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REGION

Anzeiger

May 2010





YOUR DESTINATION DEALERSHIP



CLUB CARRERA

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for the Auto Sports Enthusiast

Carrera Motors and Club Carrera,
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or who wish to find the car of their dreams.

Anzeiger

Volume 50 No. 4
May, 2010



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ON THE COVER

Britain prepping for the first AX of the season, and going for the national gold this year.
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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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.

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

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

Anzeiger Commercial Advertising

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

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



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

Kathleen Ellis

Board Discusses Direction and Details

It is the eve of Daylight Savings Time, and as we “spring forward,” driving opportunities are here! Spring Break Out is in progress as I write this; the weather, although cool, has cooperated so far for the event. I can’t wait to hear the stories from various participants regarding their runs! What a great way to kick off the driving season!

2010 Escape in Sun Peaks, Canada, the Sunriver Festival of Cars in September should be even more fun this year. Kevin Neary of High Desert Region is working on organizing a multi-region dinner on Friday, in addition to all the other planned activities. I believe it would be super to have a good turn out for this. We then finish off the month with the ORPCA 50th Anniversary Party. This is a



FOLLOWING THE 2010 ESCAPE IN SUN PEAKS, CANADA, THE SUNRIVER FESTIVAL OF CARS IN SEPTEMBER SHOULD BE EVEN MORE FUN THIS YEAR. ... I BELIEVE IT WOULD BE SUPER TO HAVE A GOOD TURN OUT FOR THIS.

The Board of Directors met on March 9 to conduct monthly business. Planned events continue to be fine-tuned. I am hoping to attend the Spring Clean event in April to get Speedy in shape for the season. The monthly Dinner and Socials are in full swing, and May will be our first Arrive and Drive.

HPDE and Autocross events are on schedule. These events provide great opportunities for you to improve your driving skills and have a blast at the same time. Lots of volunteer effort goes into making these events successful. If you aren’t sure you want to drive, come out anyway and get involved. I can guarantee you it will be fun and educational as well.

Do be sure and save the first weekend in June for the Northwest Passage. This is our premier driving event and I expect that it will be super! Other planned tours and activities promise to be great fun as well.

Looking ahead to September, “The Escape” is the “other” national PCA event. Canada West is hoping for great attendance. Please visit their website at www.pcaescape2010.com. Following the

once in a lifetime event that should not be missed!

In the event you missed this date change, we will hold the Holiday Party

WE THEN FINISH OFF THE MONTH WITH THE ORPCA 50TH ANNIVERSARY PARTY. THIS IS A ONCE IN A LIFETIME EVENT THAT SHOULD NOT BE MISSED!

on December 11, a SATURDAY, at the Avalon in Portland, with a view of the Willamette River.

I look forward to seeing you.
Kathleen ■

Photo from Sunriver Festival of Cars 2009 by Bob Ellis



Oregon Region Events



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
- 12 Arrive and Drive
- 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 Celebration

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*

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

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



“Biography” Explores Life of Dr. Ferdinand Porsche

Just as it appeared that prices for perfect early Speedsters had topped out at around \$200k—before the US economy entered its recession—and then began dropping back, we find a serious exception to that premise. RM Auction put a gorgeous 1958 “matching-numbers” tub on the block at Scottsdale in January, with a price estimate of between \$200K and \$250K. This black Speedster, sporting chromed Rudge center-lock wheels, carried “normal” trim, but its description stated that it had over 90 horsepower. A friend who attended the auction took a close look, and told me afterwards that not all was kosher. The engine case was not numbered, so it wasn’t original or “numbers-matching”... and those Rudge wheels were modern repros. Still, the car sold for a reported \$202,000 plus buyer’s premium.

Most high-performance automobiles of the internal-combustion variety tend to be thirsty, and Porsches, while certainly offering reasonable gas mileage, still fall into that category. Hence, it was duly reported in December, Porsche had paid the Federal government some \$3.7 million in “Gas Guzzler” penalties for 2009 for selling cars and light trucks (Cayennes) that failed to meet EPA combined mileage standards for their particular class.

If you keep an eye on the GT3 RSR’s being raced in the Grand Am and other GT series, you might note a small item that we haven’t seen on Porsche racing cars since the days of the 962s in IMSA: wheel fans. Because these Carrera-based rear-engined coupes carry a weight distribution of about 40/60 front to rear, their rear tires usually have a much high rate of wear, especially under hot track conditions. With these light-alloy “fans”



attached to the outside of the rear wheels, cooler air is pulled through the wheel. This additional airflow not only helps to cool the brakes, but the tires as well, leading to better tire longevity.

The annual Monterey Historic Automobile Races this August 12-15 has a new name: “The Rolex Monterey Motorsports Reunion.” This year’s event will feature another huge gathering of Bugattis, and celebrate the 50th anniversary of the American Bugatti Club. The organizers hope to attract far more than the 44 Bugs that filled a special “Bugatti Grand Prix” grid at Laguna Seca in 2003.

Another change for Monterey Car Week: La Dolce Vita, the Italian car show created to replace Concorso Italiano last year after 2008’s debacle ...but which

was only mildly successful in attracting entries, has cancelled plans for a repeat in 2010.

CNBC aired a new “Biography” on the life of Dr. Ferdinand Porsche in early January, to coincide with the automobile show season. It was quite well done, but a lot of information was left out. There was no mention of the pre-war Auto Union Grand Prix cars or the Cisitalia they influenced, and other than a brief clip of some early 356s at LeMans, no mention at all of Porsche’s dominance at the Sarthe with the 956 and 962. I immediately emailed NBC to find out if the video was available for sale, and was told that it is not. Perhaps if there’s enough demand ... ?

