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October 2010





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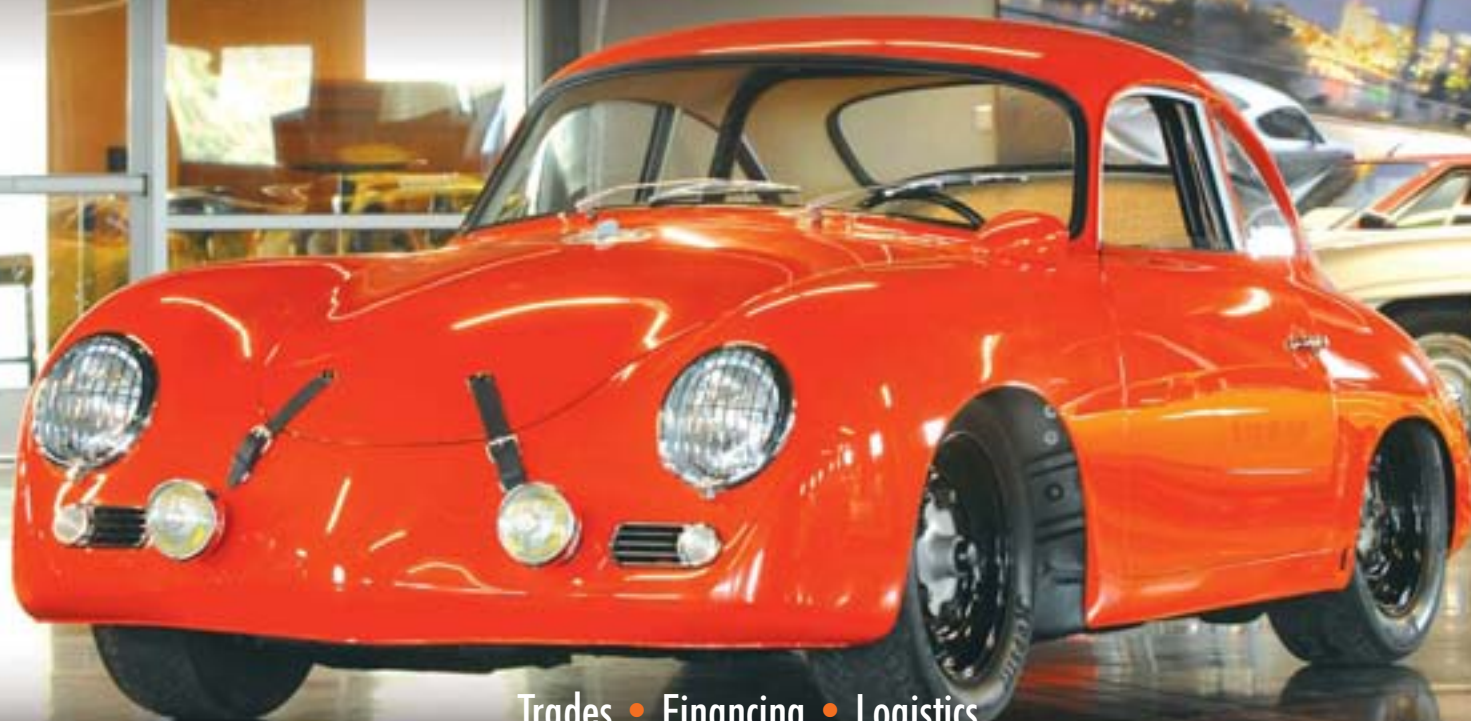
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Anzeiger

Volume 50 No. 9
October, 2010



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ON THE COVER

Earl Green's car at the Rose Cup Races. 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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<http://oregonpca.org/>

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.

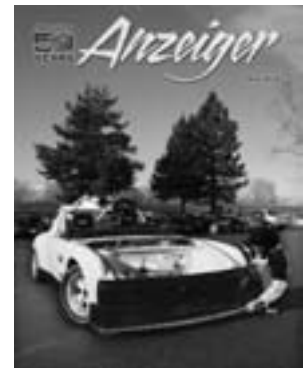
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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

2010 Was a Summer of Porsche Fun

September 23, 2010 is the day of the Fall Equinox, the event which marks the beginning of Autumn, and when day and night are of equal length. Autumn generally still has good driving weather, but living in the moment, August, I still have a month of summer left! Although the weather has been a bit finicky at times, we have had lots of opportunities to enjoy our cars. The Summer Picnic was great! Jeff Gretz designed a fun driving route to the Garden Vineyards in the Helvetia area. A buffet lunch was provided and wine tasting was at your discretion. The food was quite tasty, the views lovely, and visiting with friends super! Thank you Jeff!

The Arrive and Drive provided members with yet another great drive and these continue to be one of our more popular events. This month, Gary Goss lead the group up into the St. Helens area. The views were wonderful and the driving was fun as well. Thank you Gary and the A & D Team! Our Autocrossers were pretty pumped to have another opportunity to go to Packwood and drive the big course. I hear it was HOT! HOT! HOT! That is to say, hot course, hot driving and hot temps. Thank you Autocross Team for putting on a super event.

The August Social and Dinner was held at the Island Café, which was a great choice for the event. The evening was warm and sunny, and it was great to be on the water. I had the pleasure of presenting a plaque to Bob and Roxanne Plotts honoring 40 years of membership. Pretty impressive! While I am on the subject of this event ... The Dinner Meeting Team and I apologize to those of you who found it too crowded, or were unable to find a place to sit. Through some confusion, it was overbooked, as the capacity was 50 people. Additionally,

several members who did not RSVP decided to show up, unaware that there was a capacity limit and potentially displacing some members who had signed up. Please, if you choose to attend an event requiring an RSVP, do so. When you neglect to do so, it creates hardship for those who did and puts additional stress on the servers and event planners. The RSVP for all monthly Club Social and Dinner events is dinnermeetings@oregonpca.org

We are on the eve of Bob's Mystery Tour and I am looking forward to a great day of driving and enjoying friends. We have already had loads of fun with the planning, so this will be the "icing on the cake!"

The Herveys attended the PCA Parade this year in St Charles, Illinois. They reported in that Parade was lots of fun. For specific information, pictures and results check out the website <http://parade2010.pca.org/> Next Year's PCA Parade will be in Savannah, Georgia and is scheduled later in the season; July 31–August 6, 2011.

We have tried a new approach to planning for 2011 this year. By the time this is in your mailbox, I hope that



we will have received lots of feedback, and that there will have been some serious creative work on events proposed for 2011. October is the month your Board of Directors begins building the calendar and the budget for 2011. We may be contacting you to clarify event details, etc. By mid-November, our dates for the calendar need to be set so that the calendar can meet press deadlines. This should insure delivery in your mailbox along with the directory by mid January.

Seize every opportunity to enjoy your car and your fellow members, as an opportunity passed up is an opportunity lost. ■



Photo from Bob's Mystery Tour by Jeff and Betsy Hornick

Oregon Region Events



October, 2010

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

Calling All Bench Racers: First Tuesday Lunch

Who were the original "Three Amigos?" How do you keep those heater ducts free of rodents?

