



Anzeiger

April 2008





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WHO CARE ABOUT CARS.



BMW



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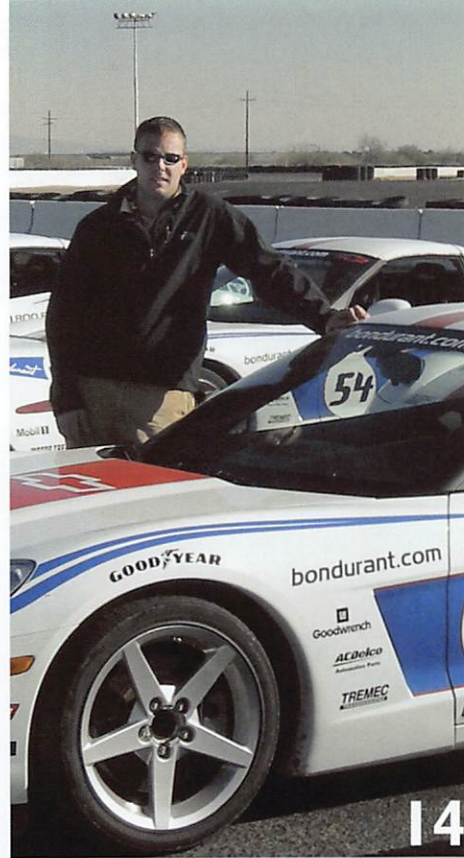
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Anzeiger

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ON THE COVER

The pavement's still damp, but the trees are now green. Spring! And we're off into a new driving season. Photo by Chris Rotvik

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 Contributions Welcome on 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/>

EDITOR'S NOTE

Chris Rotvik

Our youngest daughter loves to share things with her life companions. Summer days a decade back, just as she was entering teenhood, Aubrey would relax after school on the back deck with Snoopy, our Schnauzer. You see, Snoopy loved bananas, and Snoopy loved ice cream (not necessarily together, although I'm sure a banana split was on the menu at least once). One bite for Aubrey, the next for Snoopy. Another for Aubrey, then Snoopy....

Communities are built on a foundation of sharing— stories, assistance, food. While I'm not one for sharing my ice cream cone with a dog, loved pet or otherwise, I do have an experience I'd like to share. See, the booties on the back of my M3 (dear Lord, Marvin, he's writing about a God-forsaken BMW in a Porsche club magazine!) were down to the cord. It had something to do with my right foot, the wear rating of PS2s, and the Dinan setup. I had the tires (online ordering from The Tire Rack is a wonderful thing) but I needed someone I could trust to install them. I went to the book. Not to the Yellow Pages (are they still produced?), but the ads in *Anzeiger*.

Skip's WheelWerks is not impressive to look at. But, paraphrasing Kevin Spacey in K-PAX, the service alone was worth the trip. Skip talked about his fine art of wheel refinishing while son Donald showed the utmost care and attention to detail in putting my new rubber to the road. I'm obsessive about my play cars and it's a rare occasion that I come away from a service appointment completely delighted. I was. The work was done with precision at a more-than-fair price. And I left better informed to boot. I love finding hidden gems like these.

Our club, including the businesses that support it, is a community. *Anzeiger* is a part of how we stay in touch. As editor, I'd be absolutely delighted to consistently run a meaty Letters to the Editor section where you share your experiences with, and desires about, our community. Serious or fun, rant or rave, just drop me a note at editor@oregonpca.org.

Just don't ask for a bite of my ice cream cone.



**FROM
THE
PRESIDENT**
Chuck West

Oversold and Undersold

The board of directors has been working diligently to present a finalized 2008 ORPCA budget. After many revisions, additions and deletions, we've got it done and approved it at the March board meeting. This really is a lot of work and I must commend the board for all the after-hours sessions to make it come together. Our budget for 2008 is a bit over \$200,000—certainly a record for us. Don Clinkinbeard has

need for signed liability release forms for each and every event that involves moving vehicles—organized tours, Arrive & Drive, autocross, driver education and all of the other activities we have on the calendar. So, when a nice club member approaches you at the start of an event and asks you to sign, please do so with a smile. Their work enables us to host ORPCA events.



WHY NOT MAKE YOUR BUSINESS KNOWN TO A HIGHLY-QUALIFIED GROUP OF CONSUMERS—PORSCHÉ OWNERS? EVEN A SMALL AMOUNT OF INCREMENTAL SALES WILL EASILY OFFSET THE COST OF ADVERTISING.

scheduled more driver education days than I have ever seen in the past, and autocross is right behind. Truth be told, driver education and autocross are the club's two profitable venues; all other events are designed to break even.

I've just returned from the annual zone presidents meeting, held this year in Boise. Sadly, I was informed that the Inland Northwest Region will not be able to host Rainbonnet this year. Their ability to put on a track event—always an integral part of Rainbonnet—changes on a day-to-day basis. It appears that a local prison facility wants to move to the track site... it appears that the prisoners may get more justice that we do!

Critical PCA issues continue to center on our society's litigious nature and the need to dot all of our I's and cross all of our T's. Our national organization has a legal staff that continues to look out for us and provide us with the event liability insurance we need to allow each and every one of our events to take place. In return, our commitment to National is to assure we are in compliance with their

Don's high performance driver education season got off to a roaring start this year at PIR's grand opening February 23rd and 24th. The weather was incredible, particularly for a February, and the driving events were sold out both days. And as I write this, in late February, our first autocross is also sold out. Maybe the word got out that, for the first time, we are limiting the number of entrants. Gary Chapman, our 2008 autocross chair, Dick Thomas, the 2007 chair, and I got together late last year and decided we weren't having as much fun as we had expected. We agreed that we had gotten to the point where there were more entrants that we could handle, too many if we wanted to give everyone who entered a lot of runs. We're now limiting entrants to 50, promising a minimum of six runs per entrant.

One final note: As many of you know, *Anzeiger* is a quality club magazine that offers something for everyone: articles from enthusiastic ORPCA members, notification of coming events, or recaps of events just completed. This all comes at a price. We have by far the largest

operating deficit of any club magazine in our zone. Why, you ask? In examining the other region offerings, it is easy to see that they leverage advertising to create the revenue stream needed to operate.

Most of the Porsche owners I know are of an entrepreneurial nature, many owning or managing businesses that offer products and services locally. Our membership—those reading *Anzeiger*—are an affluent and influential lot, and they tend to be loyal to those who are loyal to the marque. We have advertisers in *Anzeiger* selling Porsche-related products and services, as I would expect. But if you have a dry cleaning business, a shoe repair shop, a restaurant, or you are a mortgage officer, a contractor, a plumber, or an attorney, why not make your business known to a highly-qualified group of consumers—Porsche owners? Even a small amount of incremental sales will easily offset the cost of advertising through the club. And you are doing business with fellow Porsche junkies! This is a win-win... think about it, please.

Later, Chuck. ■

Oregon Region Events



April

- 1 Board Meeting
- 9 High Performance Driver Education
- 12 Arrive & Drive
- 12 Pro Drive Car Control Course
- 16 Monthly Club Dinner and Social
- 20 Autocross
- 26 Tech Session

May

- 3-5 Cabin Fever Tour
- 6 Board Meeting
- 10 Arrive & Drive
- 11 Autocross
- 18 High Performance Driver Education
- 21 Monthly Club Dinner and Social
- 30-1 Rose Cup Races

June

- 2 High Performance Driver Education
- 3 Board Meeting
- 4-8 Mille Miglia
- 8 Autocross
- 14 Arrive & Drive
- 18 Monthly Club Dinner and Social
- 20 Tri-Club Day (Hosted by ORPCA)
- 22 High Performance Driver Education

July

- 1 Board Meeting
- 6 Autocross
- 11-13 Baxter Auto Parts
Portland Historic Races
- 12 Arrive & Drive
- 16 Monthly Club Dinner and Social
- 20 Forest Grove Concours d'Elegance
- 29 High Performance Driver Education

August

- 2 Summer Picnic
- 5 Board Meeting
- 9-10 Bill's Escape Tour
- 10 Arrive & Drive (Sunday)
- 10 Autocross
- 14-20 Sun Peaks Tour
- 20 Monthly Club Dinner and Social
- 22-24 Pelican Flight Tour

September

- 2 Board Meeting
- 6 Sunset Imports Swap Meet
- 12-14 Sunriver Exotic Car Show
- 13 Arrive & Drive
- 17 Monthly Club Dinner and Social
- 18 High Performance Driver Education
- 20 Pro Drive Car Control Course
(Tentative)
- 21 Autocross
- 27 Annual Planning Meeting

October

- 4-5 Fall Tour
- 5 High Performance Driver Education
- 7 Board Meeting
- 11 Arrive & Drive
- 12 Autocross
- 14 High Performance Driver Education
- 15 Monthly Club Dinner and Social

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.

Event Notification

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

Event Managers

We recommend advertising your event in the two issues of Anzeiger preceding the closure of event registration. To arrange for event advertising, please send an e-mail to editor@oregonpca.org.

