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October 2011





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Anzeiger

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October, 2011



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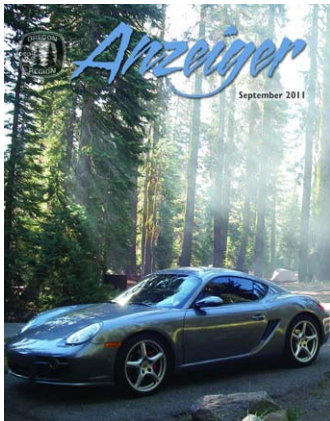
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ON THE COVER

Cool Cayman camping near Crater Lake. Photo by Doug Twitchell.

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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<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 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.

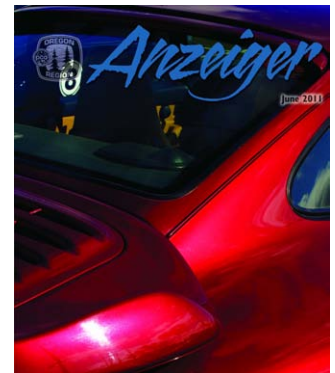
Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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.

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.



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

To place an advertisement in *Anzeiger*, email
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Oregon Region Events



October, 2011

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

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 15th 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 4 for classified requirements and contact information.

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**

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people see a Porsche**



**This is how we
see a Porsche**

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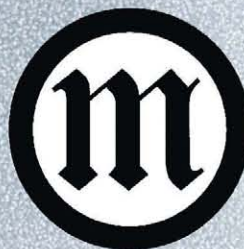
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Recapping Early Fall Events and Looking Ahead

The days are getting shorter and car headlights are being seen earlier every evening. Sometimes you even see people driving with two headlights that are both operational and occasionally the beams are pointing the right direction! I am always amazed how many lazy and inconsiderate drivers feel that one headlight is all you need (until it burns out).

LET'S ALL LEAVE OUR RAGTOPS DOWN, SHORTS ON AND HEATERS FULL BLAST SO THAT WE CAN EXTEND THE "ENDLESS SUMMER!"

And when they do change the bulb themselves they have no idea how to adjust the beam height. So now all of us are blinded by their single bulb. Finally, in the dark evening countryside their lone light in the very near oncoming lane appears just the same as two converged lights in the far distance and this inevitably results in far too many people passing and confronting near head-on collisions. This could be one of my favorite rants and I thank you for listening.

We held a successful HPDE event on September 10 and 11 at Oregon Raceway Park in Grass Valley, Oregon, that I hope many of you attended. ORP is a unique venue and we hope to use this again next year. On that same Saturday, we held the Arrive and Drive, and the Sunset Swap Meet at Sunset Porsche was also scheduled. You can see the challenge that the Club has in scheduling events each year.

We try not to have events step on each other but sometimes it is unavoidable. The deadline was October 1 to submit your event ideas for 2012. We will do our

best to accommodate everyone's schedule better next year.

The Sunriver Festival of Cars was held September 16 through 18 and featured Italian cars on the lawn of the Sunriver Resort. We enjoyed live jazz music, great food, beverages and a spectacular setting with the snow-capped Cascades in the west as the backdrop. Put

this on your calendar for next year when they will feature British cars.

We enjoyed a Drive and Hike on September 24 that gave members an opportunity to enjoy both aerobic driving and hiking. Thanks go out to Doug Twitchell and his team for a job well done. Our second to last Autocross was held at PIR on September 18 with the last one coming up on October 9.

Sign up on Motorsportreg.com now. Finally, we hope you attended the Monthly Dinner meeting on Wednesday September 21.

Joe McQueen and his team continue to coordinate with Synotac to make the website more responsive to your needs. We are investigating the idea of having the *Anzeiger* pages more efficiently "flip" and scroll to make for easier online reading.

Our Treasurer Marlene MacEwan has been dealing with some recent medical challenges yet continues to monitor and manage our club balance sheet and income statement. Please drop her a quick note at Treasurer@orpca.org and extend your best wishes.

If you have a financial background and can assist Marlene as "Assistant to the Treasurer" we would like to hear from you now. A background with Quickbooks software would be helpful but is not necessary. This is a great way to learn more
(Continued next page)



Part of the group at the Silver Falls Drive & Hike. Photo by Ed Cook, Jr. See story on page 21.

PRESIDENT'S MESSAGE, CONTINUED

(Continued from previous page)

about every aspect of ORPCA and is how I started my board "career" years ago. Please email me at President@orpca.org or call me on my direct work line at (503) 221 6262 and let me explain more about this great opportunity for both you and the club as well.

We are again fortunate to have reasonably abundant cash reserves to cover our most recent large expenditure of approximately \$11,000 to automate our Membership process. Eric Wishan and his team have done a fine job simplifying a process that conservatively used to take over 30 to 40 hours (without pay) per month to complete.

Finally, the Nomination Committee is meeting October 5 to discuss ORPCA board nominations and officer positions for next year. We hope that all club members with any interest in new board member at large positions have put their names



Drivers gather at the Silver Falls Drive & Hike. Photo by Ed Cook, Jr. See story on page 21.

in the hat. The committee will assemble some strong candidates and we all should be hearing from them this next month as we approach the November election cycle.

Let's all leave our ragtops down, shorts on and heaters full blast so that we can extend the "Endless Summer!" ■

Board Nominations now Accepted

Pursuant to the Club Bylaws, the ORPCA nominating committee is pleased to announce that nominations for the 2012 ORPCA BOD are now being accepted.

You can nominate someone for a position on the Board Of Directors by sending us your candidate's name and the position you are nominating them for.