The answers to these and other burning questions can be found at the First Tuesday Lunch. Join us as we discuss future "barn finds," general griping, whatever happened to whats-his-name at the Rose Cups in '85, and other mostly non-club topics at the no-host get together for all club members and hangers on. First lunch order in at 11:30 a.m. sharp.

Contact Ron Gotcher or Randy Stolz if you must. Meet at Buggatis Restaurant 2905 SW Cedar Hills Blvd. Beaverton, OR, www.buggatis-restaurant.com.

November, 2010

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

December, 2010

- 11 Holiday Party
- 7 Board Meeting

Benefits of an Oregon Region Membership

In a word: COMMUNICATION

A member directory



Annual calendar: List of events



E-mail up-dates
about current and future



Website information



Anzeiger magazine

Note:

Your membership
is not just a magazine!

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



Recapping Porsche's 2010 LeMans Performance

It's been 40 years since Porsche swept the first three places at the world's best-known endurance race—the 24 Hours of LeMans—and its first overall victory. This year's iteration proved to be of great interest to those who closely follow the sportscar maker's fortunes, since there were only six Porsches entered in the annual contest, all in the hotly-contested GT2 category. The 997 RSR coupes had qualified in 41st, 42nd, 44th, 46th, 53rd, and 54th on the grid of 56 entrants. More importantly, the quickest of those had qualified a lackluster fifth in class, behind a Ferrari F430, a pair of Corvette C6 ZR1s (Corvette had abandoned the GT1 class in its final year), and another F430.

However, everyone moved up a space after the pole-winning Ferrari was pushed to the back of the grid for a bodywork infraction. Based on speed alone, the Ferraris and the 'Vettes had to be the class favorites; would Porsche's reliability come through in the end? That's precisely what happened. Porsche fans worldwide celebrated what might be seen by some as an upset win, by others another example that somehow, Porsche usually finds a way to win the Big Ones. While Audi (using several of Porsche's top team drivers) swept to



other Porsches claimed third, fifth, seventh, and eighth in class. Only the Flying Lizard GT3RS failed to finish, sliding off-course into a sandbank. The Ferraris ended second and fourth; a BMW M3 V8 was sixth (its teammate retired). The pair of Corvettes that had promised so much failed to finish, when the class-leading coupe was punted into a guardrail by the last Peugeot standing (the French entry died soon afterward), while the other 'Vette suffered mechanical failure and retired. It was Porsche's 98th class win at LeMans, and a welcome result after the

Superstars sedan series. N.Tech has trimmed the big sedan's weight down to an astonishing 2900 lbs, and the 4.8 liter V8 produces 450. hp. Driver Fabrizio Giovanardi pronounced himself pleased with the results. It will be fun to see how the big Porsche fares running against other sedans.

Mini Cooper versus Porsche? Are you serious? Did you happen to spot that strange ad campaign launched by BMW, er, Mini Cooper, in June? Mini is apparently trying to cast itself as a viable competitor to Porsche by challenging Porsche to a race, a fairly laughable concept in itself. What's the point? David versus Goliath? Porsche at least had the dignity to laugh it all off, but someone put it to the test, blowing away the Mini. Here's a link to a video that was put together to mock the challenge, mimicking Dolf Lundgren "training" to face Sylvester Stallone's "Rocky" character.

<http://993c4s.com/cars/porsche-vs-porsche/rocky-iv-mini-vs-porsche/>

Until next month, drive safely! ■

MINI IS APPARENTLY TRYING TO CAST ITSELF AS A VIABLE COMPETITOR TO PORSCHE BY CHALLENGING PORSCHE TO A RACE, A FAIRLY LAUGHABLE CONCEPT IN ITSELF. ... BUT SOMEONE PUT IT TO THE TEST, BLOWING AWAY THE MINI.

a stunning 1-2-3 finish in LMP1—shocking the faster Peugeots—a 10-year-old Saleen upset the apple-cart in GT1, and Porsches came through handsomely in GT2. The Felbermayr-Proton GT3RS took over the class lead with just over six hours remaining in the contest, and the

disappointment of the Nürburgring 24 Hours.

The Italian racing shop N.Technology had its new Panamera S race car out on the track at Vallelunga in late June, testing for the upcoming European

Andy & Marg's Hillclimb

Saturday, October 9

Want to have some fun with your Porsche, partner, and friends? Come on out Saturday, October 9 and drive some of the most scenic roads in Washington. Our drive will go into the forest, by beautiful waterfalls and end at Marg and Andy's log home in the mountains for lunch.

Marg's famous "Sloppy Joes" will headline the lunch menu along with soda, coffee, water, chips, potato salad and ice cream or cake for dessert. We're hoping for great weather and outside seating, but there's room inside if the weather doesn't cooperate.

Registration will be capped at the first 80 who sign up—so please RSVP early so you don't miss out on this end-of-the-driving-season special event. To sign up, please send your name and total number of enthusiasts in your car to AMhillclimb@yahoo.com—we'll have to cut registration off when we reach 80. We'll meet at 9:30 a.m. on October 9—meeting place and driving details to follow.

Please bring a \$5.00 contribution for lunch, paid at the door.

You're welcome to hang-out for the afternoon to explore the area. There are also some nice trails close to the house if anyone is up for a hike in the woods.

REGISTRATION:

First 80 only

REGISTER VIA:

amhillclimb@yahoo.com

CLUB CONTACT:

Doug Twitchell

doug@bvresources.com



Photo by Jim Ayers

Autocross

October 17 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.

Most events are done by 2:00 p.m. ■



REGISTER VIA:

<http://orpca.motorsportsreg.com>

CLUB CONTACT:

Don Clinkinbeard
dechair@oregonpca.org

503.970.4848



The 944T Starts ... if Only for a Second or Two ...

Holy cow. I got the 944T started this weekend. As far as I can tell, all I did was go back through all the connectors and reconnect them. Further work reveals a bad bit in the wiring harness for the crank position sensor. And why not? The harness is over 22 years old and lives in a pretty hostile environment under the hood. I ordered a replacement for this.

I CAN DRY ALL THE WATER OUT OF THE OIL PASSAGES THEN REASSEMBLE IT—ROUGHLY 30 TO 40 HOURS OF WORK ... DEBBIE WAS NOT REAL HAPPY WHEN I DELIVERED THIS NEWS.

But I digress. Okay, it ran for only a second or two. I saw no oil pressure on the gauge, and the hydraulic lifters were rattling a lot. Just to make sure I didn't forget to add the oil (I had it checked off on my startup check list), I checked the oil level. The dipstick did not look real good; basically, a chocolate shake of oil and water mixed, and the level was far higher than it should have been. Not good. The last time I saw this color on my dipstick, I had blown a headgasket and the oil and water got all mixed together.

This time, however, there was no oil in the cooling system that I could detect—as I would expect with a blown headgasket. So I raised the car on the lift and pulled the oil pan drain plug. Out came about two gallons of water, then I started to see oil. Oh, my ...

