



# Anzeiger

December 2009





*Carrera*  
MOTORS

YOUR DESTINATION DEALERSHIP

AUDI • BMW • PORSCHE • VOLKSWAGEN



CLUB CARRERA

An International Haven  
for the Auto Sports Enthusiast

**Carrera Motors and Club Carrera,  
a place for cars, an oasis for car people.**

With expanded capacity for car storage and a vehicle marketing wing,  
Club Carrera offers even more options for those who have something unique  
or who wish to find the car of their dreams.

# Anzeiger

Volume 49 No. 12  
December 2009



## FEATURES

- 10 Of Pride and Passion
- 12 Autocross Championship Final Standings
- 13 PPIs: What You Should Know
- 14 Tire Rack Street Survival Class at PIR
- 14 Tire Rack Street Survival: A Teenager's View
- 16 Sierra Nevada Porsche Tour
- 19 RSVP ... Please!
- 20 High Performance Driving Experience with NASA at Sears Point (aka Infineon) Raceway
- 24 Repurposed Awards Win Adoration

## COLUMNS

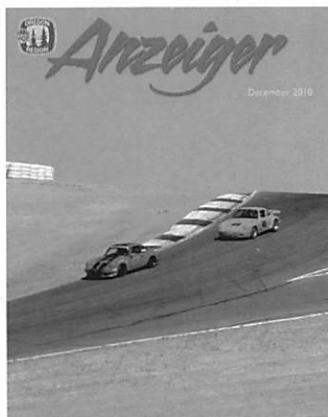
- 4 Editor's Note
- 5 From the President
- 7 Still Plays with Cars
- 9 Amateur Wrench

## DEPARTMENTS

- 6 Events Calendar
- 23 New Members/Anniversaries
- 27 Resource Directory
- 29 Marketplace

## COMING EVENTS

- 8 Holiday Food Box Party
- 12 January Social and Dinner



## ON THE COVER

Holiday colors at Thunderhill  
Photo by Jim Ayers

## 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 articles on page 6 and 24.

# Anzeiger

(an' zī ger), noun, German

1. One who points out, indicates, shows.
2. One who informs.

EDITOR-IN-CHIEF DESIGN  
Brett Laurila Nancy Scott  
503.720.4255 503.997.2230  
screaminyellowzork nanscottdesign@gmail.com  
@gmail.com

Editor: Mike Lee PRODUCTION  
Earl Green  
503.330.2227  
earl@millennium-  
graphics.com

Photo Editor: Bob Schatz  
bob@allusaarchitecture.com

## Board of Directors

PRESIDENT BOARD MEMBERS  
Kathleen Ellis AT LARGE  
503.720.0184 Sue Denfeld  
president@oregon 360.896.5885  
pca.org sue@eqwestllc.com

VICE PRESIDENT PCA ZONE 6  
Eric Freedle Dave Cooley  
503-384-0453 mtcarrera@rennlist.net  
vicepresident@oregonpca.org

TREASURER PAST PRESIDENT  
Marlene MacEwan Chuck West  
porsche82t@hotmail.com 503.720.2037

SECRETARY  
Jim North  
secretary@oregonpca.org

Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 5652, Portland, Oregon 97228-5652, is published eleven times a year. Non-member subscriptions are \$30.00 annually.

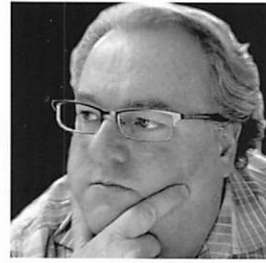
The ideas, opinions and suggestions expressed are those of the authors and no authentication is implied by the editors or publisher. Editorial contributions are welcomed. By the act of submission, the author expressly warrants that the submitted material is completely original, that all rights are completely available, and that the material in no way infringes on the rights of any other person. The editor reserves the right to edit all materials submitted for publication. The Porsche Club of America, Oregon Region, Inc., has not authenticated claims and guarantees as offered by advertisers in this magazine and cannot assume liability for any products or services advertised herein.

Postmaster:  
Send address changes to  
Oregon Region PCA Membership  
605 NE 115th Circle  
Vancouver, WA 98685

© 2009 Porsche Club of America, Oregon Region, Inc.  
All rights reserved.

All pieces reproduced in this issue are under prior copyright by the contributors. Nothing shown may be reproduced in any form without obtaining the permission of the copyright owner.

<http://oregonpca.org/>



## EDITOR'S NOTE

Brett Laurila

December is here and, unfortunately, signals the end of another year of tours, socials and dinners, autocrosses and High Performance Driving Experience days. To me 2009 was a year of hope, change and trepidation. The economy (or lack thereof) has been on most of our minds and each of us has been affected in one way or another. With the New Year quickly approaching, I thought it appropriate to pull out my crystal ball (actually a snow globe...) and peek at a small portion of our future.

Early in the year I had the fortunate experience of driving the new Oregon Raceway Park at the first ORPCA HPDE event held at the track. This is a wonderful new asset to the local community as well as the Motorsport village at large. I see the possibility of a few PCA HPDE events there in 2010. Further, I see PCA, NASA, SCCA and other racing events as well as driver education as the facility matures over the next few years.

Auto Express news is reporting that Porsche is developing a luxurious, front-engined grand tourer—a spiritual successor to the 928. With the 987 models (Boxster and Cayman), the 911, the Cayenne SUV and four-door Panamera, Porsche would appear to have most of the sports car market covered. Unfortunately, there is a market that Porsche has forgotten. I am still a fan of the original Porsche formula—small, light and agile—and there is hope that Porsche will introduce a smaller, mid engine sports car set below the boxster/cayman. Talk is that it will be a mid-engine layout based on the Audi R4 chassis with a direct injected flat four. Sounds more like a hot rod 914 than a 356. A 2012 model? The snow globe says, “VW’s influence (read: Piech) can already be felt!”

Lastly, the pictures of the new limited edition 911 sport classic show just how sexy a retro influenced 997 can get. The updated “fuchs” style wheels, a hint of a RS duck tail spoiler and the double bubble roofline create a sweet, ethereal taste of years gone by. Only 250 are to be built, all are spoken for and none coming to America. Crystal ball says we will see aftermarket parts available to convert the 996/997 by the end of 2010.

On a local note, with AX and HPDE day schedules being refined, new arrive and drive routes being planned as well as celebrating our clubs 50th anniversary, 2010 looks brighter despite the economic forecast. Here’s to a better and brighter 2010! ■

## Reflecting on the events of 2009

**D**ecember is a time for us all to reflect on the events of 2009, including fond memories and learning experiences. I will always be amazed at the collective creative genius in this club. Our volunteers continue to shine and produce great events. This was another year of firsts!

First, Don Clinkinbeard took his HPDE program out of town for the first time this year to Oregon Raceway Park. Just putting on an event of the HPDE magnitude takes a lot of time and coordination, complicated by the distance from Portland. This new track is spectacular, but complex. The supporting infrastructure is minimal as the track is in Grass Valley, a VERY small burg. Yet the HPDE team overcame all obstacles and put on class events on two different weekends. This required tremendous work and dedication. In addition the HPDE Team successfully ran several events at PIR including the Spring Break Out, also new. Another first! Kudos to Don and his Team for providing us with

for providing our members with this opportunity.

New this year as well was the Drive & Hike, planned and executed by Doug Twitchell. This will be a return event. The Tourmeisters for the Arrive and Drives keep getting more innovative in their routes and proficient in their execution of the events. Our day tours such as the extended Arrive and Drive Scott and Cherene Mills piloted, the Covered Bridges Tour and the return of the Burrito Run with a few more twists and turns were all well attended and added new flavor to the potpourri of events. Well done Tourmeisters!

Our three overnight events, Cabin Fever, Northwest Passage and the Escape Tour brought together friends, old and new. I look forward to the respective committees continued creativity in producing driving events that offer new roads to explore, great northwest scenery to appreciate and a chance to enjoy both the cars and the people. Thank you!

The monthly Dinner meeting and Socials planned by Laura Larson were



well attended and continue to be a favorite. Thanks Laura!

I especially enjoyed the Volunteer Recognition Party as I had an opportunity to thank some of these super people that make our events happen. Thank these people when you have the opportunity. Their efforts are what make this the great club that it is. Please consider joining this group of folks and volunteer to help in some way.

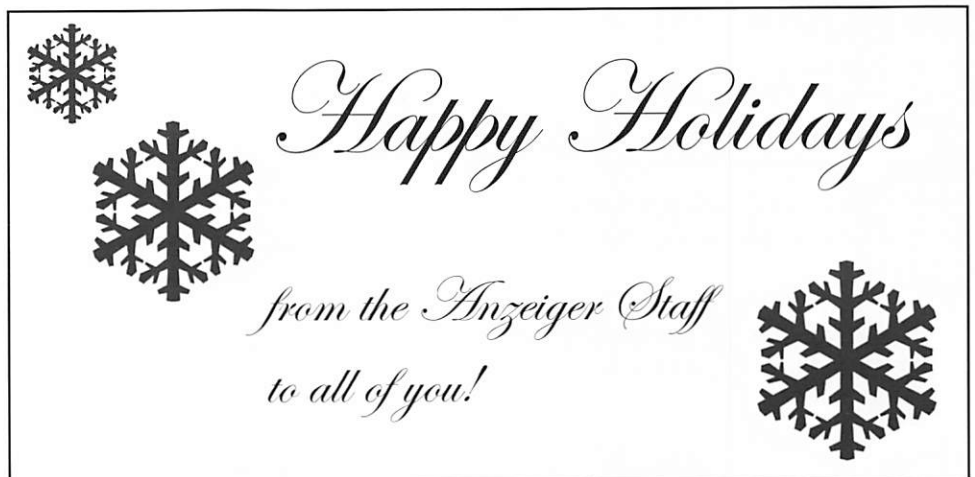
I would also like to thank the 2009 Board of Directors for all the time and effort they have expended to manage club business and support the Event Chairs in their efforts.