November

- 1-5 Wine Roads One Way Out Tour
- 11 Board Meeting
- 12 Monthly Club Dinner and Social
- 15 Tech Session

December

- 2 Board Meeting
- 7 Annual Charity Auction and Awards Banquet

STILL PLAYS WITH CARS

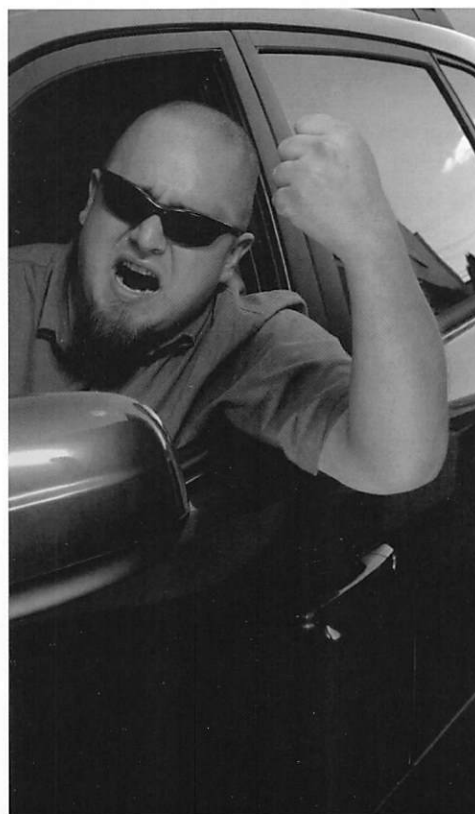
Peter Linsky



It's All the Rage

Hope you all had a great holiday and found something to drop in your Porsche's stocking (not *your* Porsche stocking, but your *Porsche's* stocking). What? Your Porsche doesn't have its own stocking, or at least its own gift list? My old car was dozing quietly in the garage, snug under its cover as the year wound to a close, but I'm sure it was aware that it's going to have a new rubber grommet beneath the engine lid pull-handle shortly. I also promised it some quality time with my bottle of Lexol, some mild polishing compound, and a buffer as soon as it warms up a bit.

Here's an interesting item I tripped over just before the holiday shopping season, but I think it's still something to consider, especially for older cars that lack a high center-mounted tail lamp: The "SuddenSTOP" is a new vehicle warning device housed in an easy-to-install rear license plate frame. It is designed to grab the attention of a tailing driver only when you hammer your brakes in a panic stop. A special inertia-measuring device and microprocessor determine when your car is coming to an abrupt stop (they measure g-force) and trigger ultra-bright LED lights that flash for three seconds and then turn



on road rage and unthinkingly quotes some other twit as including the flashing of headlights as an example of unruly, aggressive driver behavior? Apparently no one has bothered to differentiate between a polite flick of the highs when coming up

NO ONE HAS BOTHERED TO DIFFERENTIATE BETWEEN A POLITE FLICK OF THE HIGHS WHEN COMING UP ON A SLOWER VEHICLE AND MELTING HIS PAINT WITH A ZILLION CANDLEPOWER.

off. At 60 miles per hour, this can give the tailgating driver almost 20 feet of additional stopping distance. A nice touch is that it's all self-contained with the batteries built in. The price is very reasonable, \$29.95. Go to www.suddenstop.com for details.

Do you get as irritated as I do when some talking head on the tube reports

on a slower vehicle in the passing lane — the commonly accepted "please move over" signal in every other motorized nation — and coming up on the bumper of the slower car and melting his paint with a zillion candlepower. That's just stupid and more than likely to provoke a response you won't like. However, nobody should get a ticket for politely signaling

that a slower car is holding up traffic. I'd rather see imposition and enforcement of a "stay out of the left lane unless you're actually passing someone" rule.

Some unfortunate news from my good friend Brad Zucroff, formerly from the Bay Area and now living in Las Vegas when he's not gallivanting off to China on a book-publishing project. Just before the end of the year, I learned from Brad that Ron Leppke, Zone 7's official photographer, passed away. Many of us got to know Ron at the Portland Parade. He was a large man physically, but he could drive the wheels off his Boxster.

It's interesting to think how far we've come when thinking about automobiles... yet not so far at all. A 50-year-old car today means something built in the mid-to-late 1950s, and there were some pretty neat cars to choose from in that period. Most of us would jump at the chance to own a nice 1957 Ford or Chevy... or Porsche. But to those living 50 years ago, a 50-year-old automobile was only a small step from the earliest horseless carriages. In another 50 years, who can imagine what we'll be driving?

Today's racing drivers are familiar with "tattle-tale" tachometers and real-time multi-point electronic data recording systems that help owners, drivers, and engineers determine precisely what a car is doing at a particular instant. It might surprise you to learn that it's not a new concept. Back in the 1930's, German instrument maker Kienzle built a mechanical device for Auto Union chief engineer Robert Eberan von Eberhorst to record the behavior of his grand prix racers.
(Continued on page 23)

High Performance Driver Education

Sunday, May 18, 11:00 am Next event June 2

It's our first weekend DE event of the year, yet you get to sleep in! We will be running our Taste of the Track program, so come on out and get the feeling with one of our instructors. We provide the asphalt, instruction and support team. You supply the automobile and a desire to learn. If you are sitting on the fence about doing a DE day, this will get you off of it. Come on out and enjoy the challenge and the camaraderie at the track as we have fun into the evening at PIR. This event will be a great time for all.

Please take some time to get to know our program by navigating to www.oregonpca.org and selecting Driver Ed from the menu. There is a wealth of information there for you to peruse.

All events take place at Portland International Raceway. Register in advance at orpc.motorsportsreg.com. The early-bird registration fee is \$135, \$150 for the remainder of advance registration and \$180 the day of the event.

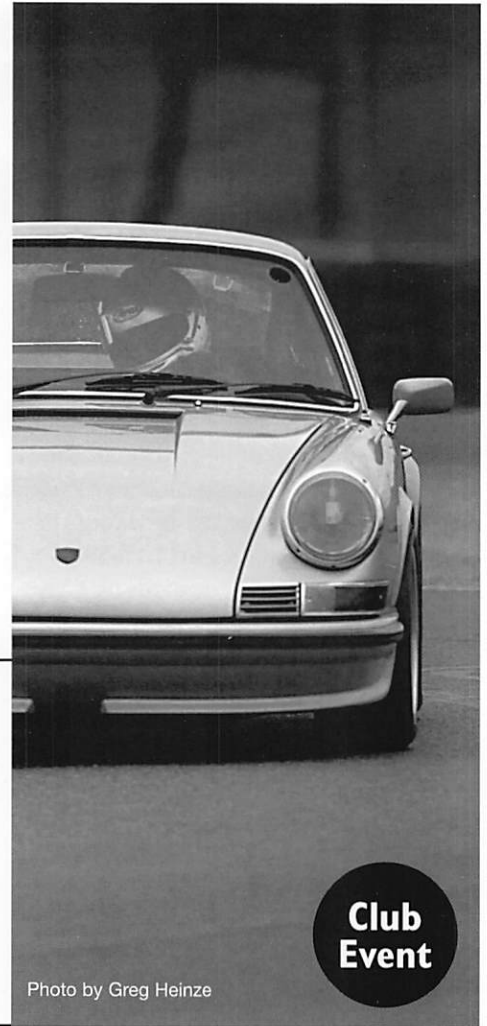


Photo by Greg Heinze

**Club
Event**

DEADLINE: One week in advance of the event

REGISTER VIA: orpc.motorsportsreg.com

CLUB CONTACT: Don Clinkinbeard
503.970.4848
dechair@oregonpca.org

FOR MORE INFO: oregonpca.org (select Driver Ed)

Autocross

Sunday, April 20, 7:00 am

Autocross is a great way to have fun, improve your driving technique and gain confidence. You'll race solo against the clock over a course designed to test your skill and the limits of your car. Much of the course is taken in first and second gear so speeds are fairly low, usually below 50 mph. Come to set a new personal best or just to watch.

All events take place at PIR's south paddock, with gates opening at 7:00 am for registration and tech inspection. All cars must pass tech inspection by the mandatory 8:30 am drivers meeting.

The cost is \$35 when you register in advance at orpc.motorsportsreg.com or \$40 the day of the event (non-member costs are \$40/\$45). Helmets are available for first-time drivers, instruction is available for everyone and spectator entry is free.

