



# Anzeiger

November 2011



**Special Report:  
Rennsport Reunion 2011**





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# Anzeiger

Volume 51 No. 10  
November, 2011



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## ON THE COVER

A gaggle of 356s mix it up at Turn 2 at the Rennsport Reunion. Photo by Peter Linsky

## Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. For more information, refer to page 31.

# 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](mailto:classifieds@oregonpca.org). Copy received by the 15th of the month will be included in the next issue of *Anzeiger*.

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

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

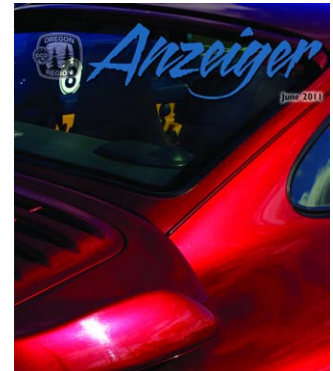
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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

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All advertising is to be provided in a digital format. Please contact Nancy Scott, [nanscottdesign@gmail.com](mailto: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.



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# Oregon Region Events



## *November, 2011*

- 8 Board Meeting
- 16 Monthly Club Dinner and Social

## *December, 2011*

- 10 Holiday Party
- 13 Board Meeting



*Denim to Diamonds*

**2011 Holiday Party**  
**Saturday,**  
**December 10, 2011**  
**6:00 - 11:00 p.m.**

**See  
complete  
details  
on page 26**

### ***Event Notification***

To be added or removed from the Oregon Region's event notification service, please send an e-mail to [postmaster@oregonpca.org](mailto: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](mailto:secretary@oregonpca.org).

### ***Contributions Welcome***

With the exception of December, the deadline for Anzeiger contributions is the 15th of each month. Please send contributions by e-mail to [editor@oregonpca.org](mailto:editor@oregonpca.org). Attach text contributions as a Word file and pictures in JPEG or TIFF format at the highest possible resolution.

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## World Economics and a Full Fall Magazine

In October we experienced the largest monthly rise in the Dow Jones Industrial Average in American history. The DJIA is comprised of the stock indexes of 30 large and well recognized United States based companies that are listed on the New York Stock Exchange. Any why has this been such a strong month for these 30 U.S. stocks? Good news from Europe!

Why is this? It is becoming increasingly difficult to determine the difference between a domestic stock and an international stock. If a foreign-based company sources material and manufactures product here with American labor is it a foreign company? If a US based company sources material and manufactures its products overseas using foreign labor, is it a domestic company?

The point of all of this is that corporations, countries and their citizens are increasingly interconnected globally. Many U.S. and foreign based firms are joined at the hip. When Greek debt defaults, this has negative impact on the strength of French and German banks that are holding the vast majority of these bonds. This will cascade down and adversely impact banks in the United States, and they would have less money to lend here at home.

It really is less critical to Porsche AG that they sell 911s in the US these days. What is more important now to them is how many Cayennes and Panameras they sell in China to the emerging middle and upper class. While this may be discomfoting to you, it certainly is becoming a reality of the new global economy.



IT REALLY IS LESS CRITICAL TO PORSCHE AG THAT THEY SELL 911S IN THE U.S. THESE DAYS. WHAT IS MORE IMPORTANT NOW TO THEM IS HOW MANY CAYENNES AND PANAMERAS THEY SELL IN CHINA TO THE EMERGING MIDDLE AND UPPER CLASS.

The ORPCA 2012 budget process begins in earnest this month as we now have a draft list of events and budgets that event chairs and members submitted for next year to Kathleen Ellis. I will be working with Marlene MacEwan to document our forecast income statement and cash flow projections for next year and hopefully submit the final budget to the board for approval by the end of this year.

Our *Anzeiger* editor, Nancy Scott, has redesigned the electronic pages to more efficiently scroll. This is rolling out this month and we hope you are enjoying the increased ease of readability right now! Eric Freedle has done a good job working with the entire *Anzeiger* team to maintain the high quality of the magazine. Please submit *Anzeiger* article proposals to Nancy in Word format and include your best event photos in JPEG format.  
(Continued on next page)



## PRESIDENT'S MESSAGE, CONTINUED

*(Continued from previous page)*

**T**he Nomination Committee is in the final stages of assembling 2012 board of director nominations and officer positions for next year as we approach the November election cycle. Based on preliminary indications I think it is fair to say that we will enjoy great depth and diversity on the board next year.

**I**n this month's *Anzeiger* we hope you read articles about the recent Rennsport at Laguna Seca by Peter Linsky, Andy Jacobson and Randy Stolz, where about 300 race cars and 1,300 street cars were in attendance. Many famous Porsche race cars drivers attended and the new 991 was introduced for the first time.

Also this month I hope you enjoy Paul Goudy's article about how racing takes you to the next level. I was intrigued enough to consider attending the SCCA racing school next March, obtaining my novice permit

and then racing in the SRF class where skill levels and cars are virtually identical. After about 15 years or HPDE I think this might be the best way to take my skills to the next level.

Read in this issue about the annual Burrito Run where author Eric Wishan shares his observations on the excellent weather and 30 well behaved cars with no moving violations. All of this was capped off with the grand finale where ORPCA members took an "activist" role in "Occupy Manzanita."

Finally, enjoy Bob Shatz's review in this month's magazine about the final autocross for the year. The course was designed with massive fast sweepers and traction was somewhat compromised by asphalt covered with snot (technical term!). It was interesting to see that a 73 Lotus Europa as well as a couple of Turbo Cayennes participated in this event.



Saturday morning was foggy at Laguna Seca (See story on page 20). Photo by Peter Linsky

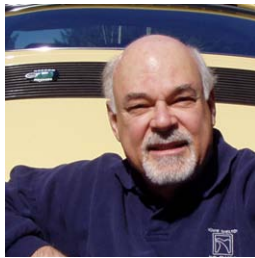


On the road during the Burrito Run (See story on page 16). Photo by Marlene MacEwan

**I** hope to see many of you on November 16 for the monthly dinner meeting at Famous Daves BBQ in Tualatin. Don't forget to sign up now for the Christmas Party on December 10 at the Avalon Hotel that Sue Denfeld and her team have been working hard to produce. We will enjoy a fine meal, dancing and Christmas ships on the Willamette.

Life is too short, so take some time to hug a family member or good friend today and remind them that you love them! ■





## Rising Prices for Coupes and the Beautiful New 991

Over the past several years, I've made note of the skyrocketing prices of top-quality 356 Speedsters, if only because they were being priced way beyond my ability to buy one. All early open Porsches have been bringing large money, but pushrod Speedsters have been selling regularly for \$150,000, with 100-point cars demanding and realizing sales prices approaching \$200,000. Correct, top-quality Carrera Speedsters, especially those with a documented racing history, are up there in the half-million zone.

A rising tide floats all bathtubs, to tweak a phrase, and now prices of the very best 356A coupes seem to be heading skyward as well. In mid-July I spotted a fully restored, numbers-matching 1957 1600 Normal A coupe offered for a hair under \$150,000. It had a great

show record, with numerous Concours class wins and a couple of Best-in-Show Porsche club awards since its restoration. Conventional wisdom as of a few years ago was that a full and proper restoration of any 356 coupe (unless it was a four-cam) was uneconomical, because the finished car would never recoup the expense at resale. An initial reported sale of this coupe fell through, and the car was back on the market in early September. If this car brings anything near its asking price, that theory has just been tossed on its ear.

CONVENTIONAL WISDOM WAS THAT A FULL AND PROPER RESTORATION OF ANY 356 COUPE WAS UNECONOMICAL ... THE CAR WAS BACK ON THE MARKET IN EARLY SEPTEMBER. IF THIS CAR BRINGS ANYTHING NEAR ITS ASKING PRICE, THAT THEORY HAS JUST BEEN TOSSED ON ITS EAR.