There are two ways I know of to unintentionally mix the oil and water in a 944 motor. One is to blow the head gasket. Pretty sure I have not done that; the head gasket I used is stainless steel and I only ran the motor for, at the most, two seconds.

The other way is to mix in the oil console. In the NA 944, the oil console con-

tains a radiator for the oil, and then it cools the radiator with the engine coolant. On the Turbo, the console contains the connections to the external air-based oil cooler, and both consoles contain various regulators and bypass valves. Since these engines share the same block it would seem possible to get this kind of mixing.

Further since the water just slowly drops into the oil pan without even starting the engine, and this oil console is new to me,

I assumed that there is something wrong with either the part, or the way I assembled it.

There are a lot of bits in the oil console, and I think it is more than likely I missed something ... So I will be pulling the oil console off the engine to see when I missed a part or gasket or ...?

Once I determine the root cause, the next steps will be to remove the engine and tear it down to the ground so I can dry all the water out of the oil passages then reassemble it—roughly 30 to 40 hours of work ... Debbie was not real happy when I delivered this news.

Okay, a few days pass and I do a lot more research. I pull off the cam shaft tower and take a look at the oil passages. The good news here is that there was no water in the top end of the engine, so I am going to try to dry it by running it.

As to root cause, I found a missing connecting pipe in the oil console that seals the water and oil systems. One of the problems with being a hobby mechanic is you only get to rebuild the engine every few years; this does not reinforce your memory. There are no drawing or pictures of this in the service manual. I missed this

part—a simple pipe with an o-ring on each end. It ended up in my exotic tool drawer instead of the parts bag for the oil console (Bad Mechanic).

Even though I looked hard at the part drawing in PET as I reassembled the new oil console, there was no separate part called out in the drawing I used. Of course, this was not quite the right drawing, and when I went back (with some help from one of my technical advisors) we managed to find the correct drawing.

I got that all cleaned up, but the engine still ran rough; it sounded like two or three cylinders were firing.

I got out the laser pyrometer and took a look at each exhaust flange. Cylinder 1 was relatively cold at 150 degrees, with cylinders 2-4 measuring between 250 and 325 degrees at idle—that looks like the culprit. I pulled the spark plug and it was clear that it was not firing the mixture. As a matter of fact, there was no evidence that there was a fuel/air mixture in the cylinder, as the plug was completely dry.

Okay, fuel injector not working? I moved the injector to 2 and restarted. The cold flange followed the injector. Confirmed root cause: bad fuel injector. These are custom-matched injectors that flow substantially more fuel than the stock unit, so I had to purchase a new set of matched injectors from my tuner. They should be here next week.

Now we are in the middle of the week, and it's time to get ready for the ORP HPDE/Lapping day this weekend. Tons of communication with the customers, vendors and staff, lots of paperwork as we arrange the run groups and get instructors assigned ... and it seems I am coming down with a cold. Next month I will have the car on the dyno and at the track October 14—if all goes well. ■

High Performance Driver Education at PIR

Thursday, October 14

Yet another great track event at PIR for 2010. This event is a HPDE day for drivers from Novice to Instructor. This promises to be a great event with lots of fun and smiles while learning to pilot your favorite ride around PIR. This is a fully-instructed event; first time track drivers are welcome. Put on your learning cap and come out to play and build your driving skills. This event is limited to no more than 85 drivers and is eligible for Season Pass A and B (SPA, SPB) holders, so make sure to register early.

Please take the time to read about our program at www.oregonpca.org: select HP Driver Ed from the quicklinks menu.

REGISTRATION:	\$165 Early Bird First Driver \$100 Second Person/Same Car
REGISTER VIA:	http://orpca.motorsportsreg.com
CLUB CONTACT:	Don Clinkinbeard dechair@oregonpca.org 503.970.4848

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

**Club
Event**

October Social and Dinner

Wednesday, October 20, 6:00 p.m. (No-Host Bar 5:30 p.m)

**Gustav's (East of Washington Square)
10350 SW Greenburg Rd.
Portland, OR
503.639.4544
www.gustavs.net**

Two choices for dinner: Please list dinner choice when RSVP'ing.

- 1) Gustav's Feast: Sauerbraten, German bratwurst, chicken schnitzel, spatzle, sauerkraut, and braised red cabbage. \$17.00 each (18% gratuity included), or
- 2) Sampler Platter: Rotisserie turkey with apple-walnut dressing, smoked bier sausage, chicken jagerschnitzel, mashed potatoes, and braised red cabbage. \$17.00 each (18% gratuity included). Limited to the first 50 RSVPs.

■ Cash only for dinner—please bring exact amount. Expect to pay upon entering. No host bar (credit cards okay) starts at 5:30 p.m.

■ Please list dinner choice when RSVP'ing.

■ Please RSVP by October 13, 2010

■ Those who do not RSVP and show up will be put on a waiting list.

RSVP to: dinnermeeting@oregonpca.org

Thank you for your cooperation!



Summer Picnic: Good Food and Special Friends

by Jeannie Gretz/ Photos by Bob Ellis

On a sunny Sunday August morning, 85 ORPCA members and their 43 Porsches met in Murrayhill with cheerful anticipation of a scenic drive, a delicious lunch, and tasting some great Oregon wines. At 10 a.m. event organizer Jeff Gretz handed out route maps and off we went, traveling west to some of the great Bald Peak roads that seemed to be made just for Porsches, and then north through the valleys of western Washington County, past lush fields and through verdant forests.

We arrived at our lunch destination, the Tuscan-style winery Garden Vineyards in Helvetia, and were warmly greeted by owners Melinda and Stuart Wilson. Their home, vineyard and gardens are exceptionally lovely, with expansive views and elegant outdoor seating. We sampled their estate grown Pinot Noir, Pinot Gris and sparkling wine.

A casual grilled lunch with salads and desert was served on the patio and everyone relaxed and enjoyed the afternoon with good wine, good food and special friends. Quite a few members suggested that we make this tour to Garden Vineyards an annual event so quite possibly we will! ■





“Diamonds to Denim”

2010 Holiday Party
Saturday, December 11, 6:00 - 11:00 p.m.

Avalon Hotel and Spa on the Willamette
Aqua Riva Restaurant
4560 SW Macadam Ave. / Portland, OR 97239
503.802.5800 / www.avalonhotelandspa.com

Watch the Christmas Ships while dining and dancing!
Bring an unwrapped toy for a local charity
No-Host bar at 6:00 p.m.

