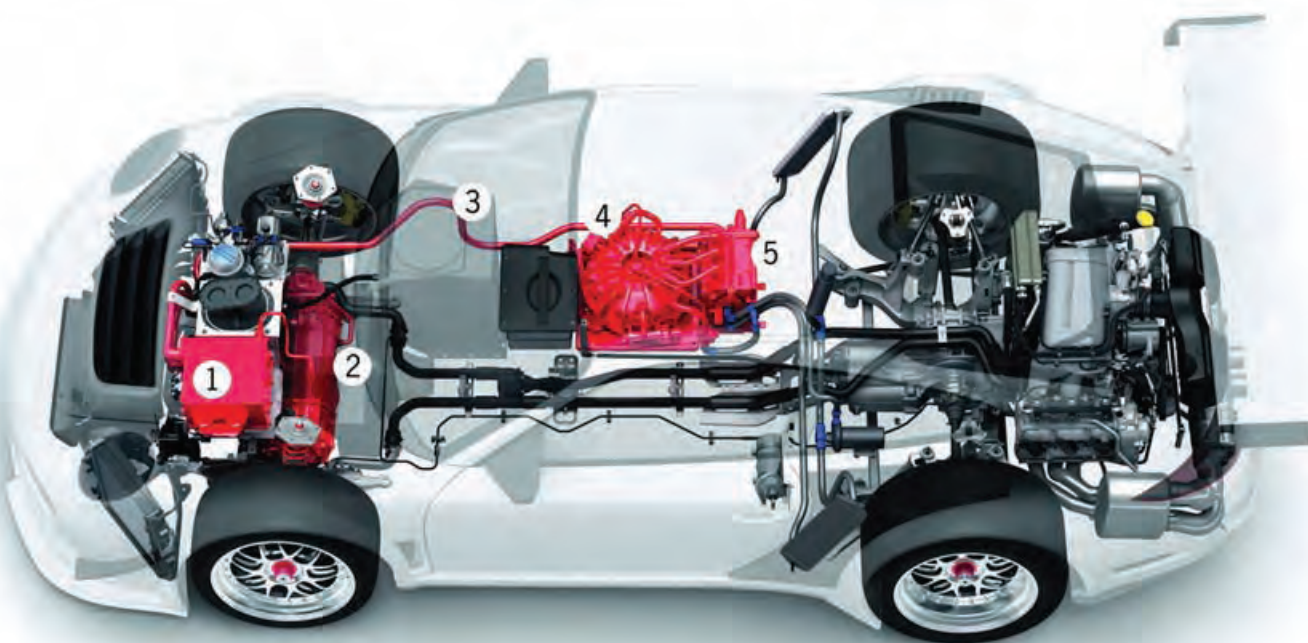
In addition to increasing available drive power, depending on racing conditions, the hybrid drive can also be called upon to save fuel. By increasing the efficiency and,

accordingly, the performance of the 911 GT3 R Hybrid, reductions can be made to the weight of the fuel tank or the car can make less frequent pit stops, for example.

After its debut in Geneva, the 911 GT3 R Hybrid will be tested in long-distance races on the Nürburgring. The highlight of this test program will be the 24 Hours

on the Nordschleife of Nürburgring, May 15-16, 2010. The focus is not on the 911 GT3 R Hybrid winning the race, but rather spearheading technology as a “racing lab.” The intent is to provide hands-on know-how for the subsequent use of hybrid technology in road-going sports cars.

The 911 GT3 R Hybrid is a perfect example of the Porsche Intelligent Performance philosophy, a principle to be found in every Porsche: More power on less fuel, more efficiency and lower CO₂ emissions—on the track and on the road.