Long-time Portland car nuts might recall a time in the 1980s when a local dealer/entrepreneur began buying up Ferrari Daytona Spiders. I don't know if he was trying to lock up the market for those very rare and costly automobiles, but it was entertaining to see his ads in the newspaper and other publications. Each week, the six-figure asking prices would go up, and up, and up ... but nobody was biting. Then one day the bubble popped, the cars were sold for whatever the guy could get for them, and he quietly disappeared.

In mid-July, the website [www.porschepurist.com](http://www.porschepurist.com) published what had been embargoed photos of the new Porsche 991, successor to the 997, being tested in South Africa. You are likely to have seen more detailed information about the new model by the time this column appears, but the PP story is interesting on a couple of points. First of all, it may be the first time that Porsche's newer model has an earlier Type number ... I wonder what that  
*(Continued on next page)*





## STILL PLAYS WITH CARS, CONTINUED

*(Continued from previous page)*

means for future projects. Secondly, as a journalist, I frequently was given information about various newsworthy items prior to their official release dates, and it used to gall the heck out of me when a competitor violated an embargo date. PP notes that *Car and Driver* magazine broke the release embargo, after which the floodgates opened. Will Porsche no longer trust *C/D* to respect an embargo? If that's the case, you're not likely to see any "First official photos" from Porsche on the pages of *C/D* down the road.

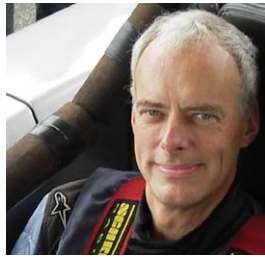


**T**he line-up at the American LeMans series race at Mazda Raceway Laguna Seca looked a mite sparse a week and a half before the mid-September event. Five Lolas made up the LMP1 field and there was but a single Lola entered in the LMP2 category. There were seven Oreca's in the LMPC field, 13 cars on the GT grid, including four Porsche 911RSRs; and nine GT3RS Cup cars in the GTC category. Porsche is bringing its innovative GT3RSR Hybrid to run unopposed in the UNC class. Audi and Peugeot sat this one out.

Until next month, drive safely! ■







## The Next Step

**A**t a recent track event a driver asked an instructor; “How does a driver continue to improve beyond the Advance/Instructor level?”

The instructor smiled and said “The next step is racing.”

The idea of entering amateur racing can be as intimidating as attending one’s first track day event, but if a driver wants to develop car control and driving skills beyond the High Performance Driving Education (HPDE) level, racing is a good solution.

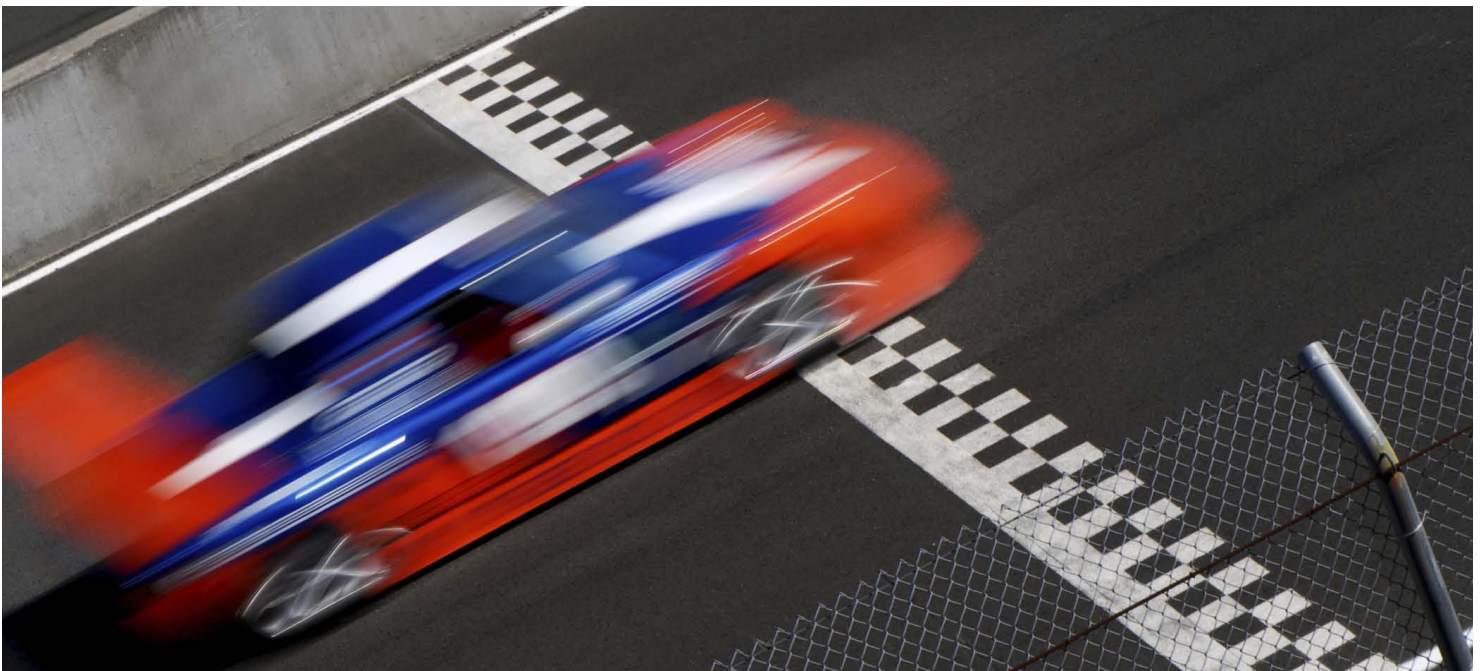
The following are few prerequisites for a good start in amateur racing:

- Advance / Instructor level driving skills and abilities
- Strong situational awareness (are other cars in close proximity and where are they)
- Smooth, consistent car control skills
- Able to enjoy friendly, yet serious competition
- Adequate budget (more on that below)

In the case of SCCA (Sports Car Club of America) the first step to entering racing is attending an approved SCCA Racing School.

The Oregon Region of SCCA holds a race school every March and several Driving Schools also offer approved Racing Schools, including:

*(Continued on next page)*



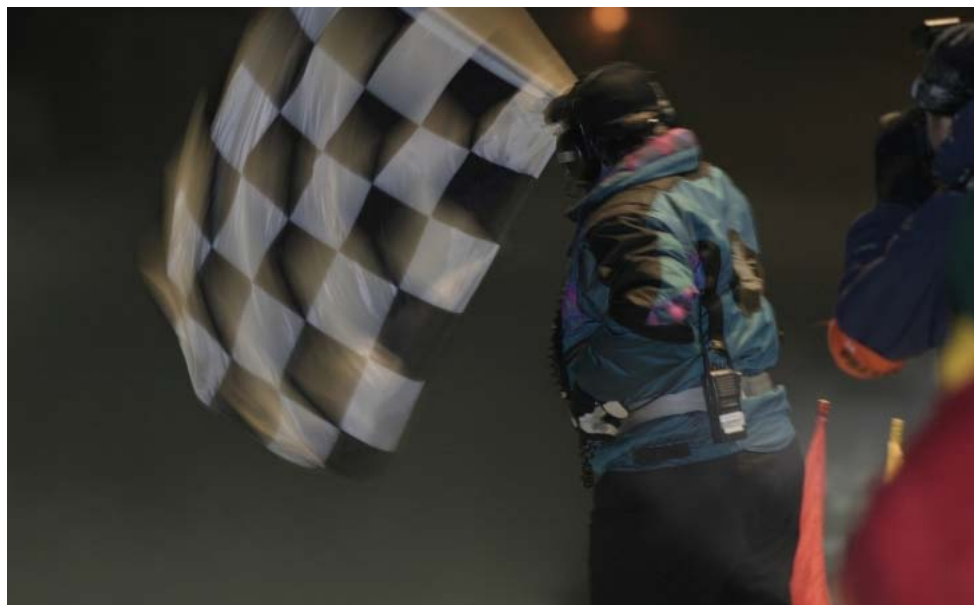
## DRIVERS CORNER, CONTINUED

*(Continued on previous page)*

- Pro Drive Racing School in Portland, Oregon
- Bondurant School of High Performance Driving in Phoenix, AZ
- Skip Barber Racing School in Salinas, CA

Next, the driver needs the necessary personal equipment consisting of:

- Current model (2005 or newer) Full Face Automotive helmet
- Hans or other approved neck protecting device
- Race-approved driving suite
- Race-approved driving Gloves
- Race-approved driving Shoes
- Race-approved flame retardant socks, long underwear and head sock
- Race-approved arm restraints



Once a driver has attended and passed the Driving School requirement, they can receive their Novice Permit, allowing them to enter their first Regional race (there are Regional races and National races).