Positions up for election are:

President

Vice President

Secretary

Treasurer

Board Member at Large (2)

You can contact any member of the nominating committee via email:

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eenweapon@comcast.net

Don Clinkinbeard

vicepresident@oregonpca.org

John Draneas

John@draneaslaw.com

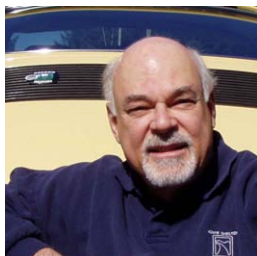
Jeff Gretz

jgretz@onlinenw.com

Kathleen Ellis

pastpresident@oregonpca.org

Nominations will close around early November and if the election is contested we will issue an email ballot in late November. For detailed information on the elections process see the ORPCA by-laws posted on the ORPCA web site..



Early 911 Door-Stop Repair

A few issues back, I mentioned that I'd handed my old 911 over to a paint-less dent-removal expert for some long overdue repair prior to detailing. Part of that process was first removing the interior door panels. I needed to both learn how to pull the panels and to finally deal with a long-term issue—installation of a door-stop reinforcement kit that I had purchased from Automotion the better part of 20 years ago and put aside, knowing that someday I would either have to take care of the problem myself or pay a shop to do it. With the door panels off, I'd have no excuse to delay the fix any longer.

Some background: Early 911 interior door sheet metal isn't particularly thick, and that creates a problem at the door-stop mounting point. Most of the front of the door is double-skinned, but the small area where the door-stop attaches is only one layer thick. When the door is opened far enough to engage the door-stop, that single thickness of metal flexes a tiny bit. The door-stop itself contains a rubber cushion to absorb the shock, but it really isn't adequate.

Over time, that thin steel around the door stop will begin to weaken, bend, and eventually tear. If that occurs, a costly repair will ensue. After more than 30 years of use, mine had reached the "weaken and bend a little" stage, so I took pains to avoid letting the door open all the way. Now, with the interior panels coming off, the time had come to bite the bullet. I won't detail the process of removing and re-installing the door panels; there are several websites that illustrate this in some detail, but instead jump directly to the door-stop repair/replacement procedure.

The door-stop tongue is slightly curved. Before removing the old one, make a note of which way the curve goes. The door-stop attaches to the front door jamb on



the body with a small roll pin. Drive this pin out with a small punch and tack hammer.

Once the pin drops out, the door will be free to swing wider than it should, so have something in place—like a padded chair—to keep it from opening too far, or it will crease against the fender.

Now you can remove the door-stop from the door itself. The original stops were fastened with separate bolts and nuts. Reach into the door to catch the nuts when they fall off the bolts. The stop will then come free and can be removed from within the door. If you simply want to replace the stop with a new part, do so (OEM replacement stops are now threaded and come with new bolts); you'll only need the screw them in from the outside and then tighten.

In my case, I also wanted to install the Automotion reinforcement kit, which comprises two thick reinforcement plates. The smaller of these slips between the two skins at the front of the door.

Because the metal on my inner door had been bent and distorted, it took some effort to force the reinforcement plate into proper position. Automotion instructs you to tie a piece of string through the center hole of the plate so the plate can't accidentally fall down between the two layers of sheet metal, out of reach.

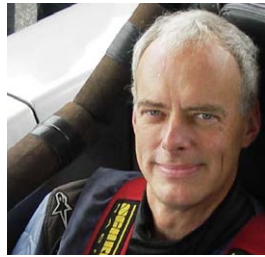
Now thoroughly lubricate the tongue of the door stop with the grease provided in the repair kit. Slip the new door-stop (remember which way it curves) and the larger of the two plates into the door as per the instructions (you'll be working by feel here). The tongue of the new door-stop now protrudes through the smaller plate and out the front of the door.

Start the new bolts, and when both are loosely threaded, you can remove the string holding up the smaller plate because it's being held in place. Finish tightening both bolts. There are now three layers of metal to absorb the weight of the door when it opens all the way.

To reattach the tongue of the door-stop to the front jamb, carefully close the door so that the tongue slips between the two plates of the retainer. Use a nail or thin awl to help line up the holes, and carefully tap that roll pin back into place. Lube the rest of the door-stop tongue and cautiously open and close the door to ensure that it works correctly. It will be slow and tight for a while until it breaks in.

At the end of the day, you'll have a new door stop, well-reinforced, and need not worry about any further damage. This is a project that all owners of early 911s and 912s should consider. It's easier to prevent harm before it occurs, so if you need to get into your doors for any reason, take care of this at the same time. It's cheap, invisible insurance.

Until next month, drive safely! ■



Performance Braking

The car came down the front straight with “105 mph” registering on the speedometer.

With the sharp right corner looming in the distance, the driver took his foot off the gas pedal and began applying the brakes.

The driving instructor sitting next to him calmly said “More brake, push harder;” then the instructions became more forceful: “Harder still, MORE BRAKE!”

The driver was pushing hard on the pedal and the car was slowing, but the corner was coming up too fast.

The driver was still pushing the brake pedal as he began turning toward the corner. The sound of screeching tires emulated and the rear of the car suddenly swung out.

The small sports car quickly came to a stop in the center of the chicane.

The student looked at the instructor and said, “I was pushing hard, what happened ...?”

Decades of being “soft and gentle” on the brake pedal had been ingrained in the drivers’ muscle memory.

“Soft and gentle” brake application may work fine for 98% of daily driving, but when a driver needs to shed speed quickly and if the entry to a corner is involved, “soft and gentle” will likely not be enough, nor is “slamming on the brakes and letting the ABS do the work” a good technique.

Performance Braking allows a driver to use the cars’ brakes to their maximum potential while maintaining control of the vehicle.