DEADLINE One week in advance of the event

REGISTER VIA orpc.motorsportsreg.com

CLUB CONTACT Gary Chapman
drchapman@chapmansmiles.com

FOR MORE INFO oregonpca.org (select Autocross)



Photo by Greg Heinze

**Club
Event**

AMATEUR WRENCH

Don
Clinkinbeard



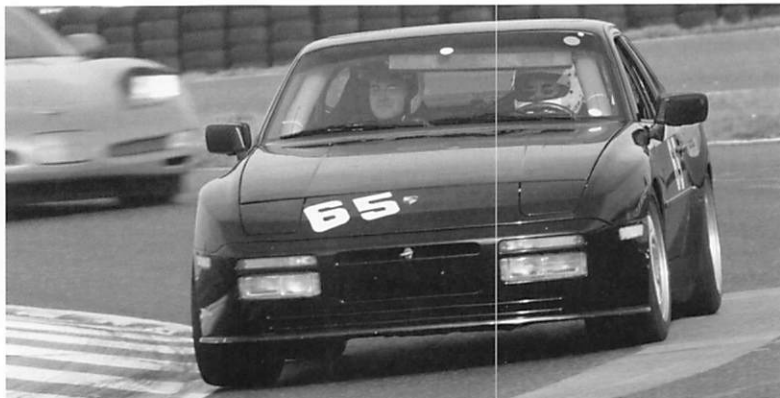
New Lines Here, New Lines There

Slow progress on the 914 this month. I managed to get the fuel lines replaced with a stainless steel set. The tubes seem to be of good quality and look very clean at the bends. I had to pull the gas tank out. It was virtually empty anyway, with only about a cup draining from it as I disconnected the lines. The fuel lines pass from the gas tank under the front hood through the tunnel in the passenger compartment and on through the firewall into the engine bay. They went in easily after I removed the rubber grommets, along with the old fuel lines, from the passenger compartment walls. I made sure to blow some compressed air, at about five psi, into the lines to ensure that there was no gas left in them. Since the drivetrain is out of the car, it was easy to feed the five-foot-long lines through from the back to the front of the car.

THE ORPCA LAPPING DAY CAME OFF RATHER WELL. DESPITE CONCERNS THAT WE WOULD NEED SNOW TIRES SO EARLY IN THE SEASON. MY VOLUNTEERS WERE TOPS AND THE DRIVERS WERE PRETTY WELL BEHAVED.

Reinstalling the rubber grommets was easy with the help of some dishwashing detergent and water.

I spent a lot of time cleaning and inspecting the engine compartment. The old rubber seals were very hard and a bit brittle. I broke much of it out and pried the rest loose. No areas of rust have been found yet, except for the battery tray that I had repaired earlier with a kit. (I should get a new tray welded in; I will have to look into this.) The car rolls nicely and the brakes work fine allowing us to haul it to the local body shop without drama. I'm planning on wrenching the engine together this weekend... hope it goes smoothly.



I think the ORPCA-for-FOPIR Lapping Day came off rather well. The weather was GREAT despite concerns that we would need snow tires so early in the season. My volunteers were tops and the drivers were pretty well behaved on this beautiful winter day. We had 90 cars running in three run groups and 50 motorcycles running in their own run group.

While we eventually ended up finishing about an hour behind schedule, we had budgeted for that kind of time margin so every run group got five sessions during the day. I think most everyone had a great time.

I spent some time with Greg Meythaler, chief driving instructor for the BMW ACA DE program, observing the traffic flow and the new lines from various points around the reconfigured track. The changes made a bit of a difference in the spots you'd expect. It looks like we have a potential new passing zone between turns 6 and 7 if everyone plays nice. I'm thinking of trying this with the instructors to see how it would work. I am also considering some graduated passing rules for the

run groups, similar to what most of the other clubs I run with have. This adds a challenge to the driving in the form of more acute situational awareness requirements. The passing zones on both the front and back straight ended up quite a bit longer than before. On the front straight this is due to the turn 12 exit being widened and the pro pit wall being moved back from the turn exit. The new turn 7 exit leaves a longer launch on to the back straight through turn 8 and the Porsche bumps at the entry to the back straight are gone. Nice.

Since we didn't run the chicane, top speeds on the front straight were higher, with three fewer corners to contend with. One of our senior instructors, Christopher Bender, captured some track video from inside his Lotus Elise; you will find it on the HPDE page of our website. I have not seen it yet but I'm sure it will be informative.

Time to get the 944 out of storage and tweak a few things before the season gets rolling along. I'm hoping to get a few laps in during the March 25 instructor clinic as I don't get much chance to get in the car at the big HPDEs. Hey, I need some seat time too, so when I do get a chance to help you or someone else, I know what I'm talking about!

All for now, Don. ■

Arrive & Drive

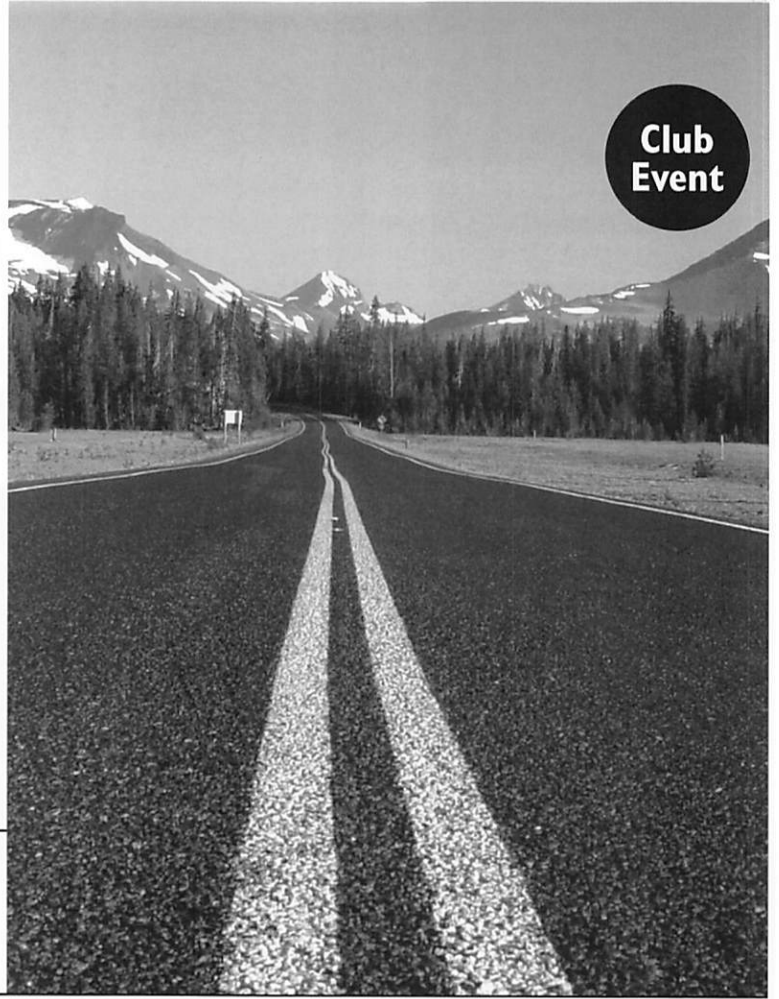
Saturday, April 12 Next event May 10

Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the second Saturday of April through October (Sunday in August), each tour is roughly 100 miles and three hours long. It's a fabulous way to kick off the weekend and a great way for new and potential members to get acquainted with the PCA.

To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) at Miller's Homestead, 17933 SW McEwan Avenue, in Tigard, not later than 8:55 am. A brief meeting to cover the route takes place at 9:00 am, but many folks rendezvous at 8:00 am for breakfast (no-host). With 50 attendees or so being common, we typically break up into smaller groups rather than try to maintain one long convoy. The first group of cars will depart at 9:15 am.

There's no advance registration and no entry fee. Just arrive & drive.

Club
Event



CLUB CONTACT

Eric Freedle
503.384.0453
mmooter@aol.com



Club
Event

Car Control and Vehicle Dynamics Course

Full Three-Hour Program
Saturday, April 12

The Pro Drive Driving School is offering a Car Control and Vehicle Dynamics Course exclusively for Oregon Region PCA members. To be held Saturday, April 12 at Portland International Raceway, the course is only \$199 per participant (regularly \$299)

The course utilizes Pro Drive's SkidCars to improve the skills of drivers at all levels. You'll learn the fundamentals of vehicle



stability, skid recovery and precise car control applicable to the racetrack or the street. With a three-to-one student-instructor ratio, this unique training is an education in driving you just can't afford to miss!

Space is limited, so please register as soon as possible by calling Pro Drive at (503) 285-4449 or going online to www.prodrive.net/store.

REGISTER VIA

Pro Drive at 503.285.4449 or
prodrive.net/store

CLUB CONTACT

Dennis Torgeson
360.892.0890
dtptorg@pacifier.com

Improvement is Always Possible

I'm wandering a bit off track this month. Or more accurately, on to the track.

I love fine engineering: the glint of sculpted metal, the weave of carbon fiber, the look of purpose and aggression. An appreciation of engineering is the reason I own cars like the 911 even though I don't take them on the track (at least yet). It's the reason I follow Porsche in racing and pay attention when Porsche offers up another race car variant.

The dominance of the 911 in GT-class racing has waned of late. Ferrari's success in the ALMS with the F430 had folks speculating that the 911's rear-engine layout was finally outmoded and that Porsche would be forced to race-develop the Cayman. The 911's reliability did win it the GT2 class at Le Mans in 2007, but 2008's Rolex 24 at Daytona saw a Mazda RX-8 (oh, the horror! The shame!) knock Porsche off the top rung of Grand-Am's GT class. And BMW has now announced a return to the ALMS in 2009 with the new V8-powered M3, bringing back visions of 2001 when their similarly-equipped M3 GTR trounced the 911s. All this makes for great racing, but—

Given this, what's new in Porsche's quill? An updated GT3 RSR and a new variant of the GT3 Cup, called the Cup S.