Until next month, drive safely! ■

Arrive and Drive With Garage Tour

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 to 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 to 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
Secretary@oregonpca.org
503.936.0816

Admission to the Garage Tour is a cash or check donation to Doernbecher Children's Hospital. Thank you!



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

Lapping Day, Oregon Raceway Park

May 15 - 16

**Club
Event**

We are excited to announce our first great track event at ORP for 2010. This event is a Lapping day for drivers from Intermediate to Instructor. This promises to be a great event with lots of fun and smiles while learning to pilot your favorite ride around ORP. This is a very challenging track with lots of elevation changes and blind corners. This is an excellent test of your memory and courage. This event is limited to no more than 49 drivers per day and is eligible for Season Pass A (SPA) holders so make sure to register early.

Photo from Oregon Raceway Park by Bob Ellis

REGISTER: April 3 - May 8
REGISTER VIA: www.orpca.motorsportsreg.com
COST: \$270 Per day, per driver
CLUB CONTACT: Don Clinkinbeard
dechair@oregonpca.org
503.970.4848



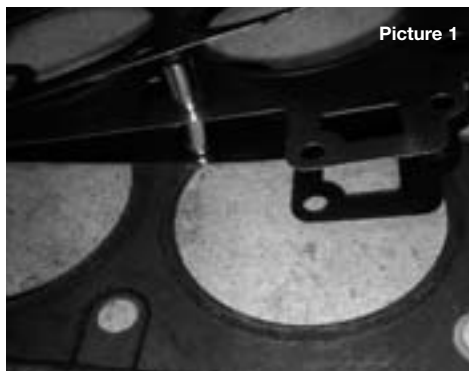


Progress on the Top End of the Motor ...

I have started working on the top end of the motor. My turbo motor runs at a bit higher boost than the factory set it up for, which leads to a few issues. In the past, when I first started out on this, I went through head gaskets at a fairly rapid rate. The failure mode I saw was that the gasket material melted at the edge of the cylinder barrel. This indicated that I was not getting enough cooling water circulating around the barrel. I fixed by getting the radiator cleaned out. In addition, I moved to a metallic head gasket to further enhance the robustness of the motor.

The new gasket is made up of three layers of metal. The two outer layers of the sandwich are thin stainless steel that is coated with Viton and the middle layer is a thicker stainless steel sheet (Picture 1). This is the second gasket like this I've put on the Turbo; the first came off when I toasted the motor in 2008, after it had run for about two years. I was not able to detect any degradation or damage to the gasket using a 10X magnifier, despite the detonation that caused my pistons to melt.

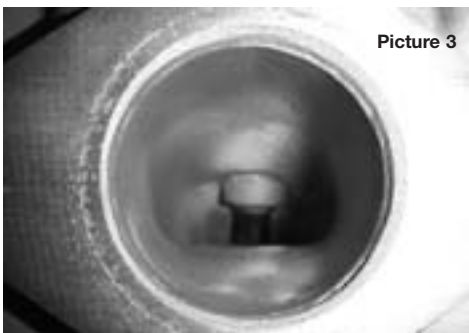
I sent the head along with the block to get them cleaned up at Lindsey Racing, my tuner and parts supplier. The head had already been aggressively ported on the intake side to accommodate the increased air flow that the big turbo, intercooler and custom intake manifold provide, so this time, they only needed to clean and resurface it, and to redo the valves. Lindsey also did a trick on the exhaust ports to increase the exhaust flow/velocity (Picture 2). On the 944 Turbo head, you cannot port the exhaust side, as the ports are lined with ceramic tubes (they are actually cast into the head). The Lindsey mod to the exhaust ports is secret sauce so I don't really know what they did, but it seemed to work on the previous motor. I was able to reduce the boost from 17.5lbs to 15.5 and



Picture 1



Picture 2



Picture 3



Picture 4

yet still pass the GT3 guys on the straights. This time around, I had the valves ground and new valve springs installed; the old ones had nearly 100K miles, and some 30K of those were on the track at relatively high RPM. No sense in taking chances with a \$15K motor to save a couple of hundred bucks.

Dropping the head onto the block is straightforward, but you must take the time to set the crank to TDC (top Dead Center) on cylinder 1. This is important on a 944 as the valves can actually collide with the pistons if the timing is off, which would not be good. Once the head is torqued down, the next step is to install the camshaft tower. This is when you have to make sure that the crank is at TDC and that the cam is pointing the same way. As you tighten down the cam tower's 18 bolts, the valves on cylinders 2 and 3 (you can see the lifters in Picture 3 extending from the tower body) start to extend into

the combustion chamber. Once this is complete, the timing belts for the camshaft and the counterbalance shafts are installed. This helps ensure that everything stays timed properly.

Putting a socket on the crank pulley clamp bolt and turning the motor, I felt all 4 cylinders compress the air inside them and release it; no grinding or stiff spots. I think I got it together right this time. Now there are a bunch of loose bits to bolt on the motor; intake, turbo, exhaust, sensors, belts, oil filler, hoses and the like (Picture 4). Whoops, I forgot to get the exhaust studs. Bummer; this will delay me for a couple of days while I get the parts from Porsche.

All for now,
-drc- ■

Autocross

This Month's Event: May 9 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 six and eight runs competing for time against others in their class, and at the end of the event, elapsed times factored for penalties are posted for comparison. It's not necessary to compete in order to enter, but you may find that as you gain proficiency your competitive juices rise to the surface and before you know it, you'll be an autocross enthusiast! Most events are done by 2:00 p.m.



2010 ORPCA Autocross Schedule

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!



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 a.m. 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.

