



Anzeiger

January-February 2010

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Anzeiger

Volume 51 No. 1
January-February 2011



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ON THE COVER

A collection of beauty, history and horsepower in 917 history all in a row; 400-1000 horsepower, long-tail, short-tail "Pink Pig" used in movies (Le Mans) and used to win Le Mans. Taken in a true bit of heaven in a small area, the Porsche museum in Zuffenhausen. Photo by Mike Fleming

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.

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

PRODUCTION
Earl Green
503.330.2227
earl@millennium-
graphics.com

Editor: Mike Lee

Photo Editor: Bob Schatz
bob@allusaarchitecture.com

Board of Directors

PRESIDENT Jim North 503.221.6262 president@oregonpca.org	BOARD MEMBERS AT LARGE Gary Chapman axchair@oregonpca.org Sue Denfeld social@oregonpca.org
VICE PRESIDENT Don Clinkinbeard 503.970.4848 vicepresident@oregonpca.org	Andrew Jacobson bmail1@oregonpca.org
TREASURER Marlene MacEwan 503.936.9887 treasurer@oregonpca.org	Joe McQueen webmaster@oregonpca.org
SECRETARY Eric Freedle 503.936.0816 secretary@oregonpca.org	PAST PRESIDENT Kathleen Ellis pastpresident@orpca.org
	MEMBERSHIP CHAIR Kim Taylor membership@oregonpca.org

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Classified Advertising

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

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

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise. Display advertising space at nominal rates is available in *Anzeiger* for commercial products and services.

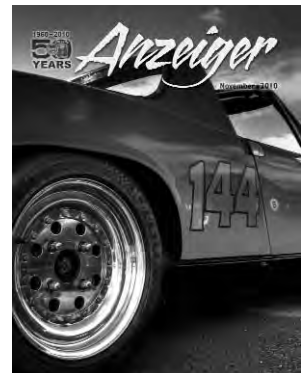
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Oregon Region Porsche Club of America reserves the right to reject or edit any ad, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.

Anzeiger Commercial Advertising

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

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



Four Color

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

Black and White

Outside back cover	\$1,750
Inside front cover	\$1,650
Inside back cover	\$1,520
Inside full page	\$1,390
2/3 page	\$1,180
1/2 page	\$920
1/4 page	\$635

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

FROM THE PRESIDENT

Jim North

Challenges and Opportunities

After almost 15 years with this club, I suppose it's time for me to finally get to work! I am pleased to serve as club president this year and look forward to working with our new board, all of our unselfish volunteers, and the membership at large.

As I previously stated in my candidate statement, I originally joined the club to drive fast at PIR and enjoy DE and autocross. The longer I was involved with the club, the more I realized that there really is (to quote my wife Judy) more to life than cars. She and I have both learned that the club has much more to offer. We have found that it is the people and the camaraderie that make the club tick. We have become good friends with many of the members who spend a considerable amount of their time volunteering for club events in order to make them better for all of us.

Our three largest challenges also present our greatest opportunities for this next year:

■ Volunteerism has declined nationally along with the economy for the past three years, and we have all been impacted. Members have simply chosen to focus more on their jobs and families, which is as it should be. Our opportunity now is to make the club more relevant, and to streamline all of our club activities so that board members and volunteers have the time and energy to do a good job.

LET US KNOW WHAT WE CAN DO MAKE THE CLUB BETTER ... USE A PHONE CALL, EMAIL OR EVEN AN OLD FASHIONED FACE-TO-FACE MEETING OVER A MEAL OR BEVERAGE.

■ The economics of running the club have been under pressure for the past years, partly as a result of the rising printing and mailing costs coupled with declining advertiser revenue in the Anzeiger. Let me be clear; Anzeiger magazine is not going away. However, we are

going to amend the way we print, mail and deliver the content of the magazine, to better serve the majority of our growing and more diverse membership.

■ Our ORPCA website has not provided our members the quality it should have, and we have provided club communications through several means that were not always consistent. We will take the magazine, the email blasts, and the newly revised website and combine them in a much more efficient way. I would dare say that this will probably be the most important project we implement all year.

WE WILL TAKE THE MAGAZINE, THE EMAIL BLASTS AND THE NEW REVISED WEBSITE AND COMBINE THEM IN A MUCH MORE EFFICIENT WAY ... THIS WILL PROBABLY BE THE MOST IMPORTANT PROJECT WE IMPLEMENT ALL YEAR.

I am privileged to be working with the largest and deepest board of directors that we have had in many years. Most of you already know Kathleen Ellis, Don Clinkinbeard, Eric Freedle, Marlene MacEwan, Sue Denfeld, Andy Jacobsen, Gary Chapman and Joe McQueen. They all have either served in years past as board members and/or have proven themselves competent through their successful management of various club activities and programs.

Rather than summarize all of the events planned for next year, I will simply ask you to watch for your 2011 ORPCA calendar in the mail, and then load the relevant dates into your personal calendars as soon as practical. Watch the monthly calendar in the Anzeiger as well



as the revised website homepage for a calendar of upcoming events. They will better show you the latest updates and revisions to our events and programs, which we cannot always capture in the traditional printed format.

It really doesn't matter if you attend club events that emphasize driving or those that are more socially oriented. I think that 90% of life is just showing up! As you become more familiar with the club, you will naturally gravitate toward the events of interest that will hopefully retain your interest in the long haul.