First a few braking fundamentals:

1. For full brake application the car needs to be stable and a moving car is most stable when traveling in a straight line.
2. Under hard braking, approximately 80% of the braking is done by the front tires.
3. For the front tires to achieve full braking potential they need as much traction as possible.

A typical high speed Performance Brake application, sometimes referred to as *Threshold Braking*, looks like this:

As a car traveling on a straight course enters the braking zone, the driver quickly, **yet progres-**



sively presses down on the brake pedal to the point where any more pressure will engage the ABS or tire lockup will occur.

As the car decelerates to the desired speed, the driver eases slightly on the pedal then quickly **and progressively** releases the brake pedal.

Sounds simple enough, but the difference between a skilled Threshold Brake application and one that is not, is in the details and *the results*.

The details:

1. The progressive rate the driver pushes down the brake pedal is key:
 - a. Too fast and the brakes apply before enough weight has transferred forward (and traction), causing the front tires to lockup or the engagement of the ABS.
 - b. Too slow, and braking distances increase, possibly beyond the brake zone.
2. The driver eases slightly on the pedal once the majority of braking is done. By performing the majority of the braking early in the brake zone, the driver has the option of additional hard braking if needed (due to a slight misjudgment, traction issue, etc).
3. Modulating the brake pedal for maximum braking will likely be required, due to minute changes in traction caused by tires heating, slight road surface changes, and as the brakes themselves heat.
4. The driver needs to recognize the level of traction available and plan the braking zone accordingly:

- a. Is the asphalt new, wet or dusty?
- b. Is gravel or wet leaves present?
- c. Is there a dip or bump in the road?
- d. Are the tires and brakes cold, warm or hot?

The results:

A car remaining under control verses a car going out of control.

Performance Braking can allow **slightly** higher corner entry speeds.

The technique is often referred to as *Trail Braking* and involves the driver still applying a **slight** amount of braking as the car begins to enter the corner.

Since the car is entering the corner under **slight** braking, the front tires will have additional traction from weight being transfer from the rear tires.

Entering a corner with the rear tires having decreased weight (and traction), will put the car in an unstable condition which can lead to a spin.

The driver needs to anticipate the pending spin and be ready to move the necessary weight (and traction) to the rear tires when needed, by coming off the brake pedal completely and giving slight pressure to the gas pedal without upsetting the balance of the car.

Sounds simple enough, but the key is recognizing when the rear tires will need more traction and how much gas pedal input is necessary.

Recognizing when and how much input to give or take on a gas pedal to maintain the balance of the car is a skill that requires seat time to learn. A SkidCar class can be a good starting point.

The skills used in Trail Braking, like Threshold Braking take time to learn and perfect as well.

Often the learning process includes slides, skids and a few spins and for that reason it is important to choose a safe location to work on these skills, such as a Driving School.

Lastly, using Threshold braking on crowded public roads can easily lead to rear impacts.

The best brakes in the world will not stop the car behind. ■



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“Learning to Fly” at September Arrive and Drive

by Margot Murphy / Photos by Neil Russell

Fast, slow, fast, fast, slow ... We red-lined a few times, but this particular tour was more relaxing, in a calming sort-of-way, than excessively exhilarating.

As a newbie to the Porsche Club via an invitation from current member, Mike Brohoski, I limited myself on expectations

or outcome, which made my experience all the more enjoyable.

The weather was fine; blue skies and cool morning air, which many of us enjoyed with tops down. There was much beauty on this tour; green rolling hills dotted with wild flowers, grazing cattle and energetic horses. I loved the variety of car qualities, styles and ages.

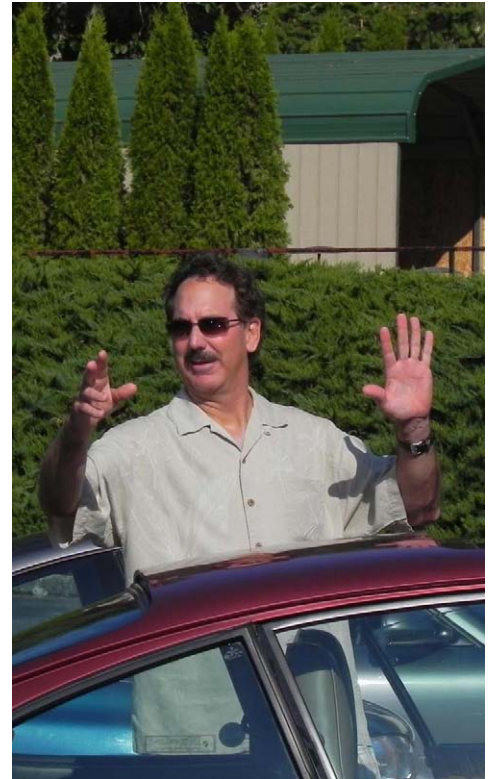
I overheard one driver recall how happy he felt following a tight curve on a roadway downgrade while Tom Petty’s “Learning to Fly” was blasting on his stereo. I can’t think of a better launching pad for learning to fly than a fast, tight, beautiful Porsche.

The energies between drivers and riders from car to car was palpable and this alone put a smile on my face throughout the two-hour country roads tour. It was also a cool vision to see the beautiful line of cars drop down a slight road grade, veer right and enter a historic covered bridge near Woodland, WA.