I hope to see you all at the Holiday Party. Have a fun and safe Holiday Season! ■

I LOOK FORWARD TO THE RESPECTIVE COMMITTEES CONTINUED CREATIVITY IN PRODUCING DRIVING EVENTS THAT OFFER NEW ROADS TO EXPLORE, GREAT NORTHWEST SCENERY TO APPRECIATE AND A CHANCE TO ENJOY BOTH THE CARS AND THE PEOPLE. THANK YOU!

these opportunities to experience our cars and enjoy our fellow members!

Autocross also went on the road this year. Gary Chapman and his Team joined efforts with PNWR and set up a two day autocross event, plus a one day Evo driving school at Packwood, Washington. This gave the Autocrossers a new, bigger arena to test their knowledge, skills and abilities. This did require a lot of time and coordination on the part of the Autocross Team. Thank you



# Oregon Region Events



## *December, 2009*

- 6 Holiday Party
- 8 Board Meeting
- 20 Deadline for Jan-Feb *Anzeiger*

## *January, 2010*

- 12 Board Meeting
- 20 Monthly Club Dinner and Social
- 20 Deadline for March *Anzeiger*

## *February, 2010*

- 9 Board Meeting
- 17 Monthly Club Dinner and Social
- 20 Deadline for April *Anzeiger*

### **Event Notification**

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

### **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](mailto:editor@oregonpca.org).

### **Board Meetings**

All members are encouraged to attend Oregon Region PCA board meetings. For the exact meeting time and location, please send an e-mail to [secretary@oregonpca.org](mailto:secretary@oregonpca.org).

### **Contributions Welcome**

With the exception of December, the deadline for *Anzeiger* contributions is the 20th of each month. Please send contributions by e-mail to [editor@oregonpca.org](mailto:editor@oregonpca.org). Attach text contributions as a Word file and pictures in JPEG or TIFF format at the highest possible resolution.

## 2010 Board of Directors

The ORPCA Nominating Committee is please to announce the 2010 Board of Directors.

<i>President</i>	Kathleen Ellis
<i>Vice President</i>	James North
<i>Treasurer</i>	Marlene MacEwan
<i>Secretary</i>	Eric Freedle
<i>Board Member at Large</i>	Susan Groover
<i>Board Member at Large</i>	Andrew Jacobson

Since the nominating committee did not receive any nominations from the membership, per the club bylaws the committee appoints the nominated slate of officers.

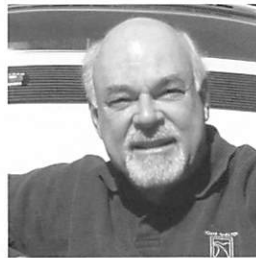
The Nominating Committee is composed of past presidents John Draneas, Don Clinkinbeard, Jeff Gretz and Chuck West.

Please take a look at the [orpca.org](http://orpca.org) web site for detailed information on upcoming events.

### **EVENT CHAIRPEOPLE:**

Please get your event ads to [editor@orpca.org](mailto:editor@orpca.org) at least two months prior to the event date.

**STILL  
PLAYS  
WITH CARS**  
Peter Linsky



## Keeping up with Panamera Developments

**M**ore on the new Panamera and its target market. The first cars have recently arrived in dealer showrooms, and thus far, it appears that most of the pre-orders have held up. The real question is whether Porsche will be able to meet its goal of selling 25 thousand units world-wide the first year. Market analysts are watching the über-luxury sedan market quite closely. In late September, NBC News noted that sales of the latest 7-series BMW sedans have fallen far short of expectations. In fact, BMW sales in the US are down 25% this year. Business executives who might have been thought as natural buyers or lessees of the big Beemer are quoted as saying "It doesn't look good to be driving a brand-new big BMW



THE FIRST CARS HAVE RECENTLY ARRIVED IN DEALER SHOWROOMS, AND THUS FAR, IT APPEARS THAT MOST OF THE PRE-ORDERS HAVE HELD UP. THE REAL QUESTION IS WHETHER PORSCHE WILL BE ABLE TO MEET ITS GOAL OF SELLING 25 THOUSAND UNITS WORLD-WIDE THE FIRST YEAR.

when I've just had to lay off hundreds of workers." Mercedes Benz has been slashing prices in an attempt to attract new buyers. NBC also notes that a considerable number of gee-whiz features once found exclusively in top-end automobiles are showing up with growing frequency in much less expensive cars such as the Hyundai. We'll keep on eye on developments.

**L**ike it or hate it, the government's "Cash for Clunkers" program moved out a lot of new cars, and took a lot of older, thirsty automobiles off the road. My friend Roger Elingson in Pacific Northwest Region recently shared some interesting data with me listing by make

and model all the various cars and trucks that were turned in under the program. You can check it out at: <http://www.cars.gov/files/official-information/trade-in-vehicles.pdf/> The intriguing part of the report is that only 13 Porsches were traded in, and none of them were 911s. My old 911 isn't particularly a fuel-sipper in town, but gets very good mileage on the highway, even at extra-legal speeds, just as God and Ferry intended. Even if it didn't, I can't imagine allowing someone to pour an abrasive chemical into the engine and then crushing the tub.

**F**rom the Porsche Mythology department: An article written by Karl Ludvigsen for Britain's 911 and Porsche World and reprinted in the

September/October issue of the *356 Registry* magazine casts new light on a long-accepted comment attributed to the late Dr. Ferdinand Porsche. Herr Porsche is popularly quoted as having said of the first 356 prototype, "In the beginning, I looked around and could not find quite the car I dreamed of, so I decided to build it myself." Accepted as Gospel to these many decades, that quote is even reproduced at the new Porsche Museum in Zuffenhausen. Problem is, says Ludvigsen, that Dr. Porsche never said those words. Referring to his own personal interviews with Dr. Porsche in the mid 1970s, the estimable auto historian writes that the "quote" suggests an egotistical outlook that was quite foreign to the man, "of which not a scintilla rings true."

**D**oes your Porsche have a collapsible spare tire? When's the last time you tested the electric inflator pump to make sure it works?

Until next month, drive safely! ■

# Holiday Food Box Party

Monday, December 14, 6:00 to 9:00 p.m.  
and Wednesday, December 16, 6:00 to 9:00 p.m.  
Box Delivery: Saturday December 19, 8:00 a.m.

## Portland Police Bureau, Sunshine Division

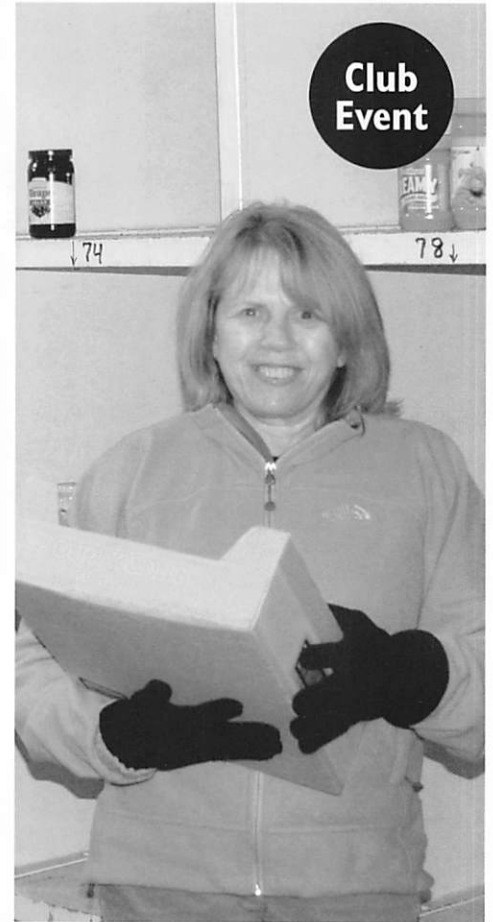
687 N. Thompson  
Portland, OR 97227

**G**et together with fellow club members, and others, to assist the Sunshine Division in packing 5,000 food boxes for the needy. Box packing will take place on two nights; twenty volunteers are needed each night. Be a part of making some one else's holiday season a bit brighter, it's easier to smile with a full tummy. Go an extra step and bring one or two stuffed toys for distribution to children, it could be the only gift they receive.

PORTLAND POLICE BUREAU  
**SUNSHINE**  
**DIVISION**  
HELPING FAMILIES SINCE 1923

At the end of the evening the Porsche packers will adjourn to the Widmer Brothers Brewing Company, 929 N. Russell, Portland, OR 97227.

Contact: Jim Ayers, 503.453.6939,  
jimnkater@comcast.net



## AMATEUR WRENCH Don Clinkinbeard



# Looking Ahead to a Great Track Year

**S**o the 2010 track season is shaping up nicely. I have requested a DE per month starting in March and running through October for 2010. Tentatively we are planning four days of events at ORP. A two day lapping day in May, as we learn to run this track counter clockwise, followed by two one day HPDE days on Saturdays in July and September. Overall we intend to run a mix of five Lapping Days and five HPDE's this year as the lapping day format has been a hit with the participants this year.

**D**ebbie and I ran both the late tours this year. The Covered Bridges tour that Kathleen and Bob Ellis put together was very well done. We had a lot of fun with a most excellent route even with the rain. The Oregon Garden resort is a very

A BEER AND A BURRITO GO WELL AT THE END OF THIS TOUR.  
KUDOS TO MARLENE AND KATHLEEN FOR SOME GREAT WEEKEND ENTERTAINMENT.

nice facility too. While the Covered Bridges were very nice the roads to get to them were even better. We ended up with a great group of folks to hang with too. A big Shout Out to Bob and Kathleen for chairing this excellent event.

**T**his weekend we ran the Burrito run. Marlene MacEwan and Kathleen did a great job of pulling together a route for this tour that was really fun. Around 35 intrepid drivers and their navigators attacked this route and had a blast. They even found a few roads that I had not been on before in western Washington County. And of course the food at Left Coast Siesta in Manzanita was very good. A beer and a burrito go well at the end of



this tour. Kudos to Marlene and Kathleen for some great weekend entertainment. Unfortunately its time to put the 911 away for the winter...