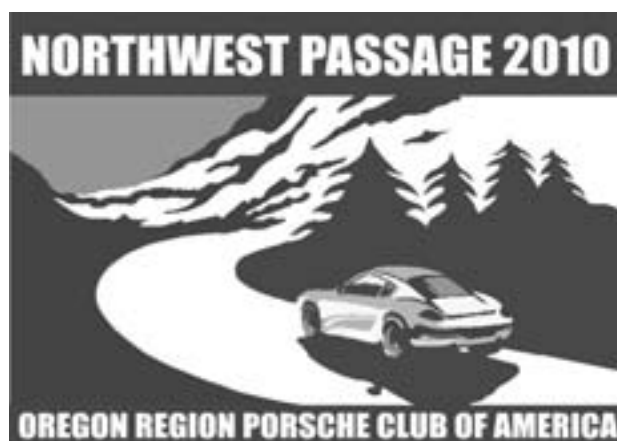
Sumptuous catered lunches will be provided along the route on both days.

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 began as early as April 3.



May Social and Dinner

Wednesday, May 19, 6:00 p.m.

Casa Colima Restaurant
6319 SW Capitol Highway
Portland, OR 97239

We are starting the feasting season with a bounty of traditional Mexican fare at Casa Colima. We hope some of you on the West side will join us in Hillsdale for a good time and some great food. RSVP is appreciated, and we will be allowed to order individually off of the moderately priced menu.

DEADLINE: May 12, 2010
REGISTER VIA: RSVP via e-mail to:
dinnermeeting@oregonpca.org

**Club
Event**



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 3, 2010.

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



Your Club and the Economic Downturn: Making Observations—and Seeking Your Input

by Don Clinkinbeard

How does the economy affect your car club? First, I want to state I am not an economist; I am just an engineering manager that has a little business savvy, too. Since I am the HPDE chair I will speak from that perspective.

So far in 2010, we are noting a fairly steep dropoff in grid counts. We are struggling just to get enough folks registered to break even. You saw that with the redesign of the Spring Break Out event. Very few participants signed up for the “value added” parts of the event. This tells me that you are looking for basic value at a low cost and not a lot of frills.

Last year (2009) we predicted a 10% dropoff in attendance; that was pretty close to what we actually saw. This year we again predicted a further reduction in grid size by about 10% or so, and included that in our budget forecast. Experience to date shows a larger loss of participants than this—more like 30%.

Now, I know it is a little early to predict the year with only three DE's under our belt and in early spring (at least for the Pacific Northwest) no less, but it is happening just the same. Our compatriots at



rated the market with our increase in events to one per month (from three per year in the past). And you may be right. It is hard to find the balance with so many economic, atmospheric and people variables in play.

In addition to all that, we have added another venue to the program in the form of Oregon Raceway Park. This is wonderful track, but the creature comforts are really lacking there, and it is not a family-friendly park like PIR. This and the 1.5 hour drive from Portland to Grass Valley may have some impact on your willingness

Even in Sunny California, the grids are drying up at tracks like Sears Point Infineon Raceway and Mazda Raceway at Laguna Seca. There is lots of speculation as to the cause of this and very little data. It seems a little funny that 2009 would be fairly strong and robust and now that the economic free fall is over or at least moderating, folks are not coming out again. This makes me want to ask a few more questions.

■ Are you saving more and operating your household on a cash basis?

■ How much of the attendance dropoff is related to your insurance company including language in your policy that excludes our hobby from regular coverage?

■ How much of this is seasonal (weather related)?

Over the past few weeks, I have gotten several responses that indicate I am just starting too early in the year. You don't want to get your top end sports car out of the garage and end up with rain dirt all over it ...

Frankly, we can all live without this relatively expensive hobby and many are choosing this path. In the meantime ORPCA has enjoyed many years of the HPDE program turning a modest profit to help fund other club activities. If the early trends indicate what the rest of the year will look like the ORPCA BOD needs to take action now to restructure spending for 2010 and the future in order to preserve our working capital and the long term viability of our club.

Well that's my two bits. I welcome discussion and feedback as I always learn from it.

You can respond with your comments to

Don R Clinkinbeard
dechair@oregonpca.org
503.970.4848 ■

IF THE EARLY TRENDS INDICATE WHAT THE REST OF THE YEAR WILL LOOK LIKE, THE BOARD NEEDS TO TAKE ACTION NOW ... TO PRESERVE OUR WORKING CAPITAL AND THE LONG TERM VIABILITY OF OUR CLUB ... I WELCOME YOUR FEEDBACK, AS I ALWAYS LEARN FROM IT.

BMWACA and Adrenaline Racing are also seeing this precipitous dropoff.

Normally, you would drop prices to help stimulate demand in this situation, but we cannot do that easily—we only have a 10% margin built in, and that just covers the stuff that surprises us each year.

Lower cost and specialty events do not seem to be seeing such a large drop in attendance. That tells me that you folks are still out there and want to play, but either can't (or won't) afford a more expensive regular event like the HPDE program. Now, you could argue that we have satu-

to attend. We are seriously spoiled with a wonderful track facility right in the city limits of our fair town.

From a larger perspective, as an event master on Motorsportsreg.com I enjoy regular contact with many of the folks, across our great nation, who also do what I do. We share stories and observations about our programs and help each other with issues that we commonly face. Across the country, other event masters are seeing similar trends. Shrinking grids and the higher-priced events are struggling to fill them.

High Performance Driver Education

Thursday, June 17

Track Time in June, for you and your favorite Porsche (though we do allow any car that has passed a tech inspection; visit the web site to find out more details). If you have never been before, I would highly encourage you to give it a try. We have some outstanding Instructors that are there to teach and assist, and, here's the good part—it costs NOTHING extra for Instruction, it's all included in your entry fee. We also divide the run groups into four classes, Novice, Intermediate, Advanced, and Instructors, so you're sure to find a pace that is good for you.

