



Anzeiger

July 2009





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WHO CARE ABOUT CARS.



BMW



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Anzeiger

Volume 49 No. 6
July 2009



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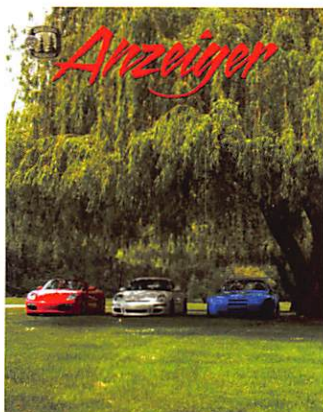
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ON THE COVER

In the shade at PIR.
Photo by Bob Schatz.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. Photographers selected for the cover will receive a specially-framed copy of the cover. For more information, refer to 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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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.

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

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<http://oregonpca.org/>

I read an article by P.J. O'Rourke recently. I have been a fan of his ever since I was a lad and I read a piece he did about pickups in Car and Driver. You may remember it: he included a drawing of a pickup truck upside down on its roof labeled with "0%" above each tire, and the caption "Achieving Equal Weight Distribution in a Pickup." Mr. O'Rourke's recent piece laments the end of America's love affair with the freedom and power of the individual automobile. The impending bankruptcy of two of the Detroit Big Three is the point in history Americans turn and walk away from our long time lover, the car. As one would expect, the end comes about slowly. The fire fades, and the drudgery of daily life together takes hold. As with many love affairs, the aging lovers grow fat and lazy. In the end, I think these lovers deserve each other and the misery they have both created. Americans and Detroit are probably not headed for divorce as two individual lovers might. Rather, we will have a government imposed and supervised rekindling of our love. The motto: "If you hate the problems we cause, wait until you see our solutions" never seemed more appropriate.

P.J. pokes at Portland in his article. He points to us as the p.c. bike riding model in the new world order of transportation, which we probably are. I, for one, am flattered, and I welcome our bike riders, bus riders, hang-gliders, and anybody that wants to use one less car. The way I see it, my driving enjoyment goes up when there is a shorter line of dirty Subaru wagons and enormous SUVs in front of me on the freeway on ramp. I would gladly have my taxes hiked until MAX was free, if it meant that I could go for a blast in the Boxster unimpeded by my fellow man in rush hour traffic. The price of gas can climb until it is unaffordable for the guy in the unmaintained '78 Ford LTD II, and he has to park it. We will all be safer and breathe easier for it. We seem to have come to a point in our relationship with the automobile that is unsustainable, so I embrace the Brave New World of alternative transportation, if for no other reason than it seems like fewer cars will make my driving more fun.

There is a dark cloud on the horizon that might rain on my Sunday Drive: retroactive regulation, and regulation of modifications. If my '67 911S Targa is forced into any emissions regulation whatsoever, it is game
(Continued on page 23)

FROM THE PRESIDENT

Kathleen Ellis

Summer Events off to a Great Start

I do believe spring/summer is on its way! The sun is out today, and I saw it yesterday too! I definitely know the driving season has started, and am totally happy to report that I have been logging in some serious seat time in Speedy, our Boxster. We were unable to get away for the Cabin Fever Tour, which I understand was a great weekend of driving and socializing; thank you Hodges for all your efforts in organizing the event again this year. Not to be left on the side of the road for the whole weekend, we spent part of a day participating in a TSD rally that the Alpha club put on, to practice in preparation for the June Columbia Gorge MGA Club Rally that Bob and I have entered. Yes, we did get lost, and yes, we are still speaking! The TSD's are fun events and, unfortunately, not something our club has shown much interest in. We did drive some great roads that I must keep in mind for future reference, assuming I can find them again; perhaps for an Arrive and Drive!

I understand the A&D was great, with a huge turnout and a fun driving course. I can personally tell you that the May Autocross was super. The course was challenging, the sun was shining, and Moms got an extra run for Mother's Day. I had a couple of DNFs, like the run where I was so focused on the final

sweeping turn that I drove right past the Chicago Box! I would sure like to know how Bob always comes in with a lower time than mine using the same car. Maybe it is because he weighs more?

The Drive and Hike was a new item on the event calendar this year. Doug Twitchell, a new member, attended the Planning Meeting last September and proposed this adventure; a great drive coupled with a different sort of destination. Looking at the advertisements for it, I decided this was one event that I wouldn't miss, EVEN if I had to take Friday off and work on Saturday; we were not disappointed. Doug met us all with a

I HAVEN'T YET COUNTED HOW MANY DRIVING DAYS ARE LEFT FOR THE SEASON, BUT IT IS A FINITE NUMBER. EACH DAYS SKIPPED IS AN OPPORTUNITY LOST. SEE YOU OUT THERE!

full set of directions. He led the way over great roads and trails and even provided perfect weather! We enjoyed the drive, company and views. Thank you Doug!

The BOD met on the second Tuesday, as usual. The Directors continue to manage club business. Our accounts receivable and account payable must be maintained as well as the checkbook.



Photo from May Autocross by Bob Schatz.

Insurance for each event has to be applied for from National. Our avenues of communication must be constantly updated. As each event gets imminent, it is reviewed to insure all details have been covered. Past activities are reviewed to analyze their level of participation, etc. As of mid-May we have already had 19 event days. There will have been another ten by the time you read this, and eight event days are on the calendar for July. It certainly not only keeps the BOD busy, but it require countless hours from our Volunteers who plan and execute each and every one of these days.

I encourage you to keep an eye on the calendar and join in the fun whenever you can. Try an Arrive and Drive. If speed is intriguing, attend the track events, even if only as a spectator. Try one of the social events. I haven't yet counted how many driving days are left for the season, but it is a finite number. Each days skipped is an opportunity lost. See you out there! ■

Oregon Region Events



July, 2009

- 5 Autocross
- 10-12 Baxter Historic Races
- 11 Arrive & Drive
- 14 Board Meeting
- 15 Monthly Club Dinner and Social
- 19 Concours d'Elegance/Forest Grove
- 21 HPDE PIR
- 25-26 Escape Tour

August, 2009

- 1 Summer Picnic Tour
- 8 Mills Day Tour
- 9 Autocross
- 11 Board Meeting
- 12-16 Monterey Historics
- 19 Monthly Club Dinner and Social
- 20 HPDE PIR
- 22 Matrix Integrated Tech Session

September, 2009

- 8 Board Meeting
- 12 Arrive & Drive
- 12 Sunset Swap Meet
- 13 Autocross
- 16 Monthly Club Dinner and Social
- 18-20 Sunriver
- 20 HPDE PIR
- 26 Planning Meeting
- 27 Volunteer Recognition

October, 2009

- 3-4 Covered Bridges Tour
- 8 Drivers Education (tentative)
- 11 Autocross
- 13 Board Meeting
- 17 Burrito Run
- 21 Monthly Club Dinner and Social

Event Notification

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

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.

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.

November, 2009

- 7 Gran Prix Imports Tech Session
- 10 Board Meeting
- 18 Monthly Club Dinner and Social

December, 2009

- 6 Holiday Party
- 8 Board Meeting

Please take a look at the orpca.org web site for detailed information on upcoming events.

EVENT CHAIRPEOPLE:

Please get your event ads to speedyellowster@gmail.com at least two months prior to the event date.