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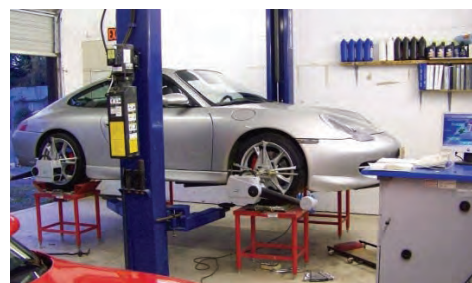
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Packwood Autocross

August 14 -15

ORPCA presents our feature event of the 2010 season at Hampton Mills, Packwood, WA on August 14, 15, 2010. This venue has the largest patch of asphalt, (15 acres) used for autocross in the Northwest and includes 2 acres of covered paddock area. It is absolutely spectacular.

On Saturday the 14th, we are hosting an Evolution Driving School. Evo has been providing National champion quality instruction for autocross drivers for years. This year we are hosting both phase I and II schools to accommodate those that took the phase I school last year and new stu-

dents this year. The cost is \$250/student for the day including lunch. You will be a better driver after attending this driving school. We will be hosting a group dinner on Saturday evening for all participants. Register at www.motorsportreg.com.

Register at www.evoschool.com.

On Sunday ORPCA is hosting an all comers Autocross. We will be providing 8 runs per entrant. All runs will count towards the final standings for the day. Awards will be presented at the end of the day for each class. ORPCA season autocross points will also be awarded. We promise a fast and technical course to test your skills. All NW autocross clubs have

been invited to participate and go head to head in timed competition. Event T-shirts will also be for sale at the event.

Register at: www.motorsportreg.com.

For accommodations in Packwood contact: www.destinationpackwood.com

Club Contact: Gary Chapman,
AXChair@oregonpca.org

**Club
Event**

STRONGER, LIGHTER, FASTER

(Continued from page 14)

do you see some of the fastest autocross cars in the country with wings and splitters. Hence, my efforts to stream line the 914/6. The rear utilizes a 10" lexan spoiler and at a high angle of attack, the maximum allowed by the SCCA rules. After it was added I could definitely feel the additional rear-end grip in high speed sweepers and slaloms. The rear spoiler further benefited by the fact that the car has no windshield to deflect the air as it passes over the car. The only thing not aerodynamic on this car was my big helmet sitting in the airflow.

With the rear of the car completed I started addressing the aero modifications on the front end, specifically the splitter. I concluded that a conventional splitter found on a street or road race car which extended about 2" was not going to be effective at low AX speeds. However, the SCCA rules for some of the modified and prepared classes allowed a much larger splitter which can extend a maximum of 6" beyond the front bumper. I believed a splitter of this size would amplify the down force effects, making it effective at lower speeds. I constructed a splitter out of Poly-Metal, a thermoplastic material sandwiched between thin sheets of aluminum. This was secured to a modified lower valance and supported by struts similar to what is found on current Nascar

front bumpers. The effectiveness of this set-up still remains to be seen, but I can tell you that the car looks very aggressive sitting still.

The final aero improvement was to clean-up the air passing over the car by constructing a tonneau cover over the passenger side of the car. While I enjoy taking passengers on rides at local events, the plan is to remove the passenger seat and installed the "aero" package for regional and national events. The effort put into making this tonneau cover exceeded my expectations in terms of time and cost. I started by forming the cover out of common green floral foam found at any craft shop. Once I had the general shape I was comfortable with, I coated it with bondo and started the tedious process of sanding, filling, and more sanding. This was followed by several coats of high build automotive primer, more sanding, and finally a coat of PVA fiberglass mold release in preparation to form the female mold. Once the female mold was laid up and cured, I separated the female mold from the buck and surprisingly it turned out quite nice. I repeated the process using the female mold and laid up the final part with a few layers of fiberglass weave and core-mat material to minimize the weight. All said and done, the final cover weighed in at ~6lbs and after a coat of body colored yellow paint it looked fantastic on the car.

With the PacNW clouds parting and the autocross season quickly approaching, I am still putting the final touches on the car. I believe that I have stuck to my plan on making the car stronger, lighter and optimistically faster. The only thing left to do now will be taking the car down to Rothsport Racing for perhaps the most important aspect of AX preparation, corner-weighting and alignment. By the time this article is published, I will have taken the car down to San Diego to go up against some of the fastest SCCA autocrossers in the country. This will give me a yardstick on the improvements made to the car and help me determine what it needs to take it to the next level. I suspect that the answer will lie somewhere in between the car and the driver, only the time on the clock will tell.