**O**ur team for the chump car race is coming together nicely. Our crap can

car is looking really bad (that is good for the chump car races) and will make its debut at the October 25th track day for a shake down run. We are still trying to come up with creative idea for a team theme as of this writing with just two weeks left to go till the race. A few members of the club have stepped up and donated school supplies for the Community Transition School, the designated charity from the proceeds from this race, and I appreciate their community spirit.

WITH THE ENGINE INSTALLED IT BECOMES NEARLY IMPOSSIBLE TO PUSH IT UPHILL ON THE DRIVEWAY. NOW I CAN DO IT SOLO. I SUSPECT THIS CAPABILITY WILL COME IN HANDY WHEN I GET THE 944 TURBO BACK OUT ON THE TRACK.

**N**o real progress on the 914 this month. Too much stuff happening for us. I did manage to get it up on the lift so I can work the exhaust and heat exchangers and cooling system sheet metal. I had to add a winch to the lift to pull the non-operational car up on it. Before the winch I had to enlist my sons help to push the car onto the lift and it was a very big effort to push the roller up hill. With the engine installed it becomes nearly impossible to push it uphill on the driveway. Now I can do it solo. I suspect this capability will come in handy when I get the 944 Turbo back out on the track.

**H**opefully I will be back to writing about wrenching on the turbo soon which was the original inspiration for this column ...

All for now,  
-drc- ■

# Of Pride and Passion

by Randy Stolz

It's 1957. I was 13 and in love with Sophia Loren (still am). She stars with Frank Sinatra, who plays a Spanish freedom fighter commanding hundreds; and Cary Grant, a British officer who's common enemy is the French and Napoleon in a screen adaptation of C.S. Forester's, "The Gun." The film depicts the trials and tribulations of moving enormous cannon across Spain to defeat the French at the walled city of Avila.

1957 is also a time when another Frenchman is winning races in Maseratis and soon Porsches. After re-discovering this enigmatic driver of the Porsche RSK some 50 years later, I began to understand one of my boyhood racing heroes, Jean Behra.

Born in Nice on February 16th, 1921, Jean Marie Behra took his first job in a bicycle shop giving him support for bicycle racing. At 17, he jumped to motorcycle racing but its 1938 and Hitler's ambition soon puts his racing career on hold. After the war, between 1948 and 1951, Jean captures three French motorcycling titles while riding for the Italian Moto Guzzi team. He won his first F1 race on October 9th, 1949 in a Talbot at Monthl ry.

Attracting the attention of Amedee Gordini, a builder of French racers using Simca engines and components, he was

PERHAPS IT WAS BECAUSE IN 1952, JEAN WON THE HEARTS OF FRENCH FANS WITH A GIANT-KILLING PERFORMANCE DEFEATING THE ODDS-ON FAVORITE FERRARIS OF ASCARI AND FARINA AT THE REIMS GRAND PRIX.

signed to drive in '51 on the Grand Prix team opposite fellow Frenchman Maurice Trintignant, four years his senior. Regarding the young 'Jeannot' as an upstart, their relationship was far from amicable. Perhaps it was because in 1952, Jean won the hearts of French fans with a giant-killing performance defeating the odds-on favorite Ferraris of Ascari and Farina at the Reims Grand Prix.

During the same year, he won the 330+ mile first stage of the Carrera Panamerica,



A great driver in a great car – Jean Behra in the RSK, Targa Florio, 1958. Photo by Jesse Alexander in "Porsche Moments"

still in a Gordini, six minutes ahead of Bracco's Ferrari. Running the fragile car over questionable surfaces, on the second stage, he becomes the victim of a careless spectator who hangs his jacket on a road sign announcing a hairpin turn. Launched into a ravine, the car is destroyed; and

Jean, with a broken nose and compacted vertebrae, was lucky to be alive.

1953 and 54 was not a great time for Gordini. Regardless of Amedee's moniker "Le Sourcier," "The Wizard" couldn't go much further with his cars. The T16, always unreliable, and becoming outdated looked to be doomed as continual financial woes and time pressed on. Despite this, Jean's win at the Pau GP against Trintignant's Ferrari and a terrific drive against the W196s in Berlin at Avus

caught the eye of Alfred Neubauer, then head of the Mercedes team. Too late, my hero had already signed with Maserati for 1955.

In his first year with Maserati he had better success in sport car races than in GP races though he garnered six points in the World Driver's Championship as opposed to 1 point in the prior year with Gordini. His sports car wins at Bari and Monza in Italy, Nurbergring, and Oporto (Portugal) increased his stature. Unfortunately, in the Dundrod Tourist Trophy, a crash resulted in his right ear being sliced off by the lens of his spare goggles and was subsequently replaced with a prosthetic.

For the next three years Jean would turn in some great drives as he battled Moss and Fangio on the Mercedes team which completely dominated in 1955. Then again, he would do battle with them, in succession as they came and went as teammates at Maserati. He never won a points-paying GP but placed 2nd in Argentina, and 3rd at Monaco, France, Great Britain and Germany in 1956. With 22 points, it was his best GP year. During his tenure with Maserati he moved to Modena, Italy.

Life was good, until, after a disastrous race in Caracas where all of the Maserati entries were crashed or caught fire. Forced into receivership, the factory closed its racing department at the end of 1957.

Meanwhile, Porsche was preparing a new car to succeed the 550A. Designated the Type 718 RSK, for its "K" shaped front frame, it failed to impress at the Nurburgring and LeMans in '57 but with many suspension and engine improvements it became the class of the small bore field in 1958. In that year, Jean took the

Over the winter of '58-'59, undoubtedly driven by an unsatisfactory season in GP, Jean commissioned Valerio Colloti, the chassis and transmission designer at Maserati, to construct a Formula 2 car using components of the RSK.

Leaving BRM, in 1959 Jean signed with Ferrari who had been looking for talent after the death of Luigi Musso and Peter Collins in '58. Along with Phil Hill and Cliff Allison it seemed Jean would be the lead driver on the team until, suddenly, Enzo hired Tony Brooks.

was now running and Jean, with prior contractual commitments restraining him from running the car more often now had a chance to enter the German GP at Avus near Berlin.

Avus was nothing more than a prototype section of autobahn connected by a flat corner on the south and an incredibly dangerous 43 degree banked curve of bricks on the north.

Jean never made it to the GP on Sunday. The previous day, August 1st, he entered a supporting race for sports cars. While battling the Porsche factory cars in his privately entered RSK, he lost traction on the rain-soaked north curve hitting the remains of WWII, concrete gun mount that launched him out of the car into a flagpole. He died instantly.

Much has been written about Jean's career and death but what of the man? Many openly disliked Behra, but to quote Dennis Jenkinson, "...These people would have liked to have admired such courage, but for some reason could not, so their feelings turned to obvious dislike in pure contradiction for what they really felt...."

He was passionate to be sure about racing, perhaps to his detriment. His favor with his countrymen during a time when nationalism was still high perhaps placed

AS ENZO FERRARI REFUSED TO NAME A LEAD DRIVER, THERE WAS DISCORD ON THE TEAM. RESOURCES WERE STRAINED BETWEEN WANTING TO GIVE JEAN ATTENTION ... AND TONY, WHO WAS THE FASTEST DRIVER.

car to an impressive 2nd place in the Targa Florio against the more powerful Musso/Gendebien Ferrari. At LeMans, teamed with Hans Hermann, he won the 2 liter class and finished an incredible 3rd overall behind a Ferrari and Aston Martin with engines nearly twice as big.

While racing Porsches in 1958, Jean also drove for the BRM (British Racing Motor) team. The front-engine BRM P25 was unloved by many and struggling to find performance and reliability. At the Easter Monday race at Goodwood, Jean had brake failure at 70+ mph and hit a brick wall and was severely shaken. Some say he lost his mettle after that yet his subsequent 2nd place in the Targa challenges that notion. Especially, with Porsche wins at the Nurburgring, Avus, and Reims. With other BRM mishaps at Aintree, Silverstone and Spa clearly Jean never came to grips with that car.

Among the upgrades to the RSK was the relocation of the steering box to the center. This meant that the car could be configured as a Formula 2 car with a central cockpit albeit with a full body. Indeed, with the proposal of a 1.5 liter Formula 1 due in 1961 Porsche began development of an open wheel car along those lines with the Type 718/2 but not before Jean saw the opportunity and began his own design.

As Enzo Ferrari refused to name a lead driver, there was discord on the team. Resources were strained between wanting to give Jean attention as he was first to join and lived in Modena, and Tony who was the fastest driver.

Once more, the situation was not good for Behra. While Jean won the Aintree 200 and took 2nd at Syracuse, both were non-championship events. He retired at Monaco, took a 5th at the Dutch GP

HE WAS PASSIONATE TO BE SURE ABOUT RACING, PERHAPS TO HIS DETRIMENT. HIS FAVOR WITH HIS COUNTRYMEN DURING A TIME WHEN NATIONALISM WAS STILL HIGH PERHAPS PLACED HIS PRIDE A BIT HIGHER THAN IT SHOULD HAVE BEEN.

where Jo Bonnier won in a BRM. It all came to a head at the French GP where, after retiring with a piston failure, he got into a heated argument with Tavoni, the team manager and punched him. Back at the factory, there were more words, and Jean was shown the door.

No matter. Apparently BRM wanted him back and there was his Formula 2 car to develop. Though it never qualified at Monaco, Hans Herman put it on the front row at Reims and until Moss pressured him into a late braking error, led the race and finished 2nd. The Behra-Porsche

his pride a bit higher than it should have been. It's told he used to play practical jokes with his prosthetic ear. When asked about his unlucky career he denied it saying he had only to open his passport to see all the great places he'd been. His famous checkered helmet became the logo for Competition Press, later Autoweek.

It's ironic that for all the trouble he encountered with other teams, he found a wonderful relationship with Porsche and yet should die in one pushing it to the limit through pride and passion. ■

# January Social and Dinner

Wednesday, January 20, 6:00 pm

## THE OLD SPAGHETTI FACTORY

0715 S.W. Bancroft St.

Portland, OR 97239

503.222.5375

**C**ome in out of the winter rain and join us for our fabulous annual pasta feast at the Old Spaghetti Factory! As in years past, we will be offering a choice of three entrees: spaghetti with meat sauce and Mizithra cheese, fettuccine Alfredo, and a platter with spaghetti, Italian sausage and meatballs. Please confirm your entrée selection when you RSVP. Dinner will include a salad with creamy pesto dressing, sour-dough bread and butter, and spumoni ice cream-drinks are not included. Dinner prices range from \$11 to \$15, which reflects an 18% gratuity.