**STILL
PLAYS
WITH CARS**
Peter Linsky



“Cash for Clunkers” Rebates May be Coming

An unexpected package arrived at my house in late April; the content was both intriguing and delightful. You may know that Japan is a pretty strong market for Porsche, and in spite of not having anywhere near as many open roads to play on as we do here, there’s an extremely active community that gets it on at regular track days. Earlier this year, I met a fellow in the LA area who helps run a sister-city program between his city and one in Japan. He’s a Porsche nut, as you might expect since he made it into this column, and has a couple of earlier short-wheelbase 911s. A few years ago, he was introduced to some Japanese Porsche enthusiasts, and they in turn made him aware of just how active the whole group is. He recently returned from another trip to Asia, and sent me a copy of a big, slick, quarterly magazine called 911 Days. Although I don’t comprehend Japanese, I know that their writing and printing goes right to left on the page. When reading a book or magazine, one starts at the back. Well, I didn’t understand a word of the text, but I could follow the page numbers and photographs with no trouble at all.

IF THAT BETTERS YOUR OLD RIDE BY 4 MPG COMBINED, YOU’D GET A CHECK FOR \$3500. IF IT IMPROVES YOUR MILEAGE BY AT LEAST 10 MPG, YOU’D GET \$4500. CRITICS SAY THIS MEANS AN END TO THE OLD-CAR HOBBY.

They love their cars just as much as we do! 911 Days is quite a bit like our own Excellence (Full disclosure: I write for Excellence) and Britain’s GT: Purely Porsche, but although the title suggests it’s strictly 911-oriented, I found quite a bit of content on Boxsters, Caymans, and other models. Along with reports on Carrera Cup races, vintage events, and local club track days, there were a lot of technical

and maintenance how-to pieces, photo essays on collector cars, specification articles, and of course tons of ads for new and used cars, speed equipment, and accessories. The magazine is filled with photographs—although most, surprisingly, are black and white. Porsches and Porsche parts are very expensive in Japan, but it looks as if there are lots of folks who can afford them.

What the heck is going on at the newly-merged Porsche-Volkswagen

Group? In late April, we learned that VW’s Board of Directors wants a change of management at Porsche. The Board is worried that Porsche’s holding company took on too much debt to finance its purchase of a majority of VW shares, and thinks that could hurt VW if the world recession drags on too much longer. Did Dr. Weideking and his financial wizard, Holger Herter, bite off more than they can



swallow? In mid-May, it was reported that VW boss Ferdinand Piech wants to replace Weideking with VW’s CEO, Martin Winterkorn, with Piech quoted as saying that it was unlikely Weideking would stick around if he were demoted. Sounds like changes are in the wind.

Congress is mulling over something called “Cash for Clunkers,” a proposal that would offer cash rebates to anyone junking an older vehicle that doesn’t get very good gas mileage. It would produce several benefits, according to its proponents: It would get inefficient gas hogs off the road, and help boost sales of new US-made cars and light trucks that offer better mileage. To qualify, you’d have to buy a new car that delivers at least 22 mpg EPA combined city/highway. If that betters your old ride by 4 mpg combined, you’d get a check for \$3500. If it improves your mileage by at least 10 mpg, you’d get \$4500. Critics say this means an end to the old-car hobby. Stay tuned.

Until next month, drive safely! ■



Autocross

Sunday, July 5, 7:00 a.m.

Our exciting driving events continue! Come out to Portland International Raceway to blow the cobwebs out of your exhaust and out of your mind.

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.

Our autocross season also includes these dates:

August 8-9 (Packwood, WA) September 13 October 11

All events take place at PIR's south paddock, with gates opening at 7:00 am for registration and tech inspection, with the exception of August 9th, which is a weekend long autocross in Packwood, Washington. All cars must pass tech inspection by the mandatory 8:30 a.m. drivers meeting.

The cost is \$35 when you register in advance at orpca.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
REGISTER VIA
CLUB CONTACT

FOR MORE INFO

One week in advance of the event
orpca.motorsportsreg.com
Gary Chapman
drchapman@chapmansmiles.com
oregonpca.org (select Autocross)

**Club
Event**

Baxter Historic Races

July 10 - 12

Bring the whole family to the Baxter Auto Parts Portland Historic Races this year, so Grandma can regale the kids with stories of racing open wheelers in the '30s. By mid-July, the weather is almost always good enough to guarantee that nobody needs the rain tires. Be sure to stand at the beginning of the front straight when the Historic Trans Am Camaros, Mustangs and other American V-8s get on the power—you can feel it in your chest!

■ Three-day admission ticket for 2 adults, 1 car corral pass and ever-popular parade lap

■ The three-day ticket can be purchased through motorsportsreg.com for \$50

■ The order deadline is June 1, 2009

■ Featured marque will be the IMSA Grand Touring Prototype (GTP) cars

Come on out and help to make the Porsche car corral larger than all of the other makes.

Register via orpca.motorsportsreg.org.



Photo by Chris Rotvik

ORPCA autocross results

Portland International Raceway, May 10

Pos.	Class	Driver	Vehicle	Time
1	M1	Britain Smith	1974 Porsche 914-6	37.604
2	NP	Zack Morgan	1995 Mazda Miata	38.453
3	NP	Zane Undercoffer	1995 Mazda Miata	38.702
4	M1	Trevor Turner-Rice	1974 Porsche 914-6	38.960
5	NP	Jim Pileggi	1995 Mazda Miata	39.007
6	M1	Gary Chapman	1970 Porsche 914-6	39.010
7	NP	Josh McCall	1987 Mazda RX7	39.259
8	M1	Kathy Smalley	1986 Porsche 944T	39.414
9	M1	JP Stein	1974 Porsche 914-6	39.602
10	M1	Bill Thorp	1986 Porsche 944T	39.640
11	NP	Steve Barnes	2001 Chev. Corvette	40.391
12	P5	Jeff Gretz	2001 Porsche Boxster S	40.454
13	NP	Richard Lockwood	1995 Ford Mustang	40.705
14	NP	Dennis Healy	1998 Acura Integra	40.717
15	NP	James Shepherd	2002 Toyota MR2	40.718
16	NP	Adam Ruff	2006 Nissan 350Z	40.719
17	NP	Jared Still	1993 Mazda RX-7	41.088
18	NP	Joel Dietzman	2004 Corvette Z06	41.190
19	P4	Barry Cogut	2008 Porsche GT3	41.300
20	P3	Scott Mills	1982 Porsche 911 SC	41.373
21	NP	John Gonzalez	2005 Dodge SRT4	41.535
22	P5	Bob Schatz	2001 Porsche Boxster S	41.733
23	NP	Michael Chen	2007 Subaru WRX	41.923
24	NP	Joey Tsai	2005 Subaru STi	41.941
25	NP	Don Clinkinbeard	2007 Lotus Elise	41.977
26	P3	Eric Freedle	1986 Porsche 911	42.011
27	NP	Bryan Brock	2002 BMW M3	42.030
28	NP	Josh Voigt	1991 Mazda Miata	42.091
29	NP	Phil Nishikawa	2002 Subaru WRX Wagon	42.342
30	S1	Gordon Empey	2006 Porsche Cayman S	42.400
31	NP	Alex Parakevas	1989 Nissan 240sx	42.569
32	NP	Steven Schubach	2005 Lotus Elise	42.584
33	NP	Jorge Salang	1971 Nissan 240Z	42.601
34	S1	Jim Miller	2005 Porsche Boxster	42.659
35	NP	Stephen Brooks	1995 Dodge Neon	43.026
36	NP	David McKay	2007 Subaru WRX	43.101
37	M1	Dick Thomas	1970 Porsche 911T	43.115
38	P5	Jeannie Gretz	2001 Porsche Boxster S	43.254
39	S1	Mike McBride	2005 Porsche Boxster	43.380
40	NP	Earl Stanton	1993 Mazda Miata	43.396
41	S1	Chuck Jarvie	2004 Porsche Boxster S	43.418
42	S1	Bob Ellis	2002 Porsche Boxster S	44.100
43	NP	Wryann Vanriper	1991 Honda CRX	44.128
44	NP	Travis Gottwing	1993 Honda Civic	44.356
45	S2	Donald Peterson	2006 Porsche C4S Cab	44.505
46	NP	Mike O'Conner	1993 Mazda Miata	44.762
47	I1	Jim Ayers	1976 Porsche 911S	45.006
48	NP	Kendall Reed	1991 Mazda Miata	45.105
49	NP	Michael Pinto	1983 Mazda RX-7	45.280
50	NP	Ryan Risor	1991 Nissan Sentra SE-R	45.337
51	NP	Micheal Iverson	2005 Mini Cooper S	45.403
52	P3	James Brown	1969 Porsche 911T	45.495
53	NP	Kathy Averitt	1992 Honda CRX	45.594
54	P3	Alan Wizeman	1984 Porsche 911	45.747
55	S1	Kathy Ellis	2002 Porsche Boxster S	45.897
56	I1	Richard Averitt	1984 Carrera Coupe	46.005
57	NP	Derrick Hoven	2007 Scion	46.173
58	NP	Mary Chase	1993 Mazda Miata	47.853
59	NP	Veronica Brock	1999 BMW Z3 Coupe	48.180
60	NP	Mallory Bloomfield	1991 Honda CRX	48.618
61	NP	Kimberly Beck	2006 Mazda Miata	49.026
62	NP	Brian Jones	1995 Dodge Avenger	49.859