I’m impressed with the kindness of club members who are sensitive to bicyclists and runners. A really nice, down-to-earth group of folks who share a passion to enjoy their beautiful machines with others’ of like minds. Fantastic! ■



SEPTEMBER ARRIVE AND DRIVE, CONTINUED



September 11 AX Celebrates American Spirit

by Todd and Kathy Averitt / Photos by Bob Schatz

To Those Who Have Fallen” was an excellent tribute to all who fell as well as for those who are building from the ashes. This track was in keeping with the spirit of the American Dream. The freedom to succeed and the freedom to fail get back up and try again. To those who succeeded on the track it took confidence in a plan and no hesitation. To fail, the dreaded DNF’s, caused by a few spots and landmarks missed, kudos to you who pushed forward, the American Spirit finding the right path.

It has taken America 10 years to sift through that which remained, decide on a course of action, and then to start filling the void left by that tragic incident. Many of the tens of thousands of people who were left homeless have returned home. A show on the Science Channel covering the aspects of rebuilding on the 16 acres left vacant by the Twin Towers captured my attention. It is fascinating to see what is rising from the devastation. The architecture of the Memorial Building has no right angle connections; this has never been done before. The glazing of the building surface was developed using dots and their spacing so the glass can reflect as well be transparent. It allows all who visit to see the past inside while reflecting their image back, merging past and present together. Each panel weighs over 5,000 pounds and there are 13,000 of them. The tower is only at the 1,000 foot elevation mark but is in itself a marvel. How do you get concrete loaded, driven 12 miles to downtown Manhattan, pump it 1,700 feet vertically, and finish it in less than 90 minutes? Nothing like it has ever been designed or constructed before.

The show demonstrated to me the marvel of what can be accomplished when a free people and their minds are put to a task; there is no limit. Knock the old one down, we’ll do it better. It’s no excuse to say it hasn’t been done before, our spirit focus’ on accomplishing anything from the improbable to the impossible; yes we can do it.

So what does all this have to do with our event on 9-11-2011? Several years ago



I attended my first autocross and like most I knew I would be spectacular. They would ask, why hadn’t I turned pro since I was a natural? Along with many first timers I experienced the reality—ending up second to last; failure, but not the end.

Jump forward through driving schools, seat time whenever where ever possible, automotive performance improvements, and lots of support and camaraderie from all the members culminating in my best performance to date: 9-11-2011.

Photo from July 3 Autocross by Bob Schatz.



I was absolutely thrilled to be only 0.234 seconds behind Eric Freedle, 0.351 seconds behind Barry Cogut, and only 3.534 seconds behind Greg Olsen. This is my getting back up and having it all—finally feel like it’s coming together—success—the spirit—living it. Considered “too old” to even begin autocrossing, it sure feels good.

To all who have been knocked down, our true strength is in getting back up and keeping it going. You will get better, if not downright excellent, and when that happens for you, it will be worth the effort.

It was a good day to reflect on those who have fallen as a reminder to all of us the American Spirit isn’t a building, it’s a state of mind and it’s a part of the great in each of us. Thank you, Britain, for reminding us of all that went before to get us to today.

On to the results:

M01: Hope Pam and Gary Chapman are enjoying Italy. Kathy Smalley, if Eric can drive with a cast and take the class, we will be expecting you at next event and Bill Thorpe who is recovering from vacation?

I01: Todd Averitt had his best day, which was a good thing since Sean Ressler was right on his heels. Jim Ayers, like many before and after, had a really tough
(Continued on next page)

SEPTEMBER 11 AUTOCROSS, CONTINUED

(Continued from previous page)

time; maybe a little less time on the motorcycle Jim?

I02: Greg Olsen won the class and had second TTOD. He was excellent. Barry Cogut took second.

P02: Mike Pinto showed absolutely no mercy and held off Audra Degg. Audra had a couple of great runs nipping at Mike's heels.

P03: Eric Freedle put on quite a show as usual. Harold Klein in his beautiful 1984 Carrera with a factory M451 wide body kit was introduced to the challenges ahead in P03. Welcome Harold.

S01: Jim Pileggi, quick and smooth, is outstanding, taking the class and finishing 8th overall. Chuck Jarvie finished second, Frank Friedman third 0.023 seconds ahead of Bob Summers followed by Christine Ressler.

S02: Rick Slavin set a quick time right off and was never in serious trouble from that point on. David Maherry and Sean Vanderheiden took second and third respectively.

NP-S: There were 26 entries in this highly competitive class, by far the largest at each event. There were only 1.097 seconds separating the top eight finishers. Ryan Sauer took the top spot with a drive that was 0.078 seconds quicker than Jeremiah Church. Trevor Rice was third 0.305 seconds back. Jerome Russell was 4th 0.595 seconds from the top time in class. Fifth went to Todd Gerlach 0.644 seconds behind. Only 0.005 seconds separated Niels Henselman and Raphael Perez for the sixth spot with Niels taking the last trophy spot. Kudos to everyone who participated.

NP-R: This is one fast group, taking eight out of the top 10 top times of the


day (TTOD). Britain Smith is still sorting his new Suby-powered 914, but is back in familiar territory as the quickest of the day. Doug Drouet was only 0.869 behind in his '79 Volkswagen Sirocco, finishing second in class and third overall. Dallas Cutler drove his Mitsubishi to third in class and fourth overall. Alan Wiseman gets better each event, sharing the Suby-powered 914 and finished fourth in class and fifth overall. The fifth and final spot went to Josh McCall in his RX-7, including a sixth overall. Other excellent times were turned in by Jeffery Fields, Chris Nigh, Jared Still, and John McCuskey.

For more details and where you stand in the Championship Points, race check our website: www.oregonpca.org.


Thanks to everyone for your participation and to all those volunteers who put on this great event.

Photo from July 3 Autocross by Bob Schatz.