Dinner starts with a caesar salad of romaine hearts,
grilled foccacia and oregonzola vinaigrette, followed by
the entree of your choice, and concluding with a dessert bar.
\$60 per person

Ample parking, self-service or valet.
Hotel special: “Take the Elevator Home” Package
\$119 for King Room
Contact Avalon Hotel & Spa for reservations

Questions? Contact Susie Groover, 503.490.2749
susie.groover@comcast.net
or Kathleen Ellis, 503.720.0184 president@oregonpca.org

RSVP by November 29 (\$15 Surcharge per person for payment postmarked November 30 or later)

Name(s) _____
Guest Name(s) _____
Number of reservations _____ @ \$60/ea = \$ _____
Telephone _____ Email _____

Meal Choice(s)

Grilled Flatiron Steak with salt-baked fingerling potatoes, roasted asparagus & barolo jus	Qty _____
Crispy roasted organic chicken w/grilled seasonal vegetables, wild rice & lemon rosemary honey	Qty _____
Grilled alaskan salmon with whipped potatoes, seasonal vegetable & lemon vinaigrette	Qty _____
Special Needs (Please provide explanation: _____)	Qty _____

Enclose Check Payable to ORPCA and mail to
Chet and Lyn Martin
605 NE 115th Circle
Vancouver, WA 98685

RSVP's postmarked November 30 or after must include a \$15 surcharge / Cancellations by November 29 are entitled to a full refund.

Bob's Mystery Tour: The Best Drive Ever?

by Doug Twitchell / Photos by Jeff and Betsy Hornick

It was a rather cool August morning in Newberg, OR, when a group of drivers, co-pilots and their Porsches gathered to begin what some said was “the best drive I’ve ever been on with the Porsche club.” Bob’s Mystery tour (and picnic basket contest) was organized and led by Bob Ellis and consisted of 305 miles of roads through wine country, farmland and forest including an exhilarating 2,700 foot climb in elevation on Mary’s Peak south of Philomath.

Prior to our departure from our high elevation lunch spot on the summit of Marys Peak, the award for best picnic basket presentation was given to the Clinkenbeards—congratulations to them. Some of the more exhilarating roads were post-lunch and included the 70 miles between the intersection of OR-34E and Mary’s Peak Road and the Alsea Falls picnic area. We travelled on the Alsea Hwy, E. Five Rivers Road, Lobster Valley Road, Lobster Creek Road, Alsea-Deadwood Hwy. and S. Fork Road. Word of caution for this stretch: beware of dogs. There were a couple of occasions where we crossed paths with freely wandering dogs on these very backwoods roads—and these dogs weren’t afraid of cars.

The drive was also a bit tricky for several miles when we safely shared the road with a rather large group of bicyclists in what appeared to be a road rally or race of



their own. And we weren’t the only car group on the roads. The Shelby Cobra club took many of the same routes we did. Our initial encounter was during our departure down Mary’s Peak as they drove up to the summit. We encountered their group again near the Lobster roads where one in their group was broken down on the side of the road. Happy to report that German engineering excelled again when all Porsches made it without incident.

After travelling on many more beautiful Oregon roads, the tour ended by traveling through South Salem and then onto I-5.

Thanks to Bob (and Kathleen) Ellis for a very memorable Saturday in August. ■

Top right and right: First pit stop at the Sarah Helmick State Recreation Site. Below: Lunch stop at Mary’s Peak.



Beating the Heat at the Arrive and Drive

by Gary Goss / Photos by Neil Russell and Robin Shaunnessy

The Arrive and Drive for August happened to be in the middle of a summer heat wave, with clear skies and temperatures predicted to reach the mid-nineties—a perfect day for a drive! There were 40 cars on the tour, and after a short driver's meeting, we were off.

We headed north on I-5, and the route took us into Clark county for a short 15 miles of freeway and city streets; we then proceeded to the back roads. The route to the foothills of the Cascades was through a combination of rural farms and timberland, before the fun began. The way became more hilly and forested, passing by the East Fork of the Lewis River and over a one-lane bridge across an inlet of Lake Merwin. From there, it only got better. The road passed through Cougar, providing stunning views of Yale Lake, and further on, Swift Reservoir. There were many parts of the road that Porsche drivers love, with lots of twisting, challenging sections. After crossing the North Fork of the Lewis River, we turned onto Curly Creek Road and started up the mountain. The scenic highlight of the tour was the McClellan Viewpoint. It provided a high, open view of Mt. St. Helens, and it was spectacular with very clear air, a cloudless sky, and unobstructed views; a great stop and well worth getting the camera out. The moun-

tain provided a terrific backdrop to a parking lot filled with shiny Porsches.

Once the break was over, it was back to Curly Creek Road, reaching towards Wind River Road at the highest point of our tour. From there, it was 15 miles of what Porsche drivers and passengers love to do best; a downhill, twisting road that was challenging and exciting. I wonder what the Sheriff thought when he saw all those pretty cars, mostly within the speed limit,

heading down? I hope he loved Porsches as much as we do. We ended the tour passing through Carson and Stevenson (who were having a parade and County Fair that day), ending at the beautiful Skamania Lodge where those who could stay had lunch.


Everyone returned home having enjoyed a memorable drive, and a great way to beat the heat. ■




Above: First rest stop along East Fork of Lewis River. Photo by Neil Russell. Opposite, top: A picturesque spot at the second stop. Photo by Robin Shaughnessy. Opposite, below: Lined up for crossing one lane bridge at Lake Merwin. Photo by Neil Russell. Below: Porsches lined up at McClellan Viewpoint. Photo by Neil Russell. Below, left: Mt St Helens from McClellan Viewpoint. Photo by Neil Russell.







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Above left: Stubbornness personified.
Above and left: A leisurely start to the morning. Opposite: This year's escapees.

Escape Tour: A Fine Few Days for Porschephiles

by Joe McQueen and Stephanie Hamberg / Photos by Bill Munson

Saturday morning found us in Corvallis on an early start for what looked to be a beautiful driving day. After a quick drivers meeting and with route books in hand, we started our engines ... all 11 engines. Yes, Bill's Escape is growing in popularity every year; keep up the good work, Bill and Peggy.

Out of town we went, with clear skies and warm weather; very clearly a top-down sort of morning. Before we even hit the Corvallis city limits we saw our first of many "sightings;" was that really a man on a unicycle juggling three basketballs? We quickly found ourselves on the Benton County Scenic Loop, with wheat fields and sweet peas dancing on the sides of the highway. The dancing was from the whisk of the Turbo in front of us ... way in front of us; we felt like we were standing still.

The day began to heat up nicely and a tree cover over a short stretch of road cooled us down for a bit ... very nice. We had a quick stop in Venita, where we were gifted a nice sun hat and other goodies. We would need it that day; thank you Safder and Aisha. Once again, we found ourselves on Wolf Creek Road, a popular little route designed for our "P" cars, and said to be a personal favorite of our dear Werner Lowe. We saw some smiles on the faces of our drivers. We went on to Elkton for lunch, but what was that we saw? A kangaroo? Baby camel? It was hard to say for sure, but likely an Alpaca. Tomaselli's restaurant in Elkton provided us with a very nice lunch on the patio. After we were refreshed, we continued on for an afternoon of great roads. Out of Elkton, we crisscrossed the Umpqua River, climbing up on the way to Sutherlin. I noted that this road was marked as a "winery tour route," but no scheduled stops were noted in the route book; odd, very odd.