A MUTED SIGH OF "YOU JUST DON'T GET IT, DO YOU?" EXASPERATION, MUCH LIKE THAT FROM GEICO'S CAVEMEN, COMES FROM THE CAYMAN CROWD.

(A muted sigh of "You just don't get it, do you?" exasperation, much like that from GEICO's Cavemen, comes from the Cayman crowd.) The big change in 2008's RSR is a new gearbox, sporting technology adapted from the RS Spyder. The sequential-shift six-speed is considerably lighter, lower in internal friction, and designed to enable a wider range of suspension set-ups. The net: less rearward



Porsche plans on dulling Ferrari's edge with this updated RSR (Photo courtesy Porsche AG)

weight bias, more of the RSR's 465 hp put to the pavement, and, when coupled with suspension geometry changes enabled by that gearbox, better mechanical grip. Or more succinctly, using the maxim of Ferdinand Porsche: improvement is always possible.

Endowed with vents at the trailing edge of the front fenders and the wider hips of the street RS, the GT3 Cup S is visually reminiscent of 1974's Carrera RSR. The Cup S is designed to FIA GT3 regulations — for amateur or semi-professional racers in machines that are closer to production — whereas the GT3 RSR is designed to Le Mans GT2-class (think ALMS) regulations. Compared to the Cup, the S version

adds 20 more horsepower to the Cup's 420, greater downforce via a larger rear wing and front splitter, as well as improved grip coming from wider wheels and suspension pieces raided from the RSR parts bins. With the advent of the Cup S, the "plain" Cup is relegated to single-make support series like the Porsche Mobil1 Supercup.

RSRs go for roughly 350,000 Euros (more than a half-million dollars as of this writing); 35 will be built out of Weissach. The Cup S, also to be built in Weissach, will set you back 250,000 Euros. It's also interesting that the 265 Cup production units will be built on the 911 production line in Stuttgart-Zuffenhausen. With three models of competition GT3s and total 2008 racecar production topping 300, racing is clearly a business for Porsche. ■

April Social and Dinner

Wednesday, April 16

Ernesto's Italian Restaurant

8544 SW Apple Way, Portland
503.292.0119

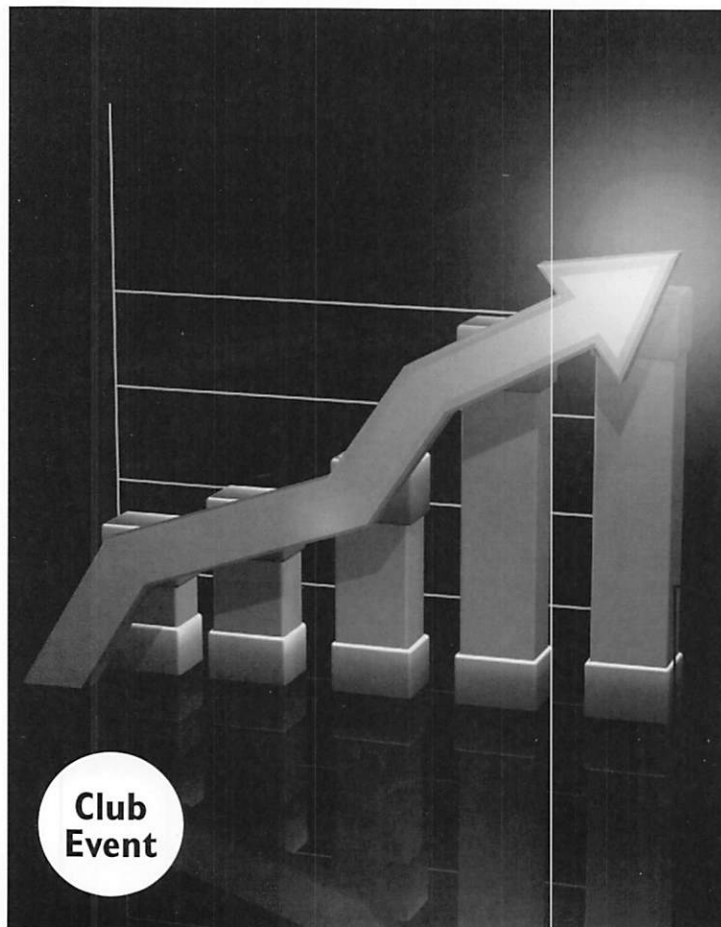
6:00 pm The social hour

7:00 pm Dinner, served family style

Join us for a fabulous evening at Ernesto's Italian Restaurant, known for warm, casual family dining and old world charm. Dinner includes Minestrone soup, a tossed green salad, meat ravioli with Marinara, Fettuccini Alfredo, Italian sausage, herb-roasted chicken and Focaccia bread.

The cost is \$25 per person, including gratuity, exact cash at the door. Coffee, tea, and soft drinks are included in the price, alcoholic beverages are additional.

DEADLINE:	April 12
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Laura Larson laura@larsonlawoffices.com
FOR MORE INFO:	ernestositalian.com



Tech Session: Porsche Performance Software

Saturday, April 26, 9:00 am

Gran Prix Imports will host a tech session exclusively for Oregon Region PCA members Saturday, April 26th, from 9:00 to 11:00 am. The session will cover the technology, features, and value of performance software available for your Porsche.

To be held at Gran Prix Imports, 25300 SW Parkway Ave., Wilsonville, the session will start at 9:00 am and run until about 11:00 am. No registration is required, simply come join us in GPI's service department. Gran Prix Imports will graciously provide a continental breakfast for all.

CLUB CONTACT	Chuck Bergeron 503.598.8549 chuckbergeron@msn.com
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FOR MORE INFO	Jay Bernard, Service Manager 503.570.1019 gpimports.com
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Classics Revisited

by Randy Stolz

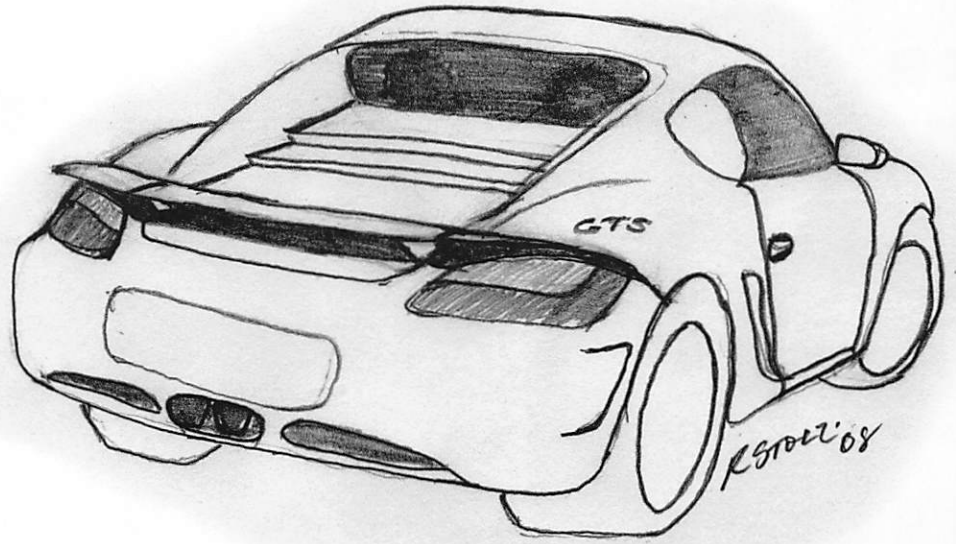
You may recall that, in the last episode, *Road & Track* magazine declared my 986 Boxster a “classic” and left it for dead. This only 4 years after production had ended. It now appears that Porsche is creating instant “classics” or commemorative editions. No headlights on coins here.

Remember the 2004 Boxster S 550 Spyder? This model commemorated the 50th anniversary of the 550 Spyder. Last year we had the Cayman S Porsche Design Edition 1, commemorating 35 years of the Porsche Design Studio. (Does the styling department have as much cachet as racing history? No, but commemoration might lessen the blow of a lower pay increase for designers.)

Alongside the 2008 Limited Edition Boxster and Boxster S comes the 2008 Boxster RS 60 Spyder. This car is built to commemorate the 1960 win at Sebring with the Type 718. Debut is set for March with only 800 or so coming to the US. While these cars are appointed in trim and options that do make them special, their resemblance or functionality to the racing cars they commemorate is superficial at best. Perhaps I’m too much of a purist, but I think potential classics depart from the mainstream of the day and advance performance or aesthetics to new or unique levels.