Photos from May 2008 Autocross by Barry Cogut.

Arrive & Drive

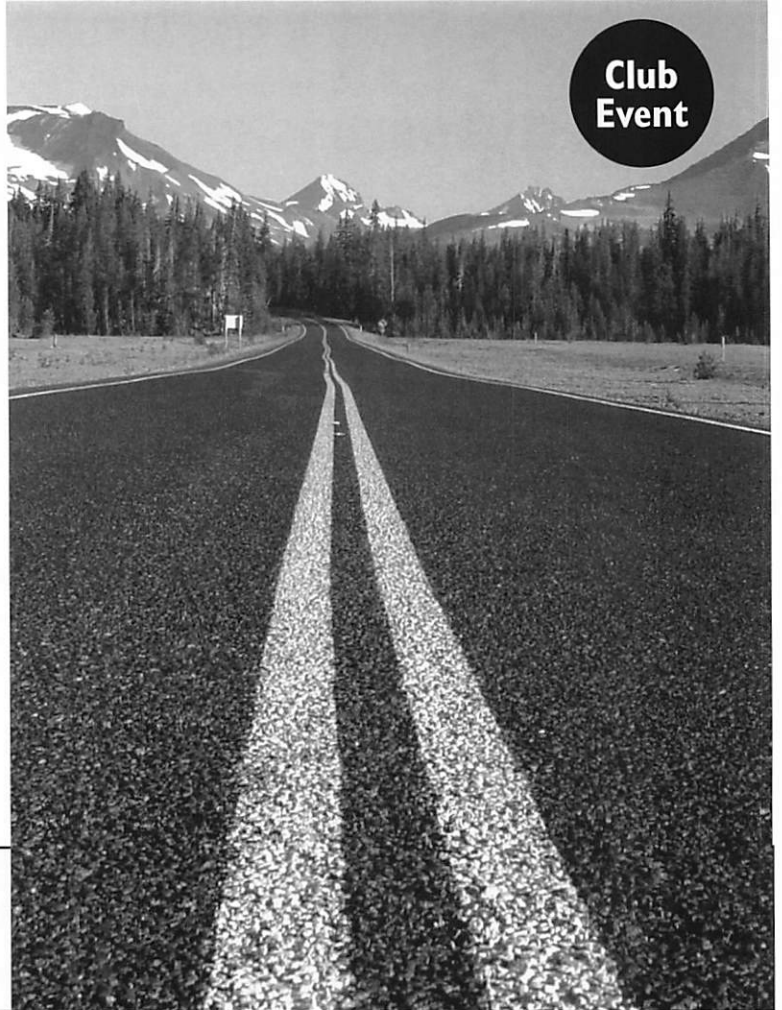
Saturday, July 11

Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the second Saturday of each month from 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 Elmers Pancake House parking lot at the Delta Park Exit just east of I-5, not later than 8:55 a.m. A brief meeting to cover the route takes place at 9:00 a.m., but many folks rendezvous at 8:00 a.m. for breakfast (no-host). With an average of 50 attendees, 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 a.m.

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

CLUB CONTACT	Eric Freedle 503.384.0453 mmooter@aol.com
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July Social and Dinner

Wednesday, July 15, 6:00 pm

Helvetia Tavern

10275 NW Helvetia Road, Hillsboro, OR 97219
(503) 647-5286

There is nothing like a balmy July night for a beautiful drive in the country, nothing like your favorite Porsche for making the drive fun, and—if the reviews are to be believed—nothing like the Helvetia Tavern for a big, gooey burger and hand-cut fries. We've got the entire back patio reserved, so come join us for the fun! It's a beer and "wine" joint so I asked and yes, Jim, you can bring your own (\$7.00 corkage fee). Cash and check only!

DEADLINE:	Monday, July 13
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Laura Larson laura@larsonlawoffices.com



Porsche Certified Pre-Owned Program

by Brad Larson

Prices of late model used Porsches have come down substantially in the last six to nine months, making certain recent models very tempting. A prudent used Porsche shopper will have a pre-purchase inspection done, and will want to know as much about the maintenance and repair history of the car as possible, preferably viewing supporting documentation. Even the most careful shopper can only gaze into the past of the prospective car in limited glimmers. Carfax does not normally show accidents and repairs that were not reported to insurance or the police, and a seller can be counted on to put a shine on the vehicle that reflects favorably, as the seller's goal is to sell, after all.

WITH 70% OF ALL PORSCHEs EVER MADE STILL ON THE ROAD, PORSCHE IS CONFIDENT ENOUGH IN THE QUALITY OF THEIR PRODUCTS TO OFFER A SENSATIONAL WARRANTY EXTENSION PROGRAM FOR USED CAR BUYERS.

One very appealing way to put most worry aside regarding the purchase of a used Porsche is to do so at a Porsche dealer through the Porsche Certified Pre-Owned Program. If the prospective vehicle is eight years old or less and has passed the 100-point quality criteria inspection (and, interestingly enough, is not a Carrera GT), the vehicle is eligible for the Porsche Certified Pre-Owned Program, which extends the warranty to six years and 100,000 miles if the vehicle is still under new car warranty, or gives a two year/100,000 mile from the date of purchase warranty if the vehicle is outside of the new car warranty. Things you would expect are excluded, like uneven tire wear, batteries that have been left idle for too long, or breakage during a track event, but most things you would expect are included, and the program pays 100% materials and labor.