Porsche • Audi • BMW • VW • Mini



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Monterey Musings

Story and Photos by Peter Linsky

An over-abundance of riches, both literally and figuratively; that would describe this year's l-o-o-o-n-g Car Week on the Monterey peninsula. More to do and see than there is time available. One must pick and choose where to be and when, but this time I mostly stuck with the tried and true as some new work assignments took precedence. Let's hit the highlights in no particular order:

Perhaps Monterey should change its name to "Monetary" for those 10 days each August that the area becomes Nirvana for gearheads. There was certainly a lot of cash being tossed around this year in spite of the shaky economy. The four major auctions ran up an astonishing \$200 million in gross sales. What's important to note, however, is that the biggest portion of that total was generated by a small number of very special automobiles, while the number of cars that failed to meet the sellers' reserve prices was in some instances surprisingly high.

RM had the best weekend, selling 85% of its offerings for about \$80 million. Gooding was close behind, moving 84% for \$78.8 million—including a Ferrari Testa Rossa prototype that went for over \$16 million, a new single-sale auction record. More on that one in a moment.

Mecum pulled in \$25 million, selling 65%, while Bonhams saw only half its catalog go to new owners, generating but \$11 million.

Analysts say that demonstrates that the uber-wealthy strata of the car collector community is still able to write huge checks without hesitation, while those of us lower on the food chain are watching our pennies.

Regarding that Ferrari, a knowledgeable friend suggested that the man who sold the former auction-record-holding TR for \$12 million a year or two ago could tell his friends that he'd sold the most valuable Testa Rossa in the world; and the buyer could boast to his golfing buddies that he bought the most valuable Testa Rossa in the world. Now, those bragging rights belong to two other guys. My friend sug-



356s line up at the Carmel Concours on the A venue.

gests watching what happens the next time a TR hits the block.

And speaking of insane/stupid money, you've probably read by now that the ex-Steve McQueen 1970 911S coupe which had a brief cameo in Le Mans sold at RM for an astounding \$1.25 million. Someone in Europe really wanted that car, because the price paid is vastly more than what it should have brought, even with its movie star cachet. My astute friend remarked, "I'll bet the guy woke up a couple of days later and asked himself 'What the hell did I just do?'"

Elsewhere, the Carmel Concours on the Avenue returned with a flourish. Almost

200 cars were displayed, most of them new to the show, and there were some gems on hand, especially in the Porsche classes, although a few were noticeably over-restored. Spectator attendance was also very strong (the show is free), with cars parked in residential areas as much as six or seven blocks away from Ocean Avenue, the first time we experienced that (Janice dropped me downtown, then returned to our rental house, where she was subsequently blocked in for the day by a very inconsiderate person).

A stunning orange 1958 Speedster restored by Road Scholars wowed the
(Continued on next page)

MONTEREY CAR WEEK, CONTINUED

(Continued from previous page)

judges, who awarded it the Robert “Charlie” Mast Automotive Magazine award for the entry that a magazine would most like to describe/steal/take home for its readership.

Tony Singer’s Automobilia show always attracts large crowds over its two-day run and did fairly well, but several important European vendors stayed home, reportedly because their shipping costs would have negated any profits. The Legends of the Autobahn Concours, jointly sponsored by PCA and the Mercedes and BMW clubs, showed notable growth and improvement in its second year, with some very nice cars on the grass.

One interesting entry was the well-restored BMW 328 roadster said to have been once owned by Baron Huschke von Hanstein, who won the 1940 Mille Miglia for BMW, and later became Porsche’s PR and racing manager. The Quail also featured several nice Porsches, including the

beautiful red 2.7 RS of my California friend Chris Roman.

The Pebble Beach Concours was its usual wonderful self, offering the public a free preview on the preceding Thursday during the Tour d’Elegance.

LET’S ALL LEAVE OUR RAGTOPS DOWN, SHORTS ON AND HEATERS FULL BLAST SO THAT WE CAN EXTEND THE “ENDLESS SUMMER!”

Two of the three 356 Porsches entered in the Concours ran the Tour; the third was Gmund coupe number 45, which was wonderfully restored by Road Scholars for Hans Peter Porsche. The Gmund deservedly won its class. Best of Show was the amazing 1934 Voisin C-25 Aerodyne from the Peter Mullin Collection. An absolutely gorgeous machine with psychedelic upholstery. At the Lodge entrance, where manufacturers display their newest concepts, Porsche’s 918RS Hybrid racer also drew lots of attention.

And so on to Mazda Raceway Laguna Seca for the Monterey Motorsport Pre-Reunion and Reunion weekends. Ex-Portlander Gill Campbell, CEO and President of SCRAM, put on another great pair of racing programs to bookend Car Week.

The first weekend comprised the “Pre-Reunion,” allowing 350 cars lots and lots of track time. Many used the “Pre-” for final tune-ups and shakedowns ahead of the second weekend, which saw 550 cars on hand. With my focus on Porsches, I

found one of the most intriguing an Abarth Carrera from the Collier Collection’s REVS (Researching the Evolution of Vehicles in Society) Institute. Working closely with researchers at Stanford University, REVS “wired” the car and its driver, John Morton, for real-time data collection which was transmitted to a satellite and thence to a lab in Palo Alto. The Carrera, sporting a collection of strange antennae, drew curious stares from spectators who joked that it looked like a child’s remote-control racer. Those looking in on the REVS booth were able to watch the system in action.

All in all, a satisfactory trip, and as always, a chance to see and hear some unusual automobiles that I’d never experienced before—and that’s the point! ■

Left: Porsche’s 918RS Hybrid racer drew attention at Pebble Beach. Below: Speedster on the Pebble Beach Tour d’Elegance.