DEADLINE: January 17, 2010  
 REGISTER VIA: RSVP via e-mail to:  
 CLUB CONTACT: Laura Larson  
 laura@larsonlawoffices.com



## ORPCA Autocross 2009 Championship Final Standings

'MO1'				'P03'			
1	41	Britain Smith	1974 Porsche 914-6	1	61	Eric Freedle	1986 Porsche 911
2	99	Gary Chapman	1970 Porsche 914-6	2	84	Alan Wizeman	1984 Porsche 911
3	2	Bill Thorp	1986 Porsche 944T	3	62	Scott Mills	1982 Porsche 911 SC
4	12	Kathy Smalley	1986 Porsche 944T	4	6	Harry Danberg	1973 Porsche 911T
5	4X	JP Stein	1974 Porsche 914-6	'P05'			
6	44	Dick Thomas	1970 Porsche 911T	1	11	Jeff Gretz	2001 Porsche Boxster S
'S01'				2	8	Bob Schatz	2001 Porsche Boxster S
1	117	Gordon Empey	2006 Porsche Cayman S	3	18	Jeannie Gretz	2001 Porsche Boxster S
2	43	Chuck Jarvie	2004 Porsche Boxster S	'I01'			
3	32	Bob Ellis	2002 Porsche Boxster S	1	37	Jim Ayers	1976 Porsche 911S
4	33	Kathy Ellis	2002 Porsche Boxster S	2	52	Richard Averitt	1984 Carrera Coupe
'S02'							
1	58	Donald Peterson	2006 Porsche C4S Cab				

# PPI's: What You Should Know

by Peter Linsky

For those in the market for a used Porsche, one prerequisite is usually obtaining a “PPI”, or “pre-purchase inspection.” It’s even more important if the vehicle carries a large price tag. An interesting question surfaced recently in that department: What sort of information should you expect when paying a dealer or independent shop several hundred dollars—at minimum—for a PPI? This question came to light last October, when the highly-respected Ferrari expert Michael Sheehan wrote an article that was reprinted in *Sports Car Market* magazine. The story involves a 35-year-old 365 GTC4, worth perhaps \$100,000 if fully restored.

The story is too involved to repeat in its entirety here (you can read the details at [news@ferraris-online.com](mailto:news@ferraris-online.com)), but suffice it to say the engine block casting had been damaged at some point very early in its life—probably by a thrown rod—but the engine had been properly repaired to the extent that it had been subsequently driven and enjoyed by several owners over a period of many years and tens of thou-

MAKE SURE THE INSPECTION REVEALS NOT ONLY ANY AND ALL COSMETIC REPAIRS, BUT IF THERE ARE INDICATIONS OF MAJOR MECHANICAL REPAIRS NOT MENTIONED IN THE SERVICE INVOICES THAT YOU SHOULD OBTAIN FROM THE SELLER.

sands of miles. Still, the block had a small welded patch. This became relevant when one of the previous owners—a former Sheehan client—wanted to repurchase the car, and another PPI was arranged. That inspection made no mention of the block repair, so the car was purchased for \$65,000, and a major restoration—not including the engine—ensued.

Sometime later, the engine came out for a rebuild, and the repair was noted. The old/new owner was upset, saying he never would have repurchased the car if he’d known it had suffered engine damage, although he and other owners had unknowingly driven the repaired car without incident. An independent consultant



said the car’s value had been “diminished” by some two-thirds, which Sheehan says is ridiculous. The owner hired a lawyer, and you can figure out the rest. Their lawsuit

claimed “losses” of more than \$180,000. Sheehan offered to help mediate.

After discussing the issue with other shops and attorneys, he came to the conclusion that the intent of asking such a large amount of damages was to determine if someone with deep pockets—i.e. an insurance company—would choose to settle for some amount rather than engage in long and costly litigation. Sheehan bluntly calls it attempted “extortion.”

Although this case hasn’t been settled yet, Sheehan says one direct consequence is that authorized Ferrari dealers will no longer perform pre-purchase inspections, fearful of potential liability if they miss something. So here’s something to think

about: If you find a nice Porsche that you’d like to buy, and take it to a dealer or independent shop for a PPI, ask for specific information about what’s observed both statically and dynamically. While late-model street cars should have both a CarFax and a computerized record of mechanical repairs on file with Porsche, older cars won’t—so make sure the inspection reveals not only any and all cosmetic repairs, but if there are indications of major mechanical repairs not mentioned in the service invoices that you should obtain from the seller. Thorough inspections take time; the more comprehensive, the more time involved, and the higher the bill. If it’s an old race car, of course, all bets are off. ■

# Tire Rack Street Survival Class at PIR

by Harry Danberg / Photos by Bob Schatz

**T**he teen driver slams on her brakes. Tires squeal, an orange cone gets knocked to oblivion. The driver swerves hard and another orange cone apparently gets digested, disappearing under the car, before the driver comes to a stop. Others nervously enter the skid pad but exit with a smile knowing that they know something about skid control. For each step, the driver gets constructive feedback from an instructor. At the end of the day, they are all smiling.

The Tire Rack Street Survival Class was held at PIR on October 10. 37 students arrived early Saturday morning. I suspect most asked their parents the same question I heard from my daughter Nicole, "Why do I have to get up soooooo early on Saturday morning to go to a driving school?" Like most parents, I assured my

daughter that it would be fun and she might just learn a thing or two.

Upon their arrival, each instructor greeted their student and inspected their car to ensure it's safety and to show each of them how they can do this themselves. At a

THE DRIVER SWERVES AND ANOTHER CONE APPARENTLY GETS DIGESTED, DISAPPEARING UNDER THE CAR, BEFORE THE DRIVER COMES TO A STOP. OTHERS NERVOUSLY ENTER THE SKID PAD BUT EXIT KNOWING THEY KNOW SOMETHING ABOUT SKID CONTROL.

group meeting, the students we asked why they came, almost all of them indicated that their parents signed them up. They were assured that by the end of the day, they would be glad they came.

One group attended a lively classroom presentation, while the other group was

out in their vehicles practicing defensive driving skills. Then they switched. Every student had a ride-along instructor for every exercise. All day this went on. The 28 volunteer instructors, staff, and half a dozen parent volunteer "cone chasers,"

enjoyed a beautiful sunny day while they practiced a series of defensive driving maneuvers we parents hoped they would never really need to use.

What skills are taught in a Street Survival class? *(Continued on page 23)*

---

## Tire Rack Street Survival A Teenager's View

by Nicole Danberg

**M**onths and months ago my dad came up to me one day and announced that he had successfully signed me up for the Tire Rack Street Survival Class. Great ... Another early Saturday morning, another driving school. What more could a kid ask for? I com-

plained and whined a little over the past few months. But my dad kept reassuring me that this was no ordinary driving school. He kept saying "You should be excited, you'll have a grown up in your car not telling you to slow down like I do, but indeed to go faster." Still as the day got

closer and closer, I was nevertheless dreading it. The day all started with an early wake up of about 6:30. Perfect. My Saturday morning was ruined by my alarm waking me at the early hour reminding me of what I was forced to do all day ... Go to

WHEN I VOLUNTEER I GET TO CHOOSE WHAT I WANT TO DO, AND FOR THE MOST PART, WHEN I WANT TO DO IT. THE DEADLINES ARE THERE JUST TO MAKE SURE I GET MY JOB DONE, AND WHEN IT IS I ALWAYS LOOK BACK AT MY VOLUNTEER WORK AND FEEL PROUD.

er last night?" Not too much later the other kids started to arrive and later I found out that 99.9% of them were not there on their own free will. They were forced to do this just as my dad had forced me.


My car was checked. I met my instructor, Andy. He was nice. And then it was time to get to work. I was put into group "A" which was the first driving group. We pulled out of our parking spots and headed toward a sea of orange cones. The first drill was threshold breaking. Andy, my instructor, asked me if I had ABS breaks and I distinctly remembered my dad telling me that we did. We pulled up to that starting line and off I went, accelerating to a speed of about 50 mph. "Brake!" Andy said as I slammed on my breaks, then finding out that my dad had

*(Continued on page 23)*



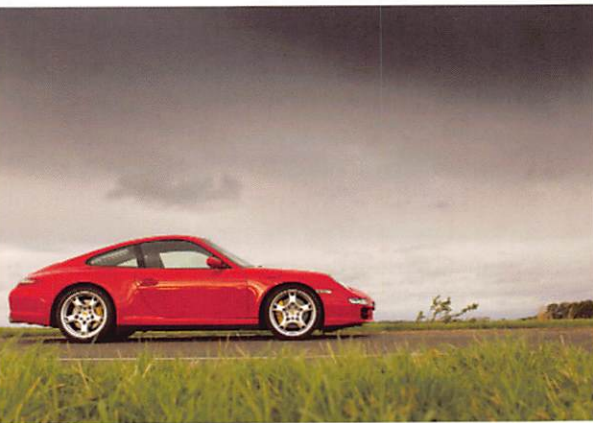
Left: Teens and Instructors prepare for track duty. Left below and bottom: Two Subarus enjoy the course. Below: Jlm Ayers queues up with his student driver.