There is a stellar roadside assistance program included in the Porsche Certified Pre-Owned Program. If you run out of gas, roadside assistance will bring you



enough complimentary fuel to get you to the nearest station. If you are 100 miles or more from your residence and you have a warrantable mechanical failure, the Program will pay for meals, lodging and alternative transportation. Once your car is fixed, you will be reunited with it at

your work or residence. There are even certain circumstances that cover expenses if you become ill on a trip. These things are in addition to the normal coverage for flat tires or lost keys that one would expect.

Rather than taking a risk with a late model Porsche that has three-quarters of the warranty time elapsed, we have the opportunity to purchase a Certified Pre-Owned vehicle and look to Porsche for 100% coverage of repair of any mechanical issues. By way of example, the engineering involved in a 996 Turbo power plant is complex, and resultingly expensive to repair. A good way to avoid the disappointment, and potential financial burden of power plant replacement is to get a Certified Pre-Owned 996 Turbo.

With 70% of all Porsches ever made still on the road, Porsche is confident enough in the quality of their products to offer a sensational warranty extension program for used car buyers except, as noted above, on the Carrera GT. Oh well, how much can the C-GT V-10 cost to rebuild, anyway? ■



Photo by Bob Schatz.

High Performance Driver Education

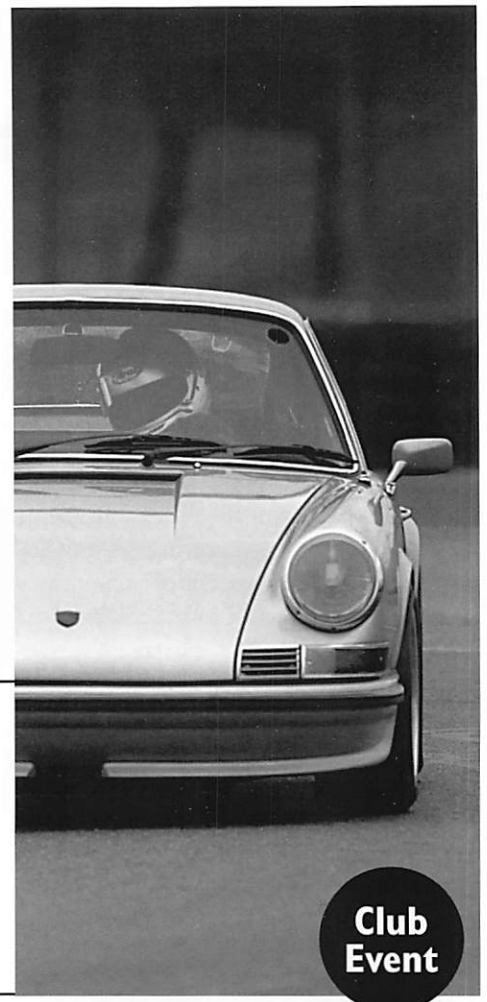
Tuesday, July 21, 7:00 am

We provide the asphalt, instruction and support team. You supply the automobile and a desire to learn. You'll spend about 80 minutes on track learning to drive your car near its limits. This will be a great time for all, so come on out and enjoy the challenge and the camaraderie at the track.

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.

Before you head out to the track, please take some time to get to know our program. Navigate to oregonpca.org and select Driver Ed; it contains a wealth of information you need to know before participating.

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)



**Club
Event**

**Club
Event**



Escape Tour

July 25-26

Escape for the weekend. Join us for a fun and scenic drive on Saturday to the East side of the Cascades. It will be a full day of driving, ending at the Historic Balch Hotel in Dufur, Oregon. Bring some drinks and snacks to relax on their patio with, or in the lobby after the day's drive. The Hotel offers massage services for anyone interested. It is a small venue, so book early; the rooms are blocked for the Porsche Club. The Sunday trip back to Portland will be relatively short; you could be home by noon, or spend some time in the Gorge.

DEADLINE:	July 6
REGISTER VIA:	drive2escape@gmail.com
	Make reservations with Balch Hotel 541.467.2277
FOR MORE INFO:	www.balchhotel.com
CLUB CONTACT:	Bill Munson, drive2escape@gmail.com

Warner Lowe: Farewell to a Good Friend

(Editors comment: Warner Lowe became a member of PCA in 1962 and became affiliated with ORPCA in 1983)

My good friend Warner Lowe passed away the evening of June 6, 2009 from pancreatic cancer. Warner was first diagnosed in the early fall of 2007 with this miserable disease which subjected him to a major operation, one and a half years of chemotherapy and many nasty secondary problems. I never observed an indication of any self pity and he handled the entire ordeal with dignity and strength. The only complaint I recall was that his new C4S arrived too late for him to enjoy. Advanced crankiness doesn't count since that was a pre-existing condition.

Warner was born in New Jersey in 1928. His father died when he was seven. No one seems to remember how the family was able to survive during the worst of the depression years. I am going to say it was a struggle and a major contributing factor to Warner's focus, work ethic and frugality.

Warner joined the Army at 17 and ended up in the Philippines at the tail end of World War II. The military experience provided the GI Bill and Warner made the most

HIS PASSION FOR PORSCHE AND THE PORSCHE CLUB OCCUPIED AN IMPORTANT ELEMENT IN HIS LIFE. HE LOVED TO DRIVE PARTICULARLY THE THRILL PORTIONS—STOPPING, STARTING, CORNERING AND BRAKING—AND NOT NECESSARILY IN THAT ORDER.

of it by earning a Master's Degree in aeronautical engineering from New York University. Warner's entire career was as a civilian employee who worked with and for aircraft manufacturers such as Convair, McDonnell-Douglas and various branches of the military. His career included working as a cockpit test engineer on refueling planes. Two of his projects were the A30 and C17D aircraft.

Warner met his future wife, Nadine, at the time of the Korean War. Nadine was an ensign in the Navy stationed in San Diego while Warner worked at Edwards Air Force Base.

Warner and Nadine have two children. His son, John Lowe, is a nationally well-known sports columnist who covers the Detroit Tigers. His daughter, Jennifer Stanton, was the deputy food editor for the LA Times until she decided to become a stay-at-home mom with son Ryan. Husband, Russ Stanton, is the editor of the LA Times.

Warner was a very private person who looked forward and didn't live in the past. He always used an economy of



speech. He reminded me several times that his favorite general had told him that fewer words are better than more (that is my paraphrase). I think many of our phone conversations came close to the record for brevity.

His passion for Porsche (all things Porsche) and the Porsche Club occupied an important element in his life. He loved to drive particularly the thrill portions—stopping, starting, cornering and braking—and not necessarily in that order. Warner's driving style could accurately be described as that which would give a sailor motion sickness. He never met a G-force he didn't like, nor were the roads ever long or straight enough for maximum speed. The launch control on his new C4S made him react with the enthusiasm of a kid on his first roller coaster ride.

For many of us, our work or career is just what we do for a living. For Warner, his work didn't just define him, it was who he was. The military decorum and management style were a good personality fit and the military air industry was intellectually fulfilling and exciting for him. He considered himself very fortunate to have worked in a field he loved.