Things really warmed up, with temperatures closing in on 100 degrees. Was it a mirage, or did we pass a car completely shrink-wrapped in white plastic, with a turn key on the top made to look like a old school wind-up toy? Our route book noted the Milo covered bridge; we passed



by it so fast that it was hard to say if it was really there.

Our resting place for the evening was the Prospect Hotel, a fine historic hotel in the town of Prospect. Our cars were quite a sight for the locals, with many stopping by to take a look. Dinner was served onsite, where we enjoyed prime rib, salmon, and enjoyable conversation. After

WE ENJOYED A LONG LUNCH AT OUR STOP IN JACKSONVILLE AND THEN MOTORED ON IN THE DIRECTION OF CAVE JUNCTION. AS WE APPROACHED THE OREGON CAVES, WE WERE STOPPED BY A LOOSE PACK MULE RUNNING TOWARDS US WITH THE SKINNER IN HOT PURSUIT.

a good night's sleep, we enjoyed breakfast in the dining room served with a few crazy stories from the inn keeper himself. This was the parting point for some of the group, with our travels taking us in several different directions; some straight off to Crater Lake to book next years Escape Tour, some off to home, and yet others off to the Oregon Caves.

Day 2 was all about animals—llamas, alpacas, deer, and donkeys. Six cars forged on in the search of fine roads and adventure, which were found in abundance. On a beautiful Forest Service road, a wild llama decided to harass us, causing an

emergency stop as the strange interloper crisscrossed between our cars. We enjoyed a long lunch at our stop in Jacksonville and then motored on in the direction of Cave Junction. As we approached the Oregon Caves, we were stopped by a loose pack mule running towards us with the skinner in hot pursuit.

The run to the cave culminated in a sporty uphill approach to the Oregon Caves National Monument. Afternoon temperatures reached 105—GASP. Most on the tour took the cave tour, and for 90 minutes enjoyed 44 degree temperatures. The evening's accommodations were at the Chateau, with a fine meal in the dining room. All in all, a fine few days of driving for Porschephiles.

See you next year at Crater Lake. ■

Make your reservations early for 2011 Escape! See page 22 for details.



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Hampton Mills AX: The Final Frontier

by Todd and Kathy Averitt / Photos by Bob Schatz

When I received the course map titled “The Final Frontier” I had initial visions of a tight course with lots of twists and turns akin to the town Packwood, a serene town located at the foot of Mount Rainer on Highway 12. The drive to Packwood requires one to pass over beautiful lakes and streams while enjoying the driving pleasure of snaking through many twists and curves. A leisurely drive through our glorious woodlands and mountain passes.

I didn’t have The Final Frontier—Star Trek in mind. It was a fast track at the Mill. Fast is basically an understatement. It was a HOT circuit ... in more ways than one. It was like saying the GT3 RS has nice acceleration and can brake okay. This circuit was *wild*. This circuit took some horsepower and skill to play. There were plenty of entries with just that—horsepower and the skills to match.

It was so much fun to watch and participate. Even though I had Walter Mitty dreams that my stock 914 could match the demonstration put on by Joe Cheng (2007 Vancouver Special) TTOD, John Hatner (1973 TUI Superverve), Jodi Fordahl (1971 914-6), Jim Pileggi (1995 Mazda Miata), Britain Smith (1974 914-6), or Tom Kotzians (2006 Mini Cooper S), I got in line ahead of these rockets and flat-footed it through the whole course. Of course, I requested from Mike Pinto who started us off in group C to PLEASE give me about a 30 second head start. Last year



at the Mill, Britain followed me and I swear I could hear his engine. He just about caught me. Thank goodness I wasn’t using my rearview mirror or the pressure could have been unbearable. I would have been the only entrant EVER to have been passed on a one-minute course with a 20-second head start.

That’s just how fast this setup was. It was a thrill to hear all the Porsche six’s at full throttle, braking hard, hitting apexes perfectly, and then scream off down the generous straight a ways to the next turn. It gives me chills remembering those fabulous sights and sounds. Believe me, if you haven’t made it to Hampton Mills, you are really missing the opportunity to let it all loose. Thirteen acres of asphalt and two acres of covered parking.

There were 64 entrants who made the journey from all over the Northwest. Our club was well-represented with outstanding performances by Britain Smith, Liz Bacon, Greg Olsen, Gary Chapman, Chuck West, Barry Cogut, Bill Thorp, Kevin Neary, and Jeff Gretz, who all finished in the top 20 based on Raw Time Results.

With only two events left this year, the run for the trophies is in full swing and we are starting to get a picture of who the contenders are and what it will take. In some classes, the contest is now for second and third, such as the P03 class where Eric Freedle has it wrapped up—but second is a battle between Harry Danberg (who is five points up) with Ryan Sauer.

(Continued on page 22)



Top: A snow capped mountain was the backdrop in our August autocross. Left: Serious look, life is good. Above: Racing around in an old lumber mill.

Terrific Racing at “Facelifted” Monterey

Story and Photos by Peter Linsky

While Porsche was not the center of attention at this year’s vintage races at Mazda Raceway Laguna Seca (Dan Gurney, Alfa Romeo, Bugatti, and historic drum-braked stock cars were in the spotlight), there were enough Porsches on hand to suggest otherwise.

Now under new management, the Rolex Motorsport Pre-Reunion/Reunion—a new name as well—proved a rousing success. Steve Earle’s departure after 37 years gave SCRAM an opportunity to start afresh, and the first thing it did was require entrants to move their trailers off-site. Suddenly, there was room in the always-crowded paddock for more than 600 vintage racing cars, twice the number as in years past. Under the able direction of ex-Portlander Gill Campbell, the track also began the process of changing the old “Pre-Historics”—the weekend prior to the main event—into a stand-alone show of its own, with paying spectators welcome. Some 300 cars signed up for that, most of which used the “Pre-Historics” as a warm-up session for the following weekend’s bigger show. Again, that’s twice as many as had taken part in years past, when spectators were not allowed access.

The big Rolex “Moments in Time” display tent was gone, replaced by a smaller tent and grandstand where drivers and crews were fed a hot breakfast and lunch and watched the races in comfort. The larger number of entries meant that some race groups were reshaped, resulting in much bigger and varied grids. Most entrants I spoke with were delighted with



the changes and way they were treated. Spectators also appeared happy; most of the grandstands boasted large crowds, and there were many more vendor booths than in years past. Although official attendance numbers were not available as of this writing, the facelift would appear to be a success.

Overall, the racing was terrific—close and intense. There were a few unfortunate mishaps that left some important cars badly damaged. The first was on Friday the 13th, when Sir Stirling Moss took out his recently-purchased (\$1.7 million) Porsche RS61 for early morning practice. The course was still damp and fog-shrouded when Moss went out. On his first lap, he lost it on the slippery asphalt coming

down the hill between turns 9 and 10 and spun off-course into a runoff area ... No problem, at least until a Lotus repeated the error a few moments later and slid into the Porsche, causing major damage to the latter’s right-front corner. The historic racer was quickly covered up and hauled away. Moss says it will be repaired and he’ll return next year. The more serious incident occurred Saturday afternoon, when John Morton spun the Collier Museum’s Scarab sports-racer at the turn 2 hairpin while trying to avoid another car. He was rammed broadside, which flipped the Scarab and destroyed it. Morton escaped unharmed, but the Scarab was a total. The museum says it will be rebuilt on a spare chassis.