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.



REGISTER VIA:

dechair@oregonpca.org, 503.970.4848

CLUB CONTACT:

Don Clinkinbeard

Drive and Hike, Mary's Peak

Friday, June 25



Mary's Peak is the highest point on the Oregon coastal range at 4,097 feet. A wonderful, curvy and newly paved road takes you to a parking lot near the summit, but the last 500 feet of elevation must be done on foot, so bring your hiking shoes. On a clear day, the Pacific Ocean and mountains in California, Oregon and Washington are all observable. We'll meet at 10 a.m. on the June 25 at a place to be determined (somewhere south of Portland.) We'll drive on Interstate 5 for a short way and then take back roads to Mary's Peak Road southwest of Philomath. We'll plan to hike to the summit and have a sack lunch. Everyone will be on their own going home. Let's all hope for good weather.

COST:

Free

REGISTER BY:

June 22

REGISTER VIA:

Email name and phone to
maryspeakdriveandhike@yahoo.com

CLUB CONTACT:

Doug Twitchell
doug@bvresources.com

WHAT TO BRING:

Hiking shoes, water, sack lunch


Teen Survival Course at PIR: March 11, 2010

Photo Essay by Bob Schatz




Above left: Students not only learn in the car but spend half their time at Teen Survival in the classroom. Above right: Student Seth Pearson hatched from his shell and is now thinking of joining Autocross. Bottom Left: Teens learn threshold breaking along with extreme lane changing. Left: Teen Austin Schatz at the starting line of a small Autocross course.





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Opening Autocross is “A Pile of Smiles”

Story and Photos by Bob Schatz

We started our Autocross season this year on March 13 with an Autocross class for our newbies, which turned out a whole pile of smiles. The course for the day was set up and our volunteer instructors sat in the right seat while about 20 students drove themselves into Autocross enthusiasts. Each student got about 15-20 laps around the track, honing in on their new skills and their new hobby. A couple of my students had driven in DE days on the big track but had never done an Autocross, so I let them in on a few tricks of the trade—aim for the back side of the cones and when you brake, do it hard and straight.

The official racing started later than usual, 10:30 a.m., to allow for the earlier class. The track was set up in the Pro Pits, which I personally like because it allows for a faster course—and a faster course we had. The setup was pretty much a slalom to the end of the track, pick your choice around the circle at the end, and then slalom back. The times ranged from 34 to

44 seconds a lap and we got six laps in for the day.

We also ran three run groups, which I prefer because there is less waiting in line, and we get a session of working and one watching. You have to watch; that's the second-best part.

The two fastest times of the day were from Britain Smith at 34.2 seconds and Gary Chapman at 34.8 seconds in the modified class. I find it amazing that these early 1970's cars (and we are talking 38 years old) are beating the modern marvels that also show up at the track. I know they are modified, but that is a lot of technology that is being shown up on the Autocross track. Speaking of Britain, he is planning of going to Nationals this year, and I hope he brings home the gold.

The largest Porsche class is the P05, which is limited modified Boxsters and Caymans, with eight in the class. A newcomer to our events was Liz Bacon, who finished second in the class and 12th overall. I look forward to seeing her in more of our races.

The next largest Porsche class of seven cars is I01, improved cars of various engine sizes and weights and years. A bit of a mixed bag of cars, with a range of times from a very fast Greg Olson at 36.4 seconds and seventh overall, to Richard Averitt at 41 seconds. There were not too many close races in the classes, but I'll bet that will tighten up as the season progresses.

I was talking to someone today about the Autocross, and he said he has always wanted to try it, but was afraid to wreck his car. I told him in the eight years I have been doing this, with the exception of a scuff from a cone, I have never seen anyone from the Porsche club cause damage to their car by hitting anything. I told him you can start slow and build up your speed as you get better, and I encouraged him to at least come out and see the event, which I think he will. And I hope to see more new club members at the next AX.

■
**See full Autocross results
on page 19**

Left: This is the expression I expect from all of you after a good lap! Bottom: We had a lot of cones out this AX. The course seems pretty flat when you are out there but there is some slope. Below Center: Cut a perfect corner. Below: Pretty Targa showing off it's rubber burning skills. Right: Nailed that cone.





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ORPCA Autocross Results, March 13, 2010