**STUTTGART**  
autotech

Porsche • Audi • BMW • VW • Mini



Courtesy Honesty Quality

**503.635.3098**  
**stuttgartautotech.com**



# Sierra Nevada Porsche Tour

by Paul Kennington / Photos by Tim Merrihew

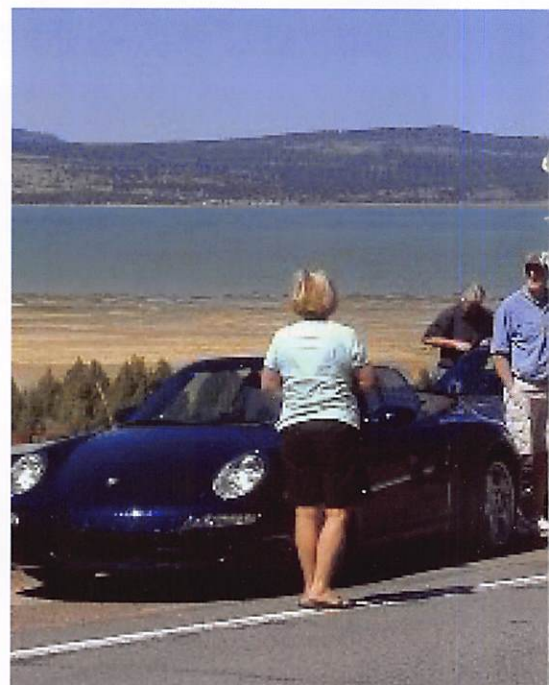
**T**he familiar shape of a 911 loomed up in the rear view mirror. Its occupants gave a friendly wave as the 911 sped by, then another three 911s, a Boxster and a BMW Z3M coupe whizzed passed us. We were off- on the first leg of an adventure that would take us on some of the best driving roads California & Nevada have to offer.

Let me back up. During one of the 'Arrive & Drive' events this year, I heard that fellow PCA member Tim Merrihew was putting together a trip through the Sierra Nevadas, touring several mountain passes, Lake Tahoe and Yosemite National Park. Needless to say, the lure of seeing fantastic scenery with fellow Porsche enthusiasts was enough, I was sold! We met the rest of the group at a planning meeting at Grand Prix Imports before the

trip, and went over the route- it all sounded fantastic.

My wife Kathryn and I live in Eastern Oregon. Driving to Portland to start the tour would mean a lot of extra freeway miles, so we arranged to join the convoy in Klamath Falls, after spending the night at the historic Crater Lake Lodge.

Anyhow, back to our meeting point. We all headed south on HWY139, which runs from Klamath Falls, OR to Susanville, CA. At a little campground near the California border, stopped for a break. Our 1996 993 looked quite dated next to the two 996s, two 997's, and the Boxster, and the Z3M coupe gave me a chance to check out a car I had always liked the looks of but never seen up close. *(Continued on page 19)*





**AUDI**  
**PORSCHE**  
**MERCEDES**  
**VOLKSWAGEN**

MORE THAN YOUR TYPICAL  
 GERMAN AUTO REPAIR SHOP  
 WE INVITE YOU TO SEE WHY

Matrix Integrated | info@matrixintegrated.cc  
 4000 SW Macadam Ave | 503.443.1141 Phone  
 Portland, OR 97239 | 503.443.1142 Fax  
 www.matrixintegrated.cc | 888.249.0013

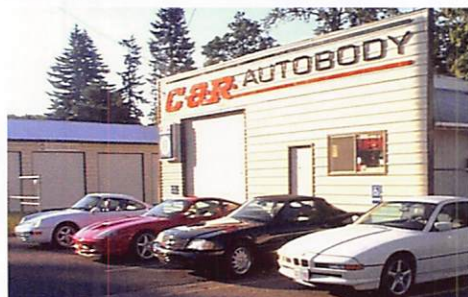
MAINTENANCE | REPAIR | PERFORMANCE



**MATRIX**  
**INTEGRATED**

TUNED TO THE GERMAN AUTOMOTIVE SOUL

Serving the Pacific Northwest since 1989



**CAR** AUTOBODY  
 CanyonAutoRebody.com

**“Concours or racecourse, of course!”**

High-End European Collision Repairs  
 Vintage Racecar Restoration  
 Suspension Geometry Upgrades

**Factory Certified Collision Equipment**

“Celette” Dedicated Fixture straightening system. We have factory exact fixtures for most Porsche, Ferrari, BMW & Mercedes models new & old. Few Oregon shops have a Celette or Carbench. Ours have been in use since 1997, most of the others are new. Experience? You do the math.

**Factory Certified Paint**

“Glasurit” Refinishing System. The exclusive only paint specified by Porsche, it’s the paint that is on new Porsches and has been for years. Why accept anything else?

**Factory Certified Wheel Alignment**

“Beissbarth” Germany’s finest alignment equipment. To get that Factory Exact alignment, or to align highly modified suspension we trust Beissbarth’s accuracy.



21916 Ferry Rd. S., PO Box 307, Mehama, OR 97384

1.877.489.2520

# SIERRA NEVADA

*(Continued from page 16)*

We were soon on the road again—the forests of Northern California flashing by as we sped south. Our next stop was at Eagle Lake, where we stopped to take a few photos before continuing on.

We arrived in Reno, NV tired but happy—and checked in at the Atlantis Casino. We upgraded from motor lodge to tower rooms, (well worth the extra

THE ROAD WAS VERY CHALLENGING—WE PASSED A COUPLE OF GROUPS OF HARLEY RIDERS—APPARENTLY THEY HAD BITTEN OFF MORE THAN THEY COULD CHEW, AND WERE TRYING TO FIGURE OUT WHICH WAS EASIER- CARRY ON OR TURN BACK.

\$20!) and after dinner, settled in for the night, looking forward to some driving roads the next day.

The next morning saw some fairly heavy traffic, and progress was slow—that is, until we turned off US395/Hwy44 onto CA89, just past Topaz Lake, on the east side of the Sierras. CA89 turned out to be one of the best driving roads I have ever experienced—with over 70 miles of steep, blind apexes, hairpin turns, and several peaks, with elevations ranging between 5,000 and 10,000 feet, ending up at Angels Camp. The road tested both my ability to drive and the 993s ability to hold the road—it was hard work but very rewarding. We stopped a couple of times for photo opportunities, helped along with a healthy dose of California sunshine, then continued over both 8314' Monitor and 8730' Ebbett's passes, driving through both Stanislaus and Humboldt-Toiyabe National Forests. The sound of our flat six echoing off the granite outcrops, and majestic pines was music to my ears, and we met very few other vehicles. After lunch at a small brew pub in Murphy's, we returned to Reno via Lake Tahoe.

The next morning, we headed towards Yosemite. The twisting route took us through hills and valleys covered with grape vines and oak trees. After a sign which read "No motor homes or trailers. Road narrows," we began our climb over 9624' Sonora Pass. The road was very challenging—we passed a couple of groups of Harley riders—apparently they had bitten off more than they could chew, and

were trying to figure out which was easier—carry on or turn back. After our descent from the pass, we stopped in Jamestown for lunch. After visiting with the owner of a gorgeous '89 slant nose 911 coupe, we ate at the historic National Hotel, beneath 100-year old grape vines, in the town that was in the center of the first California gold rush. We then hit the road again—and entered Yosemite National Park. I

had no idea it would be so spectacular! Our first stop in the park was at an overlook on Hwy. 120. The scenery was breathtaking, and the roads were suitably twisty, except the speed limit was not set with Porsches in mind!

After spending some time in the Park, we headed south to our next overnight stop. From the website, it looked like the perfect place to stay—with well-appointed rooms, a modern spa, and a scenic swim-

BY CHANCE, WE DISCOVERED ANOTHER FANTASTIC DRIVING ROAD, CA-128 BETWEEN CLOVERDALE AND MENDOCINO. NOT ONLY IS IT A GREAT DRIVING ROAD, BUT THERE ARE SEVERAL WINERIES ALONG THE WAY—CAN'T BEAT THAT!

ming hole nearby. However, there was a tad more emphasis on 'rustic' that we had expected! Upon arrival, and with nowhere to park, we were confronted by their rather drunk, dew-rag wearing bus driver, who proceeded to bad-mouth our choice in cars and ability to park them. This did not bode well, especially as the bus driver had parked his gas guzzling SUV in a five-minute 'loading only' zone for a good bit more than five minutes! In addition, several couples had to hire sherpas to pack their luggage along the precipitous paths that lead to our cabins. The resort was hosting a retreat for Asian students from UC Davis, and there were guests from Europe and Australia, so our stay was quite the cultural experience.

The next morning saw us return to Yosemite National Park. This time,

Kathryn and I drove 'the loop', then headed out of the valley on Wawona Road (SR41), towards the southern boundary of the National Park. The view from the overlook by the Wawona Tunnel was amazing!

At this point, the group split up. Some cars headed north on I-5, while two cars drove over Tioga Pass and through Lassen Volcanic National Park, before meeting the rest of the group in Ashland, and returning to Portland.

So while the rest of the group headed home, Kathryn and I drove west. After two nights in Monterey, which gave us chance to visit scenic Carmel and take a helicopter tour of the Monterey Bay, we headed north. By chance, we discovered another fantastic driving road, CA-128 between Cloverdale and Mendocino. Not only is it a great driving road, but there are several wineries along the way—can't beat that! After two nights in Mendocino, we headed home via Bend.

Other than the aforementioned slant nosed coupe, we saw few other Porsches on our trip. There were two Lamborghini Diablos in Yosemite (they sounded fantas-

tic!), and we saw two Ferraris after we left the group. Most of the reaction from other vacationers was positive—I saw several folks sneaking photos of our cars.

We thoroughly enjoyed our trip. Great company, some fantastic scenery, and driving roads that were top notch. I'd like to thank Tim and Linda Merrihew for all their work. We hope to join the Merrihews for another tour next year. In the meantime, drive safe and watch this space ... ■

# High Performance Driving Experience with NASA at Sears Point (aka Infineon) Raceway

Story and Photos by Richard Thomas

For years, Sears Point (aka Infineon), Laguna Seca, and Riverside Raceway are all names for race tracks that have held a special quality of excitement for me. One reason I moved to California (and Southern California in particular) was to experience watching road racing that I never experienced living in the Midwest. Riverside Raceway is now no more than memories, replaced by shopping centers and strip malls.

This trip in October to Infineon was a continuation of my fascination with driving at famous race tracks. I was introduced to Jeff Gamroth and the crew at Rothsport several years ago. After purchasing my track car and spending lots of time at Rothsport for various needed upgrades, the excitement of participating with them at a NASA track event after hearing discussions of these events became too much. I had to go.