Finally, let us know what we can do make the club better, with your proposed solutions that help solve your identified challenge or problem. The best way to do this is directly with a board member or volunteer. Use a phone call, email or even an old fashioned face-to-face meeting over a meal or beverage. This club will continue to grow and be sustainable if we work hard and smart and never forget to relax and have fun!

Happy New Year! ■

Oregon Region Events



January, 2011

- 11 Board Meeting
- 19 Monthly Club Dinner and Social

February, 2011

- 8 Board Meeting
- 16 Monthly Club Dinner and Social

March, 2011

- 8 Board Meeting
- 12 Autocross Test & Tune
- 13 Autocross & Driver Skills Clinic
- 16 Monthly Club Dinner and Social
- 19 Tech Session

April, 2011

- 9 Spring Clean
- 12 Board Meeting
- 17 Autocross PIR
- 20 Monthly Club Dinner and Social

May, 2011

- 10 Board Meeting
- 14 Arrive and Drive
HPDE @ ORP
- 15 HPDE @ ORP
Autocross
- 18 Monthly Club Dinner and Social

June, 2011

- 2-5 Northwest Passage
- 11 Arrive & Drive
- 12 Autocross PIR
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 17-19 Rose Cup Races PIR
- 23 HPDE @ PIR Tri-Club

July, 2011

- 3 Autocross PIR
- 8-10 Portland Historic Races PIR
- 9 Arrive & Drive
- 12 Board Meeting
- 15 Opal Creek Drive & Hike
- 16-17 HPDE @ ORP
- 20 Monthly Club Dinner and Social
- 23-24 2011 Escape

August, 2011

- 6 "Allure of the Automobile" Car Show
- 9 Board Meeting
HPDE @ PIR
- 14 Summer Picnic
- 17 Monthly Club Dinner and Social
- 20-21 Autocross Packwood

September, 2011

- 10 Arrive & Drive
Sunset Swap Meet
- 10-11 HPDE @ ORP
- 13 Board Meeting
- 16-18 Sunriver Festival of Cars
- 18 Autocross PIR
- 21 Monthly Club Dinner and Social
- 24 Drive & Hike

October, 2011

- 8 Burrito Run
- 9 Autocross PIR
- 11 Board Meeting
- 19 Monthly Club Dinner and Social

November, 2011

- 8 Board Meeting
- 16 Monthly Club Dinner and Social

December, 2011

- 10 Holiday Party
- 13 Board Meeting

Event Notification

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

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 2 for classified requirements and contact information.

STILL PLAYS WITH CARS

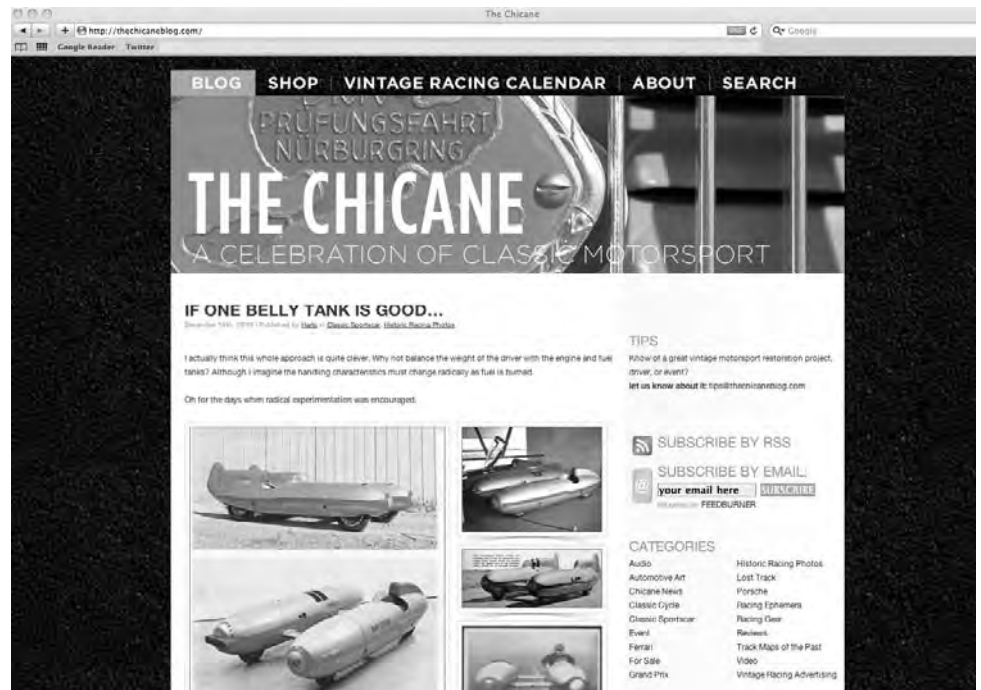
Peter Linsky



Website Features Vintage Racing Photos, Videos

Well ... isn't that interesting? A German business newspaper reported in early October—citing a spokesman at Porsche parent Volkswagen as a source—that Porsche is thinking about jumping back into the Formula 1 arena. The news flew through the Porsche community like a GT2RS. Porsche last competed in F1 under its own name—that is, with its own engine and chassis—in 1964, when Dan Gurney won the French GP at Reims, and then a non-championship round at Solitude near Stuttgart. Later, Porsche provided engines for the McLaren-TAG (Techniques Avant Garde) team during the 1980s, during which the British team won several manufacturers' titles and both Alain Prost and Nicki Lauda won drivers' championships.