MONTEREY CAR WEEK, CONTINUED



Clockwise from left: Two Carreras at the Carmel Concours on the Avenue; Better than it left the factory, this 2.7RS won its class at the Carmel Concours; A 911 with rare "Gas-burner" alloy wheels; 956 - Monterey Motorsport Reunion; 356SC on the Pebble Beach Tour d'Elegance.



MONTEREY CAR WEEK, CONTINUED



Left: A Carrera rainbow at Legends of the Autobahn.
Below: Legends line-up, Bottom left: 1973 911 RSR
prototype – Monterey Motorsport Reunion, Bottom
right: What do you call a gathering of 21 Ferrari GTOs?
Pebble Beach,



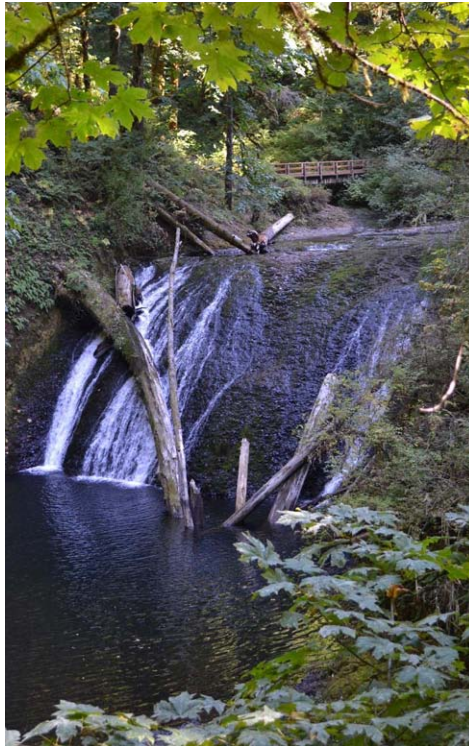
Silver Falls Drive and Hike

by Michael Freeman / Photos by Ed Cook, Jr.

Early on Saturday morning, September 24, nine Porsche in a variety of models and vintage converged on our Estacada starting point. Doug Twitchell had mapped out and generated excellent route sheets and led the group on a spirited 125+ mile drive to Silver Falls.

Great Porsche driving roads, perfect cabriolet weather and an engaging group. Everything was perfectly planned and proceeded smoothly with the exception of one casualty.

Shortly before the first scheduled stop at 25 miles, the water pump on "Speedy," Kathleen and Bob Ellis' beautiful yellow Boxster S, self destructed. A cell call by Eric Wishan from the 25-mile checkpoint, plus assistance from a motorist Kathleen spoke with, resulted in a tow truck rescue that transported Speedy, Kathleen and Bob to Sunset Porsche.



The other eight Porsches and their occupants made it safely to our destination. In addition to the great curves and scenery, at the 88-mile point Doug led us on four amazing climbing and descending miles over Gates Hill Road.

After a nice picnic lunch near the day-use lodge, it was time to hike. Doug had also scoped out then led the group on a beautiful, somewhat strenuous six-mile loop. The elevation gains provided wonderful views, and the trail took us past, behind and underneath several waterfalls that cascaded into pools.

After returning to the parking area, we headed home, assisted by another map and cue sheet provided by our leader. More fun driving routed through Silverton and Woodburn. ■

**EVENT PHOTOS CONTINUED
NEXT PAGE**

Below: From front, middle to back row: Lynda Shapiro, Doug Twitchell, Eric Wishan, Michael Freeman, Julie Payne, LuAnn Cook, Lynne Roe, Jim Roe, Greg Westling, Jim Mittlestedt.



SILVER FALLS DRIVE AND HIKE, CONTINUED



Below Right: Eric Wishan, Ed Cook Jr., LuAnn Cook, Jim Mittelstedt, Julie Payne, Greg Westling, Lynda Shapiro, Michael Freeman, Lynne Roe, Jim Roe, Stella Wilson, Gerry Reitsch.



The 2012 ORPCA Calendar Needs Your Photos!

Please send Bob Schatz your best picks for possible use in the 2012 calendar.

Please use the following information as a guide as you compose your picture. We were not able to use some photos in the past due to:

- The whole car not being in the shot
- Something odd like a trash can or ducting in the background
- Dark cars that have the sun behind the car which makes the shadow and car blend into one.
- A little bit of car and a whole lot of background

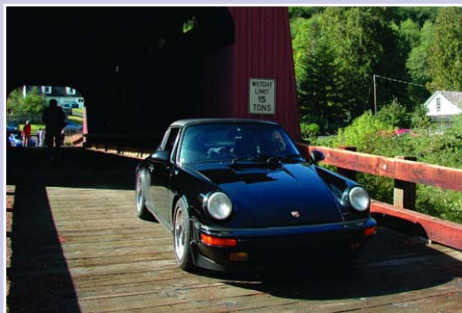
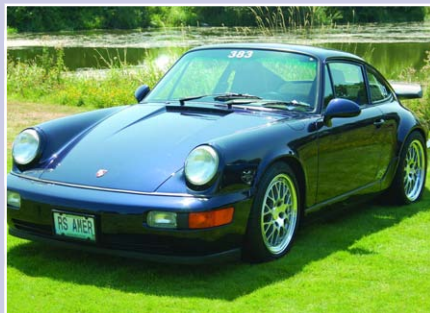
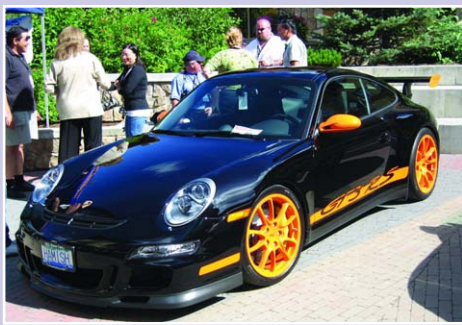
This list is intended to help you take a shot and hopefully not scare you from sending in your photos because we definitely want many different photographers in the calendar.