For all of us that have been told in a short, gruff, non-profane, semi-insulting manner that we are an unwanted nuisance, that we are a bother, that we are wasting his time, that we are just too dumb to understand, that we have nothing to bring to the table or that we just don't get it, it is unlikely we will ever meet anyone quite like Warner again, and we will all miss him. ■

—Tim Merrihew

Mother's Day Autocross

Story and Photos by Bob Schatz

We racers had the opportunity to spend Mother's Day 2009 on the track, and we showed up. Where was the respect? Our organizers gave all women racers a free lap on honor of Mother's day.

I learned an interesting lesson that I would like to share with you today. I have always seen the seasoned racers check their air pressure during the day, and adding or mostly removing air during the day as the tires heated up. They just had to get the pressure down to the right 10th of a

IT TURNED OUT TO BE A GREAT DAY FOR A RACE. THE COMPETITION WAS STRONG, AND WE HAD A GROUP OF RACERS THAT RANGED FROM NOVICES, TO PROS, TO THE OVERLY COMPETENT.

It turned out to be a great day for a race. The competition was strong, and we had a group of racers that ranged from novices, to pros, to the overly competent. Britain showed us, again, what a great track designer he has become, with a configuration that overlapped itself four times and still allowed two drivers on the track simultaneously, thus allowing us each to have seven runs that day.

pound to be happy. I always thought they were over-achievers; what difference does air pressure make? I just checked my Hoosiers in the morning to meet factory specifications and raced from there.

On this particular day, I was just not getting the car to do what I wanted it to do; it felt sluggish. I had the air pressure set to what Porsche specified, but I was to learn that it was not right for this tire. Porsche specifies a front tire pressure of 29

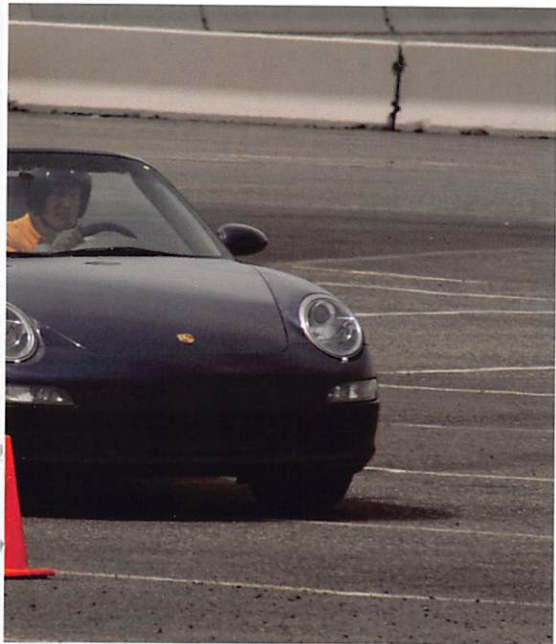


psi and a rear tire pressure of 36 psi. Up to the penultimate run, that is what I had, and I went over to my closest competitor, Jeff Gretz, and asked what he had for tire pressure. He said, according to Tire Rack, he should be using a front pressure of 37 psi and a rear pressure of 41 psi; who was I to argue? He was ahead of me the whole day, so why not? I went over to fill up the



Clockwise from Top: 1. Mother would be proud of this level of concentration. 2. All the president's ladies. 3. Downforce is not a factor in autocross. 4. You would smile too if you were autocrossing your Boxster. 5. Driver's meeting. 6. Light and low spells success in a 914.





tires (I even used his pressure gage). It seemed like a lot of air, and I didn't know how much these tires took, but I filled them up.

to be. I turned my 41-second lap into a 40 second lap, and finished behind Jeff by only 3/100ths of a second. If I only had one more run, I am sure I could have taken the lead ... which is what I always

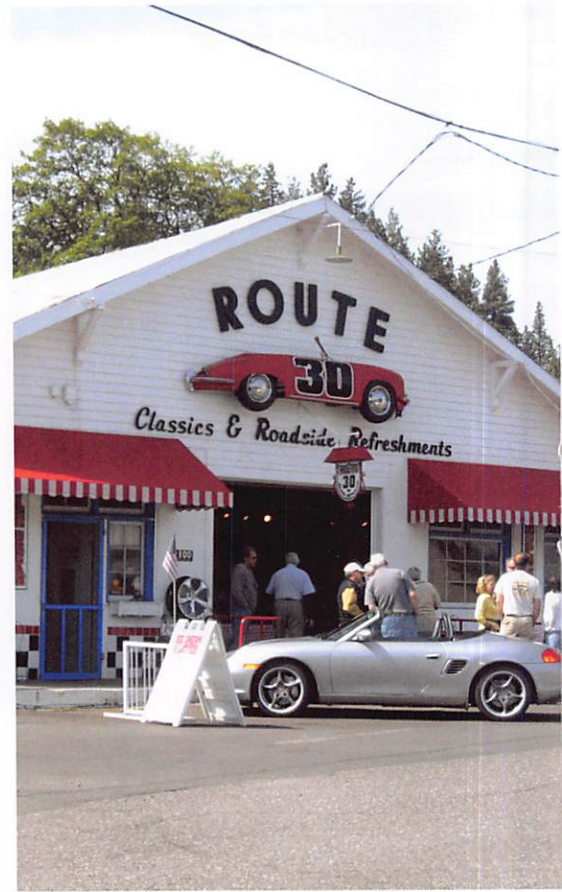
I COULD TELL RIGHT OFF THAT MY RACE CAR WAS BACK. THE CORNERING WAS SHARP AND THE CAR WAS OUTPERFORMING MY EXPECTATIONS. THIS IS THE WAY IT IS SUPPOSED TO BE.

On the final run, I took off out of the starting gate, and I could tell right off that my race car was back. The cornering was sharp and the car was outperforming my expectations. This is the way it is supposed

think when I'm not in first, but this time I really mean it ... I feel like a teenager again, because now I know it all.

Next race, I am going to take the lead!





Fruit Loop with a Twist

Story and Photos by Bob Ellis

Seventy-five degrees, clear skies, winding roads and Porsches everywhere: it sounded like a forecast for a fun mid-May Drive and Hike—and it was.

Drivers and passengers in fifteen cars departed early on Friday morning, heading for the Rowena Plateau just East of Mosier, Oregon. Long-time residents of Oregon and Washington have probably heard of the infamous Fruit Loop from Portland to Hood River: south through

transmission decided to take its last breath; it seized on the spot, right at the toll booth, and wasn't going anywhere. After another friendly truck driver, in a much bigger truck, pulled the dead truck out of the way, we were off again.

Travelling along Route 14 East in Washington, we drove past what seemed like hundreds of boats fishing in a calm estuary of the Columbia River. One could only wonder if there were enough fish for

WHAT A SIGHT IT WAS TO CROSS THAT BRIDGE ON SUCH A CRYSTAL CLEAR DAY, WITH MT. HOOD STANDING MAJESTICALLY IN FRONT OF US. JUST FABULOUS!

the fruit groves east of Mt. Hood and around the south side of Mt. Hood, heading back to Portland through Government Camp and Sandy. This was our general route, with that added twist of Rowena Plateau.