Portland International Raceway

Pos.	Class	Driver	Vehicle	Time	50	NP	Chris Ramsby	2001 Audi A4	41.445
1	M1	Britain Smith	1974 Porsche 914-6	34.293	51	NP	Lincoln Wilcox	1995 Mazda Miata	41.541
2	M1	Gary Chapman	1970 Porsche 914-6	34.895	52	NP	JP Stein	1992 Toyota MR-2	41.697
3	NP	Dennis Healy	2007 Pontiac Solstice GXP	35.538	53	NP	Zachary Bloomfield	1979 Toyota Corolla	41.929
4	NP	Tom Kazian	2006 Corvette	36.183	54	S1	David Meharry	2000 Porsche Carrera	41.971
5	NP	Steve Barnes	2003 Chevy Corvette	36.372	55	NP	Mary O'Conner (Chase)	1993 Mazda Miata	42.031
6	NP	Jim Pileggi	1995 Mazda Miata	36.400	56	P5	Austin Schatz	2001 Porsche Boxster S	42.340
7	I1	Greg Olsen	2000 Porsche 996	36.444	57	NP	Ed Moeller	1999 Mazda Miata	42.392
8	NP	Adam Ruff	2007 Pontiac Solstice GXP	36.516	58	P2	Veronica Brock	1994 Porsche 968	42.809
9	NP	James Shepherd	2003 Chevy Corvette	36.601	59	NP	Kathy Averitt	1992 Honda CRX	42.847
10	NP	Josh McCall	1987 Mazda RX7	36.780	60	NP	Edward Banks	2000 Mercury Cougar	43.036
11	P5	Bob Schatz	2001 Porsche Boxster S	36.864	61	NP	Jeff Hills	1985 Toyota Celica	43.057
12	P5	Liz Bacon	2006 Porsche Cayman S	36.969	62	NP	Morgan Peterson	1990 Mazda Miata	43.093
13	M1	Pamela Chapman	1970 Porsche 914-6	37.090	63	NP	Bill Latiolait	2005 Ford Mustang	43.957
14	P4	Jim North	2000 Porsche 911 C4	37.377	64	NP	Audra Degg	1993 Mazda Miata	44.025
15	NP	Jeff Peterson	1990 Mazda Miata	37.381	65	NP	Richard Brown	1988 Mazda RX-7	44.921
16	M1	Chuck West	1974 Porsche 914/6	37.510					
17	S1	Gordon Empey	2006 Porsche Cayman S	37.868					
18	NP	John Gonzalez	2005 Dodge SRT4	37.976					
19	I1	Alan Wizeman	1984 Porsche 911	38.029					
20	NP	Bryan Brock	2000 BMW M Coupe	38.040					
21	NP	Josh Voigt	1991 Mazda Miata	38.065					
22	NP	Richard Lockwood	1989 Mazda RX7	38.176					
23	P5	Kathy Smalley	2001 Porsche Boxster	38.192					
24	P5	Bill Thorp	2001 Porsche Boxster	38.216					
25	P5	Barry Cogut	2010 Porsche Cayman S	38.378					
26	S2	Scott Voruz	2001 Porsche 996	38.541					
27	P5	Jeff Gretz	2001 Porsche Boxster S	38.659					
28	P3	Ryan Sauer	1979 Porsche 911SC	38.734					
29	I1	Brent Palmer	2006 Porsche 997S	38.797					
30	NP	Michael Pinto	1993 Mazda Miata	38.971					
31	NP	Alex Parakevas	1989 Nissan 240sx	39.013					
32	NP	Peter Howard	2008 Subaru STi	39.082					
33	NP	John Tuck	1992 Mazda Miata	39.311					
34	NP	Andy Hsiao	1990 Mazda Miata	39.376					
35	NP	Gerry Goggins	2008 Nissan 350Z	39.377					
36	P5	Kevin Neary	2006 Porsche CaymanS	39.583					
37	NP	Edward Choe	2006 Mazda Miata	39.685					
38	I1	Cary Kutter	1974 Porsche 911	39.850					
39	P3	Dennis Zeidlhack	1979 Porsche 911SC	40.069					
40	S1	Doug Russell	1982 Porsche 911SC	40.193					
41	S1	Todd Hess	2001 Porsche Boxster	40.380					
42	NP	Jorge Lara	2003 Honda S2000	40.651					
43	NP	Mike O'Conner	1993 Mazda Miata	40.738					
44	S1	Chuck Jarvie	2004 Porsche Boxster S	40.769					
45	P3	Harry Danberg	1973 Porsche 911T	40.771					
46	I1	Jim Ayers	1976 Porsche 911S	40.791					
47	I1	Scott Mills	1982 Porsche 911 SC	41.016					
48	I1	Richard Averitt	1971 Porsche 914	41.060					
49	NP	Alex Caplazi	2000 BMW M Coupe	41.357					



Photos by Bob Schatz

Baxter Historic Races

July 9-11

Celebrating 100 Years of Alfa Romeo

The 2010 Baxter Portland Historic Races feature an entry list of more than 250 historic race cars. The Baxter Portland Historic Races allow enthusiasts the opportunity to see race cars up close, and feature a display of over 600 collector cars and hot rods, a food & wine pavilion, an autocross, and a kids' zone.

The ORPCA is offering a ticket package consisting of three-day admission for two adults, one car corral pass, and the ever-popular parade lap.

The three-day ticket package can be purchased for \$50 through motorsportreg.com. The order deadline is June 1, 2010.

We ask that you have your Porsche in the corral by 10:00 a.m. each morning.

Come on out and help to make the Porsche car corral larger than all of the other makes! ■

REGISTRATION DEADLINE:	June 1, 2010
COST:	\$50 for three-day ticket package
REGISTER VIA:	www.motorsportreg.com
CLUB CONTACT:	Eric Freedle 503.936.0816 secretary@oregonpca.org



Photo by Chris Rotvik

Bill's Escape Tour

July 24-25



Photos of Escape Tour 2009
by Kaylene Kirchem

Join us for a weekend of driving and an overnight stay with some of the most fun members of the Club. This is an informal event where you can bring your own snacks and beverages for the "social hour" that lasts from shortly after we reach the hotel to just before dinner.

As far as the drive is concerned, we aim to please with scenic roads that have the best surface with the least amount of traffic that we can find. So your Porsche should feel right at home with its siblings, and you should feel the same way with the other like-minded Club members.

Watch for more info in June *Anzeiger*. ■

REGISTRATION DEADLINE:	July 6, 2010
FOR MORE INFO:	drive2escape@gmail.com
CLUB CONTACT:	Bill Munson drive2escape@gmail.com



Duel at the Mill II Hampton Mills, Packwood, WA

August 14 -15

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

On Saturday the 14th, we will be hosting the Evolution Driving School. Evo has been providing National champion-quality instruction to autocross drivers for years. You WILL be a better driver after attending their driving school. This year, we will

have both phase I and II schools, to accommodate new students as well as those who took the phase I school last year. The cost will be \$250 per student for the day and will include lunch. Please register at www.evoschool.com. We will also be hosting a group dinner on Saturday evening for all participants. Please register for the dinner at www.motorsportreg.com.