The pictures need to be in landscape (horizontal) format, high resolution and JPEG format.

When submitting a photo add your name to the file name so we know who it came from. For example my camera automatically has a number per photo so I use the same number and add my name ... "Schatz 1246."

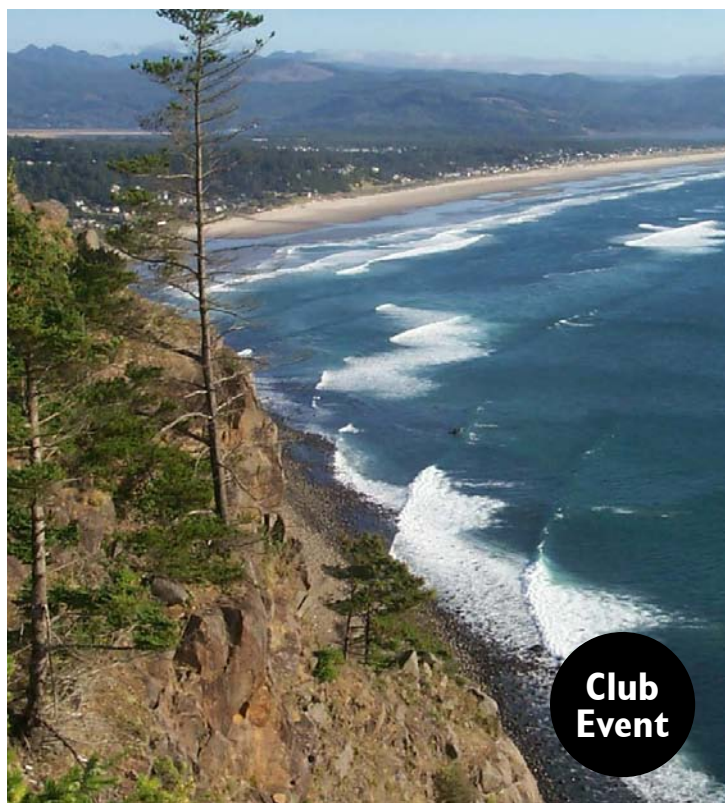
**Please send your photos to Bob Schatz, Photo Editor.
Email address is photoeditor@oregonpca.org**

Deadline for submittals is October 15, 2011.



Beach Day Tour, aka “Burrito Run” Arrive & Drive

Saturday, October 8, 9:00 a.m.



Enjoy some of western Oregon’s windiest roads as we weave our way from Tigard to Manzanita with less than 30 miles on Hwy. 26! With our spectacular fall weather, we will leave Miller’s Homestead Restaurant, 17933 SW McEwan Ave (right off I-5, exit 290) at 9:00 a.m. Those of you wanting the no-host breakfast prior, please arrive at 8 a.m. The tour will end at Left Coast Siesta Mexican Restaurant, where you can either join us there for the no-host lunch or choose an alternative restaurant in the area. After lunch make your own way home by whatever route looks interesting.

To attend, PLEASE RSVP to beachburritorun@gmail.com by October 1 (we need to give lunch count to restaurant) and arrive with a full tank of gas and, ideally, a navigator. There is no entry fee for this event.

RSVP:	by October 1 beachburritorun@gmail.com
CLUB CONTACT:	Marlene MacEwan 503.936.9887

October Social and Dinner Wednesday, October 19, 6 - 8 p.m.

Gustav’s German Pub and Grill
10350 SW Greenburg Road
Tigard, OR 97223
503.639.4544
gustavs.net/store/tigard

Hosted by: Cristy and Steve Johnson
Social Hour: 6:00 pm – 7:00 pm
Dinner Hour: 7:00 pm – 8:00 pm

Beer, Fondue and Schnitzel ... oh, my!
All Ages Happy Hour
Notable German Beer List
Gluten Free & Vegetarian Menu

Featuring German specialties like sauerbraten (marinated roast beef), kraut roulade (cabbage rolls) and wiener schnitzel (veal cutlet). Other popular options are Rotisserie meats, Pacific NW fish, salads and sandwiches. Northwest products like Carlton Farms pork, Draper Valley Chicken are featured. A full bar with a great selection of imported beers, wines and cocktails.



DEADLINE:	October 14
RSVP via e-mail to:	socialevents@oregonpca.org

Welcome to ORPCA Autocross 2011

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

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

Autocross Calendar: Next Event, October 9

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 a single car making timed runs on a closed course marked by cones. No previous experience is necessary; novices are welcome. We cultivate an air of camaraderie and fun amongst our participants. All you need is a driver's license, an automotive helmet, and a car that can pass a basic mechanical safety inspection; we can even supply the helmet! Cars are run in classes against cars with similar performance. So whether you have an old 914, a Boxster, or a new Turbo Carrera, we have a class for you. Your car will be given a tech inspection to



make sure it is ready to go autocross. We typically check wheel lugs for torque, gas cap tight, battery tight, and no loose items in the cabin. Speeds are generally below 70 mph and driving is mostly in second gear. Each driver gets between six to eight runs competing for time against others in their class, and at the end of the event, elapsed times factored for penalties are posted for comparison. It's not necessary to compete in order to enter, but you may find that as you gain proficiency, your competitive juices will rise to the surface. Before you know it, you'll be an autocross enthusiast! Most events are done by 2:00 pm. Come on out and play! Register at orpca.motorsportreg.com.