Of course, Monterey “Car Week” is much more than the vintage races. Financial pressures and lack of a major sponsor forced cancellation of this year’s popular “Carmel Concours on the Avenue,” but organizers and the local business community still invited a representative group of about 50 cars and motorcycles to show up on Tuesday, and they were greeted by a huge crowd of enthusiastic spectators along Ocean Avenue. The show hopes to be back on its feet next year. The two-day Automobilia Show in Del Ray Oaks always draws well, and the usual crowds mobbed more than a hundred fine classic and sports cars entered at Pebble Beach when the Pebble Tour paused for lunch Thursday in Carmel.

A new event—largely ignored by the media—got off to a great start on Friday, when there was more to see and do than there was time available. Organized by the BMW club, the “Legends of the Autobahn” Concours in Carmel Valley had the backing of both the local Mercedes-Benz club and the Monterey Bay Region of PCA, with PCA’s National board stepping up big-time to help support the event. About 200 cars were on display, and there were another 300 in the adjacent corral, many as nice as those formally entered in the show. National vice-



president Manny Alban was very pleased by the number and quality of Porsches that were on display, telling me that PCA would like to make this an annual affair. Best of Show among the Porsches on hand went to a handsome Sand Beige 1967 911S coupe.

Competing for attention the same day (Friday the 13th, remember?) were several other events including The Quail, where another misfortune occurred. Somehow, a large frame holding up the event’s banner reportedly collapsed onto the Best-of-

Show winner, a French Delahaye, just after it received its prize. Ouch. A few miles away, the annual Concorso Italiano drew well again, and there were auctions all over the place. For our purposes, the most interesting was Bonham’s, which featured the sale of some great Porsche race cars and countless rare parts and other goodies from the late Michael Amalfitano’s collection. His spyder-bodied 917 with a LeMans history sold for almost \$4 million, including commission. Overall, the five major auctions reported an estimated \$172 million in sales during Car Week. Sunday, of course, was the crown jewel of the entire affair: the 60th annual Pebble Beach Concours d’Elegance. There was only one Porsche on the field this year, an original 550 Spyder. With the exception of a bizarre Alfa Romeo concept car—a Cuisinart blade on wheels—the other entries were breath-taking, with a lovely white 1933 Delage convertible taking Best of Show. Never been to Monterey in mid-August? If you love automobiles, you’ve been missing something special! ■



Opposite, top: Legends of the Autobahn: 500k mile 356. Opposite, far left: “Dear driver...” Opposite, left: License to play. Above: This unrestored Alfa P2 raced at Indy. Left: Drum-brake historic American stock cars were loud and fast.

HAMPTON MILLS AX

(Continued from page 19)

In the M01 class, Britain Smith and Gary Chapman have first and second place, respectively, pretty well established; but Chuck West, Bill Thorp, and Pamela Chapman are separated by only three points. Wide open race for a trophy.

Class I01 looks like Greg Olsen may take it all—but Cary Kutter and Alan Wiseman, tied at 38 points apiece, may have other ideas.

Class P02 has two entrants, William Moss and Veronica Brock. If someone could get Veronica back “on track” we would have a good contest going.

Class P04 includes Jim North. Jim had a very good showing at the Mill, finishing in the top half of the field.

Class P05 has been too much fun to watch. Liz Bacon, Barry Cogut, Bob Schatz, and Jeff Gretz have been battling all year. In most events, less than two seconds separated the top finisher from fourth. Liz has opened up a 10 point lead,

Barry has moved into second with a good showing, and Jeff picked up a point on Bob. How good is this class? At the Mill Liz took eighth overall, Barry took 13th, Kevin Neary took 18th (fun to speculate if he could have participated in more events), Jeff took 19th, and Bob took 24th. Congratulations one and all.

Class S01 looks like a Gordon Empey repeat but Chuck Jarvie, eight points back, may have other plans. Randy Stoltz looks like he has third in hand. Fourth place is pretty open with Norman Vonk, Matt Schultz, and Michelle Schultz in serious contention.

Class S02 has David Meharry and Scott Tinney hammering each other for first and second. Pete Sherland had a good drive at the Mill and picked up seven unanswered points.

Our NP class has five trophies up for grabs. Our NP group showing at the Mill was outstanding. Jim Pileggi (fourth overall ranking) is leading the NP class with

34 points. Steve Barnes is second with 30, and James Shepherd has 29. In fourth place is Josh McCall (seventh overall ranking) with 14 points, John Gonzales (26th overall ranking), Tom Kotzians (sixth overall ranking), and Jared Still with 12 points.

Joe Cheng took TTOD in his 2007 Vancouver Special in a time of 47.822 seconds. Want to know how fast that was? Britain Smith finished in 55.941 seconds, 38 of the 64 drivers finished in 60 seconds plus. As for me, well Joe and Britain didn't quite lap me but ...

For all the final results and point standings visit www.oregonpca.org.

Our thanks go to all those who dedicated their time and efforts into making the Duel at the Mill II a very, very memorable event and especially to the mind of, Britain, which devised that little trek through the woods called “The Final Frontier.” You've got to make plans to get there next year! ■

Make Reservations Early for 2011 Escape: July 23-24, 2011

For the 2011 ESCAPE, we're going to the Crater Lake Lodge for a couple of days. The club has okayed the weekend of July 23-24 for this event. Crater Lake Lodge is taking reservations but will not block rooms; you can book online at: <http://www.craterlakelodges.com/Crater-Lake-Lodge-1842.html> or call 888-77-4CRATER (888-774-2728). These rooms

book nearly a year out, so if you think you may be interested in this, I would encourage you to book your room as soon as you are able; *book now!*

You can stay one night or two. The drive down will be on Saturday, July 23, 2011. On Sunday, you may elect to either drive home, do a drive south of the park, or stay in the park. For those that stay

both nights, the return trip will be on Monday.

Dinner reservations cannot be made this far out; we will make them next year.

As usual, we will be headed down on the least populated, most twisty roads we can find. If you book a room, please let me know at drive2escape@gmail.com. ■

We're Looking for 2011 Club Directory Info

From The Membership Co-Chairs

The 2011 Membership Directory is being compiled for printing ...

“Were you listed in the 2010 Edition?”

In order to be listed in the directory you must be current in both PCA and ORPCA Region dues.

Members that have opted-out of the directory will not be listed.

For changes to your profile (cars, phone number, email address, family members)

send changes or questions to membership@oregonpca.org

No changes can be made after November 1, 2010.