The report also mentioned the possibility of Audi entering F1, or VW itself dipping a toe into NASCAR, as Toyota has done. An Audi spokesman says there's been a lot of discussion about that company's future in motorsport, but at this point, there are no plans for an F1 entry. One has to ask the same question now that Porsche asked itself in 1964: What



and the like from the McClure Archive. I enjoyed watching a clip of a 1955 racing weekend at Torrey Pines, near San Diego, with Jack McAfee in a very-dented 550 Spyder holding off Ken Miles in his "Flying Shingle" MG Special. It's worth a look.

I ENJOYED WATCHING A CLIP OF A 1955 RACING WEEKEND AT TORREY PINES, NEAR SAN DIEGO, WITH JACK MCAFEE IN A VERY-DENTED 550 SPYDER HOLDING OFF KEN MILES IN HIS "FLYING SHINGLE" MG SPECIAL. IT'S WORTH A LOOK.

would be the return on investment, given the huge costs of designing and fielding a successful F1 team?

Forgive me if I have shared this previously, but here's a fascinating website that should provide a bit of historical context to what we enjoy so much today. Thechicaneblog.com features old film clips of early US sports car races, hillclimbs,

Porsche has had some issues with new car reliability in recent years, but those problems appear to have been resolved; Consumer Reports Magazine rates Porsche and Volvo as the only European nameplates with average or better reliability this year, with those results based on surveys of owners or lease holders of 1.3 million vehicles. That contrasts markedly with some other well-known prestige European

marques. CR notes that newer BMW, Mercedes Benz, and Audi—all heavily laden with high-tech and power-assisted gizmos, are now experiencing much higher than expected rates of component failures and customer complaints. Mies van der Rohe was correct: Less is more.

Modesto, California, is only 659 miles from Portland, but with apologies to the nice (mostly) people who live there, you probably don't want to spend much time in that community, especially if you drive a nice car. The National Insurance Crime Bureau rates Modesto the car theft capital of the known universe, with more than 4,200 reports of vehicles stolen there in 2008. A Rottweiler might be the best defense if you could teach it not to eat the upholstery.

Until next month, drive safely! ■

January Social and Dinner

Wednesday, January 19, 6:00 pm

THE OLD SPAGHETTI FACTORY

0715 S.W. Bancroft St.

Portland, OR 97239

503.222.5375

Come in out of the winter rain and join us for our fabulous annual pasta feast at the Old Spaghetti Factory! Menu choices are 1) Mizithra Cheese & Browned Butter/Rich Meat Sauce (half and half): \$12; 2) Meat Lover's Treat: \$14; 3) Fettucini Alfredo: \$12; 4) Chicken Caesar Salad: \$13.

Selection of main course must be pre-selected when making the reservation. Please bring the correct change to the event.

See you there!



DEADLINE:	January 14, 2011
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Sue Denfield dinnermeeting@oregonpca.org

**Club
Event**



February Social and Dinner

Wednesday, February 16, 6:00 pm

**Location and full details available at www.oregonpca.org (info not available at press time).
See you at the dinner!**

DEADLINE:	February 11, 2011
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Sue Denfield dinnermeeting@oregonpca.org

**Club
Event**

THE DRIVER'S CORNER

Paul Goudy



Look Where You Want to Go and the Car Will Follow

Editor's Note: The Driver's Corner is a new column devoted to enhancing the Porsche driving experience.

Writing the "The Driver's Corner" is Paul Goudy.

Paul is an active driving instructor for both the Porsche Club and Pro Drive Racing School. He currently holds a National SCCA Competition Race license and competes regularly at Portland International Raceway and in the Nevada Open Road Rallies.

The eyes are one of the most important, yet often underutilized assets a driver has.

To better utilize the eyes a driver can:
Look farther ahead as speeds increase.

Develop enhanced peripheral vision to keep track of objects near by.

Be looking where the car needs to go.
Avoid target fixation.

Look farther ahead as speeds increase.

As speeds increase closure rates also increase and in the event of an unexpected situation (the car in front drops a muffler, a deer runs out, etc) the driver needs adequate time to react and make the necessary correction.

A good reaction time for an unexpected situation is 1.5 seconds. A car traveling at 60 mph covers 88 feet per second equating to a reaction distance of 132 feet or approximately nine Porsche 911's parked bumper to bumper. The reaction distance at 80 mph (car covering 117 feet per second multiplied by 1.5 sec reaction time) is 175 feet or 12 Porsche 911's bumper to bumper. Note; this is just the distance necessary for the driver to react.

If the driver's eyes are not looking beyond even these minimal distances the driver is "living in the past."

Crush zones not stopping distances could become the real issue.



Keep the eyes up and moving, looking far ahead and watching not only the road and other vehicles, but the adjacent sides of the road as well.

The earlier a driver sees a potential problem developing the more time he or she has to formulate an action plan to deal with it.

Enhanced peripheral vision allows the driver to maintain awareness of other vehicles, people and objects close to his or her vehicle without having to look directly at the object(s).

Taking the time to sharpening peripheral vision can pay huge dividends not only during spirited driving, but also when driving through busy parking lots and school zones.

Good peripheral vision is a learned skill a driver can develop while walking or sitting in an active area.

With the eyes looking forward, note the distinct qualities of moving objects in your peripheral view; what are they, are they closing in, leading away, etc.

The quicker a driver can identify an object, decide its threat level and plan a course of action, the less chance of over reacting and compounding the problem.