After successfully completing two Regional races, a Novice driver may be signed off and apply for a Regional Racing License.

(For a National License, a driver needs to successfully complete four additional Regional races within a year.)

To successfully complete the two races under a Novice Permit and be signed off, a driver needs to complete the races, staying out of trouble and not be a problem to the other drivers and race officials.

A rule of thumb is if no one remembers your name or car number after a race you will likely get signed off.

The approximate costs of getting a race license and entering one's first Regional race are as follows: (prices and information reflect a Spec Racer Ford, SRF class, see side bar):

- Attending an approved Driving School = \$ 4,000 (package price includes racecar, driving instruction, helmet, driving suite)
- SCCA Membership = \$ 85 (per year)
- SCCA Novice Permit = \$110 (2 years)
- Typical Regional race entry fees = \$ 395 (Two race weekend SRF class)
- Racecar Rental for a race weekend = \$ 3,900

Note:

- These costs do not include any repairs for damages.
- Damage repair is in addition to these costs.
- Drivers are responsible for all crash damage to their car, even if they did not cause the incident and no matter how egregious the other driver(s) were.

What can a driver gain from amateur racing?

- Driving with proficient and often talented drivers who regularly demonstrate a variety of skills and tactics that can be very educational, if not entertaining. *(Continued on next page)*



## DRIVERS CORNER, CONTINUED

*(Continued from previous page)*

- Driving in a track environment that supports drivers to drive at the top of their skill level by allowing passing anywhere without point-by's and often in close proximity of each other. (Note: SCCA rules discourage any car contact, but some drivers interpret "no contact" differently)
- The opportunity to learn advance car control skills including mid-corner car rotation techniques
- In a spec class such as SRF where all the cars are virtually identical the drivers are able to continually compare their skills and techniques to other drivers.
- When asked, it is common for the seasoned race drivers to give helpful advice to those new to the sport
- The experience of a race start from the cockpit of a racecar

To summarize, racing will enhance one's HPDE day driving the same that HPDE driving enhances one's street driving. ■



### What is a Spec Racer Ford (SRF)?

Photo by Paul Goudy

A Spec Racer Ford (SRF) is a mid-engine, purpose built tube chassis, enclosed wheel, and open cockpit racecar . It has a 100 hp engine that is factory sealed (to prevent tampering) and drives through a manual 5-speed transaxle, which is also factory sealed.

The car has on-board fire suppression, a fuel cell and weighs approximately 1,490 lbs without the driver.

Though not high horse powered, a well setup SRF with a skilled driver will lap Portland International Raceway in a time of 1:28.

To maintain the integrity of the spec class and minimize cheating it is not uncommon after a race that the top placement cars are inspected to ensure rule compliance.



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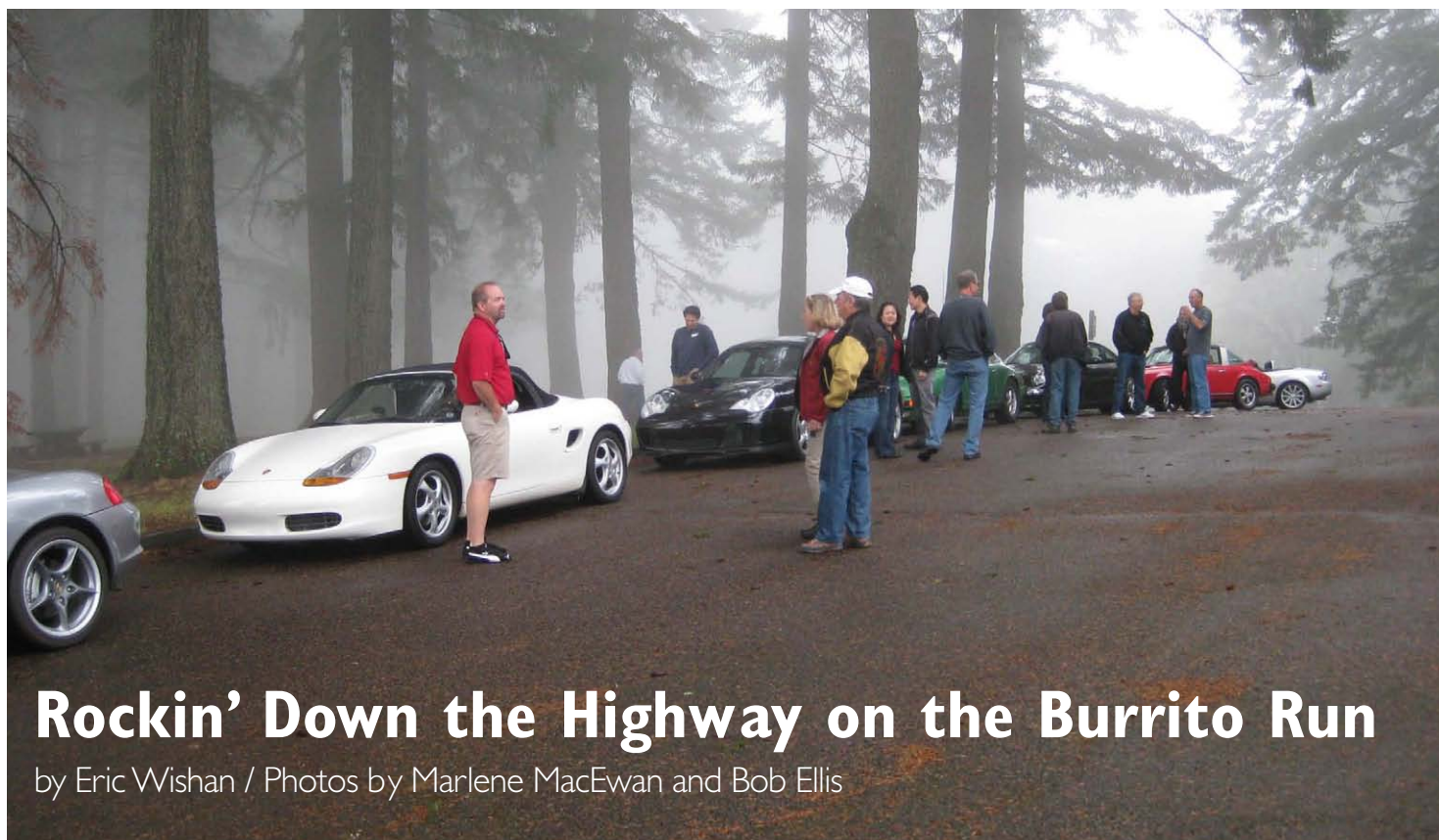
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## Rockin' Down the Highway on the Burrito Run

by Eric Wishan / Photos by Marlene MacEwan and Bob Ellis

**R**ockin' down the highway, listening to the Doobie Brothers ... I'm not on I-5, I'm not on 217, and I'm not on the 405. I'm on the Burrito Run! Mother Nature smiled on us today (October 8) with a mix of sun and clouds, and an absolutely epic day in Oregon.

Wow, what a fantastic day. It started with breakfast at Miller's Homestead Restaurant, a 30-car lineup of Porsches, and wonderful camaraderie. Along our winding path, we hit stops at Magness Tree Farm (some of us almost didn't stop!), a foggy Bald Peak, and a rest stop off of Highway 26. We found gravel, mud, fog, a few raindrops (or was that Cherie's wiper spray?), lots of sunshine, and thankfully, no red and blue lights or sirens. The gods were smiling on the cyclists as well today, as they were all going the opposite direction from our drive.