I really want to take this opportunity to thank the following people and businesses that are indispensable when it comes to autocross or racing preparation on our Porsches: Jeff Gamroth at Rothsport, Hayden Burvill at WEVO, the transmission guru Gordon Ledbetter, and finally my mentor and consultant JP Stein. It is going to be a competitive autocross season and I can't wait for it to get underway. ■

The Journey Can be the Reward

Story and Photos by Scott Wiesenmeyer

At first glance, this may look like an April Fool's joke. What's a story about a Lotus doing in a publication for Porsche fans? But look a little closer and you'll find something a little more universal. For anyone who has bought the car of their dreams, there's always the tale of how it came home. For some, it was an uneventful trip to the local Porsche dealer to bring home that new 911. For others, it can take a little more time and/or effort.

Back when I was a teenager, I lusted after the 944. But the desires of youth and reality often don't intersect. Despite many trips to the local Porsche dealer on Sunday afternoons to look at the 944s on the lot, that dream of a Porsche of my own remained just that. A dream. Fast forward about a decade and a half and that inner teenager's dream finally came true. Almost on a whim I put the 944 on the short list of cars I was considering for something fun to drive to make the daily commute a little less boring. Somehow the stars aligned, the wife gave her blessing, and I was on the hunt for a 944. Weeks of scouring the Internet went by and I still hadn't found "the one." There had been a false start with a 944 turbo in California, but then there was that 944S2 out in Wisconsin. It wasn't nearby, but the Carfax was good and I kept finding myself coming back to that listing. Alas, there would be no cross country drive home due to bad timing (there was still snow across most of the northern USA) and a lack of vacation time. So my 944 came home in the back of a semi truck.

It was a few months after I bought my 944 that my friend Steve began to make noises about chasing down his own dream car, a Lotus Elise. Like me, his search started closer to home with the Lotus dealer in Portland, but as the weeks went on, the search began to stretch farther afield. When he mentioned one down in the Bay Area, I indicated that I would be willing to accompany him on the trip to bring the car home. My sister lived in San Jose so I had made the drive before, and it was always nice to have some company on a long road trip. A few days later, Steve



emailed back and said he found a better deal, except that it was in Texas. I do try to be a man of my word so when asked if I was still in for the drive back to Spokane, I said yes. Steve began making arrangements to buy the Lotus and I put in for time off work.

Day One: Takeoff

So on a Friday afternoon in October, I took off early from work and headed for the airport. The forecast looked good on the route with only a chance of showers predicted around Colorado. Like the 911, the Elise is not known for its generous cargo capacity so traveling light was the word of the day. My laptop bag would be serving as a suitcase for this excursion. While dropping me off, my wife decided to drive up to Spokane to keep Steve's wife company while waiting for the boys to drive home. Takeoff came and went, and I met Steve in Phoenix on the connecting flight to Austin. We greeted each other like two crooks on their way to a heist. "Agent S." "Agent R." The flight arrived in Austin, we got off the plane, but no car. One phone call later and apparently the seller of the Lotus was running late. So we waited around outside the airport, fighting impatience, and thinking ahead to the drive home. At long last the Lotus

showed up, we exchanged documents & money, and then it was time. Steve was running on the adrenaline of having just bought his dream car so we headed out into the Texas night. "That must be one fast car. What's that thing got in it, a V8?" It would be the first of many comments we received as we topped off the tank. Midnight had come and gone, I had dozed off for a while as Steve burned off his nervous energy mowing down the miles. Eventually it all began to catch up with him as he asked me to start checking the map for civilization or at least a Denny's where we could park for the night. It wasn't much more than a parking lot in the middle of nowhere, but a rest stop would be our first stopping point on the road trip home. So we locked the doors, made ourselves as comfortable as possible in "Hotel Lotus" and called it a night.

Day Two: How much further until we get out of Texas?