Jeff and Carl Van Austen put together several trips per year to racetracks in California and Utah. My excitement to attend one of these events was heightened by fellow club member and autocross chairman, Gary Chapman. Gary, who has done several Infineon trips, encouraged me to attend and experience a venue different from Portland International Raceway. How is any red blooded active HPDE, high performance driver education, driver going to resist going to a world famous Infineon for two full days for HPDE.

ORPCA runs a very different program from the folks at NASA. Our events with ORPCA are geared toward car control at the limit without creating a racing environment. (Safety first at all times.) Great for learning limits while protecting you and your car from silly mistakes. NASA is for folks who are ready for full course passing at every opportunity anywhere on the track while maintaining an emphasis on safety and proper track etiquette.

The trip started with delivery of my car to Rothsport on Monday in preparation to load the transporters on Wednesday and Thursday. Jeff and Carl each drive a trac-



tor with a transporter with up to five cars in each. The transporters leave Portland at O dark thirty on Friday morning for the 500-mile trip to Infineon in Sonoma, CA. They usually arrive around 6:00 p.m. It's quite interesting watching the loading and unloading of the cars.

I planned to fly from Portland to Santa Rosa, rent a car, meet a client and then gather with the guys at the track around six. I placed my clothes and toiletries in my car so I wouldn't check any luggage. During the plane ride down, I had the words to a Led Zeppelin song, Going to California, running non-stop through my head. "Going to California with an achin' in my heart. Someone told me there's a girl out there with a love in her eyes and flowers in her hair." The words exploded into many different thoughts, the closer I got to the track. There was no achin' in my heart just excitement and concern bordering on fear. I would be driving a new track in the only HPDE class offered, "Class 4" or the one for race ready drivers.

All went according to plan until 6 p.m. I didn't connect with the guys at the track Friday night so I didn't have clothes, toiletries or contact lenses for the morning.





Unfortunately for my roommate, Gary Chapman, was the lack of my snore guard to alleviate snoring. Gary was a trooper and made it through the night by turning up the fan and heat in the room to create white noise. We were awakened at 5:30 to a wake up call and the nearly 80-degree room.

We hooked up with the Rothsport guys for an early breakfast at the motel and a ride out to the track. Arriving in the dark was a surreal experience—watching the sun come up and unveil the features of the paddock, the front straight and those huge bleachers several hundred feet high. So different from Portland. This place is the real deal.

Drivers' meeting was held at 7AM and pre grid was scheduled for 7:45. While looking around pre-grid, I thought something must be wrong. There were almost 50 cars lining up to go on the track. ORPCA has no more than 30 cars maximum on the track at one time. What a change. Sitting there waiting I began to wonder how I would learn the proper line around the course with so many cars. My excitement was changing to fear. First group out first time on this track and I had no idea where the track went or how to drive it. I was just sitting there really starting to worry when we were waved out on the track. We went from pre grid directly out onto the track with only the space between cars that we created. Not like Portland where the starter spaces us several 100 feet apart. No time to worry

now. It's out of the pits, up the hill and a blind right-hand turn and away I went. Several times I came close to missing the turns or choosing the wrong direction out of some blind corners on the track. After only five or six laps our session was black flagged. Off the track and immediately into our subsequent drivers meeting with the head instructor. Several drivers had difficulty staying on the track and we were brought in to discuss what was going



wrong. This "download" session is mandatory and a sticker is given to place on your windshield indicating your attendance. Without the sticker you don't run the next session.

Each session out I learned more of the track and where to apply power and when to brake. My confidence was slowly returning as more time was spent in the car. One session I had Carl drive with me in the passenger seat. Carl is a most proficient racer who really knows this track. It was so helpful riding and watching this skilled driver move my car from one spot to another on the track. My next session was significantly better knowing the turn in points, brake points and when to apply power.

Hanging out with the racers and with the Rothsport crew was a unique experience. Jeff refers to this as racetrack camping. It really is a great way to spend a weekend doing what I love with such great people. Saturday night after the last session the folks from NASA had a great BBQ and music with nice adult beverages at no additional cost.

Further, with Rothsport, there was never any question about my car being ready for the next run session. Gas and clean windshield is a given.

Sunday was another day of more confidence building driving. I still had a sore left arm from banging my roof doing all the point by's for the faster cars who passed me, but the frequency was diminishing with each session.

The last session on Sunday came to an end too quickly. What a fun weekend full of great track talk, driving and some real male bonding. The track facilities are WOW! To get out of the car at the end of the weekend and watch it get loaded on the transporter for its ride home and not have to worry about driving home is special. I can't wait to do another trip and have more track camping stories to share.

Our group had one mishap that appeared worse than it turned out. Still it hurts to watch a friend have their weekend cut short because a wall "jumped out to greet them." Only a little damage to pride in addition to the left side bodywork resulted.

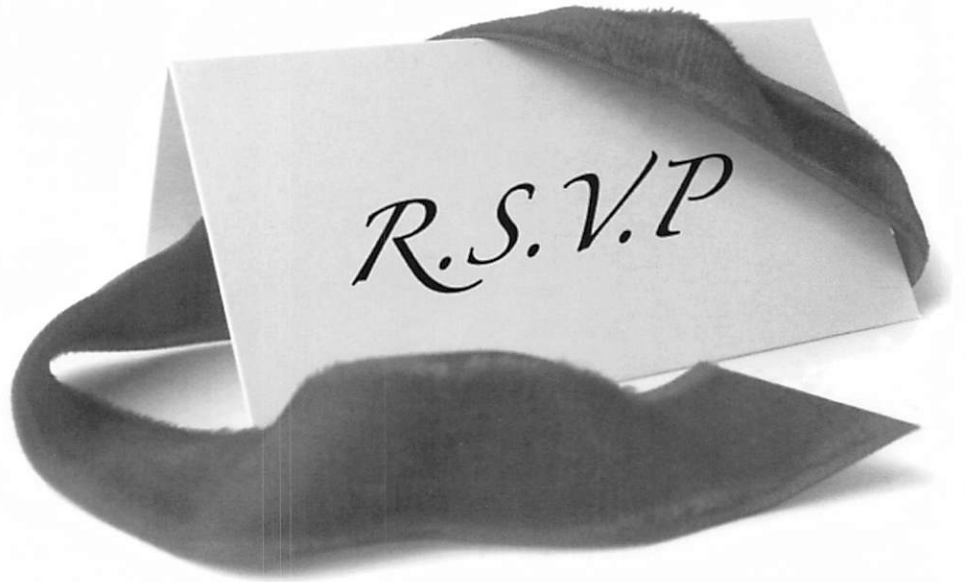
"Going to California with 'roar' in my heart." I can't wait for 2010 schedule of track dates. ■

# RSVP ... Please!

by Jim Ayers

**R**SVP? No it does not mean “Really Special Vehicle Porsche”; it actually comes from the French “repondez s’il vous plait” or in English, “please respond”. Years ago when many of us were growing up, Emily Post or Miss Manners were the source of information related to manners and good behavior; I am not sure there is anyone out there carrying on the tradition today. Manners and proper behavior seem to be optional in today’s society, too bad.

I bring this up because we as a club seem to have a problem with RSVP. Event chairs spend a significant amount of time developing a broad spectrum of events for the membership to enjoy; some of the events require an RSVP in order to arrange for enough food for the attendees, lodging accommodations, or head counts for events. Imagine yourself, the host and hostess for a lunch after an Arrive and Drive, having cooked enough food, bought enough buns, paper plates, etc for 50 people only to find 80 people have come to the event. Did the food last? No. Did the hostess feel mortified because of the lack of food to feed the crowd? Yes! Or how about the September Dinner Meeting at the Skyline Tavern, when approximately 20 people who had given a RSVP, didn’t



bother to show up and didn’t bother to notify the host and hostess in advance they would not be coming. Problem, enough prime rib had been purchased to feed the extra 20 people, plenty of smoked salmon, loads of potato salad was available and left over, as well as homemade muffins, etc. Brad and Laura Larson worked very hard to make this event happen, when the weather turned a bit cooler and damp apparently a few members decided to be no shows. Sorry folks but this event cost a

lot of money, which came out of the Larson’s pocket. Nearly \$400 was the amount of the shortage to repay their outlay. In either of the related cases, good manners would have helped.

The unfortunate side to this is the club will end up having to use Motorsportsreg.com in the future for events like these to insure no one is either out of pocket for the expense or overwhelmed by the crowd. ■



Dead Man's Curve  
James Dean's 356

The true birth of America's love affair with Porsche cars

Where were you in 1960?

50 Jahres ORPCA

**1960-2010**

## TIRE RACK STREET SURVIVAL

*(Continued from page 14)*

Threshold braking drill: in cars equipped with ABS, it is more properly an introduction into how the pedal feels under full ABS conditions.

Slalom exercise: first with widely spread cones to get students used to turning repeatedly, then with additional cones added to make for much tighter turns. This drill teaches kids how to make quick changes of direction.

Turning while braking drill: students learn to turn under maximum braking conditions. Street Survival teaches students to look where they want to go and experience how ABS allows a driver to steer around an object under full braking.

Emergency lane change drills: students experience how their car handles during a hard turn.

Wet skidpad (with turns running clockwise and counter-clockwise): The wet skidpad is a tremendous drill for experiencing understeer (most front and all wheel drive cars) and oversteer (experienced by the Miata's and BMW's in the class).

Combined exercise (don't call it an autocross): puts together a combination of prior exercises, but in a new configuration.

Shortly after this class, I received an e-mail from my student's parents. His son was making a lane change on a wet highway, when he experienced strong oversteer.

He said his son immediately counter-steered into the skid and corrected without much drama. His son said that a week earlier, he would have jumped on his brakes and surely wrecked.

Reading that made it all worthwhile. One kid, one story ... makes all the volunteers' hard work, worthwhile.

Special thanks go to Gary Chapman and the PCA instructors who made this program work. I also want to thank Jim Weidenbaum, Tire Rack Street Survival Event Chair, for bringing this event to PIR this year. I hope we do it again in 2011. ■

## TIRE RACK STREET SURVIVAL TEEN'S VIEW

*(Continued from page 14)*

told me we in fact did not have ABS brakes ... oops. The activity also included a thing called "slalom." This in fact was my favorite exercise and like my dad said, my instructor not once told me to slow down, but to go faster.