Above: Bald Peak rest stop. Below: Lunch on the patio at Left Coast Siesta. Photos by Marlene MacEwan



We pulled into fabulous downtown Manzanita, and found our way to the Left Coast Siesta Mexican restaurant. I had to have the burrito in honor of The Burrito Run! Little did we know, it was also a day of demonstration in the quiet, beachside town of Manzanita. The "Occupy Manzanita" crowd came down the street, drumming, chanting, and cheering, and provided a wonderful backdrop for great conversation and people-watching. Next time, we just might call it the Occupy Manzanita Arrive and Drive ... ■

**EVENT COVERAGE  
CONTINUED NEXT PAGE**



# BURRITO RUN, CONTINUED



**EVENT COVERAGE  
CONTINUED NEXT PAGE**

Above left: Getting ready to roll! Photo by Bob Ellis. Above right: Rest stop on Hwy. 26. Photo by Marlene MacEwan. Left: Joe McQueen checking out the cars. Photo by Marlene MacEwan. Above: Magness Tree Farm. Photo by Marlene MacEwan.



# BURRITO RUN, CONTINUED



Above left: Bald Peak rest stop. Photo by Marlene MacEwan. Above right: Rest stop on Hwy. 26. Photo by Marlene MacEwan. Right: Waiting for lunch in Manzanita. Photo by Marlene MacEwan. Below left: Ginny and Joe McQueen, Jim Ayers, Randy and Ann Stolz and Kate Ayers enjoy the mexican food at lunch. Photo by Marlene MacEwan. Below right: Cherie Oldenberg and Marlene MacEwan getting ready to hit the road again. Photo by Bob Ellis.





# 2011's Last AX: Final Dash or Final Splash?

Story and Photos by Bob Schatz

**T**he final Autocross of the season named “Final Dash” was almost the “Final Splash.” Despite the moisture, it was quite the layout, with the first half of the course and its two sweepers crossing through the same box three times before heading off to the slalom to the final hydroplane. This course was more of a high-speed track, which I like.

The day started out damp, and was making its mark to misty as the first of three run groups ran. The cars with traction control or four-wheel drive had a bit of an advantage.

One of the close races in that first group was between Barry Cogut and Greg Olsen. Barry ended up pulling the best time of that first group, with a respectable 36.168. Had the precipitation prolonged, he may have had the best time of the day.

The second run group had interesting weather. The first two runs were muggy; we felt like we were running on snot (a technical term for water sitting on oil-soaked asphalt). It was so bad that Britain Smith and Alan Wizeman—with their super 914—parked their racecar and pulled out their street car. They just could not keep the front end facing forward, and that is only fun for the first part of the spin.

Jeff Gretz, Jim Pileggi, Chuck Jarvi, Frank Friedman and I were in that second run group with our Boxsters, and

we were seeing our times drop from 42 seconds in our first run to 35 seconds in our eighth run.

It was amazing the difference dryness did for our times. The PIR parking lot is made of many different types of patches of asphalt, and we were actually keeping track of what patches were grippy and what patches were slippery. Out of that group Jim with his stock Boxster pulled the best time with a 35.366, the sixth fastest time of the day!

The third run group had it made with the weather. The second group had dried off the track and the sky was not hydrating the third group.  
*(Continued next page)*



Above: This is what a Cayenne does on the second slalom cone. Below: 3629 Jim Parks in his 1986 Carrera.

IT WAS AMAZING THE DIFFERENCE DRYNESS DID FOR OUR TIMES. THE PIR PARKING LOT IS MADE OF MANY DIFFERENT TYPES OF PATCHES OF ASPHALT, AND WE WERE ACTUALLY KEEPING TRACK OF WHAT PATCHES WERE GRIPPY AND WHAT PATCHES WERE SLIPPY.





## OCTOBER 9 AUTOCROSS, CONTINUED



*(Continued next page)*

These guys were able to take advantage of the conditions, giving John Gonzalez the opportunity to take his not naturally-aspirated Dodge Neon to new heights and beat all but one Porsche that day, with a time of 35.279—the fifth fastest of the day.

The ones to watch, of course, were the fastest two of the day—Gary Chapman in his 914 and Jared Still in his RX7. They were going back and fourth as times got lower but Jared ended up getting top time with 33.335 followed closely by Gary with 33.392. I did a little math and I got  $6/100\text{ths}$  of a second at 50 mph = 4.4 feet. Six one-hundredths of a second sounds a lot closer.

I'd like to point out one particular car just for its uniqueness—a 1973 Lotus Europa driven by Steve Lenard. He drove the car very well, and came up with a 38.649 time. Thanks for bringing it out—and I was glad to see the two other Lotus Elises out there as well. Also, thanks to Nisan Beaini and Mark Johnson for bringing out their 2004 Cayenne Turbo; we don't see too many of them out there—anyone bringing out their Panamera?

Again another fun day at PIR with our cars. Thanks to all the volunteers that make this happen. ■

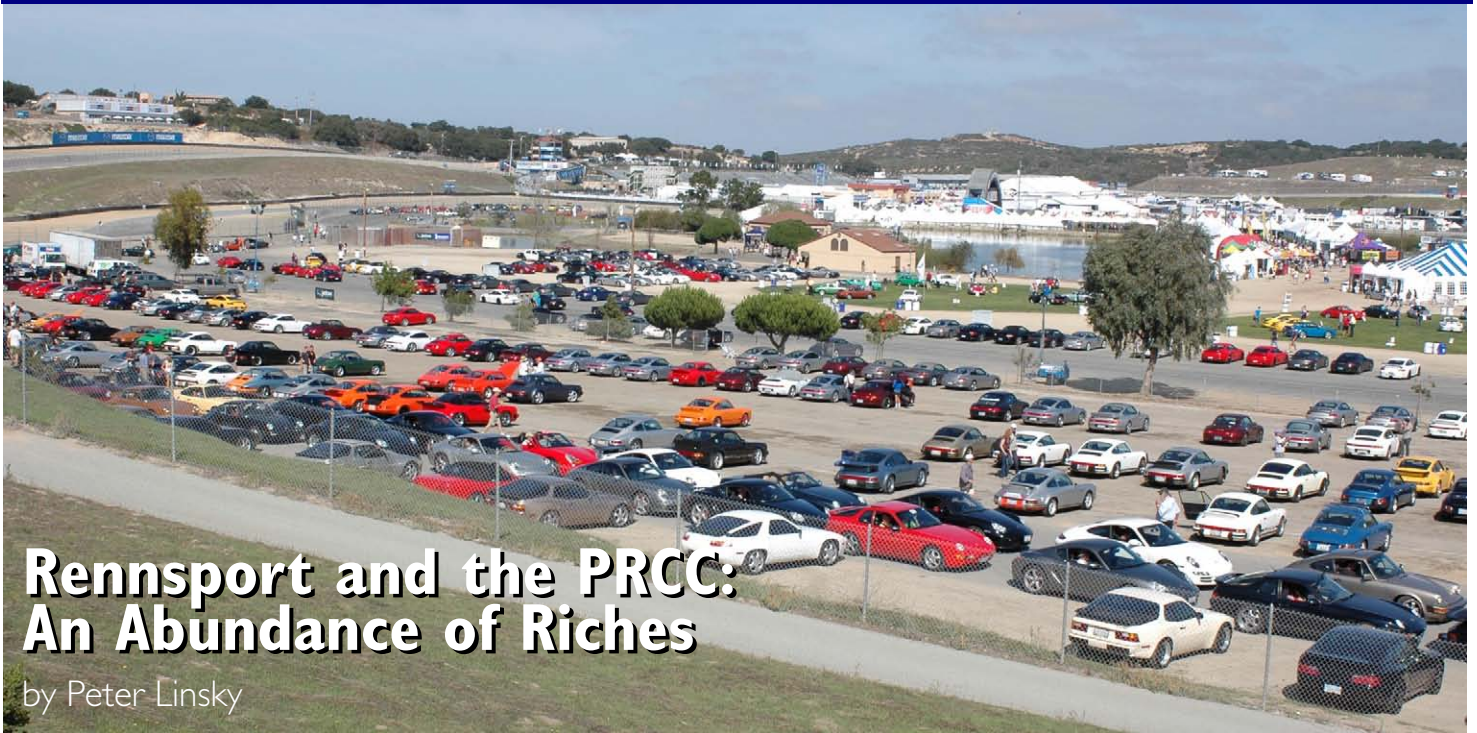


Top: Jon Hall with one cone in the air. Above: Corner workers waiting to do their job.