It seems Porsche marketing has any number of excuses to come out with spyders or specials of one sort or another. All of which might make for a classic or not. Allow me, with tongue in cheek, to offer a few classics of my own:

A Cayman GTS commemorating the 904 GTS could wow some folks. The real 904 was, for the times, the company’s first use of special materials. Thus, build the new car with a special, vented carbon fiber rear hatch and scratch-proof plastic window with the “flying buttress” rear roof line. What about some carbon fiber seat shells? Add a matching carbon-fiber hood, some traditional round driving lights on the front and bingo, you too can be Scooter Patrick on the long back straight at Riverside or Colin Davis winning the



Targa Florio. Walter Mitty never had it so good.

Speaking of the Targa Florio, how about some brushed, stainless-steel surfaces arching over the side windows on the new 911 Targa series to commemorate the introduction of the Targa in ‘65?

One way to increase Porsche’s CAFE (Corporate Average Fuel Economy) levels would be to build a bare-bones, street-legal, lightweight 911 2.7-3.0 Carrera RS/R commemorating the 1972/3 versions. You will have to go without air conditioning, radio, power this and that, and have nowhere to put your coffee. But at

least it’ll have a Tiptronic to mind the gears, including the new overdrive 7th (figure 19 mpg city in sport mode, 55 mpg highway in cruise mode). Amenities include a commemorative shaver for use with the lighter socket and an electric blanket for winter driving. Oh yeah, and ditch the heavy speed-activated spoiler and stick on the original ducktail. Make mine in Gulf, Martini, or Sunoco livery. I’ll leave it to Porsche to check what scheme needs commemorating.

For the more practical minded, why not build a limited-edition Cayenne commemorating the 1968 win of the Monte Carlo Rally? With available off-road kit and optional paddle tires (aka the “Full Monte”), this watertight baby allows deep river crossings. Spend the day mud-whomping down Dairy Creek or plying the dunes at the coast. An enlarged washer reservoir and strategically placed high pressure nozzles allow for self-cleaning of the car. A special air lift suspension will elevate the vehicle 15 feet for extra ground clearance for viewing soccer, T-ball, or club racing or simply to get your orientation in the wild. Lest you be accused of environmental irresponsibility, you can point to the new hybrid power train that doubles as an auxiliary 110-volt power source when the folding sailplane solar panels/shade canopies are deployed. River cruise anyone? ■



Back to School

by Johnny Speed



The two cars come out of the corner and on to the front straight nose to tail, hard and fast. The young driver in front is trying hard not to make a mistake, the older driver behind patiently waiting for a chance to pass. The cars are identically spec'ed; the young driver's quick, aggressive reflexes a good match for the older driver's experience and cunningness. Youth and vigor versus experience and treachery....

The end of the straight comes and both drivers brake hard, shift down heel-and-toe, trail brake into the corner and load their front suspensions, front tires pressing in and gripping the asphalt. I'm in the second car, doing the "pedal polka" with the gas, brake and clutch. Prior to the apex, at just the right moment, I lift the throttle momentarily, the front of the car tucks in while the back rotates outward slightly, and then I'm back on the throttle, squeezing it as the apex goes by.

Exiting the corner, I see my opportunity to pass about to happen.

The back of my son's car steps out a couple inches more than intended. Being a decent driver, he catches it, but he is overdriving the

Youth and vigor poses among a sea of vehicles in use at the Bob Bondurant School of High Performance Driving in Arizona.

car. He's on the verge of screwing up. Hah! This is so much fun!

I fill his rearview mirror with my windshield. I am close, very close.

As we enter the next corner, he tries to brake harder, later into the turn. I back off slightly and watch the rear of his car unload too much, causing a quick 180-degree spin. I react with a swift left-right and I'm around him....

This was the second day of the Advanced Road Racing course at the Bondurant School of High Performance Driving in Chandler, Arizona, just outside Phoenix.

We Porsche owners are some of the most fortunate car enthusiasts in history. We have the privilege of enjoying cars whose capabilities surpass that of race cars and supercars of just a decade ago. Zero to 60 mph in less than 3.5 seconds, 200-plus mph top speed and more than 1.0 g cornering is available in some of today's facto-

ry-stock Porsches. As the capabilities of our cars increase, how do we as drivers increase our own capabilities and skills?

For less than the cost of a set of tires and wheels, one can attend a professional high performance driving school. Over the past few years I have been found attending a number of driving schools, including Bondurant, Skip Barber, Pro Drive and Team O'Neil. Here's what you get at a typical professional driving school:

A school-supplied car. Depending on the school and course, the car is typically a current model high-performance sedan or coupe like a Corvette (the new ones really are high performance), a 997-generation Porsche 911, or an open-wheel Formula Ford or Spec Ford race car.

Enthusiastic and Professional Driving Instructors, often with extensive race car experience and great communication skills. To summarize their car control skills, I can only say I was in awe. *(Continued on page 23)*

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A New Chapter at PIR

by Peter Linsky



It was somewhat ironic that less than 24 hours after learning of the merger between the Indy Racing League and what remains of Champ Car — forcing cancellation of the 2008 Champ Car race in Portland — more than 300 racing enthusiasts gathered at Portland International Raceway to celebrate the official reopening of the track after a complete resurfacing and course improvement. The event attracted a nice cross-section of track users, bringing everything from a 1924 Bentley to a late-model Ferrari, an

old Formula Ford, lots of vehicles from Porsche, Alfa, BMW and Lotus, muscle cars, karts, motorcycles, and bicycles.

Track manager Mark Wigginton was joined at the microphone by several other

Club, now Cascade Sports Car Club; John Draneas, Friends of PIR co-founder and vice-president; long-time track booster Bob Ames; and Todd Harris, owner of Pro Drive. Norm and Bob discussed the histo-

MANY RACERS PAUSED AT TURN 7 TO FIGURE OUT JUST WHERE THE APEX IS (VERY LATE) AND NOT ONLY HOW TO ATTACK THE NEW CONFIGURATION BUT TO PROTECT THEIR CHOSEN LINE.

notables including Norm Creitz, one of the co-founders of the Four Cylinder Auto

ry of the facility; John talked about its current standing with the city and the role FOPIR has played in generating local support for the track; Mark described the recent construction upgrades; and Todd offered guidance on the day's activities. After Mark performed the obligatory ribbon-cutting, a Portland Police car, lights flashing, led a slow ceremonial lap. A walk of the course and lunch followed; low-speed familiarization laps were then available for a small charitable donation.

So what changes have occurred at PIR? Other than the fresh asphalt and new curbing, major changes are not evident at the east end where most spectators dwell.



Left: Bob Schatz enjoying Sunday's lapping day (Photo courtesy Bob Schatz). Top right: Mark Wigginton, PIR's track manager, addresses the assembled throng of track rats and track lovers before reopening the facilities to the public (Photo by Peter Linsky). Bottom right: Yin and Yang: A 1924 Bentley takes to the track as part of the celebratory parade lap, leaving the Ferrari in a bit of blue haze (Photo by Peter Linsky).



But just after drivers hit the west end of the main straight, at turn 4, it's time to learn some new dance steps. Mark and his staff completely revamped the turn 5-6-6A-7 complex. That entire section has been moved some 50 feet further west, meaning a shorter entry from turn 5 into 6. Turns 6 and 6A have been flattened, allowing drivers to carry more speed into 7. The course is also much wider between 6A and 7, allowing a choice of lines for overtaking, but since turn 7 is now a 115-degree acute right-hander — remindful of the original entry to the long back straight of the 1950s and 60s — this now becomes a prime viewing area for fun and games. Many racers paused at turn 7 to figure out just where the apex is (very late) and not only how to attack the new configuration but to protect their chosen line. The wide runoff area will likely see a lot of use! There's also a fairly wide stub of pavement just before 7 that may someday become part of another course design cutting across the west end to an access road before rejoining the existing course, which now measures almost two full miles in length.

Although Champ Car has been scratched for 2008, Mark Wigginton hopes to fill the weekend with other racing and he's hopeful that professional open-wheel racing will return to Portland in 2009. ■



IRL's New Chapter

The reunification of the Indy Racing League and the Champ Car World Series, estranged since 1996, into a single series is fantastic news for open-wheel race fans. Hell, it could even grow into a series that rivals the occasionally boring and politically-stunted Formula One (come on, dare to dream). However, consolidating the two schedules spells the loss of Portland as a venue, at least in 2008. The only additions to IndyCar's already-full, 16-race schedule are the Long Beach Grand Prix — running Champ Cars one last time while the IRL plays in Motegi, Japan on the same day — and the former Champ Car events at Edmonton, Alberta, and Surfers Paradise in Queensland, Australia. The remaining ex-Champ Car venues are under consideration for 2009 and beyond.

— Chris Rotvik



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My New Ride

by Jim Hosford

I have been so fortunate in the past two years. I retired from Tektronix and my wife Karen buys me a nice red Boxster for a retirement gift. It just can't get any better than that. Or can it?

Immediately we joined the Porsche Club of America so we could tour with my three brothers, all owners of Germany's finest sports cars. Karen and I really enjoyed the PCA functions and started thinking that some day we would get an additional Porsche.