EVENT

AX #8

DATE

10/9/11

START TIME

7:30 a.m.

LOCATION

PIR South Paddock





Denim to Diamonds

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

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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

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Hotel special: "Take the Elevator Home" Package
\$119 for King Room
Contact Avalon Hotel & Spa for reservations

Questions? Contact Sue Denfeld,
360.896.5885, socialevents@oregonpca.org

RSVP by November 29;
\$15 Surcharge per person for payments
after November 30

Register at
www.motorsportreg.com

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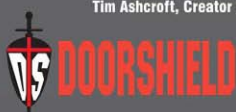
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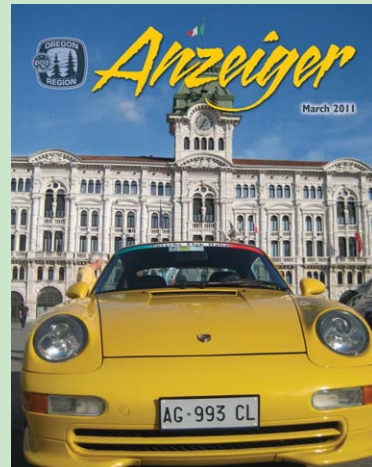
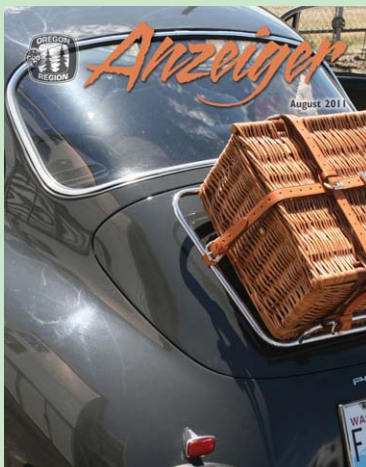
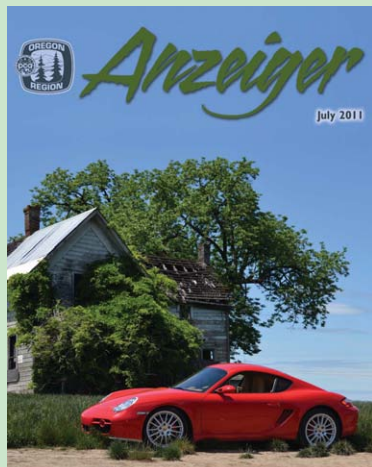
Announcing the *Anzeiger* Cover Photo Contest!

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

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

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



email us at wheelwerks@yahoo.com



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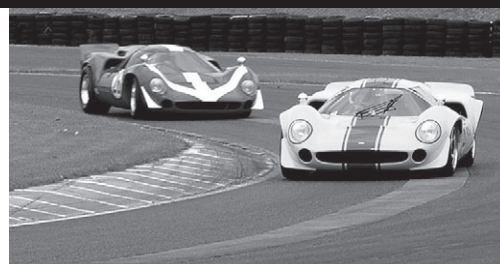
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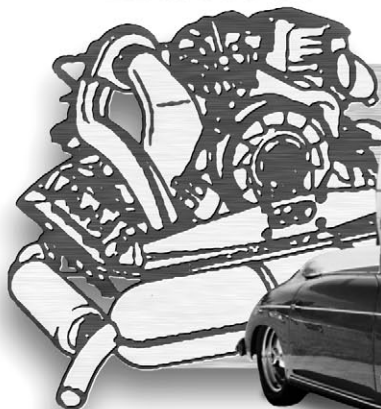
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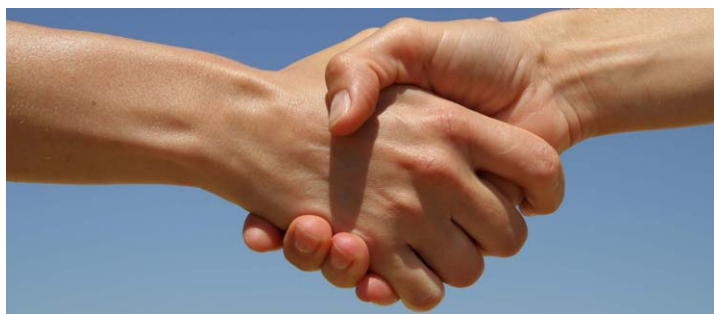


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Hayden Dervalis
1987 944S

Michelle Platter
1958 Speedster

Bob Flippen & Marion
McMuldren
2012 997 GTS

Mathew Smith
2000 Boxster

Jeffrey Hudson
1986 911

Cliff Witherspoon
2002 C4S

Portia Jenkins & Divo
Jenkins
1984 Carrera

Harrison Branch &
Jacqueline Branch
2011 911

Derek McCallister &
Amanda McCallister
1982 911

E P Edwards
2001 996

Douglas Miner & Celeste
Miner
1987 951

Frank Friedman
1988 924S

E.C. Mueller & Michael
Hoffman
2005 911

Clifford & Melody
Madison
2006 911

John Phillips
1969 911

Mathew Smith & Rockelle
Smith
2000 Boxster



Anniversaries

5 Year Anniversary

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Gregory and Connie Heinze

John and Jennifer Helmer

James and Sally McAfee

Mike McBride

Michael Wilfing and Leigh Davenport

10 Year Anniversary

Andy and Margaret Jacobson

D.A. and Collene Keena

15 Year Anniversary

Mark and Cindy Mueller

25 Year Anniversary

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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 (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 (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, 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, 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 (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, 503.617.4680 (5/11)

EVO Motorsports 996 Turbo Airbox w/ cone filter. \$250.00. John S. Mazmanian, 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 (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