On Sunday, the ORPCA will be hosting an all-comers autocross. We will be providing eight runs per entrant, with all runs counting towards the day's final standings.

Awards for each class will be presented at the end of the day; 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.

Please register at: www.motorsportreg.com.

For accommodations in Packwood, please contact: www.destinationpackwood.com.

Club contact: Gary Chapman, AXChair@oregonpca.org ■

EVOLUTION DRIVING SCHOOL, SATURDAY

COST: \$250, includes lunch

REGISTER VIA: www.evoschool.com

PARTICIPANT DINNER SATURDAY NIGHT

COST: TBD

REGISTER VIA: www.motorsportreg.com

ALL-COMERS AUTOCROSS, SUNDAY

MEMBER COST: \$35 Pre-Reg/\$40 Day of event

REGISTER VIA: www.motorsportsreg.com

CLUB CONTACT: Gary Chapman
axchair@oregonpca.org



ORPCA 50th Anniversary Celebration Extravaganza

September 25-26, 2010

Monarch Hotel and Conference Center, Clackamas, OR

Fifty Years of Fast Friends



Join us for a once-in-a-lifetime weekend celebrating the Club's first 50 years! This two-day event promises to be unforgettable. Note, both current and former members are invited, so tell your friends, and plan on an amazing experience.

Saturday, September 25

Porsche Touring Corral And Racing Heritage Display

Plan on joining us on September 25 for an awesome display of our club members' Porsches. We will be arranging the cars by decade, giving you an opportunity to walk through the years, imagine the past, and experience the present, from 356s to 911 GT3s.

To make this display possible, we are inviting you to register and bring your car out and put it on display.

This event will not involve the men in white coats.

The only judging will be by the people, and that will be YOU.

We would like you to register, so that we may have the information on you and your car printed on a 50th Anniversary collectible placard, and to assist in placement planning for the most awesome display of our members' favorite cars!

This is a once in a lifetime opportunity to participate in an event like this, and we want to make it something to be remembered.

Touring Corral and Racing Heritage Display Contact: Paul Kust: 360.256.3873 or pkust@comcast.net
Steve Knepper: 503.407.6408 or stevencknepper@yahoo.com

Fifty Years Video Presentation & Memorabilia

All day Saturday—from 9 a.m. to midnight—plan to take some time in the hotel Ballroom to enjoy a continual showing of a video commemorating the Club's first 50 years, as well as displays of memorabilia from dozens of current and past members.

Elegant Gourmet Dinner, Libations & Dancing with Design Band

Enjoy a delicious meal at 7 p.m., with dancing to follow from 8:30 p.m. to midnight. Dinner and dancing are included in the \$40 registration.

Past Presidents and Board Members

We're thrilled to announce that all past Club presidents have been contacted and almost all of them—80%—will be attending the event. This is your chance to rub shoulders and reminisce over the last five decades!

Sunday, September 26

Historic Car Tour and Luncheon

Meeet at the Hotel at 9 a.m. for a delightful tour and destination lunch (\$15). The tour will return to the hotel at 2 p.m. Watch for details about the tour in June *Anzeiger*.



Photo from Portland Parade by Kathy Jones

LODGING

MONARCH HOTEL: We have extremely discounted rates for Club members at the Monarch Hotel, with rooms that are recently beautifully renovated.

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EVENT REGISTRATION

REGISTER BY: June 1 / September 11, 2010

NOTE: Those who register by June 1 will be guaranteed to receive all gifts; later registrants will receive them while supplies last

REGISTER VIA: www.motorsportsreg.com

NOTE: If you haven't registered via motorsportsreg.com, you will be asked to open an account in order to register

EVENT COST: \$40 Includes all events except lunch during Sunday's tour

CLUB CONTACTS: Richard Puetz, rlp2cjp@aol.com

Chuck Hervey, cjchervey@sbcglobal.net

In Search of Mott

by Randy Stolz

Stardate 2138.306. After the last battle for cone supremacy with the Caymen, who had attempted to steal a powerful transforming device called Spyder, Capt. Rando Stolzarian guided the SMS Schwartzbox back to his home world. There, he found a strange missive from his longtime friend Col. BillyK, who was looking for an ancient cartoon by Stan Mott. After having fallen into the clutches of the Great Hyundai, BillyK had to restore Mott's "katra" (or living spirit), else, risk death.

You may recall that it was Stan Mott who, along with Robert Cumberland, created the Cyclops II in retaliation to the 1958 Buick Rivera. Mott became a casual-

ty of the media wars and was held captive due to the web effect of the Spyder device. Since then, BillyK and all Mott aficionados have held the "katra" of Mott.

Before his demise, Stan, in cahoots with Count "Flashy" von Flips, used the Spyder to create the immortal '3Five6' shuttle craft. It was with this cartoon that Rando sought to help his friend.