Look where you want to go and the car will follow (usually).

The eyes direct the hands and the hands steer the car.

The eyes natural tendency is to look directly at a threat or sudden item of
(Continued on page 24)

Even the AX Awards Banquet Has Curves

by Todd and Kathy Averitt / Photos by Pamela Chapman, Mike Pinto and Elizabeth Bacon

It's official!

M01: Britain Smith
I0: Greg Olsen
P03: Eric Freedle
P04: Jim North
P05: Barry Cogut
S01: Gordon Empey
S02: David Meharry
NP: Jim Pileggi

The season is now under wraps. The contest was waged on eight challenging courses ranging from tight to fast, wet to dry, and from cold to blistering hot. Congratulations to those who found that missing tenth second and took their respective classes. The class winners have the winter to enjoy the spoils of their efforts. The rest of us left to ponder that elusive tenth ...

... But not before the awards banquet! You WERE at the awards banquet, weren't you? No? Oh for Pete's sake, how could anyone skip Thai food AND a hot go-cart track. That's right—catered Thai food upstairs, the Sykart go-carts downstairs, and awards, lots and lots of awards. If you weren't there, you're going to have to wait



until next season to check out our cool new apparel.

Thanks to Pamela and Gary Chapman and Britain Smith, who were responsible for our outrageous award banquet? What better venue could there be? Driving tales

told around the dinner table and then backed-up on the track downstairs. How neat is that?

Our banquet began around 4:00. Prior to that, we leaned on the rail of the go-cart track, pondering the slick floor, tight corners, and reducing radius corners, while questioning the line to consistently break 31-second lap times. With appetites growing, it was off to the banquet room upstairs, where time was spent with greetings and beverage, followed by a wonderful Thai feast. It included chicken satay (chicken marinated in Thai spices on a stick), thong thai noodles (stir-fried soft wide rice noodles with egg, yellow curry powder, broccoli, carrots, and onions), spring rolls (deep fried mixed vegetables in egg roll wraps served with sweet and sour sauce), and fried rice, just to name a few of the delights.

During dinner the rumors flew:

...What will Britain bring to next seasons events?

... Will Harry really lower his Porsche by raising his spindles (I01 class Harry)? ...

...Will some of the classes be restructured?

... Will there be additional classes added to the NP group?

If you have suggestions for the 2011 Autocross season, contact Gary Chapman at drchapman@chapmansmiles.com or Britain Smith at britain@britainsmith.com.

The meal was followed by the awards presentation, given by Gary Chapman and Britain Smith. There were first, second, and third place awards, as well as participant awards and acknowledgement of point totals for the year. During and after the award presentations, there were many group pictures, awardees' pictures, and even more group pictures. For those not in attendance, you'll have to wait until next season to feast your eyes on some really cool stuff.

After the awards, it was down to the go-cart track for one last chance at redemption for the runners-up. I'm afraid I don't know the final outcome—we had to





leave—but we understand Mike Pinto and Bill Thorpe had it going on. Mike Pinto was wearing a helmet cam. Check out our autocross PCA facebook page under “media” to experience the fun. In closing, here’s a quick reflection on a wonderful 2010 season:

It began March 13th in the Pro Pits on a little layout called “Pick Your Poison,” a fast track incorporating a driver’s option of taking a left or right skid pad type loop. Then April 18th in the South Pits, the “Bucket of Fun” course consisted of reducing radius corners and fast slaloms.

Was your favorite the Mother’s Day layout called “For Mom with Love” on May 9th? Remember the “heart” shape at the west end of the Pro-Pits? It was sweet but tough. We were back in the Pro Pits June 6th for some serious fun on the infamous course called “To Infinity and Beyond.”

The July 5 autocross was one of my favorite layouts. I can’t say I did well, but “Where’s Waldo” was one tough layout, testing every part of one’s driving skill.

Then on August 15, it was off to Packwood, WA, which was hosted on 13 acres with some of the fastest autocross

cars in the country. This layout, called “The Final Frontier,” was the perfect venue for serious horsepower and fine tuned suspensions.

Autocross #7, named “Cajones” on September 12th, was another of those perfect layouts testing driver’s skills and their (pardon the expression) “cajones.” Our eighth autocross, held in the Pro Pits on October 17, used the same layout as autocross #4 and was re-titled “To Infinity and Beyond... Redux.” It was the perfect course to determine several of our class champions.

Again, thank you to all those that filled the season with such wonderful experiences— from the trailer staff to the organizers, and especially to Gary and Pamela Chapman, Britain Smith, Chuck Jarvie, Chuck West, Mike Pinto, Bob Schatz, Kathy Smalley, Harry Danberg, and Bill Thorpe for their contributions.

Finally, thanks to all the members and participants and their never ending support, participation, and camaraderie, for making this a year to remember.

May your holiday season be bright and all your roads dry and twisted. ■



Opposite: Shots from Autocross 2010 by Michael Pinto. Top: The AX crowd gathered at Sykart to wrap up the season. Photo by Pamela Chapman. Above: The 2010 awards during the Thai dinner. Photo by Elizabeth Bacon. Right: Unidentified AX-er speeds down a Sykart straightaway. Photo by Elizabeth Bacon.



S.C.R.E.A.M. When Traction is Limited

by Paul Goudy

It was starting to snow as darkness closed in. He had stayed longer at the party than he had intended. A glance at his cars' outside thermometer showed 28 degrees, explaining why the snow was sticking on the road. He quietly cursed the weather.