# Two Perspectives on One Great Event: Rennsport 2011

Stories by Peter Linsky and Andy Jacobson / Photos by Peter Linsky, Andy Jacobsen and Marlene MacEwan



## Rennsport and the PRCC: An Abundance of Riches

by Peter Linsky

**N**ext time, and I'm certain there will be a next time, I will have my own 911 down at Laguna Seca for Rennsport. This time, though, I had to combine Rennsport with some R & R in Northern California's fabled wine country, and try as I might (the first Monterey Historics featuring Porsche in 1982), I still haven't figured out how to cram more than two cases of wine into my Porsche and still have room to schlep food, clothing, and supplies for a two week excursion ... and an important passenger, my wife. Wasn't gonna happen.

Thus, we departed for Monterey early Sunday morning, a few hours after ORPCA's Porsches in the Park at Allure of the Automobile wrapped up. Ran the car home, hooked up a battery tender, and tossed a cover over it. The new Outback would be our transport and wine hauler; sufficing to carry everything we'd need with room for more than five cases of vino and farm-fresh produce snagged along the way. Amazingly, everything fit and we still had room to stuff in a few more bottles in the Rogue Valley on the way home.

But to Rennsport, edition number four. After a decade of waiting, this greatest gathering of Porsche racing cars and legendary drivers to be seen in the US finally made its way to the West Coast, and a large number of ORPCA members and their Stuttgart rides made their way to the Monterey Peninsula to soak it all in.

Bob Carlsen, the late PCNA executive who, with Brian Redman, co-founded the first Rennsport in 2001 at Lime Rock Park in Connecticut, passed away in 2008. He would have been gratified, though, to see the number and quality of racing Porsches that were assembled at Mazda Raceway Laguna Seca in mid-October. In Carlsen's lamented absence, long-time California restorer-racer Bruce Canepa stepped in, working with Redman to keep the program alive. Nearly 300 top-quality racing cars—many of them important parts of Porsche's wonderful history—plus an estimated 1300 street cars filled the paddock and adjacent PCA corrals over the three days.

The Porsche factory and museum sent over some gems from their collections, and an estimated 200 company employees travelled to California from Stuttgart. PCA estimates that over 35,000 paying spectators crowded the facility over the long weekend, with organizers declaring it to be the best, if not the biggest, Rennsport ever. One PCA official told me that although Rennsport III at Daytona in 2008 attracted more racing cars, that event was all but  
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Above: The Porsche corrals were still packed on Sunday. Photo by Peter Linsky.



## RENNSPORT 2011 / LINSKY, CONTINUED

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unmanageable ... so a bit smaller indeed made for a better experience. More importantly, Porsche enthusiasts from the left-most half of the country who for any reason hadn't been able to travel east had their opportunity to enjoy watching these great cars on one of the world's premier tracks.

Transporters, many of them from the Northwest, began unloading in the paddock on Thursday, and practice and qualifying began on Friday. The historic entries were broken down into five classes, and there were additional classes for Cayman Interseries/911 Spec cars, PCA Club Racing, and 911 Cup cars. Porsche and PCA arranged a display of significant 911s, which included a 1964 coupe that was the first 911 to win a race (at Daytona) and the 911 GT3 Hybrid that was still filthy from most recent race.

The weekend featured the US introduction of the new (Longer! Wider! Taller!) 991, and several examples were both on display and running hot laps for VIPs. Porsche design engineers were on hand to explain the

DOZENS OF NOTABLE DRIVERS WHOSE RESUMES INCLUDE VICTORIES BEHIND THE WHEEL OF PORSCHE'S OVER THE YEARS WERE ON HAND TO AUTOGRAPH EVERY IMAGINABLE SOUVENIR THRUST AT THEM BY AWESTRUCK FANS.

nuances of the new model to the curious. Dozens of notable drivers whose resumes include victories behind the wheel of Porsches over the years were on hand to autograph every imaginable souvenir thrust at them by awestruck fans. A huge pavilion tent in the paddock shaded a large display of important and historic Porsche racers—from 356s and 550s through 917s and 962s—that would take to the track for parade laps on Saturday afternoon. From a spectator's perspective, there was an endless parade of automotive eye candy, and while the official souvenir stores ran out of many items (go early, shop early, stick the stuff in your car and then go watch the races), I noted that Vendor's Row had more booths offering more merchandise than I'd ever seen at that track before. No excuse to go home empty-handed.

Sunday was highlighted by the Porsche Racing Car Classic at the Quail golf course in nearby Carmel Valley. This invitational, once-in-a-lifetime show highlighted Porsche racing cars from 1949 through 1967, plus a selected few

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Below left: The Collier crew loads its 910 and 550 Spyder onto its restored Porsche race transporter for the long trip home. Below right: A row of 904s. A dozen were on display. Photos by Peter Linsky



## RENNSPORT 2011 / LINSKY, CONTINUED

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later examples. The PRCC was a charity event, with all net proceeds going to lung cancer research.

High ticket prices may have kept attendance down; the show was not crowded, which allowed easy viewing. I was a bit surprised that the most important Porsche of all—356-001—was absent, but there was an abundance of early cars on hand, starting chronologically with three 356 Gmund coupes—including a 356SL lightweight—a Glockler, four 356 American Sports Roadsters (only 16 were built), five of the ten 550 prototype Spyders, eight 550RS Spyders, a pair of 550A Spyders, 13 Type 718 Spyders, a pair of Type 804 Formula 1 single-seaters, and three Elva-Porsches.

Back in the production-based ranks, there were ten Abarth Carrera coupes, fully half of the total built. Porsche brought over its rarely-seen pair of dreikantschaber 2000 GS/GT coupes, and there were more 356 Carrera coupes, cabriolets, and Speedsters on hand than I've ever seen in one place before.

No fewer than 15 904 GT S Carreras appeared in the event catalog, but only a dozen showed up on the grass—still an impressive number. There was an area set aside for some special 911s, which were joined by a lovely 908/3 Spyder, a pair of Denzels, a Dolphin-Porsche, a couple of 914-6s—a GT and 0011, the first production car—and even a row of Outlaws, which are now gaining a measure of reluctant acceptance among the purists.

Altogether, an amazing weekend. Based on the response, there will surely be another Rennsport in a few years, and you need to be there, West Coast or East, especially if you have never been immersed in an all-Porsche event that puts Parades in the shade. I need to find someone with some extra space in a transporter. ■



Above: A pair of rarely-seen Denzel 1300s. Below left: Some day, the restoration of this 1957 356A GT Carrera coupe will be finished. Below right: A portion of the huge PCA Corral containing an estimated 1300 Porsches. Photos by Peter Linsky

## EVENT COVERAGE CONTINUED NEXT PAGE





# Rennsport 2011: A “Mountainman’s Perspective”

by Andy Jacobson

**W**hen I first heard the famous Rennsport Reunion was coming to the West Coast, I booked hotel reservations in Monterey. I was sure that it would be good, based on pictures and stories from the previous events on the East Coast.

When Chuck and I pulled into the motel parking lot on Thursday afternoon, and coincidentally met some other ORPCA members there, I took that as a good sign. Then when we arrived at the famous Mazda Raceway Laguna Seca track the next morning and saw the signage from Porsche, I was sure we were in for a treat!

I was not wrong ... the cars in the PCNA pavilion were striking, including the well publicized hybrid racer, the new 2013 Porsche 911s and more. But I was not prepared for the treats in store as we started walking into the “Pits.” It was mind-boggling. There were “all” the race cars from the past ... from the new Spyders, the 962, 917s (long- and short-tail) 908s, 906s, 904s, all manner of 935s, Cup Cars, Racing Caymans,—and even a couple “Poopers” (Porsche-powered Coopers). And there were plentiful examples of all models.