To add some interest to the drive, we crossed the Bridge of the Gods into Washington State on our way to Rowena. Before crossing the bridge, we all were stopped dead in our tracks near the toll booth. A vintage Ford pickup truck had just pulled up to pay its toll when its

all to catch. But maybe that wasn't the point. It was a calm, cool, sunny morning; perhaps the boaters' goals were already met. Our next turn was back south into Oregon over the Hood River Bridge. What a sight it was to cross that bridge on such a crystal clear day, with Mt. Hood standing majestically in front of us. Just fabulous!

One of our group suggested that we stop at Route 30 Classics in Mosier, where their mission is to "constantly search for
(Continued on page 23)





Clockwise from left: 1. Beauty abounds in the Columbia Gorge. 2. Route 30 Classics offers a perfect combo of vintage Porsches for sale and tasty ice cream. 3. Mt. Hood gets bigger by the mile. 4. Wild flowers enjoy this view every day. 5. Not your every day site at the trailhead.





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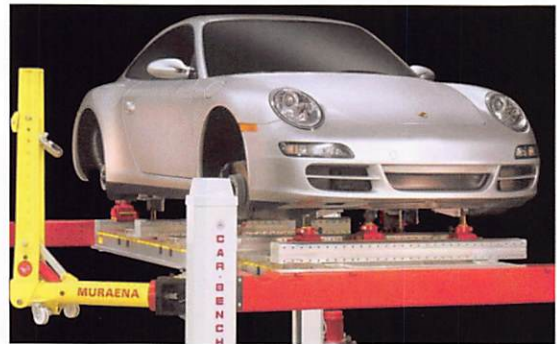
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Sometimes a Great Notion (Should be Followed)

Story and Photos by Randy Stolz

The river is rising ... along with unemployment, food prices, the VIX, and my blood pressure. I need a break from the 24-hour news cycle and how the government is going to save us from ourselves. It's time to escape.

"Sometimes I live in the country, Sometimes I live in the town."

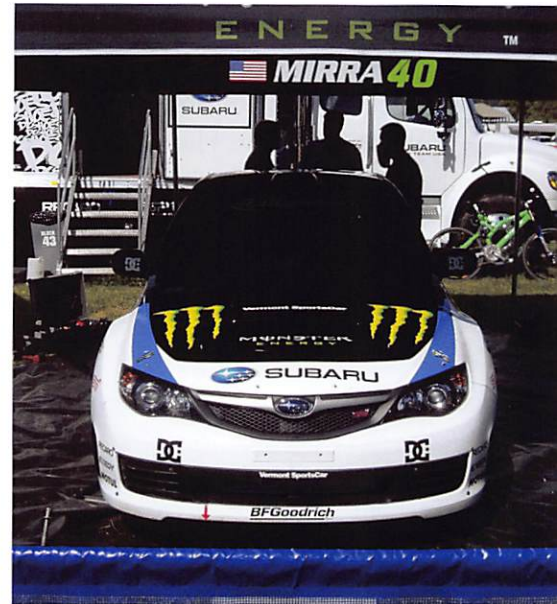
I NEED A BREAK FROM THE 24-HOUR NEWS CYCLE AND HOW THE GOVERNMENT IS GOING TO SAVE US FROM OURSELVES. IT'S TIME TO ESCAPE.

Sometimes I get a great notion, To jump into the river an' drown."

Back in November, 1984, the rain has stopped, but I keep my clear plastic jacket on over my "worker whites" to keep warm in the pitch black forest. Above the drone of the control truck, the radio squawks to

announce the arrival of the next car. Suddenly, it's like daylight as the blast from four huge Hella 500 "flamethrowers" crest the hill before the start station I'm manning. The timekeeper in the truck says, "Just bring them to the line. I'll give you the count." Holding my arms and folded green flag in the air, I pray for forgiveness as the car rolls to a stop in front

of me. I give a short, visual, "hello" through wet glass to the driver now beside me as other cars arrive. I walk over to the truck and get the stopwatch from control now reading 9:24:30 pm. "A bit of advice?" he says, "Turn away from the car (Continued on page 21)



Above: Not Too Wild—Dave Mirra's Super Production Car had a great weekend. Left: Undercover—Porsche sent an "observer" to scout the event for next year.



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Saturday, August 1

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Friday: Evolution Autocross School. Learn and refine the essential skills of autocross taught by the fastest drivers in the country. Register at www.evoschool.com.

Saturday: Sponsored by the Seattle Region (PNW/PCA). The first day of autocross competition will be a PNW points event. In addition, the 914 Shootout will have their first day of competition. We are planning a catered lunch and dinner party Saturday evening. Register at www.pnwr.org/Track/autocross/registration.asp.

Sunday: Sponsored by ORPCA, ORPCA points awarded. The second day of the 914 Shootout. Catered lunch. 914 Shootout awards after last competition run. Register at www.motorsportreg.com.

Accommodations can be secured at www.destinationpackwood.com. There are a variety of choices from houses to hotels. We are inquiring about camping at the autocross site as well.

SOMETIMES A GREAT NOTION

(Continued from page 19)
when you drop the flag.” I start at 9:25:00. Five, four, three, two, one ... I drop the flag and turn my back, feeling the “roost” of the big Audi Quattro at the start of Stage 3 of the 1984 Oregon Trail Rally.

ONE THING HASN'T CHANGED THOUGH, NAMELY, THE ENTHUSIASM. ALTHOUGH SMALL IN NUMBER, PERFORMANCE RALLYISTS ARE RABID.

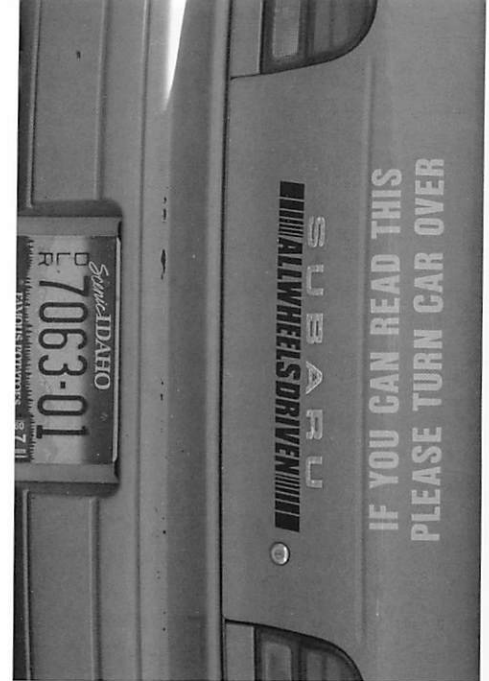
Back to reality, 25 years later, and a lot of water has flowed under the bridge since John Buffum pulled out the win that year over Rod Millen. One thing hasn't changed though, namely, the enthusiasm. Although small in number, performance rallyists are rabid.

I'm not sure why, but I got a bug to look in on the Oregon Rally Group and their annual rite. Skipping the Friday night “drifting” at PIR, I pulled into the Hood River County Fairgrounds with camera in hand. Having suffered a crash the night before, Ken Block and the “Subie” crew were cloistered in their own area away from the other teams (Read: leave us alone. We're busy). Although Ken's Open Class car appeared to have been made right by the light of the moon, his rally was in fact done; he was running “exhibition only” on Sunday. Travis Pastrana holds the Open Class championship lead at this writing.