Feeling much better after some shut eye, I was taking pictures of the Lotus in the early morning light. "Will you stop arting my car?" was Steve's jovial comment as I switched from my digital camera to my old Pentax. Creative urge satisfied, we got back in the Lotus and headed west. Texas

is a big state, and even as the hours passed, we still seemed no closer to the New Mexico border. The Lone Star State finally ran out of miles and we crossed our first state line. New Mexico quickly gave way to Colorado.

One of Steve's pastimes is beer, so on trips he likes to visit breweries and try the local brews. So to pass the time on the trip my job was to check for potential brewpubs to stop at along the way. Our first stop was the Trinidad Brewing Company in Southern Colorado. Good food and a generous ampler tray later, we were back on the road. As we closed in on Denver, Mother Nature decided to pull her first prank. Remember that chance of rain in the forecast? The sky was turning black and as we entered Denver, the downpour began which would not let up all the way to the Wyoming border. We pressed on through the rainy darkness, but by Cheyenne, we'd had enough for one day. As if the weather was bad enough, the first brewpub we went to was having tap trouble so there were no sample trays were available. Okay, on to the next place. The taps at C.B. & Potts, thankfully, were fully functional so it was out of the rain and bring on the grub! With stomachs full, we found a hotel nearby that still had a room left and passed out about as soon as we set foot in the door.



Top Left: Montana at 90 mph: After the snow and dreary grayness of Wyoming, the blue skies and 72 degree temperatures of Montana were a thing of beauty. Below Left: Snow. The last thing we were expecting to see in the middle of a 2000 mile road trip.

Day Three: Wyoming has it in for us, I swear!

"Hey, check this out!" Steve motioned me to look out the window. The downpour that had followed us up from Colorado has been bad enough, but now there was snow on the ground! Thankfully it was only a dusting, but it was still a white knuckle ride for a while as snow plus summer tires do not make a happy combination. Traffic was thankfully light and the roads gradually transitioned from slushy to just plain wet, yet Wyoming continued to be gray and dreary. Our attempts to lighten the mood included finding ways to quiet the wind noise coming from the targa roof by stuffing granola bars in the seams. It worked surprisingly well, at least until they inevitably fell out of the roof.

After a mad scramble for a gas station in the middle of nowhere, we finally reached Montana. As if someone just threw a light switch, when we crossed the border, the road dried out, the sky turned blue and the road ahead was welcoming us with a higher speed limit. Attempts to find the Steelers game on the radio were short lived as the engine and wind noise put out

more decibels than the radio, so we went back to debating which was telling the truth - the car's GPS or the speedometer. The miles flew by, and we stopped at Billings for lunch at the Montana Brewing Company. It was quite picturesque. The weather was gorgeous and there was music in the air courtesy a person playing a steel guitar on the street corner. Life was good. Back on the road, Montana went by in a blur as we began to wonder if we'd make Spokane before the day was out. The continental divide came and went, we'd chase the Clark Fork to the Idaho border and gassed up for the final push home. The Spokane crew were given our latest ETA, and we raced across the final miles to the Washington border as the sun gave out. Our wives welcomed us home with champagne as Steve proclaimed "I am the lord of all things asphalt!" We settled in to dinner as Steve and I recounted our mad-cap dash home from Austin. The following day, we said our goodbyes and my wife and I drove back to Portland, the weekend's road trip becoming a blur of memory, but certainly a weekend I'm not likely to forget. ■

Autocross

This Month's Event: April 18 at PIR, 7:30 a.m.

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

Speeds are generally below 70 mph and driving is mostly in second gear. Each driver gets between 6 and 8 runs competing for time against others in their class and at the end of the event, elapsed times factored for penalties are posted for comparison. It's not necessary to compete in order to enter but you may find that as you gain proficiency your competitive juices rise to the surface and before you know it, you'll be an autocross enthusiast! Most events are done by 2:00 pm.