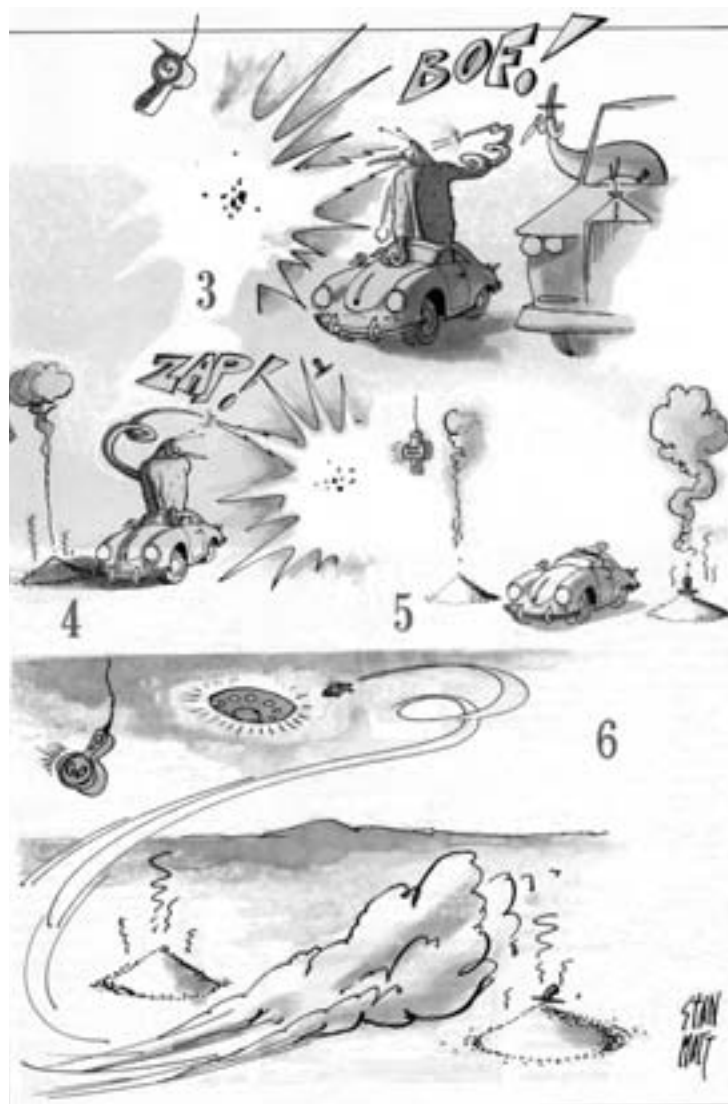
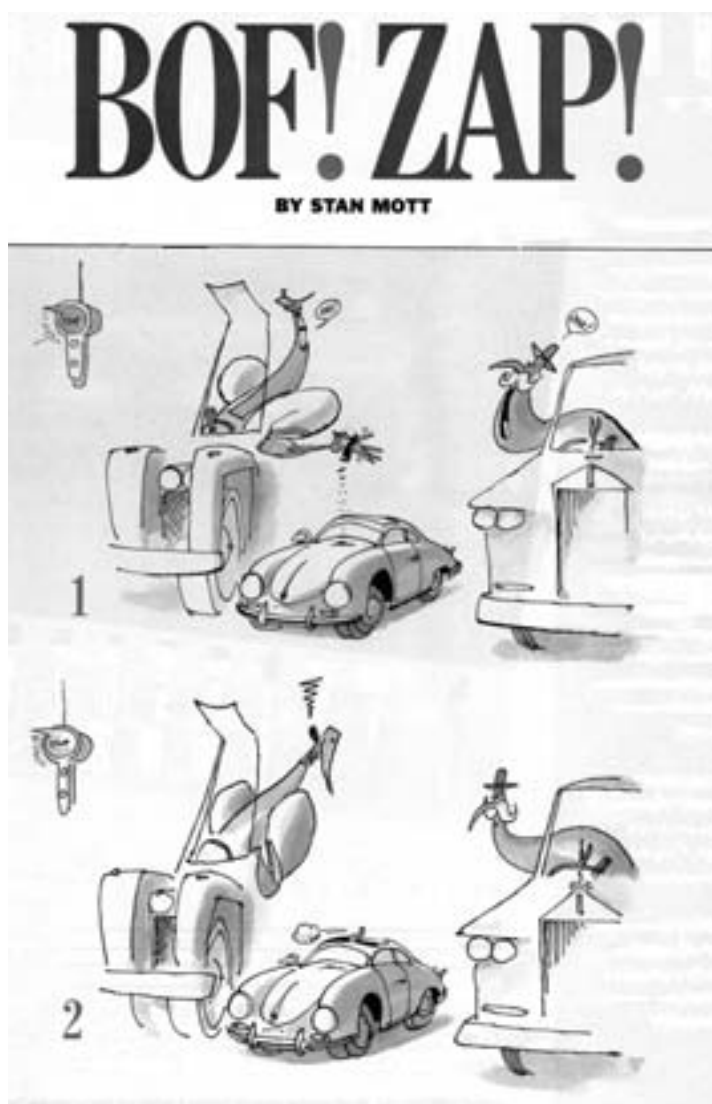
Searching a 20th century coffee-table tome, Rando found the ancient Mott drafts of the Cyclops II, Signore Piero Martini of Automobili Cyclops SpA, and the defeat of Scuderia Pignatelli at LeMans with drivers T.Tom Meshingear and Trebor Crunchcog (see illustration below of Piero

Martini deploying the airbrakes going into the Mulsanne hairpin).

A search on the internet revealed a website showing more of Mott's fabulous imagination, including the fabled racing locomotives of yore, but still no '3Five6'.

Disgorging several old Rodent Rack magazines from the garage saved over the years, he stumbled upon an episode of the famed "3Five6." Transmission of the images completed to BillyK, Rando thought all cognoscenti should view the images for the healing effects and reinforcement of Mott's "katra."