The day was turning out to be a lot better than I would have ever expected, and

was surely not what I thought it would be. This was only a portion of the entire day of different exercises practicing defensive driving skills that we might have to one day execute. Not only did the class turn out to actually be fun, but it was truly constructive and very educational. If you're a teenager reading this after you have figured out that you also have been

signed up, listen to this, Street Survival Skills is honestly the best driving class I have ever taken part in and it's a lot more fun than you would ever expect a driving school to be. And you get a cool tee shirt.

Breakfast at 7 a.m.: \$9.00

Cost of gas it takes to get there: \$6.00

Learning driving skills that could potentially save your life: Priceless. ■

## Wilkommen

Thomas W. Barnett  
Lori Barnett  
Portland, OR  
1986 911

Ronald W. Gullberg  
Gresham, OR  
2006 Boxster

Jeff Jenne  
Portland, OR  
1985 911

Scott K. Lindgren  
Vancouver, WA  
2008 911

Cary S. Kutter  
Sherwood, OR  
1977 911

David J. Olson  
Bobbi Olson  
Vancouver, WA  
2007 Boxster

## Anniversaries

### 5 Years

Koorosh Shafa  
Sharon Shafa

### 15 Years

Juergen Bermejo  
Sarah Bermejo

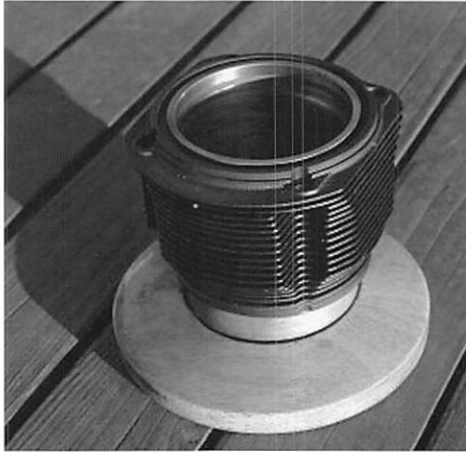
# Repurposed Awards Win Adoration

by "Anzeiger Andy"

For the 2009 autocross season a long time Porsche owner offered up a novel theme to the age-old issue of awards. Recycling!!

A set of 84mm 2.4L E spec cylinders was repurposed into desktop ornaments commemorating the successes of each class winner.

Through a process of diligent cleaning, masking, painting, cutting, staining & varnishing something quintessentially Porsche has been transformed into a remembrance keepsake. Reminding the class winners of



their momentous 2009 battles, successes and camaraderie.

The shy and unassuming creator commented "How often can you bring part of your obsession with Porsche into the home and display it with satisfaction without your significant others disapproval?" ■

*(Editor's Note: Unfortunately, pictures of these wonderful and thoughtful Awards are not available. However, The top finisher in each qualifying Autocross class received one of these unique awards. Be sure to check them out the next time you visit one of the victors!)*

Coming in  
the next  
*Anzeiger*



January-  
February  
2010

Please let our advertisers  
know you appreciate  
their support  
of *Anzeiger* and the Club,  
when you patronize  
their businesses.



**OREGON PLATING COMPANY**

436 S.E. 6th Avenue.  
Portland, Oregon 97214  
(503) 232-7416  
Fax (503) 232-3543

*Linda Pitts*

*"Polishing and Plating Since 1908"*

**Trackside Motorsports**  
A Division of A-n-T TIRE AND WHEEL



DRAG • ROAD  
AUTOCROSS  
RALLY

8131 N. Interstate Ave., Portland, OR • 503-236-2106

*Your Race Tire  
Headquarters*

**TIRES  
ALIGNMENT  
SUSPENSION**

race - street  
work - tow



**LOREN HAMBERG PAINTING, INC.**

EXCEPTIONAL FINISHES

Professional Interior & Exterior Painting  
Residential & Commercial

Phone: 503-577-3150  
E-mail: lhamberg@msn.com

Fax: 360-835-9031  
CCB #165373

*When Service Counts...*

**Motor  
Sports  
International**

- Engine
- Transmission
- Suspension
- Tune-Up
- Oil Change
- Maintenance

**ESTIMATES GLADLY!**

Factory-Trained Technicians  
Specializing in Porsche, Audi,  
BMW and Mercedes-Benz  
Since 1974



**Bosch  
Authorized  
Service**

As your Bosch Authorized Service Specialist we  
are equipped with the latest test equipment.  
Our trained technicians are specialists in test-  
ing, diagnosing and servicing  
**ALL EUROPEAN CARS.**

**SPECIALISTS IN SERVICING THESE BOSCH SYSTEMS:**

- Gasoline Fuel Injection
- Diesel Fuel Injection
- Electronic Systems
- Anti-lock Brake Systems
- Hybrid Ignition
- Accessories

**643-2656**

Wayne Ditsworth, Owner/Operator

**12930 NW CORNELL RD  
PORTLAND, OR 97229**

(Old Cedar Mills Fire Station)

# Anzeiger Commercial Advertising

Looking for exposure to an audience of high-end car enthusiasts?

Anzeiger welcomes your advertising. Our annual rates are shown below; the per-issue

rate is obtained by dividing the annual rate by 11.

All advertising is to be provided in a digital format. Please contact Nancy Scott, nanscottdesign@gmail.com for exact physical

dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

## Four Color

Outside back cover	\$3,150
Inside front cover	\$2,970
Inside back cover	\$2,736
Inside full page	\$2,502
2/3 page	\$2,124
1/2 page	\$1,656
1/4 page	\$1,143

## Black and White

Outside back cover	\$1,750
Inside front cover	\$1,650
Inside back cover	\$1,520
Inside full page	\$1,390
2/3 page	\$1,180
1/2 page	\$920
1/4 page	\$635

## ROTHSPORT

### Racing

**CUSTOM PORSCHE RACING & STREET CARS**



**OSGIKEN**

**SUPER LOCK LSD**



**ENGINE REBUILD & DYNO SERVICES**



**compatible airlift suspension**

**AIRLIFT SUSPENSION**

Increase your 986/987/994/997 (including G12/GT3) rideheight up to 55mm at the wheels to provide additional road clearance for speedbumps and driveways.

**PARTS - SERVICE - TRACK SUPPORT**

**WWW.ROTHSPORT-RACING.COM TUALATIN, OR**

**VIEW OUR PRODUCT OFFERINGS ONLINE (503) 885-9626**

### A New Oil for a New Generation

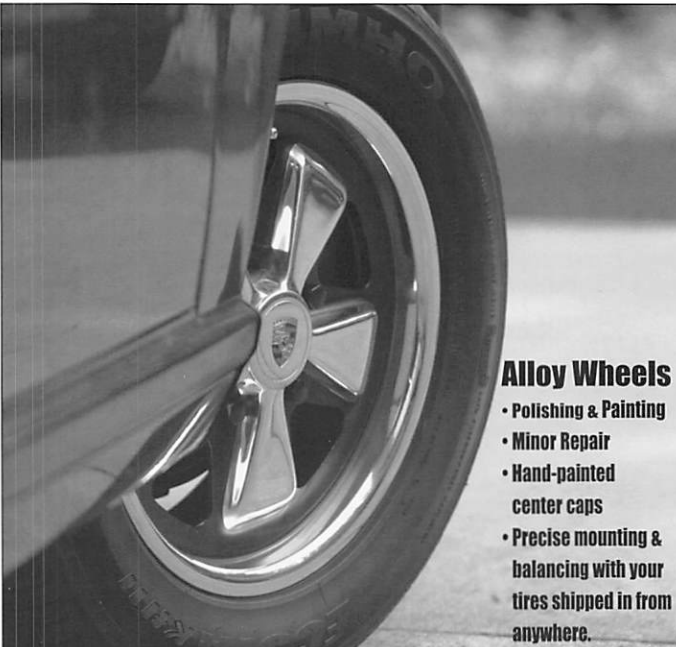
AMSOIL 5W-40 Meets or exceeds the following specifications for domestic and foreign gasoline engines:

• API SL, CI-4, CF	• Porsche
• ACEA A3, B3, B4	• Volvo
• BMW LL-01/98	• Saab
• Daimler Chrysler	• Volkswagen
229.31, 229.51	502.00, 505.00, 505.01

Ask for it at ORPCA Fund Raising Partner Service Shops.



**DIRECT SALES 1-800-722-1092**



**Alloy Wheels**

- Polishing & Painting
- Minor Repair
- Hand-painted center caps
- Precise mounting & balancing with your tires shipped in from anywhere.

Family-owned & operated  
62 years combined experience

503.641.8001

Skip's  
WheelWerks

## We Would Like To Buy Your Gently-Used Porsche 911.

( Top Prices Paid for Nice Clean Cars. )

**MONTE SHELTON JAGUAR**

Purveyors of quality classic and collectible automobiles.