2010 ORPCA Autocross Schedule

4/18 at PIR South Pits. Tech/Register @ 7:30am

5/9 at PIR South Pits. Tech/Register @ 7:30am

6/20 at PIR South Pits. Tech/Register @ 7:30am

7/4 at PIR South Pits. Tech/Register @ 7:30am

8/14 Autocross Evolution Driving School at Hampton Mills,
Packwood, WA. Tech/Registration @ 9:00am

8/15 at Hampton Mills, Packwood, WA.
Tech/Register @ 8:00am

9/12 at PIR South Pits. Tech/Register @ 7:30am

10/17 at PIR South Pits. Tech/Register @ 7:30am

2010 AX Season teeshirts are now available!
Contact axchair@oregonpca.org for more information!



The 2010 Northwest Passage

On the Road Again Tour, June 3-6

Join us for The 2010 Northwest Passage (formerly known as the Mille Miglia).

The Northwest Passage is ORPCA's premier tour of each year. Stylistically, it is our version of an automotive vacation. You, your navigator, and your Porsche will enjoy three days of exciting roads and scenery, as well as the easy camaraderie of the group of like-minded enthusiasts. It is certain to be a memorable experience.

This year's Northwest Passage route takes us back to the wide-open roads east of the Cascades; hence, the nickname "The On the Road Again Tour." The Northwest Passage starts with Registration at the Bonneville Hot Springs Resort in North Bonneville, Washington. You can be there on June 3 for the kick-off reception with light hors d'oeuvres, wine and beer, join the rest of the On the Road Again gang for a no-host dinner in the Resort's fine dining room, and then get a good night's rest for the next day's drive. We have a block of rooms reserved, most with private spring fed spa tubs for your enjoyment. Or, you can get to the Resort to register at 7:30 am on the morning of June 4.

In keeping with the concept that this is a vacation, we spend a little more on comfortable lodging, great food, and quality wine and beer. The unhurried pace keeps us at about 250 miles per day, but that's enough for you and your navigator to earn the right to enjoy yourselves at every stop and meal.

Friday's drive will take us to Baker City and the Geiser Grand Hotel. We will have an entire city block barricaded for overnight parking and, no doubt, an impromptu local car show. Dinner will be served in a private dining room at the hotel, accompanied by fine wine and beer.

Saturday's route takes us over some amazing, remote, and appropriately twisty roads with long stretches of limited traffic and access, ending up in Bend, Oregon. Accommodations are available at the Marriott Town Place Suites. Or, if you prefer something a bit more cozy, you can



stay across the street at the 20-room Pine Ridge Inn bed and breakfast. Dinner is still being worked out, but we expect that it will be a catered banquet with wine and beer among the cars at Club Carrera, the tremendous car storage club operated by Carrera Motors. Bus transportation will be provided so you don't have to worry about drinking and driving.

Sumptuous catered lunches will be provided along the route on both days.

Sunday starts with complimentary breakfast at both hotels, followed by another fabulous drive ending at a grand finale lunch. After lunch, you can work

your way back home using any of the suggested routes, or put together your own driving group and route.

Your Northwest Passage Team consists of Jim and Judy North, Jeff and Jeannie Gretz, Gregg and Sue Hodge, John and Carlyn Draneas, Rupert and Bobby Jo Koblegarde, Bill and Peggy Munson and Gary and Susie Groover.

The registration fee is \$625 per car and this includes the event, door signs, a keepsake route book, participant souvenirs and meals for both the driver and the navigator. That's a great bargain for this type of event, as the food and beverage budget alone is about \$500 per car.

Please contact our registrar quickly since we have a limit of 35 cars due to hotel and dining restrictions. Also, the hotel reservations cutoff dates begin as early as April 3. Call or email Jim North at 503 221 6262 or james.north@morganstanley.com to receive your registration form for the premier Porsche Club event for the year. ■



Arrive and Drive Saturday, May 8

Next Event June 12

Enjoy some of the best driving roads in the five county area with the monthly Arrive & Drive. The second Saturday of each month starting this year in May and extending into October, each tour is roughly 60 - 100 miles in length and finishing in under three hours. Its a great way to kick off the weekend and a fun way for new and potential members to get acquainted with ORPCA.