When they fired up the race cars and took them out for practice or racing on the track—well, that was just sensory overload for me. The sound of all those fantastic machines was absolutely wonderful. It was great to see them in action, and most all of them were driven with great skill and enthusiasm. The track offers many neat viewing areas and we put in lots of miles, looking at cars from different vantage points. And when one got tired of walking, Porsche had a fleet of Cayennes that were offering shuttle service for those “in need.”

Porsche even brought in a lot of past Champion and other notable racing drivers, for those who would like to chat with them or get an autograph (i.e., Hurley Haywood, Vic Elford and Derek Bell for example).

It was an extremely well run event, and a great chance to meet old friends and make new ones, as well as getting total “Eyeball Saturation” of some of our most favorite cars.

If they should ever have a Rennsport Reunion V, I would highly recommend it! ■

Photos by Andy Jacobson



**EVENT COVERAGE CONTINUE NEXT PAGE**



RENNSPORT 2011, CONTINUED



Photos by Marlene MacEwan



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## RENNSPORT 2011, CONTINUED



Above: A lineup of 356 Carreras. Below left: ORPCA's Jeff Gamroth brought down a batch of Spec-class 911s. Below right: The Collier Collection's 908/2, driven by Brian Redman. Photos by Peter Linsky



**EVENT COVERAGE CONTINUED NEXT PAGE**



# Rennsport IV: Celebrating Porsche's Racing Past and the Return of the Special

by Randy Stolz

After some serious hype by just about every motorsport journal, I decided to go to Rennsport Reunion. I thought that if the event had been successful three times in the East, it had a good chance of doing the same in the West. Also, if the whole thing was a return to the “good old days,” I knew that when the East Coast establishment showed at Laguna Seca they had a good chance of being “wowed” by a few West Coast Specials. It was always this way when I was a kid. Someone would show up with something weird and—much to the dismay of the sophisticates—the factory stuff was blown into the weeds. I mean, anyone who lived through those early years of West Coast racing can’t forget “Old Yeller,” the “Cheetah,” the big buck Scarab, and even the East had Penske’s Zerex Special. Alas, even though these monsters would kill anything in their path, I always wanted to see the exotic stuff from Yurrip. Fifty-plus years later, nothing for me has changed.



## The Scene

Years ago, getting into Laguna Seca was a scary thing if your vehicle didn’t run right or was under-powered because the real driving challenge of Laguna was “the hill.” I remember several times thinking front end damage was imminent when the motorhome in front of me stopped on the entry road and started to roll backward. Another time, I thought I’d fry the clutch on my VW microbus as the line ground to a halt. Going out was easy enough, provided your brakes were good. Fortunately, the bus had a real “stump-puller” first gear and now there are kinder, gentler entries.

As you crest the hill on entry, you turn left or right depending on where you park. Anywhere is good, because you’re on the edge of a bowl that formed a “dry lagoon” (hence the Spanish name).

As such, you can see a good part of the track from the edge, making the place spectator-friendly.

This same bowl also limits track layout possibilities, and while there’s no straight like Mulholland or even Portland, there are some fast uphill sweeping sections where horsepower can be put to use.

The course is now “tighter” than it used to be in the old days. Where straight continued bending left up the hill, it is now cropped into a hairpin leading to a relatively tight flat infield section that rejoins the old course going up the hill. This will certainly influence the outcome, and one thing’s for sure: it is nothing like Daytona or Le Mans.

In the Paddock near the pit row suites was “the Big Top,” a huge tent for cars on display; some raced, some didn’t. In the team garages under the suites were more famous Porsches looking for all the world like a giant collection of model cars in their respective cases.

The real model cars (yes, there was a car show for them, too) were in the “Porsche Park” near the souvenir building.  
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# RENNSPORT 2011 / STOLZ, CONTINUED

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Here was the place to pick up all manner of Porsche Design products including that \$8000+ bicycle. I went cheap and got away with a \$75 wind shirt. I rationalized it as admission to the Park to view the pristine “baby” 935, 917-027 with its unique flat-16 motor, and the 918 Hybrid all brought from Germany.

Just outside this area were the 2012 911s being debuted this weekend.

At the end of the day on Saturday, many of the old cars lined up for a “Concours on Pit Lane” or as the Co-Grand Marshall Jerry Seinfeld would say, “A Festivus for the rest of us.”



Not every car raced, Stanley Gold's pretty RS-61 queues up for a parade lap. Photo by Randy Stolz

## The Cars

What can you say about the best collection of Porsche racing cars ever assembled? No, they weren't all there, but I didn't miss any, either. There were 330+ race entries. That doesn't count the cars brought from around the world for static display. It's impossible to catalogue them here I'll let pictures attempt it. It's pretty easy to find them on the 'net.

To the credit of the owners, I didn't see a bad looking car. Each was turned out as well as could be expected. Given the significance of the event, I think everyone tried really hard to make their car as presentable as possible.

“I just want to say one word to you ... Plastics.” That quote from “The Graduate” in 1967 could have well been made to sum up the success of Porsche racers from the 904 to the 910 and on to the 917. To my mind, these early prototypes represent the nearest thing to timeless aesthetic perfection. In sight and sound, nothing else will do. All were there, including a couple of Elva Specials and the ex-Miles Guppton “Platypus Porsche,” obviously returned from its disguise as a Lotus 19 (long story).

At turn one, the 935s and Group C cars reached terminal velocity before lifting. You could here and see the whine, pop and fire of the turbo. Remembering my turn worker days, if they were catching a slower car at the end of the straight (which they usually were) I had to “pop” the blue flag at just the right time. Sometimes, these guys would fiddle with their brake bias or miss a downshift and buzz the motor, resulting in trip down the escape road, or worse. These thoughts returned as I gazed down on the 935s pre-gridded for qualifying Saturday morning. The fog started lifting as a dream field rolled out onto the track. In all those years of IMSA at Portland, I never saw as many 935s. There were 19 in all. The same number of Group C Cars (956-962) were entered along with three current RS Spyders.

Beyond this were the infinite variants of 911-based racers past and present. Pick one.

Curiously, I did not see one open wheel car, even for static display.

## The Drivers

Again, there were too many to list; around 50 “legends,” or so I'm told. Those who actually made it to the grid that I noted were: John Morton, Jergen Barth, Clint DeWitt, Brian Redman, Jeff Zwart, Hurley Haywood, Gijs Van Lennep, Joe Buzzetta, Bruce Canepa, Kees Nierop, Bruce Leven, Didier Theys, Joachin Maas, and Johannes Van Overbeek. There were many stars I missed.

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# RENNSPORT 2011 / STOLZ, CONTINUED

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However, not all of the battle was on the race track. Many big names had to endure things unimagined in their days of racing: cold fog, blistering heat, and writer's cramp in the autograph line. To paraphrase a certain book title, "Patience was Expected."

## The Races

Those of us old enough to have seen early Porsches being raced "in the day" understand there was a certain courtesy offered your competitor. If he had the drop on you going into a corner, you let him through and didn't press the issue. If you could pass someone, you did it where there was obvious room to do so; often, well before the next braking point. It was called "gentleman racing" or "sportsmanship." In those days, there were no motor homes to run to after the race. If you messed up, you faced the ire of your competitor directly in the paddock. Strangely, this wasn't lost on most of the entrants; the exception, perhaps, being the races for current cars.

Everyone respected the cost of repairing these old cars and the fact that you were racing against a fellow Porscheophile probably helped too. Oh, there were bragging rights, to be sure; but the context is limited in this format.

I didn't watch all the races (there's just too much to do), but those I did (see below) were very good, with some really close racing.

The Gmund Cup (Group 1) was for early four-cylinder 356-based cars including the RS "tin" cars. I was disappointed no one entered a 550, but certainly it was well worth watching. Don Anderson won the race in a '64 Bobsy-Porsche after a race-long battle with Oregon's own Cameron Healy in the '53 Cooper-Porsche who led early on. West Coast Specials 1-2!