1638 W. Burnside P.O. Box 5545 Portland, OR 97228  
503-224-3232 Fax 503-224-4310 monteshelton.com

# Resource Directory

## Auto Upholstery

Guy's Interiors ..... 503.224.8657

## Collector Cars

Monte Shelton Motors ..... 503.224.3232

## Financial Advisor

Morgan Stanley ..... 503.221.8650

## Metal Plating

Oregon Plating ..... 503.232.7416

## Painting

Loren Hamberg ..... 503.577.3150

## Paint Protection

ClearBra ..... 503.439.9031

## Porsche Parts

Doorshield ..... doorshield.com

## Porsche Service & Repair

Canyon Auto Rebody ..... 877.489.2520

Collision Rebuilders ..... 503.226.6311

Heckmann Thiemann ..... 503.233.4809

Marque Motors ..... 503.293.5386

Matrix Integrated ..... 503.443.1141

Motorsports International ..... 503.643.2656

Rothsport Racing ..... 503.885.9626

Stuttgart Autotech ..... 503.635.3098

Sunset Imports ..... 503.641.8600

## Porsche Sales & Service

Carrera Motors ..... 503.382.1711

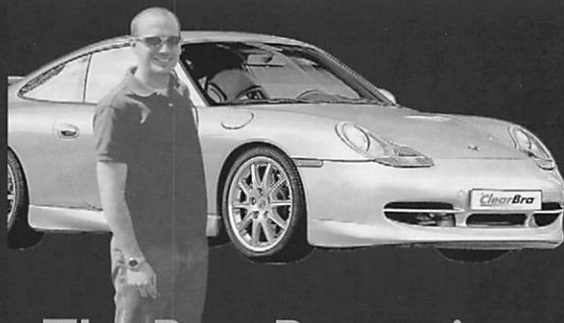
Sunset Imports ..... 503.641.8600

## Synthetic Lubricants

Greenwood Marketing ..... 800.722.1092

## Tires & Wheels

A-n-T Tire & Wheel ..... 503.236.2106



**The Best Protection  
YOU'LL NEVER SEE!**

**VentureShield®**  
Paint Protection System

**The Ultimate Paint Protection!  
For Your Ultimate Ride!**

- Lifetime Warranty
- Twice The Strength Of  
The Leading Competitor
- Optically Clear

**YOU'VE EARNED IT!  
YOU DESERVE IT!  
PROTECT IT INVISIBLY!**

### **What is VentureShield?**

*VentureShield is the toughest chip protection urethane film on the market.  
Combining excellent elastic properties and optical clarity.*

### **Will it diminish the appearance of my car?**

*VentureShield will protect your car for years, and remain virtually invisible.*

### **Can VentureShield be washed and waxed?**

*Yes, you may wash and wax your vehicle as if VentureShield were not present.*

**ClearBra™**  
"Clearly the Best Protection"

Installation Available Near You  
1095 NE 25th Ave., Suite C Hillsboro, OR 97228  
Phone (503) 439.9031  
Toll Free in Oregon (888) 439.9031  
www.clearbraoregon.com

# Collision Rebuilders, Inc.

QUALITY AUTOBODY REPAIRS SINCE 1943

Velocity Measuring Equipment

Glasurit Factory Finish for  
all European Cars

Quality Documentation

Body ♦ Frame ♦ Paint



**503.226.6311**

2077 NW Marshall • Portland, OR 97209

[www.collisionrebuilders.net](http://www.collisionrebuilders.net)

**Robert Edgar**  
Owner



ecobiz.org



*Ed Thieman*

"Our reputation is built  
on trust and exceptional  
service."

Thank you for being  
Portland's best  
customers."



*"Excellence in Service!"*

ASE Certified!

Award Winning!

**"Trusted!"**

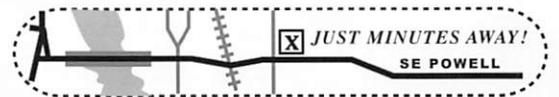
356 / 912 / 912e / 911 / 911se / Carrera  
Porsche Specialists!



**Heckmann Thiemann Motors**

2327 SE Powell Blvd. Portland OR

**503-233-4809**



# Marketplace

## ■ CARS FOR SALE

### 911 and 912

For Sale: 1983 911 SC, Black w/tan, 88k original miles, 90k service just done by Marque Motors. Always professionally maintained and all original Porsche. Fully optioned car with mechanical records. All upgrades done, w/new tires, drilled rotors, pads, bearings and brake lines. Too much to list. \$18,500 Call Dennis 503 704 1800 or email [dtptorg@pacifier.com](mailto:dtptorg@pacifier.com)

ESTATE SALE: I am selling my late husband's "Sunny Day Cruiser". It is a gorgeous 81 911 Targa SC with ONLY 97,000 mi. All work performed by Heckman and Thieman with all records provided. \$15,950.00 Call 503-358-7272 (7/09)

### 914

Classic "sunflower" yellow 914 2.0 L Porsche. Total restoration, eight years. Body, cockpit, engine, paint, upholstery, name it; it's done. Stored eight years, a little over 2,000 miles on a well build stock 2.0L engine, masterfully done with hydraulics, etc. All records and receipts. \$11,000 in actual repair costs, not including personal time, schlepping. This car is absolutely immaculate. It is purposely "stock" except for webers, certain upgrades. Priced at \$14,000 & doesn't need a \$1,000 tune up every quarter, MINT condition, no disappointments & THANKS. Please Call me at 503 368-4481 or e-mail for desc/pics: [wn0268@nehalem.tel.net](mailto:wn0268@nehalem.tel.net). Bill Wagner, Manzanita OR (8/09)

### Boxster

2003 Porsche Boxster: 5 Speed Manual Transmission, Meridian Metallic Paint, Black Full Leather, Mint Condition: 18,000 miles!!! Bose Sound System, Xenon Headlamp Package, Heated Front Seats, 17" Boxster S II Wheels, Wheel Caps with Colored Crest, Cruise Control, On Board Computer, Supple Leather, Roll Bar Painted Exterior Color, Porsche Crest in Headrests. Price: \$24,900 Was \$53,000 New! [dpzenger@mac.com](mailto:dpzenger@mac.com) 503-312-2825 (8/09)

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

### Carrera

1984 Carrera Targa SC, Burgandy, w/Blk int, 5-sp, AC (works), PW, 3.2 liter, 93,000 miles, stereo, great condition inside and out, runs great, well under Bluebook = \$13,995.00. Call 360-910-3765 - Chuck Hawthorne (7/09)

## ■ OTHER THAN PORSCHE

2001 Mazda Miata MX-5 Special Edition. Special Edition includes British Racing Green with tan interior and top, wood steering wheel and other bits and Bose stereo. Jackson Racing supercharger, toll bar, Mazdaspeed suspension and motor mounts, performance cold air intake and exhaust. 162-hp at the wheels. Fast, fun car for street, autocross or track. Extra set of new alloy wheels and A6 Hoosiers included. \$7,500 (360)210-7900

## ■ PARTS FOR SALE

Porsche Turbo-Look wheels from '03-on 996 C4S. Car had only 7600 miles when wheels were replaced with HREs. Wheels are in excellent shape. Front 18x8. Rear 18x11. \$900. Call 503-720-4173 Rick Buisan (8/09)

New HJC AC-12 carbon fiber full face helmet with shield. Never worn. Very light. Snell M2005. . Approved for autocross and DE events. \$275. (360) 210-7900. (7/09)



## Classified Advertising

Classified ads are a free service provided to Oregon Region Porsche Club of America members.

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to [classifieds@oregonpca.org](mailto:classifieds@oregonpca.org). Copy received by the 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.

**Protect your doors from dings...  
...in just seconds!**



**"I left my new car in a parking lot, when I came back there was a huge ding. I was furious! That's when I decided to come up with a quick and easy solution...DoorShield"**

*Tim Ashcroft, Creator of DoorShield.*

Made in the USA in a range of colors.

Easy to fit and remove. Secure.



To buy go to [www.doorshield.com](http://www.doorshield.com)

# GUY'S

## **INTERIOR RESTORATIONS**

FULL-SERVICE AUTO UPHOLSTERY

ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics  
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION

DYEING AND COLOR MATCHING

**The Finest  
Upholstery  
for Your Car**

**503/224-8657**

**Guy Recordon**

2016 NE Alberta St.

Portland, OR 97211

**Jim Enger**

## Morgan Stanley

WHO'S HELPING YOU PRESERVE YOUR WEALTH?



Your status in life calls for sophisticated estate planning solutions. If wealth preservation has become as important to you as wealth generation, then it's time for Morgan Stanley's personalized trust and estate planning solutions.

**Personal trusts are customized estate planning tools used to:**

- Control and preserve wealth
- Help reduce tax liabilities
- Plan for asset distribution to heirs/charities

To discover how Morgan Stanley's considerable wealth management experience, along with the trust services and fiduciary experience of Morgan Stanley Trust, N.A. can help you meet your wealth preservation goals, please call

503.221.6265

Morgan Stanley does not render advice on tax and tax accounting matters to clients. This material was not intended or written to be used, and it cannot be used by any taxpayer, for the purpose of avoiding penalties that may be imposed on the taxpayer under U.S. federal tax laws.

Investments and services are offered through Morgan Stanley & Co., Incorporated, member SIPC.

© 2007 Morgan Stanley.

### Murphy North Group

William Murphy & James North

Vice President

Wealth Advisor

1001 SW Fifth Avenue

Portland, OR, 97204

503.221.8650

[shalene.e.rhodes@morganstanley.com](mailto:shalene.e.rhodes@morganstanley.com)

**This is how most  
people see a Porsche**



**This is how we  
see a Porsche**

## **Porsche Audi BMW Volkswagen Specialists**

At Marque Motors, we don't just specialize in Porsches, we live them; we understand them.

In our opinion, the next best thing to working on Porsches is talking about them. Visit our website for tech tips, product updates, information, and more at [www.marquemotors.com](http://www.marquemotors.com)

Factory-scheduled maintenance  
Performance modifications  
Pre-purchase inspections  
Large parts inventory  
Over-the-counter sales  
Brakes and oil change  
Four wheel alignment  
Corner weighting  
Electrical repair  
Fuel injection

MARQUE MOTORS  
**\$20.00 off**  
your next service  
of \$100 or more



Expires: December 2010. One coupon per visit.  
Coupon must be presented at time of purchase.



MARQUE MOTORS  
503-293-5386

7310 SW MACADAM AVE PORTLAND OR 97219

Call for an appointment or just drop by  
**ORPCA Fund-Raising Partner Service Shop**

PRSR STD  
US POSTAGE  
PAID  
PORTLAND OR  
PERMIT NO 4675

\*\*\*\*\*3-DIGIT 972

BOB S SCHATZ  
1556 SE ELLIOTT AVE  
PORTLAND OR 97214-4808

# Porsche Holiday Gifts. Large. Medium.



# ...or Small.



**Classic  
Porsche  
Holiday Gift  
Ideas from  
Sunset**



4030 SW 139TH WAY  
BEAVERTON, OREGON 97005  
www.sunsetimports.com  
MON-FRI 8:30AM-7PM  
SAT 9AM-5PM SUN 12PM-5PM