There's precious little factory support these days, save Subaru, so breaking into “performance rally” requires either a federal “bailout,” or to have successfully shorted the market for the last two years. Small teams running the Super Production Class are the order of the day, and the equip-

ment is “where you find it.” In the face of this rather grim time, a sense of humor pervades with everyone I spoke to. What else is there after rolling your car? To wit, nearly all of the top SP Class entrants failed to finish.

By the way, it seems the Trans-Siberian Porsche Cayenne team skipped this event in favor of stream fording tests conducted to insure submerged hybrid drive integrity. Rumor has it next years event will be near Tillamook ... or was that Kernville? Enjoy the photos and “Never give an inch.” ■



Above: The Power of Words – Rule 1. Please obey all signs. Below: Who's the winner? – Ken Block vs. Travis Pastrana. Bottom Left: Old Dog with New Tricks – This '69 Saab 96 beat newer cars in the regional run. Bottom Right: Wingin' it – The winning 2WD class Ford of 16-year-old Dillon Van Way.





Matrix Integrated Tech Session

Saturday, August 22

Join us on Saturday, April 11th at Matrix Integrated for an informative tech session regarding the fluids for the engine, brakes, transmission and drivetrain of your beloved Porsche. A representative from Total/Elf lubricants will be on hand to help answer any highly technical questions you may have. Since our facility caters to late-model water cooled Porsche's, focus will be on fluids for use in 986/987/Cayman/S's, 996/997/GT3/TT's, and 955 Cayenne's. However, all Porsche owners and enthusiasts are certainly welcome. The tech session will start at 9 a.m. and a light lunch will be provided.

To RSVP and/or for more information, please email Jeremy at sales@matrixintegrated.cc. We look forward to seeing you on August 22!

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**Club
Event**

Mills Day Tour

Saturday, August 8

We will be driving some of our favorite roads with you on this tour. It is planned as a full day of driving, but there's an option to drop off easily along the way for a typical arrive and drive, and a nice lunch stop for stretching those legs and refueling the stomach as well as the car. It will be a combination of leisurely, beautiful driving roads and tight, curvy sports car roads. Expect to see mountains and valleys, rivers, lakes, small towns and farms. We expect to not disappoint anyone, including the passengers.

Departing from: Weathervane Coffee House, 13001 Clackamas River Dr. Suite 110, Oregon City at 9:00 a.m. This is a great little coffee house, lots of parking, but really not set up for breakfast. We recommend eating breakfast before arriving. If you wish to eat breakfast here, be aware there is very limited seating and breakfast choices.

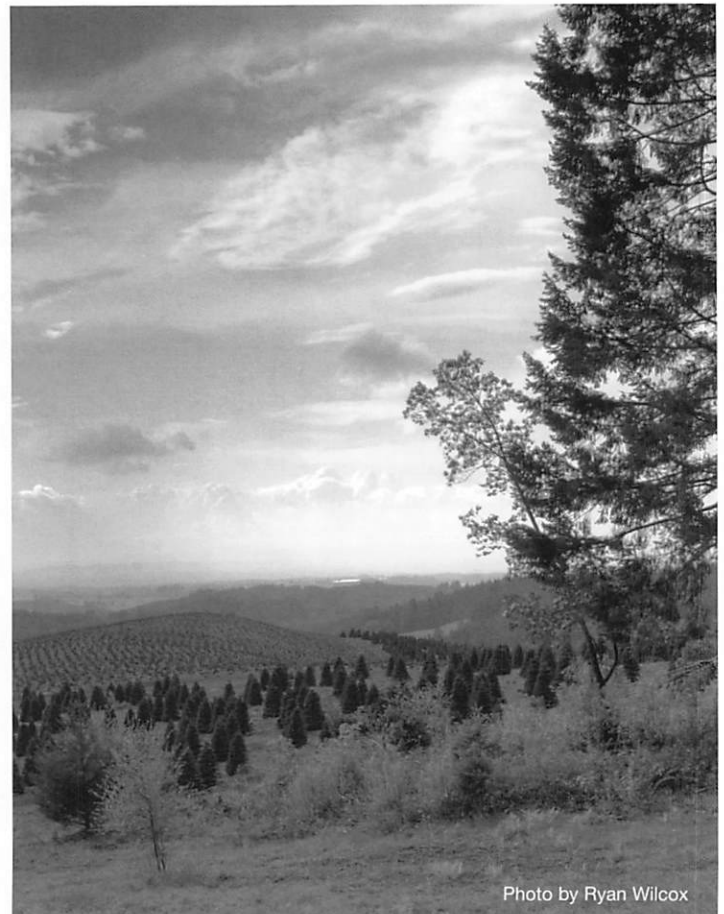


Photo by Ryan Wilcox

EDITOR'S NOTE

(Continued from page 4)

over for my old car. Trainspotters will remember that the S motor in the 911 couldn't be cleaned up enough for the very first U.S. air quality regulation of cars in 1968, so there was no S model 911 imported in 1968. Getting 170 horses out of two liters did not mesh with clean tail pipe emissions while using Weber carbure-

tion, and there is no hope of changing that now. Call your congressperson and start filling sandbags to build bunkers for that fight; I'll be the guy next to you in the Steve McQueen Le Mans jacket.

I set out to write about my drive in the good ol' Targa up to Ranier and back today on the St. Helens Highway, and how good it is to have that kind of outlet

to clear ones head. Porsche owners pay attention to their driving, since it is rewarding to pay attention to guiding a precision instrument like a Porsche. The idealist in me wishes that everyone had a Porsche, but I think the realist won today. What do you say we keep the joy of Porsche ownership our little secret, nicht?

Cheers—Brad ■

FRUIT LOOP WITH A TWIST

(Continued from page 16)

classic Porsches and parts that have been lost in the past, making them available to the enthusiast today." They also sell 16 flavors of ice cream (several partook), espresso, tee shirts, posters and other Porsche goodies. Definitely worth a stop if you're in the area.

We then continued along the Historic Columbia River Highway, maneuvering through its twists and turns, and ending up at the parking area adjacent to the 271 acre Tom McCall Preserve. McCall Peak

offered a 1,000 foot elevation gain hike to views of Mt. Hood, Mt. Adams and the Columbia Gorge. Almost three quarters of the group, including one four-legged friend, headed for the Peak, hiking through fields of arrowleaf balsamroot, shooting stars, lupine, grass widows, and Columbia desert parsley – all in full bloom, just as planned. The other members of our group headed to the level Preserve with its more intimate views of the Gorge. Signs warned of the possibility

of rattlesnakes, but we're happy to report that none were seen.