Hampton Mills Autocross Results

Hampton Mills Raceway, August 15, 2010

Pos.	Class	Driver	Vehicle	Time	32	I1	Driver	Vehicle	Time
1	M1	Britain Smith	1974 Porsche 914-6	34.293	33	I1	Alan Wizeman	1984 Porsche 911	60.832
1	NP	Joe Cheng	2007 Vancouver Special	47.822	34	M1	Pamela Chapman	1970 Porsche 914-6	60.869
2	NP	John Haftner	1973 TUI Supervee	49.847	35	NP	Rawlee Ridgeway	2007 Porsche Cayman S	60.956
3	NP	Jodi Fordahl	1971 Porsche 914-6	53.300	36	M1	Dick Thomas	1970 Porsche 911T	60.977
4	NP	Jim Pileggi	1995 Mazda Miata	55.639	37	NP	Chris Charron	2005 Mitsubishi Evolution	60.985
5	M1	Britain Smith	1974 Porsche 914-6	55.941	38	NP	Matt Zacharda	2006 Subaru WRX	61.123
6	NP	Tom Kotzians	2006 Mini Cooper S	56.058	39	NP	Allan Zacharda	2006 Subaru WRX	61.255
7	NP	Josh McCall	1987 Mazda RX7	56.129	40	M1	Kathy Smalley	1986 Porsche 944T	61.333
8	P5	Liz Bacon	2006 Porsche Cayman S	56.354	41	P3	Eric Freedle	1986 Porsche 911	61.909
9	I1	Greg Olsen	2000 Porsche 996	56.565	42	NP	Scott Brown	1972 Porsche 911 Targa	61.912
10	M1	Gary Chapman	1970 Porsche 914-6	56.604	43	S1	Gordon Empey	2006 Porsche Cayman S	62.213
11	M1	Chuck West	1974 Porsche 914-6	56.814	44	NP	Tyler Vance	1992 Honda CRX	62.402
12	NP	Leeds Gulick	1971 Porsche 914-6	57.172	45	NP	Linus Niedermeyer	2007 Audi RS4	62.541
13	P5	Barry Cogut	2010 Porsche Cayman S	57.365	46	S1	Chuck Jarvie	2004 Porsche Boxster S	62.771
14	NP	Keith Brown	2007 Mustang Shelby	57.569	47	NP	Kathy Averitt	1992 Honda CRX	62.821
15	M1	Bill Thorp	1986 Porsche 944T	57.954	48	NP	Michael Pinto	1993 Mazda Miata	63.488
16	NP	Mark Bitter	2004 Porsche GT3	57.976	49	NP	Richard Cohn-Lee	1994 Mazda Miata	63.688
17	NP	Richard Lockwood	1989 Mazda RX7	58.180	50	NP	Zachary Bloomfield	1979 Toyota Corolla	63.954
18	P5	Kevin Neary	2006 Porsche CaymanS	58.248	51	NP	JP Stein	1992 Toyota MR-2	64.029
19	P5	Jeff Gretz	2001 Porsche Boxster S	58.501	52	S1	Randy Stolz	2003 Porsche Boxster	64.314
20	NP	Eric Fry	1976 Porsche 914/6	58.649	53	NP	Mike O'Conner	1993 Mazda Miata	64.736
21	NP	Kristi Brown	2007 Mustand Shelby	58.907	54	S2	Pete Sherland	2007 Porsche 997 C4 S	64.785
22	NP	Wryann VanRiper	1986 Toyota Corrolla	59.190	55	P5	Mark Behrens	2008 Porsche Cayman S	65.005
23	NP	Doug Moreland	2008 Porsche 997S	59.282	56	S1	Micheal Martin	1997 Porsche 993	65.374
24	P5	Bob Schatz	2001 Porsche Boxster S	59.316	57	NP	Jorge Lara	2003 Honda S2000	65.458
25	NP	Ward Carter	2000 Porsche 911	59.558	58	P5	Austin Schatz	2001 Porsche Boxster S	67.505
26	NP	John Gonzalez	2005 Dodge SRT4	60.103	59	I1	Richard Averitt	1971 Porsche 914	67.962
27	NP	Jeremy Andrews	2002 Ford Focus	60.105	60	P2	William Moss	1994 Porsche 968	68.326
28	NP	Becky Zacharda	2006 Mini Cooper	60.180	61	NP	Mykle Miland	1984 Porsche 944	68.684
29	NP	Bryan Brock	2000 BMW M Coupe	60.258	62	NP	David Brock	2000 BMW M Coupe	69.776
30	P4	Jim North	2000 Porsche 911 C4	60.274	63	NP	Paige Swenson	1999 Acura Integra	72.235
31	NP	Fumitaka Kawasaki	2002 Porsche 996	60.669	64	NP	Jim Driscoll	2005 Mini Cooper S	74.328





Porsche 918 Spider Private Showing? YES!

Story and Photos by Paul Goudy

The letter from Porsche was simple enough. Would I and a guest be interested in attending a private showing of the new Porsche 918 Spider hybrid? Being an admittedly hopeless Porsche enthusiast, my response was obvious: YES!

A call to the 800 number was made and a choice of dates and locations were offered; Monterey California, the week of the Pebble Beach Concours, would be perfect. A few days later, the official invitation from Porsche, engraved on an aluminum “card,” arrived.

Finally, the day came, and my wife and I arrived at the nondescript address near the Monterey airport.

The only indication that a Porsche event was taking place was the handful of Porsches parked in front, including two Carrera GTs. We were ushered into a waiting area where our IDs were checked and confirmed with the guest list. Badges were handed out and the excitement mounted. We were then taken to a large, unmarked hanger and led through the frosted glass doors. There, in the center of the all-white hanger, sat the next Porsche supercar, the 918 Spider hybrid.

The first impression was that it looked even better in person than in photos. The car had strong Carrera GT influences, yet



reflected a more radical nature. The interior held a high front console housing the controls for the sound and ventilation systems. They operated via touch-type controls, similar to an Apple iPod.

The steering wheel held the driving accessory controls, including turn indicators, wipers, lights, horn, gas engine/electric motor engagement controls, and an “E-Boosting” button (push-to-pass which engages the 218 hp electric motors). The steering wheel also had the racecar launch-release feature. Behind the steering wheel were the paddles for the PDK transmission; no clutch pedal in this car.

The dash held screens that displayed the engine vitals and the views from the cameras. The car had cameras in place of side rearview mirrors, and a long-range distance front camera.

I noted the lack of attachment points for a top, and asked what the plans were

for a removable top. The Porsche representative said the engineers were considering both a soft and a hard top (possibly a multi-piece unit).

Though the engine compartment was not available for viewing, it is well known what the engineers at Porsche were offering with the 918 Spider. Carbon fiber construction, dynamic brake regeneration, 680 horsepower, all wheel drive, 0 to 60 mph in under 3.2 seconds AND (though not at the same time, and only with charged batteries) 78 mpg when driven carefully.

I finally asked the two big questions; when and how much?

The Porsche representative said the development of the 918 Spider is proceeding, with a production date to be announced in the future. The price has not been finalized, but it will be more than the \$440k cost of the Carrera GT.