Dreaming that we might find a used Porsche at one of the auctions, Karen and I flew down to Scottsdale, Arizona, recently. We registered at a small auction one morning and started to watch the bidding on several nice Porsches. In wheeled a nice silver Carrera GT; I thought it would be interesting to give an early bid, knowing someone would out bid me and we would be off the hook. To my surprise, after my bid they hit a quick bang on the gavel and



Jim's new ride, a dream if ever there was one (Photo by Karen Hosford)

said "Sold!" Both of us just about fainted. And then it hit me: they will want some serious cash, or my house! We took a quick photo of me standing in front of my newly acquired Carrera GT, had it shipped back to Beaverton and slipped it into my two-car garage.

I'm not sure if I will drive it at the spring Arrive & Drives, for-sale sign on it.

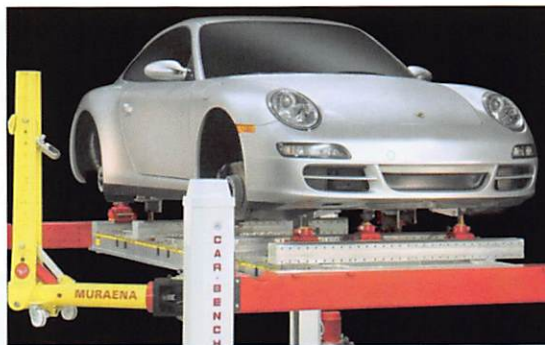
So if anyone is interested in a nice buy on a Carrera GT, \$375k and some change, let me know. We could make a great deal.

Then I woke up and looked at the calendar: April Fools. Meaning Karen and I will see you soon at April's Arrive & Drive in Rusty, my nice little red Boxster. ■

The Only One in Oregon

Not the Porsche...
the Gizmo it's sitting on!

If you ever damage your Porsche you'll want to find a collision repair facility that has one of these Gizmo's. It's the CAR BENCH Muraena frame straightening system that's approved by Porsche. The CAR BENCH system is the world's most precise and reliable frame repair jig system that's renowned in the high-end collision and restoration industry for its ability to adapt to over 900 models of cars. When used with upper body jigs this system enables the precise realignment of the upper body, A, B and C pillars, windshield frames, door and hood hinges and convertible top closing devices. At Leif's you can have your Porsche returned to pre-loss condition on the first and only CAR BENCH system in Oregon. Porsche is among a select group of automobile manufacturers that chooses to approve CAR BENCH for collision repair on their vehicles.



Others include BMW, Ferrari, Jaguar, Lamborghini, Masseratti, Maybach, Mercedes Benz, and Mini. When it comes to putting a finish on your Porsche, Leif's uses the factory specified Glasurit paint system. Return your Porsche to exact factory specifications at Leif's Auto Collision.

Contact us at (503) 620-5343

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Auto Collision Centers

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14280 SW 72nd Ave,
Tigard, OR 97224

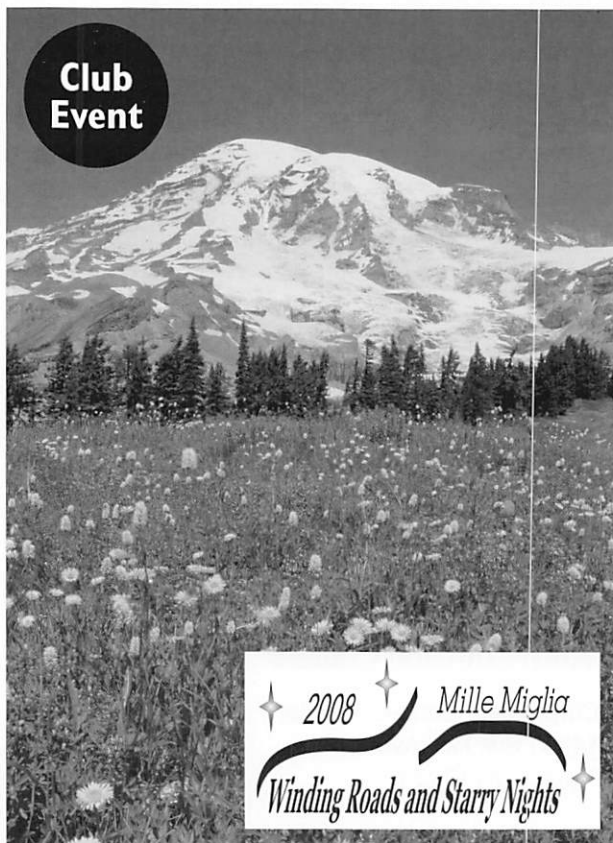
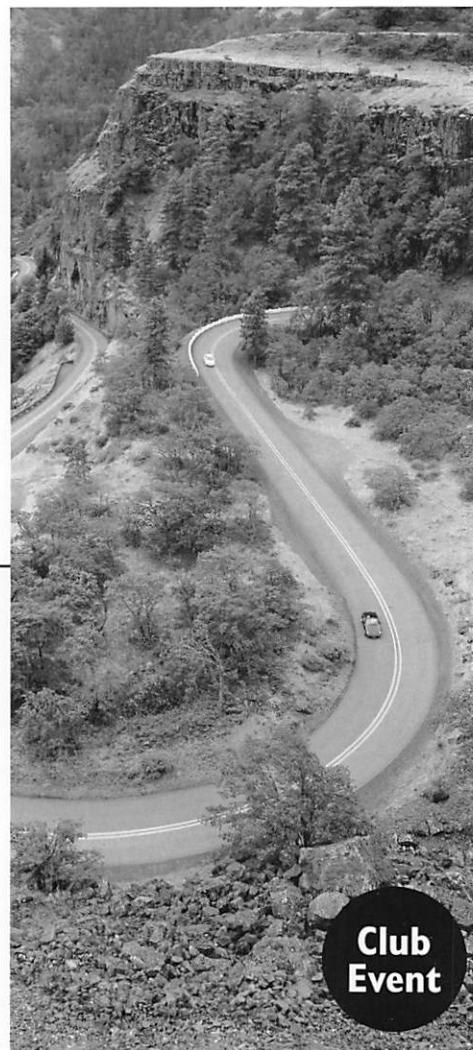
The Cabin Fever Tour

Saturday through Monday, May 3 - 5

2008's Cabin Fever Tour heads to Condon, Oregon, Saturday May 3rd and on to Walla Walla, Washington, Sunday. We've booked all 18 rooms of the newly remodeled Hotel Condon for our Saturday night stay. The hotel has a great wine list and dinner menu; a continental breakfast is also included with your stay. We're planning for an early start Sunday morning in anticipation of afternoon wine tasting, dinner at Walla Walla's Whitehouse-Crawford Restaurant (a favorite of local winemakers) and an overnight stay at the Marcus Whitman Hotel.

E-mail Sue and Gregg Hodge to register for the event; you will also need to make your hotel and dinner reservations (see below for contact information). When making hotel reservations, mention that you are with the Oregon Region Porsche Club, and please don't overbook.

DEADLINE	April 25
REGISTER VIA	Sue and Gregg Hodge (see below) and make reservations at Hotel Condon (800-201-6706), the Marcus Whitman Hotel (866-826-9422) and the Whitehouse-Crawford (509-525-2222)
CLUB CONTACT	Sue and Gregg Hodge sghodge@bctonline.com
FOR MORE INFO	hotelcondon.com, marcuswhitmanhotel.com



The Mille Miglia

Wednesday through Sunday, June 4 - 8

The Mille Miglia is the Oregon Region's premier tour. This year's tour, Windy Roads and Starry Nights, offers you the best roads, food, and lodging in majestic Eastern Washington. We depart from Skamania Lodge Thursday, June 5, enjoying the fun and thrill of traveling the off the beaten path as we head toward Walla Walla. Friday has us traversing rolling farmlands on the way to Spokane, with a breather at the new Porsche dealer in Liberty Lake. Saturday, you'll need to gather your wits for an exhilarating drive to Leavenworth, with Sunday set aside to continue on toward your final destination. The cost is \$649. Intrigued? Contact Richard Puetz, 971.244.3810 or rlp2cjp@aol.com, for further information.

DEADLINE	May 3
REGISTER VIA	Email or call:
CLUB CONTACT	Richard Puetz 971.244.3810 rlp2cjp@aol.com

No Substitute

by Randy Stolz

It's been a crummy winter. I try to find sun breaks here and there to take the Boxster out for an Italian tune-up but most of the time it sits connected to the battery maintainer like some Borg drone being passively monitored, waiting for its next mission. Kind of like me actually. Of course, I can get out vicariously via my laptop.

I like computers. They're useful, provide entertainment and can provide a sense of community. As I scan Pete's Boxster Board (www.ppbb.com), I realize this weekend is the 24 Hours of Daytona! Six hours of continuous coverage on Saturday, then another six hours on Sunday. OK, it's another form of virtual reality but at least it won't be too predictable, and seeing some sun on fast cars can't be all bad.

Dialing up SPEED TV, I've missed the start but things are looking good. I'd better get checked out. Let's see. Remote? Check. Snacks? Check. Beer? Check. Forget about the lead change sheet, SPEED does a pretty good job with hourly updates. I settle in for my own enduro on a rainy weekend. It seems there could be rain in Florida too. This is the way to really enjoy a 24-hour race and hey, no parking hassles. Of course, you miss a few things.