After everyone's hiking juices had flowed, we laid out our picnic blankets (some even brought table cloths) and enjoyed each other's company while eating our picnic lunches. Some then headed back to Portland and vicinity for other commitments, while others continued the journey around Mt. Hood. Based on the feedback, there will probably be many more Drive and Hikes in the future. ■

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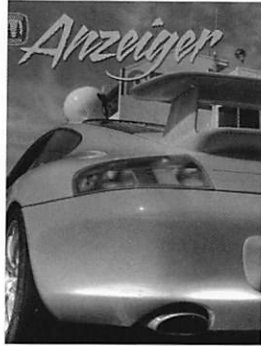
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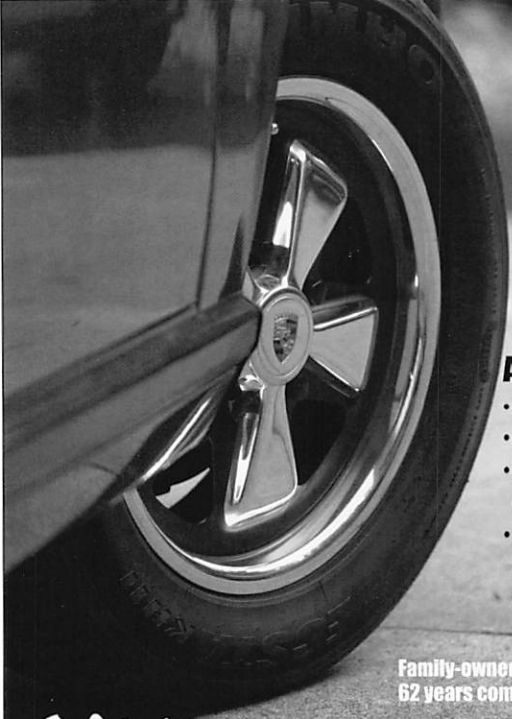


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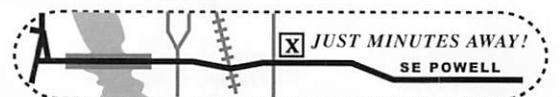
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Marketplace

■ CARS FOR SALE

911 and 912

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. I would like to sell the car for \$13995.00. Contact me at 360-910-3765.Chuck Hawthorne

ESTATE SALE: I am selling my late husbands "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

1987 911 CARRERA COUPE, 20,484 miles, original throughout, Guards Red, 3.2 liter engine, G-50 transmission, limited slip (locking) differential, original factory Porsche Carrera front and rear spoilers, light tan all leather interior, central locking system, 7X9 Fuchs, new tires, power drivers seat, windows and electric sliding sun roof, AC, 25+ Porsche books, original manuals, always garaged.\$35,000 Joe, 541-520-4854, jscotte65@alryca.net

1985 911 Targa, Black w/burgandy interior, 5spd, 111k, recently detailed and re-painted, new targa top, recently serviced, rebuilt gear box and new valves. All service done at Stuttgart Auto Tech. \$23,500. Scott Gilman. (503) 720-2587. gilmansf@hotmail.com.

914

1972 914 Roller. Body panels good condition. Great parts car or perfect for autocross or race car project. \$500. Bill Glaser 360-281-3198,Carreraguy@aol.com.

993

1997 993 C2S, 25K Miles, Guards Red, Full Black Supple Leather, Factory Aero Kit, 6 Spd, LSD, motor sound, litronic headlights, chrome tips, 18" turbo twists, rear wiper, trip Computer, carbon fiber steering wheel + shift Knob + brake Handle, aluminum sills, power seats with crests embossed, deviating red stitching, red seat belts, cruise control, upgraded factory CD, sun roof. Excellent Condition. \$62,900 Curt Heninger 503-887-5105

1997 Porsche 993 Twin Turbo. 15,800 miles. Guards red/black interior. Outstanding original 993 turbo. Never tracked/rain/snow/smoked in. 2nd owner. All manuals, compressor, orig sticker. Aluminum dials, shifter, and brake. Supple leather. Crest headrests. \$79,900. Contact Kory @ (503) 209-1195. korym@roth-heat.com.

996 993 Targa. Rare Iris Blue with light grey interior. 36K miles. Factory options include Hi-Fi sound, supple leather seating and power seat package. Recent upgrades include Porsche european ROW suspension, tire pressure monitoring system, and Fabspeed exhaust. Almost new Yokohama S Drive tires. Have original exhaust. No stories and in excellent condition. Offered at \$39,500. More details available by email. bodyimager@aol.com or call. 503 806 3550. Brian Dunkley

996

2002 996 Carrera 2 coupe. Arctic silver metallic exterior, black interior, full leather. 6-spd. Aero kit (Advanced Technic Package). Power seats; Bose premium sound; 6-CD changer. Xenons; 18" light alloy Carrera wheels, Michelin Pilot Sport tires. Non-smoker, always garaged. Pristine; 41K miles. \$34,900. Steve LaFranchi 503 636-4190; (W)503 494-6430; lafrancs@ohsu.edu

Boxster

2003 Boxster S, flawless, in pristine condition, stealthy and beautiful seal metallic grey, custom 18" Carrera classic wheels, new clutch, new brakes, Michelin Pilot Sport performance tires 90% front,60% rear, spacers, extra set of racing wheels and tires for AC/DE, xenon self leveling and washing headlights, Bose premium sound system, premium built in front and rear radar/laser detector/deflector, alarm system, keyless remote hood/trunk release, heated seats, glass rear window, always garaged, never seen snow, no accidents, all scheduled maintenance with records available, physician owned, looks & runs like new, all scheduled maintenance with records available, always garaged. 49,000 miles. Asking \$ 27,500, please contact Michael Frommlet, (360) 608 2421, drfrommlet@aol.com, Photos available at Autotrader.com, ad ID AT-f66482a.

1997 Boxster, 21k miles, white/boxster red, garage queen, orig. owner, \$19,900 541-432-0399 bakester@eoni.com

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 = \$13995.00. Call 360-910-3765 - Chuck Hawthorne

RS

1973 RS clone, white with black script, black trim and interior, sunroof, 2.7 built on 2.4 case, S cams and pistons, MFI, 5K miles on top end rebuild last year, front oil cooler, alloy calipers, strut brace, GT racing fiberglass front, rear and decks, steel flares, 7-inch and 8-inch fuchs, 7-inch and 8-inch cookie cutter track tires with BFG R1s, Recaro seats, Momo wheel, auto power bolt in, \$17,000. Pictures in January-February 2009 (page 14), and March 2009 (pages 14-15), Anzinger articles on Oregon Raceway Park. Charles, (503) 222-6102 or cpdenkers@integraonline.com.

■ PARTS FOR SALE

Factory OEM Timing Belt Tensioning Tool including Calibration Bar, Balance Shaft Belt Gauge and additional rollers (P9201). Fits 944, 944S, 968, 924S. \$400. Kathleen Behrens, tsrp@att.net, 503.579.3423.

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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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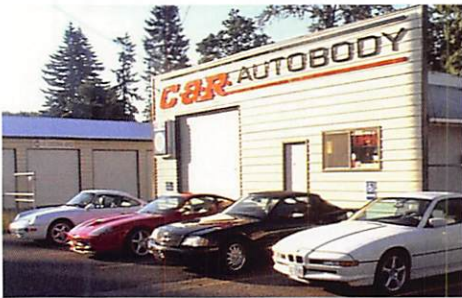
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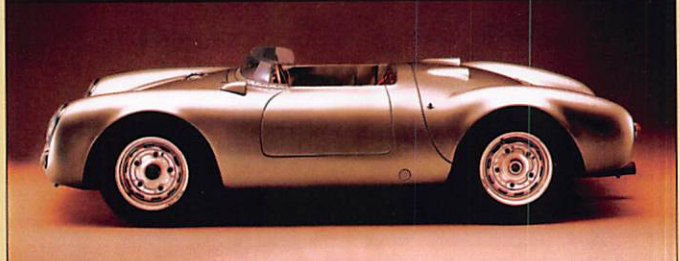
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