As our time with the 918 Spider came to an end, my wife and I walked back to our car. I concluded that, in spite of increased government regulation, social pressure and a change in ownership, Porsche is continuing to focus on producing high performance sports cars. Its future is secure. ■

Plotts' 40-Year Membership Honored at August Dinner Meeting

by Bill Shores / Photo by Kathleen Ellis



Bob and Rosanne Plotts were honored at the Porsche Club dinner meeting August 18th, for their 40-year membership in the Oregon Region.

They have been Porsche drivers for many years, usually owning several at a time, including his 1958 Speedster. Rosanne drove a 1978 911SC to her job with Nationwide Insurance for many years on a daily basis. Bob was always more of a behind-the-scenes guy, very visible at PIR on race and track days.

An avid "Car Guy" Bob is also a very good photographer, using many rolls of film (the good old days when they had rolls of film) at every major race of interest. I remember once at Laguna Seca he shot 36 rolls. His pictures are so good, he has entertained us in the past at Porsche Club meetings with his best shots—always worth it for car enthusiasts.

Both Bob and Rosanne are now retired and he has plans to complete some of his restoration projects. They are leading the "Good Life," at least Bob is, but Rosanne is busy cataloging his thousands of rolls of pictures and vast collection of car magazines. We can't wait to see more in the future. ■

911 GT2 RS: Powerful and Street Legal

from National PCA

The latest 911 is the fastest and most powerful road-going sports car ever built in the history of Porsche. With horsepower (hp) up by 90 and weight down by 154 lbs (70 kilograms) in comparison with the previous 911 GT2, the new 911 GT2 RS has a power-to-weight ratio of just 4.9 lbs (2.21 kg) per horsepower, by far the best power/weight ratio in its class. These are the ideal ingredients for an ultra-high-performance sports car with supreme agility and truly blistering performance on the road.

Perfectly illustrating Porsche Intelligent Performance, the 2011 GT2 RS achieves a reduction of approximately 5 percent for both fuel consumption and CO2 emission reduction when compared with the previous 911 GT2.

The 3.6 liter six-cylinder boxer engine features two variable turbine geometry turbochargers and provides power to the rear wheels exclusively through a six-speed manual gearbox. Equally impressive stopping power comes from Porsche Composite Ceramic Brakes (PCCB).

Extreme cornering dynamics are ensured by the setup of the springs, Porsche Adaptive Suspension Management

(PASM), unique anti-roll bars, specific engine mounts and recalibrated Porsche Stability Management (PSM), whose stability and traction control functions can be switched off individually.

The combined effect of these developments is evident on the racetrack. In fact, the ultimate 911 accelerates from 0-60 in 3.4 seconds, boasts a top-track speed of 205 mph and laps the famed Nürburgring-Nordschleife racetrack in just seven minutes and 18 seconds.

In its looks, the new 911 GT2 RS stands out clearly from the other 911 models through the lavish use of carbon-fiber-reinforced (CFR) components with a matt-black surface finish, even wider wheels (including flared wheel arches at the front), new light-alloy wheels with central locking and "GT2 RS" model designations on the doors and rear lid.

Limited to just 500 units worldwide, the 911 GT2 RS will be available in the U.S. October 2010 and will have a MSRP of \$245,000. The GT2 RS masw its world debut at the Moscow Auto Show on August 25, 2010. ■

Backfire

Kudos for August A&D

KATE AYERS

Thanks go to Gary and Denise Goss for a perfectly lovely August 14th. The August Arrive & Drive couldn't have been any better: Perfect weather, wonderful route, well written instructions. And everyone drove so nicely that we had people stopping to let us go by, while they waved and carried huge grins. One person even beeped to keep solo drivers from going off course. Kudos!



Wilkommen

Robby J. Azar
Oregon City, OR
2003 911 Turbo

Mark Magilner
Salem, OR
2010 Boxster

Richard C. Bolen
Portland, OR
1998 Boxster

Mark Pagaduan
Portland, OR
2006 Coupe

Joe Chan
West Linn, OR
2008 997CrS

Christopher Pethick
Susan Pethick
Vancouver, WA
2006 CaymanS

Jerald L. Dodson
Diane Dodson
Vancouver, WA
2002 Carrera 2

Paul Simmons
Beaverton, OR
2008 Boxster S

James K. Hein
Christine Hein
Portland, OR
1982 911SC

Dan Sweet
Oregon City, OR
1974 914

William H. Fish
Portland, OR
2007911 S

John Robert Thomas Sr.
Portland, OR
1975 Carrera

Jeffrey A. Hornick
Betsy Hornick
Sherwood, OR
2006 Boxster

Theodore M. Wight
Seattle, WA
2004 Turbo

Anniversaries

5 Year Anniversary

Daniel Hein
Jane Hein
T. Paul Frank
Ann Frank
Mike Oberst
Darlene Macko
Gregory Scott
Robin Scott
Eric Schwenter
Harvest Eckert
Larry L. Marple
Cindy Smith

10 Year Anniversary

Mike Caruli
Jill Caruli
Roger Helbling
Kay Helbling

30 Year Anniversary

Paul Kust
Ming Kust

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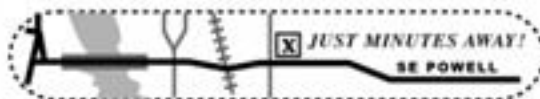
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2002 Porsche 911 Carrera Cabriolet 996 Low Mileage, Manufactured 2001-08-29, 28,250 miles, 3.6 liter, Six Speed Gearbox, Y1Y1, Seal Grey Metallic Body with Additional Seal Grey Metallic Hardtop & Cover & Stand, AH Interior Trim Optional Leather Interior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

2002 911 Turbo, Seal Grey Metallic with Graphite Grey Full Leather, heated seats, aluminum instrument dials. One owner, non-smoker, and no collisions or body work ever. 54,000 miles. \$46,900. A Pappas, 503.559.2616, tony@pappas1g2b.com (9/10)

1969 911E Coupe. Good straight car with very minimal rust. Fuchs, vented brakes, decent interior with aftermarket seats, Webers, New Diehard battery. Great car to drive and upgrade at your leisure. 108,xxx miles. \$15,900. Ted Rodgers, 503.857.2182 or rogers356@msn.com. (9/10)

1970-911T -Silver/Black, with: 'S' trim option & 911E engine, overall mileage unknown, approx 90,000+ (original T engine with matching #'s comes with car). Rare rust free car. 15 foot- repaint. Nice original interior. \$18,950. JOHN 503-936-2433 cell, 503.935.4209 (home). signatur@comcast.net

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)



Boxster

2000 Porsche Boxster. Complete paper documentation from Porsche delivery papers, original window sticker, maintenance receipts and COA. Always garaged, non-smoker, never seen rain, Meticulously owned by ORPCA member and dealer (Sunset Imports) maintained. Front bra, rear wind deflector. As new condition. \$20,000.00. 360-281-3198. Carreraguy@aol.com. (6/10)

■ OTHER

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

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



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