John Morton's Abarth was sporting what appeared to be some mushroom-like antennae above the rear hatch in an effort to measure his synapses (?) during the race. The entry by the REV's Institute (an arm of the Collier collection) was affording students from Stanford to study car and driver behavior during the race. When I was a student, I'd do anything to get into the races too.

Morton, De-Witt, and Jurgen Barth all finished the race well back, but I salute their efforts.

Mark Eskuche and Dave Burton deserve credit as the top finishing 356 entries.

The Type 718 RSs, though out of the top 10, were still exotic, like moving sculpture, and sounded just like my first view of one back in Vineland, NJ, with a young Roger Penske behind the wheel.

The '52 Glocker Special Spyder finished the race, a real achievement considering the "newer" 550s were being used for lawn chairs. All were being preened for the show at the Quail or paraded around like so much bling. The Glocker gets my vote for any "racecar classic concours" winner. Old man Ferdinand and Walter Glocker must be smiling.

The Eifel Trophy (Group 2) was for early 911, 914/6, 904, and a couple of Elva Mk7s and Art Conner's Platypus thrown in for a little West Coast flavor. While you'd think the Miles Gupton-built sports racer would have its way, the Platypus-Porsche's best time was only about .3 quicker than Phil Bagley's second

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Chris MacAllister from Indianapolis stays cool in his Gulf 917. Photo by Nandy Stolz.



## RENNSPORT 2011 / STOLZ, CONTINUED

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place '72 911S. An Elva came in fourth; a 914/6 was sixth, ahead of Healy's 904 in seventh. Hurley Haywood's spanking with the Brumos 914/6 was not to be. Though he set best race lap time, the car retired after four laps. Jeff Zwart finished a lap down.

The Weissach Cup (Group 3) was for "classic plastic" (906 thru 917). These cars burn the retina of my mind's eye. They are why I am here.

Though the field was short (only 17 cars) you can only allow yourself so many views of these cars in action without messing your pants. Thankfully, it was won fairly easily by Brian Redman to keep the excitement down to a dull roar. Though challenged early by the Dutchman (Van Lennep) in the Sandemanoliveried, #18, 917, and later, by Chris MacAllister of Indianapolis with the Gulf liveried, #21, 917, the Brit in his also Gulf liveried 908/3 had the measure of the tight Laguna circuit. You might remember it was the 908 that ruled the twisty Targa Florio in '69 and '70. Cameron Healy finished in fourth place. Joe Buzzetta finished seventh, Zwart in ninth and Canepa, twelfth.

The Carrera Cup (Group 4) was the 70's IMSA cars. These were the 911 RSRs, 934s and 935s.

The stellar field as mentioned above included Hurley Haywood aboard the now-temperamental Brumos 914/6. Bruce Leven was entered in the ex Peter Gregg #59 Porsche 935 and Bruce Canepa entered his 935 (last one built). Johannes Van Overbeek, the 2007 Porsche Cup winner, took a brake from his ALMS Ferrari driving duties to come out in the ex-Bob Akin Coca Cola car. Kees Nierop, winner at Sebring in '93, came down from Kelowna to drive a 935 for Jim Edwards, and didn't see Haywood (having dropped out in lap 8) in his mirror or at the finish. It was a good showing for Kees, coming out of retirement finishing 13th in this very fast field. Some of the 935s hit 145 on the radar gun. Rusty French from Melbourne, driving a beautifully prepared black 935, won the race by 10 seconds. The four horsemen of Haywood, Leven, Canepa, and Van Overbeek retired.

The PCA Race (Group 7) was essentially for club racers—an eclectic mix of 911s from SCs to ClubSports to Turbos, RSRs, GT2s and GT3s. Add to that a 914, 944, a 968, a few Boxsters old and new, and in the finest tradition of West Coast Specials ... a tube-framed Cayman (FABCAR) with a monster turbo motor driven by Loren Beggs. Stir well.

This race provided the most bang for the buck of any as the battle among the GT cars was truly well joined. Our own ORPCA member Jeff Gamroth had a terrific drive and to my mind "won the race" placing second. Loren's Cayman came in first. In terms of speed, I saw 145 (935 speed) on the radar gun for the FABCAR and 138 for Jeff ... he was really moving!

Though the Cayman "special" was really not a production car, and really should have been run with the 935s (I suspect egos prevented that), I must say it was fun to watch and speculate what Porsche would do if they got serious about racing a Cayman. This will likely never happen, but nothing is lost on the factory. I skipped the races for later prototypes, the Cup cars, and Cayman interseries. But I'm sure they were equally entertaining.

### The Retrospective

In sum, it was all good. So good, sometimes it made me cry because I know those days are long behind us—and yet it made me smile because, if you looked closely and thought deeply, you witnessed the evolution of the modern sporting automobile and all that went into that. The engineering of the cars, the men who risked their lives, and the inspiration and creativity of the Special. There's no doubt in my mind these same elements will continue to find the way forward for Porsche and other manufacturers.

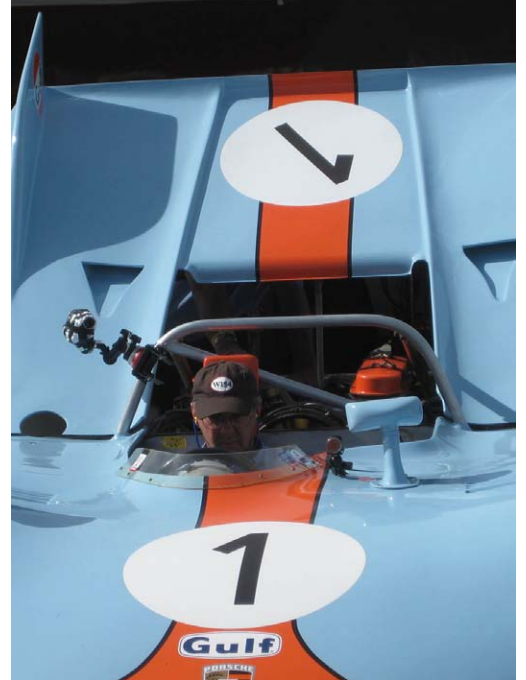
It was a celebration not to be missed if you're a die-hard Porsche race car fan. Let's hope we can do it again. ■



908s and 910s on pre-grid for their Saturday race at RR4. Photo by Randy Stolz

### EVENT COVERAGE CONTINUED NEXT PAGE

## RENNSPORT 2011, CONTINUED



Left: The ground-breaking 911 GT3 Hybrid appeared just as it left the track at last month's Petit LeMans in October. Photo by Peter Linsky. Above: Photo by Marlene MacEwan.

## November Social and Dinner Wed., November 16, 6 - 8 p.m.

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and Wednesday, December 14, 6:00 to 9:00 p.m.

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Photos from the 2010 Food Box Party. Top: Paul Goudy packing oranges. Left: Bob & Kathleen Ellis, Mary O'Connor & Donna Helzer. Above: Andy Wilson. Photos by Jim Ayers



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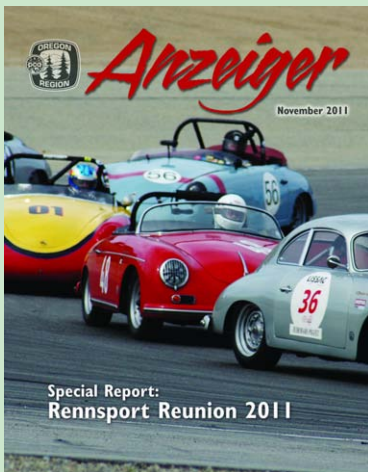
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## Announcing the *Anzeiger* Cover Photo Contest!