And now I give you the genius of Stan Mott in BOF! ZAP! Images may be copyrighted. ■



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2007 Boxster S

Thomas Chanez / Cindy Chanez
Brookings, OR
1997 911

David J. Pikes
Gresham, OR
2001 Boxster S

Derald R. Walker
Oregon City, OR
2005 Carrera

Andrew III Bartos
Shari Dumont
Portland, OR
2006 911

Anniversaries

5 Year Anniversary

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Don Crawford
Richard Thomas
Pamela Mason

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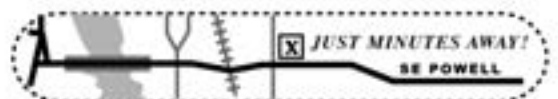
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■ CARS FOR SALE

914

Total restoration over 8 years. It is not a Torrey Pines show car but very nice! I'd rate it 8.5 cosmetic, 9.7 mechanical. Body, cockpit, engine, other pertinent systems such as exhaust, catalytic converter, heater boxes, clutch, paint, tires, upholstery & detailing all complete. You name and it is done. The 2.0L engine was meticulously rebuild with Webber 44s, hydraulic lifters, and everything purposely build to stock specifications (except carbs) It has been driven 2500 miles over 8 years since this work has been done. That is a grand total of 312 and 1/2 miles per year! All records and receipts totaling over \$11,000 are available. This Porsche is clean and dependable, hibernating in the Tillamook Air Museum for six years. It comes out every March takes a spin or two and goes back in early summer. The price for this special Porsche is firm at \$12,900. Mint condition. No surprises. No disappointments. Bill E mail address is wn0268@nehalemtnet.net Please call me at 1.503.368-4481 in Manzanita, Oregon if you're interested. (4/10)

993

1997 993 Coupe, 34,500 Miles, Tiptronic, Arena Red Met./Cashmere-Black Leather, Sun-roof, 17" Cup Design Wheels, rim caps with crests, AM/FM with CD, Window Sticker and service records, car cover, bra, charger, always garaged, \$39,900. jo_alex@comcast.net, 503-799-1528 (cell); also interested in trade + cash for 2006 or newer 997 tiptronic coupe. (5/10)

997

Rare Cobalt Blue GT-3 - only 7650 miles! 2007 997 GT-3 with virtually all options except PCCB brakes. Over \$9,000 in additional upgrades including \$4500 stereo enhancements (iPod connection and charging, Zapco multi-channel amp, Focal and Morel speakers and subs, and Dynamat). Only 7650 miles, no accidents, dents, dings or paint work. Full front wrap with ClearBra since day one! Truly mint condition! Original MSRP over \$122,500. Car has had "RS" lightweight fly wheel, clutch and pulley installed by Sunset Porsche. Only reason that I am selling is that my new RS is on its way!!! Asking \$91,000. Please contact me at mark.mueller@gmscpa.com or call (503) 581-7788 weekdays. I am in Salem Oregon. (4/10)

Boxster

1997 Boxster, 21k miles, white/boxster red, garage queen, orig. owner, \$19,900 541-432-0399 bakesster@eoni.com (8/09)

Carrera

1984 Carrera Targa SC, Burgandy,w/Blk int, 5-sp,AC(works), PW, 3.2 liter, 93,000 miles, stereo, great condition inside and out, runs great, well under Bluebook = \$13995.00. Call 360-910-3765 - Chuck Hawthorne (7/09)

Other than Porsche

2007 BMW X3, 22,000 mi., Platinum Bronze/Sand Beige Leather, cold weather package, premium package, 18" alloys, heated steering wheel, park distance control, panoramic moon-roof, light poplar wood trim, Xenons, navigation system, premium sound package, \$29,900. jo_alex@comcast.net, 503-799-1528; also interested in trade + cash for 2006 or newer 997 tiptronic coupe. (5/10)



■ PARTS FOR SALE

BRAKE UPGRADE: Brembo Gran Turismo big brake kit (red), front, 14" (355mm) two-piece slotted rotors; brand new (in box) Pagid yellow pads, F; stainless steel brake lines, F&R; 997S brake master cylinder (improves pedal firmness, modulation); GT3 front brake ducts; titanium brake shields F&R.

Fitment: 1999-2004 996 C2, Front; 2005-2010 997 C2, Front; 1997-2004 986 Boxster, Front; 1997-2004 986 Boxster S, Front; 2005-2010 987 Boxster, Front; 2005-2010 987 Boxster S, Front; 2006-2010 987 Cayman, Front; 2006-2010 987 Cayman S, Front.

Retail cost >\$4,600. \$2,750. Andy Chenoweth, 503-285-3344. a.chenoweth@comcast.net (5/10)

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 hub-caps and tires included. Photos available. Make offer. 360.687.0393. glndgoss@gmail.com (1/10)

■ OTHER

Brey-Krause R-1010 Harness Guide Bar .Fits '74-'98 911 Coupes. Material: Type 304, Stainless Steel. Finish: Satin finish Stainless. Weight: 9lbs, 15oz.. Installation: Bar attaches to factory mounting points in "B" pillars, complete with mounting hardware.Price: New \$316.00, Sell for \$200.00. Contact Jim Hill, PH: 503-803-3818 E-mail: jporsche911@canby.com. (3/10)

PORSCHE THEMED FULL SIZE PINBALL MACHINE. "Checkpoint" pinball machine - just serviced, in excellent condition. Turn key and game rumbles to life. Pick music and race around Europe. Spell the word "Carrera" or hit 7,000 RPM and the "Redline" multi ball goes wild. Drive up the chute and radar says and displays speed. Excellent sound and graphics. Painted back glass. 1-4 players. Includes keys, manual, cover.. Quite the conversation piece. \$1,995.00. Contact: Bruce Greenberg, 503-816-8343 E-mail: padres17@msn.com (3/10)

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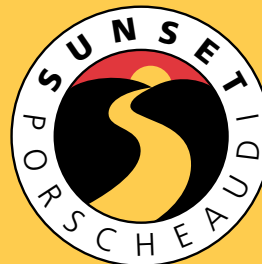
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