I think back to my younger days in SCCA and how often we'd get up really early and head out to the track, hitting the inevitable line at the gate (or registration, if I was on a crew or working the event). I'd always finish mid-pack in the race to avoid a line. No matter. A thermos of coffee and a chat with friends while in line for credentials made the time go pretty quick. Plus, we'd have a chance to check out the late entries as they rolled in with their inevitable panic as they try not to miss their practice session. They were always good for a few laughs, especially if an E-Z Up canopy malfunctioned during paddock set-up, but we'd usually go over and help them out and make more friends.

Boom TV cameras in the pits at Daytona must require a great deal of finesse to avoid interfering with the crews

as the pit stops start happening. The incredible shots displayed and the urgency in the commentator's delivery makes it seem like you're right there. What you don't get is the knot in your gut and the jangled nerves. I got them as part of a pit crew at the Cascade Enduro years ago. A few minutes before the stop I would second guess, thinking, "Will I drop anything costing us time? Look, I'm just putting in gas, how tough can it be? Arrrggghhhh!" I'm viewing the Rolex 24, but for those crew guys it's the Maalox 24! Still, at the end of the day, just finishing gives a great sense of satisfaction. Even a DNF is acceptable because, with apologies to Jimi Hendrix, you are now experienced.

SPEED has multiple cameras so you can see the cars all the way around the course. The funny thing is that it's really hard to

tell just how fast they're going. Nope, it's not quite the same as sitting at the end of the front straight or manning a turn station. Standing next to the track, you can actually hear the rush of air and the song of that lovely flat six. Being there gives you so many more reference points to judge the movement of the cars on the track. Just waiting behind the pit wall, you can feel the exhaust of a modified car in your chest. On occasion, another car's exhaust pulse wave hits your face surprisingly from the pit next to you. You can even smell it.

I spent my childhood on the East Coast. Both mom and dad were big fans of sports cars. Aside from rallies and working the races, each year they'd go over to Bryce Grey's house for his annual race party
(Continued on page 24)

Porsche Club of America, Oregon Region, Inc. Income Statement January through December 2007

	Income	Expense	Gross Profit
Parade 2006.....	\$56,001.80	—	\$56,001.80
Meetings/Events.....	47,546.95	43,060.94	4,486.01
Track Events.....	42,010.87	26,673.80	15,337.07
Autocross.....	11,962.25	9,673.69	2,288.56
Anzeiger/Calendar.....	33,034.57	45,163.42	(12,128.85)
Goody Store Sales - Footnote (a).....	921.55	2,225.20	(1,303.65)
Membership.....	27,910.48	2,088.71	25,821.77
Business Operations.....	—	2,264.79	(2,264.79)
Reconciliation/Discrepancies.....	—	812.13	(812.13)
Fees/Charges.....	—	1,736.12	(1,736.12)
Charitable Contributions - Footnote (b).....	—	19,090.00	(19,090.00)
	\$219,388.47	\$152,788.80	\$66,599.67
Checking Account Interest.....	7.52		7.52
Net Income.....			66,607.19
Less: Parade 2006.....			(56,001.80)
Net Income (less Parade).....			\$10,605.39

Footnote (a) - Goody store inventory write-down

Footnote (b) - Charitable contributions paid from holiday party auction

Balance Sheet - December 31, 2007

Assets	
Current Assets	
Checking Account.....	\$39,436.92
CD Investments.....	80,000.00
Accounts Receivable.....	3,185.91
Other Current Assets.....	5,692.28
Total Assets.....	\$128,315.11
Liabilities and Equity	
Equity	
Opening Balance Equity.....	\$27,738.96
Reserve.....	25,703.50
Retained Earnings.....	8,265.46
Net Income.....	\$66,607.19
Total Liabilities and Equity.....	\$128,315.11

Rose Cup Races

May 30 - June 1



2008 Rose Cup Races

Portland International Raceway May 30 - June 1, 2008
Porsche Club of America Ticket Order Form

Name _____

Address _____ City _____ State _____ Zip _____

Daytime Phone _____

Number of three-day tickets _____ x \$8.00 = _____
(Three-day ticket regular price is \$16.00 advance purchase, \$20.00 at gate)

Number of car passes _____ x \$5.00 = _____
(Three-day car pass regular price is \$10.00. Includes Porsche Corral Saturday & Sunday)

Grand Total: _____

Payment Method: Check Credit Card Visa Mastercard American Express
(Make check payable to Portland Rose Festival Association)

Card Number _____ Exp. Date _____ Authorized Signature _____

ORDER DEADLINE: May 7, 2008

Tickets will be mailed the week of May 12. Orders received after the deadline will be available for pick up at the Will Call window.

NO orders will be accepted after May 23. This discount is available only for advance orders on this form, and is NOT available at the PIR gate or at any ticket outlet.

Send order form and payment to:
Portland Rose Festival Association
5603 SW Hood Ave.
Portland, OR, 97239
Phone: (503) 227-2681
Fax (503) 227-6603

STILL PLAYS WITH CARS

(Continued from page 7)

It recorded speed versus time, gearshift points, and brake and throttle application. According to Dennis May, writing about the Auto Unions in *Sports Cars Illustrated* in July, 1958, the team's drivers did not care for the device!

Have you always believed that Ford's first four-cam V8 engine was devel-

oped for Indianapolis? I sure did, until I happened across a copy of *Road & Track* from October, 1950. Lo and behold, photos and an article about a 500 hp, 1100-cubic-inch engine built to power the Army's WWII M4 tank and M10 tank destroyer. Ford built almost 27,000 of them. Rather than the incredibly complex system of over 20 spur gears at the front of the Indy V8, this engine used a vertical

shaft in front of each cylinder bank. At the top of these shafts, there was a single pinion that runs between two worm gears at the end of each camshaft. No pictures, but it almost sounds a bit like Porsche's four-cam drive.

Until next month, drive safely! ■

BACK TO SCHOOL

(Continued from page 14)

Closed course driving facilities, often on well-known race courses such as Laguna Seca, Infineon, Firebird and our own Portland International Raceway.

A well run program that not only teaches track-related skills, but also driving skills the students can use to become better and safer drivers.

Fellow students much like yourself, enthusiasts wanting to learn better car control and driving skills. At Bondurant's Advanced Road Racing School, it is not uncommon to have professional race drivers, including past and present champions, taking the course. On one occasion I found myself sharing the track with the current NASCAR champion and it is not unusual for Bob Bondurant, a champion himself and the owner of the school, to come out and drive with the students.

The length of the typical driving school course is runs from a half day to four days and can include the following exercises:

Skid cars, where the students will learn how to control various skids including oversteering, understeering and the importance of smooth transitions.

Brake drills, where the students will learn to effectively use the brakes through threshold braking and ABS skills.

Accident avoidance drills, where the students will learn to quickly maneuver and avoid a sudden obstacle or accident, without using the brakes.

Shifting drills, where the students will learn to heel-and-toe downshift.

Autocross, where the students employ their driving skills to quickly maneuver

the car through an orange-coned driving course at moderate speeds while using good car control techniques.

Open track, where the students employ great car control skills at higher speeds.

Sitting backwards on the track, my son quickly gets back underway and before long looms large in my mirrors. We spend the rest of the day on the track, working one-on-one with our instructor, practicing new skills and

WE HAVE THE PRIVILEGE OF ENJOYING CARS WHOSE CAPABILITIES SURPASS THAT OF RACE CARS AND SUPERCARS OF JUST A DECADE AGO. AS THE CAPABILITIES OF OUR CARS INCREASE, HOW DO WE INCREASE OUR OWN CAPABILITIES AND SKILLS?

honoring old ones, not to mention screwing around with each other when given the opportunity. After day two, my son and I are well matched and I'm proud to say the kid can hold his own. Who is faster? That I'm not saying— some things that happen at the track, stay at the track.

If you are considering a professional driving school, a few suggestions:

Do at least one club DE day first. This can give you some car control basics and better prepare you for the school.

Don't be concerned about embarrassing yourself. The majority of the other students will be enthusiasts like yourself and you will likely never see them again.

Try to leave your ego at home. Ideally you will be driving hard and stretching your comfort zone, meaning you will be making mistakes. Spins and minor off-

track excursions are common, as is nine-tenths and ten-tenths driving. Remember, there is always someone who can drive your car better and faster than you.

Don't use your own car. While some schools allow students to use their own car, don't. Depending on the course, a car can go through a set of tires and brake pads in one day, not to mention general wear and tear.

Consider taking your son or daughter. Statistically, a young person has the highest chance of getting hurt or killed while driving. Usually the school will give a discount for two or more students and it can be a great bonding experience, remembered for years to come. One of my fondest driving school memories is of following my son through Laguna Seca's world famous corkscrew in a Formula Ford. More importantly, the skills your son or daughter learns could one day save their life.