The little sports car was an animal on the twisty back roads. Its tires were designed to build heat quickly and grip dry asphalt, which the current road was anything but. His hands began to ache as they gripped the steering wheel and he could feel the tension in his shoulders and the rest of his body; why had he stayed so long?

The car came through the right hand corner and on to the straight, toward a slight rise. As it came over the rise, the road glistered under the headlights' beam. "Ice!" he said through clinched teeth, when he saw the tree next to the road. Every muscle in his body tensed as he quickly lifted his foot from the accelerator.

Suddenly, the driver realized that the back of the car had begun to slide out. He panicked, hitting the brakes with all the strength sheer terror allowed. His foot felt the rapid pulsations caused by the ABS system cycling, but it was too late. The back of the car spun around, and through the windshield, his eyes locked on the tree next to the road.

Driving on low traction surfaces can happen throughout the year in the Pacific Northwest, whether due to ice and snow, rain after a dry period, or unexpected debris on the road mid-corner. How a driver reacts will spell the difference between getting to the destination unscathed or a long wait for a tow truck and the dreaded trip to the body shop. The following five learnable skills will significantly assist a driver in a low traction situation. They can be remembered by the acronym "SCREAM":

S: Smooth
C: Calm
R: Responsible
E: Eyes
A: Aware
M: Mass



Smooth

Making smooth transitions between the brakes, gas, steering and clutch using the least amount of inputs is critical on limited traction surfaces. In the story above, the driver abruptly lifted his foot from the gas. This move is usually tolerated under normal driving conditions, but not on an icy road.

How smooth should a transition be? A passenger should not be able to distinguish the point when a driver's foot moves from one pedal to the other. The driver's feet should "flow" as needed from one pedal to the next.

Steering inputs need to be smooth as well. A hasty steering input can triple traction requirements when there is no more traction available. If done in mid-corner on wet leaves, the front tires can begin to slide.

Calm

A calm and relaxed driver will be less fatigued and better able to sense feedback from the car. Being relaxed allows the driver to avoid gripping the steering wheel tightly, permitting better sensitivity to feel minute changes in tire resistance through the steering wheel and seat. The earlier the driver feels the car start to slide, the less of a correction is necessary.

By being calm and relaxed, the driver is able to make small corrections to deal with slight slides while driving, instead of trying to "catch the car" before it spins off the road. To be calm and relaxed, a driver needs driving confidence—which can be safely gained through attending driving schools.

Responsible

The driver is ultimately responsible for what happens while he or she is behind the wheel. To maintain a safety margin, the driver needs to drive within the conditions present. Weather, road surface and the skills and abilities of the other drivers are all part of the conditions present.

Eyes

The driver's eyes guide the hands and the hands steer the car. The key is to look at the path you want the car to take. If the driver is looking at an object such as a ditch, tree, or animal, the driver's hands will naturally steer the car toward that object.

If necessary, keep track of a moving object to be avoided by using peripheral vision, but keep the eyes focused toward where you want the car to go, even if the car has begun to slide or spin. Avoid allowing the eyes to fixating on a single object, including the car in front.

Aware

The driver needs to be aware of what the car is doing by sensing the car's feedback. The car "tells" the driver the amount of traction the tires have at any moment by the level of resistance fed back through the car's chassis to the driver. The front tires' feedback goes through the car's steering system to the steering wheel. The feedback from the rear tires comes through the suspension and chassis to the driver's seat. The better the driver is at feeling the slightest change in tires cornering resistance, the quicker he or she can make the necessary correction. Dealing with small traction problems are much easier to man-

age than when all traction is lost and the car is spinning.

To maximize feeling the front tires through the steering wheel, the driver's hands need to hold the steering wheel without gripping too tightly, maintaining steering wheel contact with the sensitive areas of the finger tip pads and palms.

Since the driver feels the rear tires through the seat, the driver's butt needs to be in full contact with the seat with minimal movement. One method of minimizing butt-to-seat movement is by tightening and locking the seat belt (see sidebar).

Mass

Moving the mass or weight of the car to the tires that need traction via gas pedal modulation is a primary method to correct the onset of a spin or slide. With a slight press on the gas (transferring weight to the rear), the driver can correct the start of an oversteer (rear tire slide), and with a slight lift on the gas (transferring weight to the front), the beginning of an understeer (front tire slide) can be corrected. The more the slide, the more weight needs to be transferred.

If the car is in a "power slide" (where the rear tires are spinning and sliding at the same time), the correction is to lift slightly from the gas to minimize the spinning, yet maintain weight on the rear tires (rear drive car).

The driver on the icy road froze, with his foot still pressed hard against the brake



pedal as he felt the car go off the road toward the tree. Luckily, it was going slow enough to not reach the tree. After a two and a half hour wait, the tow truck arrived. The driver was fortunate that no bodywork was needed; just a four-wheel alignment. A month later, the driver attended a three hour skid car school in Portland, and he assures anyone who asks that he will SCREAM the next time the roads are slippery. ■



To engage the lock feature in today's inertia type seat belts

Start fastening the seat belt and slide the seat back to the rear of its travel. Take the seat belt where it crosses your chest and pull it up, tightening it against your pelvis.

Release the belt, allowing it to self-tighten, then again take the belt where it crosses your chest and jerk it forward, engaging the lock.