To attend, bring your favorite Porsche (with plenty of fuel) (and, ideally a navigator) to Miller's Homestead at 17933 SW McEwan Ave., Tigard, no later than 8:50 a.m. A brief drivers' meeting to cover the route takes place at 9:00 a.m., but many come early at 8:00 a.m. for breakfast (no host). With an average of 40 - 50 cars, we 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. There is no advance registration and no fee. Just Arrive & Drive!

Club Contact: Eric Freedle, 503.936.0816, secretary@oregonpca.org

Photo from July, 2009, Arrive & Drive by Meghan Fankhauser



Rose Cup Races 2010: 50th Anniversary

PIR, June 11 - 13, 2010

The Portland Rose Festival is proud to bring the Rose Cup Races to PIR celebrating the 50th running of one of amateur auto racing oldest traditions. Come and support the racing community and show off your car at the same time.

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

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

Your \$40 registration fee includes a three-day admission ticket for a driver and a guest, 1 corral pass, an event program and the ever popular parade lap on Saturday and Sunday.

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

Go to motorsportreg.com to order your three day ticket. Note: order deadline is May 1, 2010.

Club contact: Eric Freedle, 503.936.0816, secretary@oregonpca.org

FROM THE EDITOR

(Continued from page 4)

The Board of Directors created a committee to review club communications with a focus on Anzieger and its future. I was asked to participate on the committee, but have declined due to other priorities in my personal life. I believe the committee has a true and complete grasp on the "nature of the beast" as I have participated in some of their discussions and I believe they will generate a list of well researched and thought out recommendations for the board to present to the membership.

As this is my last issue as Editor, I want to say that I have truly enjoyed my brief tenure as your editor. It is a job filled with the dichotomies of joy and anxiety, fear and courage and finally of fragmentation and conclusion. Thank you for providing me the opportunity to expand my horizons beyond the graphic and into the written. Honestly, it has been an experience that I will not soon forget.

Auf Wiedersehen (German) and sattua vastakkain (Finnish). ■

AMATEUR WRENCH

(Continued from page 9)

fasteners as they are stronger than the factory studs and are reusable, unlike the factory pieces that you torque to yield, stretching the bolts ...

As I write this we are fresh from our first event at PIR. The AFOPIR opening day was great. We had an intentionally small group of drivers lapping, about 46 or so. The greatest part of the day was the demo rides. We have about 12 demo drivers giving rides to the general public. Most folks have never gone fast around a corner (at least relative to the speeds we travel) and find that there is a significant e ticket ride factor associated with this. Our HPDE operations team, lead by my intrepid spouse Debbie, did a great job of dealing with the Kaos that surrounds an event like this that is full of inexperienced folks at the track. I am proud to be a member of our outstanding HPDE team and really appreciate all they do for the club.

All for now,



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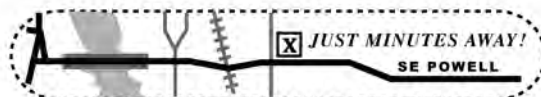
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997

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■ PARTS FOR SALE

Porsche Turbo-Look wheels from '03-on 996 C4S. Car had only 7600 miles when wheels were replaced with HREs. Wheels are in excellent shape. Front 18x8. Rear 18x11. \$800. Call 503-720-4173 Rick Buisan (8/09)

Folger Turbo Look Chrome Wheels from '91 964. Front 8Jx18HQ ET56 Rear 9Jx18H2 ET44. Wheels in good condition with minor scratches on one wheel and chrome peel on one wheel. Three color Porsche hubcaps and tires included. Photos available. Make offer. 360.687.0393. glndgoss@gmail.com

■ OTHER

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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 20th of the month will be included in the issue of *Anzeiger* dated two months hence. For example, ad copy received by June 20 will be included in the August issue, reaching readers on or about August 1. Please note that *Anzeiger* is published 11 times per year; ad copy received after November 20 will reach readers in the March issue.

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

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