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

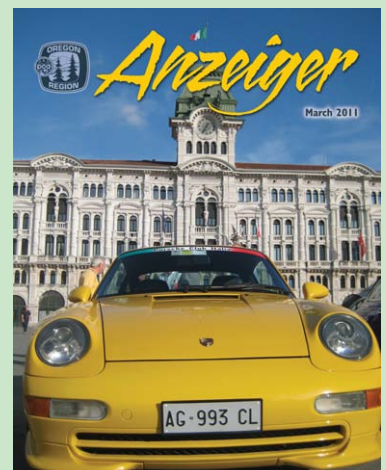
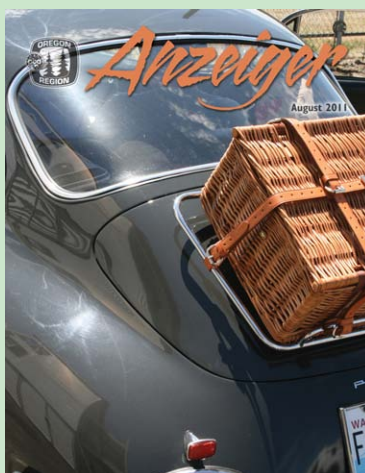
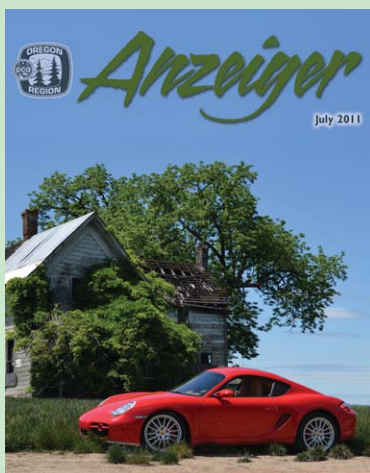


**Details: Picture Format:** Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

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

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

**Send your entries to: Bob Schatz, Photo Editor. at**  
**[bob@allusaarchitecture.com](mailto:bob@allusaarchitecture.com)**



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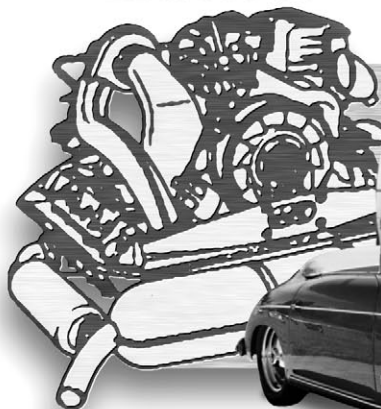
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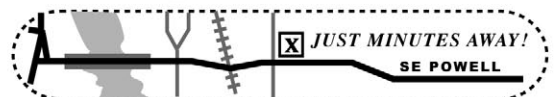
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1984 Carrera Coupe, Chiffon white exterior with chiffon leather interior, A/C, sunroof, and cruise control. Complete engine rebuild at 114,000 miles, transmission recently rebuilt, new front calipers, pads, stainless brake lines, and much more. All records included. 154,000 miles. Asking \$15,500. Todd Averitt at [taverittster@gmail.com](mailto:taverittster@gmail.com) or call (360) 576-5310 (11/11)



### *944*

1985.1 Porsche 944 - Red/Black - 5-spd. New Rack & Pinion, driver's seat upholstery, seat belts, hood struts, power mirror. 174,### miles. Car cover, bra, mirror bras. All lights and gauges work. Factory alarm. \$4300. - Michael - 503 333 5651 or [bigmarlin@mail.com](mailto:bigmarlin@mail.com) (8/11)

### *Cayman*

2007 Cayman S Cobalt Blue Metallic, buckskin interior, leather adaptive sport seats, heated. Bose surround, Sports chrono and preferred and bi-xenon driving packages. Sports 19" Carrera wheels/brakes, 3 spoke steering wheel, self-dimming mirror. 6 speed No smoke or animals or food. One owner all records and remaining warranty. \$39000. Patrick (503) 318-7783 C. (4/11)

### *356*

1962 356x T6 Coupe, Smyrna Green w/tan. Not Concourse, but really nice. Rod Birkland, 503.292.5839. (3/11)

## ■ OTHER

ROAD or TRACK DAYS – Yokohama Advan Neova AD07 Tires

2ea 205/50R17 @ 7/32" left - \$100. 2ea 255/40R17 @ 6/32" left. \$200

<http://www.tirerack.com/tires/tires.jsp?tireMake=Yokohama&tireModel=ADVAN+Neova+AD07>

Randy - 503.524.8888 [paellero@comcast.net](mailto:paellero@comcast.net) (10/11)



For sale cheap: 1 set of four Borbet silver aluminum alloy wheels, five spoke, 14 x 6, four-bolt pattern to fit early VW Rabbit/Golf/Scirocco, Audi Fox/4000/80/90. Good used condition, includes long bolts and locks. Wheels are mounted with Bridgestone 195/60-14 with approximately 2-3/32" remaining. First \$100.00 takes. Peter Linsky 503-644-2709 (10/11)

New in boxes a set of four Fikse FM/5 forged alloy modular (3 piece) wheels. 7.5 X 17 & 9 X 17 with back spacing to fit Porsche 911SC & Carrera (1978 - 1989). Optional satin anodized finish on wheels, center caps and alloy lug nuts brought the total price to \$3860 plus shipping. \$3350/OBO. Cell: 503.705.5355. Gary R. Engel (8/11)

GT-3 Wheels and Michelin Pilot Sport Cup tires

for sale. Take-off wheels from my 2007 GT-3 totally stock, with Tire Pressure Monitor Sensors. Only 4000 miles and wheels are in near perfect condition! Front tires 40% tread, rears have 25% left. \$2250.

[mark.mueller@gmscpa.com](mailto:mark.mueller@gmscpa.com), Salem Oregon. (503)559-0385 (cell) or (503)581-7788 (work). (10/11)

GT-3 Rear Wheels from 997 GT-3 less than 1000 miles, perfect condition, Tire Pressure Monitor Sensors and "GT-3" center caps. \$1000 for the pair.

[mark.mueller@gmscpa.com](mailto:mark.mueller@gmscpa.com), Salem Oregon. (503)559-0385 (cell) or (503)581-7788 (work). (10/11)

■ Bilstein front Sport Shocks for 986 Boxster – list price \$245 each, sell for \$125 each.

■ Bilstein rear Sport Shocks for 986 Boxster – list price \$230 each, sell for \$125 each.

■ H&R performance springs for 986 Boxster – list price \$360, sell for \$150.

All parts used less than 1,000 miles. Jeff 503.628.0629 [jgretz@onlinenw.com](mailto:jgretz@onlinenw.com) (5/11)



2 unused

Hoosier A6 tires, 285/30/ZR18. \$550 OBO if local, else add shipping from 97229. Call Liz Bacon, 503-347-4931 (5/11)

■ Bell M2 Helmet - Snell 2005; large; clear & shaded visors; fleece lined carrying bag; head sock

■ Simpson driving shoes; size 9

■ OMP driving gloves Sold as a package, \$300.00. John S. Mazmanian,

[Krugerinor@hotmail.com](mailto:Krugerinor@hotmail.com), 503.617.4680 (5/11)

EVO Motorsports 996 Turbo Airbox w/ cone filter. \$250.00. John S. Mazmanian, [Krugerinor@hotmail.com](mailto:Krugerinor@hotmail.com), 503.617.4680 (5/11)

4 O.Z. Allegherita HLT lightweight wheels, gold. 2 are 18 x 8" and 2 are 18 x 9" (stock Cayman sizes) w/5 x 130mm offset. ~1.5 years old, used for 8 track days & 20 autox's; great condition except for a small ding. \$1200 OBO. Call Liz Bacon, 503-347-4931 (5/11)

Porsche factory wheels, as on 993 and later 968. Listed as two 7 X 17" and two 9 X 17" Actually measure 7 3/4" and 10". Extremely clean, very near new. \$500, deliver to Portland for \$50. Also new unwrapped H&R Springs for 968 or 944S2, \$100. Dale, 541.593.4016, [nannevin@yahoo.com](mailto:nannevin@yahoo.com) (3/11)



Porsche 911 Outdoor Car Cover (incl. lock) + Front end cover for Porsche 911 Carrera. Smooth-fitting outdoor car cover featuring full-color Porsche logo. Water-repellent fabric protects your Porsche from extreme weather. \$175. (New \$320) Gabi Kirkemo, cell: 971.409.2852 (3/11)

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