While holding the belt out against the lock, move the seat forward till the belt is comfortably tight, holding you in the seat with the seat the correct distance from the pedals and steering wheel (it sometimes takes a couple attempts to get it right).

Making the Choice for Clutch Replacement

Story and Photos by Bob Schatz

It's never a good time for unscheduled repairs to your Porsche, but if you play hard, it will become time to replace your clutch by 75,000 miles. That day came for me during the middle of 2010's first autocross. During the races, I wasn't sure if I was losing the clutch or if I was just spinning the back tires, but the drive home confirmed that it was the clutch. All I could think of was how much it was going to cost.

I called two places—my local mechanic and a large dealership. As expected, the dealer was a bit more, but they also give a 10% discount to PCA members, which brought their price pretty close to the local mechanic; right around \$2,400. I decided to use my local mechanic because the price was about the same, and I could drop off my car and walk from their shop to my office.

I KNOW I'LL APPRECIATE THE RIGHT THING BEING DONE LATER. I'VE GOT THIS THEORY THAT WHEN YOU ALWAYS DO THE RIGHT THING, YOU KNOW DEEP DOWN INSIDE YOU ARE LIVING THE RIGHT WAY. DRIVING A PORSCHE IS ONE OF THESE DECISIONS I HAVE MADE IN LIFE.

The big question when replacing a clutch is "What is the condition of the existing flywheel?" The flywheel, costing approximately \$850, is by far the biggest expense of the rebuild. However, the flywheel can be reused 80% of the time, depending on wear and burn marks.

If you re-use a flywheel with burn marks, you run the risk of having a clutch that chatters on take-off, and probably a



clutch that wears prematurely. You also want a flywheel that does not have any grooves cut into it by the clutch plate. I

inertia of the stock flywheel keeps the motor moving along smoothly and makes it less likely to stall. It slows down both acceleration and deceleration a bit. The lightweight flywheel gives the engine a more direct drive and a more aggressive nature, and makes it easier to stall under deceleration. If I ever build a racecar, I will consider it, but not as the flywheel for my street car.

When my car was put up on the rack and the transmission was pulled, I was eager to see the condition of my flywheel. It had a 1/16 inch deep groove where the clutch plate had been grinding away for the past nine years, and the mechanic was recommending replacement. A big gulp later, I said "Okay, let's do it."

I know I'll appreciate repairing it properly later. I've got this theory that when you always do the right thing, you know deep down inside that you are living the right way. Driving a Porsche is one of these decisions I have made in life because these are quality cars with a reputation that I enjoy, all of which rewards me daily with something as simple as driving to work.


\$2400 later, I drove off the lot with my car and its new clutch. It was easier on the clutch pedal than the old one. It turns out that a clutch pressure plate gets stiffer as it ages; I would have thought the opposite.

Now, when is that next race? ■






Clockwise from opposite top: The back of the engine with the transmission removed, the two cables to the right are the shifting cables. Transmission looks pretty clean after 9 years. The used clutch and pressure plate on the left and the new on the right. The parts removed just to get to the transmission.



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Remembering 2010 Photo Gallery

Photos by Club Members

We hope you are enjoying your 2011 ORPCA calendar! This year we had plenty of beautiful photos submitted by members to choose from. It was a tough decision and we ended up with several photos that deserved to be set free from our photo files. Enjoy!



Clockwise from top left: Photo by Bob Schatz; photo by Norman Pazelwick; photo by Darren Lloyd; photo by Marlene MacEwan; photo by Todd MdNabb; photo by Sue Hodge.





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2010 PHOTO GALLERY, CONTINUED



Clockwise from top: Photo by Kelly Bensene; photo by Kelly Bensene; photo by Jim Ayers; photo by Darren Lloyd; photo by Norman Pawelzick.

Welcome to ORPCA Autocross 2011

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

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

Autocross

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.

Your car will be given a tech inspection to make sure it is ready to go autocrossing. We typically check wheel lugs for torque, gas cap tight, battery tight, no loose items in cabin. 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. Come on out and play! Register at orpca.motorsportreg.com.

Autocross Test and Tune

Saturday, March 12, PIR South Pits

Come on out and get your carbs tuned, suspension set up, check your tires. Unlimited runs, \$30.00 for the day.



Autocross & Driver Skills Clinic

Sunday, March 13

Our annual Driver Skills Clinic, offered in the Spring on March 13, is a great way to shake off the winter blues and get things rolling again. You will have an opportunity to improve your car control skills prior to ORPCA's upcoming on and off-track events.

The clinic features: A skid pad to improve your on-limit car control, A slalom to help develop your timing and line, looking further ahead, and An avoidance maneuver and threshold braking exercise to enhance your ability to stay in control of your car during unexpected circumstances.

We provide instructors to guide and help you understand what is taking place between you and your car. The event is open to drivers of all skill levels and is a great way to build new skills, gauge the limits of your car, or just get back in shape after a long winter. That smile will last for days afterwards.

REGISTER VIA: orpca.motorsportsreg.com

CLUB CONTACT: Gary Chapman
axchair@oregonpca.org

Club Brings “Sunshine” to the Holiday Season

Story and Photos by Jim Ayers

ORPCA members again worked toward brightening the holidays for the less fortunate families in the Portland metro area by helping the Sunshine Division of the Portland Police Bureau with their annual food drive.

Working in an unheated warehouse on N. Thompson, the group was split between two different tasks. Task 1 was unloading and sorting food from all of those blue barrels you see in your local grocery stores; task 2 was loading the Christmas food boxes with oranges, potatoes, onions, bread, and other staples to help a family out during tough times.