Consider attending the Pro Drive School. They run a quality program and it is located in our own backyard. The three- and four-day courses using the Spec Ford racer are great classes with wonderful instructors and lots of track time. ■



Jon S. Burtness
Portland, OR
2001 911 Carrera



Jesse L. Halsted
Portland, OR
1982 911SC



Joel and Patty Smith
Hillsboro, OR
2001 911 Turbo



Don and Laura Clark
Tualatin, OR
2002 Boxster

Tye H. and April D. Hardy
Lebanon, OR
1989 911 Carrera 4

Dan and Kristin D. Trevino
Ridgefield, WA
1991 911 Carrera

Jonathan and Allen DeHart
Portland, OR
1985 911 Carrera

Carl M. and Angela Hoefler
Portland, OR
2006 911 Carrera S

Lloyd C. Weisz II and Alison Smith
Troutdale, OR
2005 Boxster S

Mathew Forton
Portland, OR
1999 911 Carrera

Kurt Shanaman and Leilani
Ibayan-Shanaman
Portland, OR

Marcus E. and Cathryn Whitman
Mt. Hood Parkdale, OR
1978 911SC

Gary E. and Susie Groover
Tualatin, OR
2006 911 Carrera 4

William A. Thorp and
Katherine Smalley
Hillsboro, OR
1986 944 Turbo

Anniversaries

5 YEARS

Nguyen D. Nguyen
Ouynhdung Nguyen
Erik S. and Kim Norby
Lee Robertson
Virginia Robertson

10 YEARS

Max L. Goodrich
George J. Happ
Frank D. and Cortne Stricker

15 YEARS

Martin H. Keller and Mary
Christine Vujea-Kellers

35 YEARS

Nyla Whitehead
Ken Wilhelmi

NO SUBSTITUTE

(Continued from page 21)

(Sebring or Daytona, I don't remember which). Back in the late 50s you were lucky to get any coverage, maybe an hour at the most to see the finish. Before it came on the air, to really generate mood, old Bryce — who raced a C-Type Jag at local hillclimbs — would open up the door to the downstairs garage and fire up his old Jacobsen two-stroke lawnmower, burning a bit of "bean oil." As a 12-year-old, I didn't fully understand all the bother and ensuing laughter as the house filled with the smell of castor, but I do now.

Watching the cars come down off the Daytona banking into the bus stop chicane, I miss that *odeur du moteur*. Looking

up above the dining table, I wonder "Does someone make a hybrid two-stroke ceiling fan?"

Two weeks later, as I write this, I can remember the commentary on the cooling problems everyone had due to the mix of rain, sand and rubber clogging radiators. But curiously, I don't remember who won. It's the details — the facts, your senses, awareness — that make the difference between winning and losing just like the difference between being there or not. So, if you're reading this, be the winner. Put this down, tune out, log off and GET OUT THERE! As with Porsches, "there is no substitute" for real life. ■

PCA Membership

We know the joy a Porsche can bring and we've built a community around it. The Porsche Club of America offers camaraderie, organized events and technical assistance. And *Porsche Panorama*, the PCA's award-winning magazine, provides an inside view of the club, the car and the company.

Here in the PCA's Oregon Region, we relish the pleasure of good friends and good conversation. Locally, we conduct driver education and autocross events at Portland International Raceway, organize single and multi-day driving tours throughout the northwest, and host social events and technical sessions. Our monthly magazine, *Anzeiger*, provides an excellent view into local club activities.

In the Porsche Club of America, it's not just the cars, it's the people. If you're as passionate as we are, join PCA today at <http://www.pca.org/join/>.

Change of Address

Members, when your phone number, e-mail or street address changes, please keep us up to date by sending an e-mail or note to Chet and Lyn Martin, Oregon Region PCA Membership, 605 NE 115th Circle, Vancouver, WA 98685 or membership@oregonpca.org. Membership information is never shared outside the Porsche Club of America.

Region Dues Change

In 2008 we are shifting the renewal for Oregon Region dues to align with the member's national Porsche Club of America renewal date. Beginning in January, current members will receive a prorated invoice for ORPCA dues 30 days before their national PCA renewal date. This realignment of renewal dates has been in effect since June 2007 for members paying their ORPCA dues for the first time.

Chet and Lyn Martin, Oregon Region PCA Membership, (360) 635-5633 or membership@oregonpca.org.

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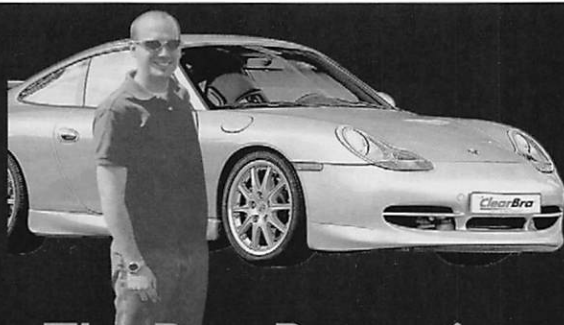
All advertising is to be provided in a digital format. Please contact Nancy Scott, engrafix@comcast.net, for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

Four Color

Outside back cover	\$3,150
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2/3 page	\$2,124
1/2 page	\$1,656

Black and White

Outside back cover	\$1,750
Inside front cover	\$1,650
Inside back cover	\$1,520
Inside full page	\$1,390
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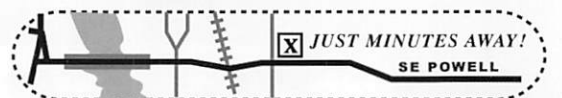
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1999 Carrera cabriolet. Guards Red, black leather, 6-sp, 59k miles, 18" turbo-twist wheels with colored crests. Hardtop included with rack & cover, wind deflector, Porsche car cover. Canvas top one year old. Immaculate car complete with all maintenance records cataloged from the day it was delivered brand new! \$36,500 James Hoff, (503)789-0427, james-hoff@comcast.net [4/08]



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Boxster and Cayman

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996 Porsche Turbo Twist chrome wheels with mounted Hoosier R-6 race tires. Front 225/40-18, rear 275/35-18. Tires nearly new, used at 1 DE in September, three heat cycles. Wheels are good, no center caps, from 2001 C4. \$1,350. Dick Thomas, (503) 310-3684, rthomas@dadco.com [3/08]

■ WANTED

1994 Speedster. Prefer low mileage, no paint work, no tips. 993 factory sport seats in excellent condition. Cash buyer. Dave McCart, (503) 723-6146, dave.mccart@alliedsystems.com [3/08]

Well cared for 1993 or 1994 RS America from a fellow PCA member. Ronald Janeczko, (860) 677-0787, ron-janeczko [3/08]

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.

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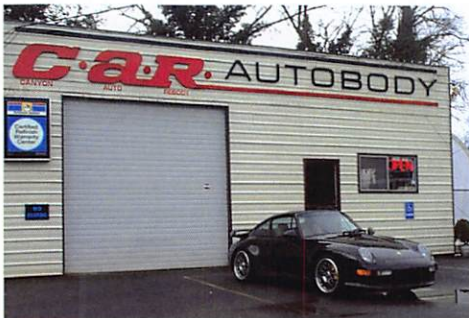
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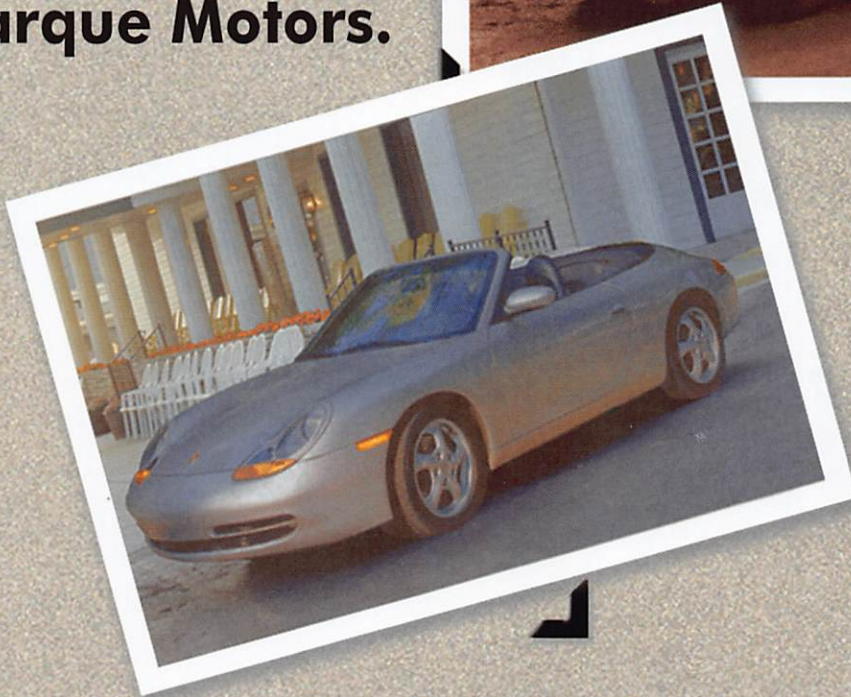
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