On both Monday and Wednesday nights, sorters were finished ahead of schedule, while those who chose to fill boxes ended up working overtime.

Over the past four years, ORPCA has fielded a good sized group of volunteers for this event, which was followed up by the Saturday delivery of boxes—which included contain frozen chickens and other perishable foods—to the needy.

Volunteering this year were: Jim Ayers, George Baker, Kathleen and Bob Ellis, Paul and Kim Goudy, Bill and Donna Helzer, Peter Linsky, Mike and Mary O'Connor, Andy and Ronnie Wilson, Koorosh and Sharon Shafa, Chuck West, Neil and Lynn Russell, and Bob McCarthy from Sunset Porsche.

The Sunshine Division is a local charity which was started in 1923 and is a division of the Portland Police Bureau. As you might expect, the donations to the organization go directly to those in need with a very low administrative cost. Donations of money, time, or food are always welcome throughout the year.

You can contact the Sunshine Division by calling 503-823-2102 or dropping by at 687 N. Thompson St., Portland. ■

Top: Andy Wilson. Center left: Neil and Lynn Russell. Center Right: Chuck West. Right: Bob and Kathleen Ellis, Mary O'Connor and Donna Helzer.



Tech Session

Saturday, March 19 10 a.m. - 2 p.m.

Matrix Integrated
4000 SW Macadam Avenue
Portland, OR

The topic of this Tech Session will be Fluids. Fluid Dynamics is the study of fluids and the forces on them, and how they affect your Porsche. Come and get your technical questions answered (and find the answers to questions you didn't know to ask!).

Many thanks to Matrix Integrated for sharing their insights with Porsche enthusiasts.

A great way to get your car ready for a new season of Club fun in 2011!

DEADLINE:	Register by March 15, 2011
REGISTER VIA:	RSVP via e-mail to: jeremy@matrixintegrated.com
CLUB CONTACT:	Eric Freedle secretary@oregonpca.org



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THE DRIVER'S CORNER

(Continued from page 9)

interest, which is why vehicles sometimes hit obstacles that could have been easily avoided.

In the event an object appears the driver's eyes need to focus on the path that will safely lead the vehicle around the object.

One way to practice looking where you want the car to go is with pot holes and manhole covers. When one comes up look 6 inches to one side or the other (while monitoring traffic and without going outside your lane) you will still be able to see the pot hole or manhole cover,

but by looking next to it the tires should follow the path you are looking at.

In the event the object to be avoided is an out of control vehicle in front of your car, look where the car just was, it likely will not be returning there.

If necessary when driving tight corners use the side window to view the intended path for the car (remember today's cars have large "A" pillars big enough to hid a car or pedestrian). If your car is starting to slide keep looking where the car needs to go and not at the approaching obstacle.

Avoid target fixation by keeping the eyes moving (unless you are trying to avoid an immediate obstacle). The moving eye

supplies greater information to the brain then the fixated eye, including what is in the mirrors and what the gauges indicate.

If the driver allows their eyes to fixate on the car ahead and it goes off the road he or she will likely follow it off.

Target fixation is also an indicator of driver fatigue. If necessary pull over and take a break.

Through good eye utilization a driver can effectively deal with the common situations found on our public roads and further enhance their Porsche driving experience. ■

Anniversaries

5 Year Anniversary

Jeffrey Babcock
Judi Babcock
Brett K. Laurila
Cindy Laurila
Neil B. Hutchinson
Karen Hutchinson
Jon Stuart
Shar Stuart

10 Year Anniversary

Andy Chenoweth
Jeanne McGinnis
Timothy Ashcroft
Imelda Ashcroft
Kim Taylor
Kevin Keenan
Stefan Brown
Rebecca Hathhorn
James B. Roe
Lynne Roe
Jay A. Zollinger
Jade Zollinger
Douglas Barrett
Margit Albrecht

25 Year Anniversary

John Caldwell
Mark Caldwell

25 Year Anniversary

Robert W. Ditsworth
Darlene Ditsworth
Koorosh Shafa
Sharon Shafa

Announcing the *Anzeiger* Cover Photo Contest 2011!

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

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

Remember that many digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, please follow these guidelines:

■ Before taking the photo, set your camera for its highest resolution. That's the one that uses the most memory.

■ E-mail the photo to us directly from your camera, without saving it to your disk first. That is, when you load the photo and your computer asks what to do with it, choose "e-mail," not "save."

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

The fortune: If we use your photo on the cover, you will receive your cover, beautifully framed.



Send your entries to:

Bob Schatz, Photo Editor
bob@allusaarchitecture.com

Night of Champions Celebrates 2010 Season

Story from National PCA

The Porsche 911 GT3 RSR takes off into the new motorsport season with significant modifications. The 2011 version of the world's most successful GT race car celebrated its international premiere at the "Night of Champions" party held at the R&D Center in Weissach to mark the end of the 2010 motorsport season. Priority in the further development of the GT3 RSR was given to the newly designed aerodynamics at the front and rear, changes to the suspension kinematics and to the engine.

The 4.0-litre, six-cylinder boxer engine now delivers 455 hp (355 kW) at 7,800 revs, five horsepower more than its predecessor. The power increase results from an engine management system which adapts even better to different fuel grades, as well as a redesigned exhaust system and a modified air intake housing. Moreover, the drivability of the famously efficient engine has undergone further improvements. Maximum revs remain unchanged at 9,400 rpm.

Clearly visible are the modifications to the front. A new front lip provides higher downforce at the front axle. The front



Weissach can be ordered now at a price of 410,000 Euro plus country-specific value added tax. All 2011 modifications are available as a kit for GT3 RSR cars from the 2010 season. ■

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wheels are now wider with the rims growing from 11 to 12 inches giving additional grip and less understeer. The position of the rear wing and the shape of the wing mounting also underwent optimization and were adapted to the new rear fairing with additional air outlet louvers. The rear lid was also redesigned for optimized air ducting. Like the 911 GT3 Cup and the GT3 R, the RSR has now been equipped with the LED rear lights taken from the latest 911 road-legal cars.

The 911 GT3 RSR joins the 911 GT3 R and the 911 GT3 Cup as the top model of Porsche Motorsport's product range. The successful long distance racer from

News Brief: Black and Silver Battle for Top Car Color

Paint manufacturer DuPont have released statistics that silver and black are the most popular car colors, worldwide.

Twenty-six percent of cars are silver, and 24% are black. Also in the top five are grey and white, each at 16%. Red comes in at 6%.

Noticing that there many of your neighborhood cars are white? It's true that North America prefers white and "pearl" cars over silver or black.





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Tim Chin
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Tracy Barber
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1978 911 SC

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Maureen Moore
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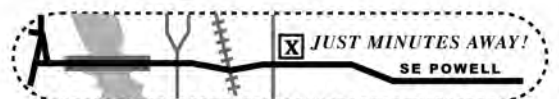
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2002 Porsche 911 Carrera Cabriolet 996 Low Mileage, Manufactured 2001-08-29, 28,250 miles, 3.6 liter, Six Speed Gearbox, Y1Y1, Seal Grey Metallic Body with Additional Seal Grey Metallic Hardtop & Cover & Stand, AH Interior Trim Optional Leather Interior Black (MSRP) Additional \$3,250.00, Soft look Black Supple Full Leather Interior / Seats, 18" Wheels with Wheels caps with colored Porsche Crest, Porsche Stability Management, AM/FM Radio with CD Play, eBlack Floor Mat with Porsche lettering, P03- Technic Package. P14- Heated Front Seats, P15-Power Seats with Memory Includes Mirror memory when Reverse is engaged, XSC- Porsche Crest in Headrest, YO8- Dark maple Burr Wood / Aluminum shifter knob and brake handle, Porsche Car cover, Porsche is always Garaged. Only reason I am selling is that I have a 997 4 Coupe and only drive this Cabriolet a few times a year and it is not fair to this pristine car to just sit and be stored. Asking \$39,950.00 for a truly mint condition 996 Cabriolet. Larry Werre, 503.653.5495 (Home) or 503.320.8187 (Cell). lewerre@comcast.net (9/10)

1969 911E Coupe. Good straight car with very minimal rust. Fuchs, vented brakes, decent interior with aftermarket seats, Webers, New Diehard battery. Great car to drive and upgrade at your leisure. 108,xxx miles. \$15,900. Ted Rodgers, 503.857.2182 or rodders356@msn.com. (9/10)

1970-911T -Silver/Black, with: 'S' trim option & 911E engine, overall mileage unknown, approx 90.000+ (original T engine with matching #'s comes with car). Rare rust free car. 15 foot- repaint. Nice original interior. \$18,950. JOHN 503-936-2433 cell, 503.935.4209 (home). signatur@comcast.net

■ OTHER

■ Red 2010 TeamTech 6004 RamPac Harness, 6 point camlock with sternum strap. Nicely padded, as new racing harness. \$125 See at <http://www.teamtechmotorsports.com/racingharness/index.html>

■ Rennline Porsche seat harness mounts. Tunnel Side Mount Long, Tunnel Mount Short and Door Side Mount. <http://www.rennline.com/Safety/products/804/> All three plus all hardware and instructions for \$60

■ HJC Snell 2005 Full Face Carbon Fiber racing helmet. Super lightweight. Never used. \$250

■ 4 brand new super heavy duty 34" axle straps for towing \$25. bcogut@comcast.net (12/10)

Winter storage for your Porsche. Enclosed secure storage at my home garage between Beaverton and Hillsboro. \$125/month. Jeff Gretz 503.628.0629 jgretz@onlinenw.com (11/10)

T-3 Wheels and Michelin Cup tires for sale. These are take-offs from my 2007 GT-3. They should fit all narrow-body 997s. They were on the car for less than 3000 miles and are in excellent condition. These are OEM wheels, not replicas. They include tire pressure sensors and center caps. Price for all is \$3450. I also have a second set of rear GT-3 wheels 19 X 12 (rear only) for sale. Price is \$1500. Tire pressure monitor sensors (new) for sale @ \$50 each. Contact Mark Mueller at (503)581-7788 (work) or mark.mueller@gmscpa.com (9/10)



See page 2 for information on placing Marketplace advertising



Correction

The article in the December, 2010, *Anzeiger* titled "October AX: To Infinity and Beyond ... Redux" was incorrectly credited.

The authors were Todd and Kathy Averitt.

The Editors regret the error and thank the Averitts for their continued contributions to *Anzeiger*.



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Jim North

Financial Advisor

Morgan Stanley Smith Barney

1001 SW 5th Ave. Suite 2200

Portland, OR 97204

James.North@mssb.com

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(800) 767-7824 (toll free)

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