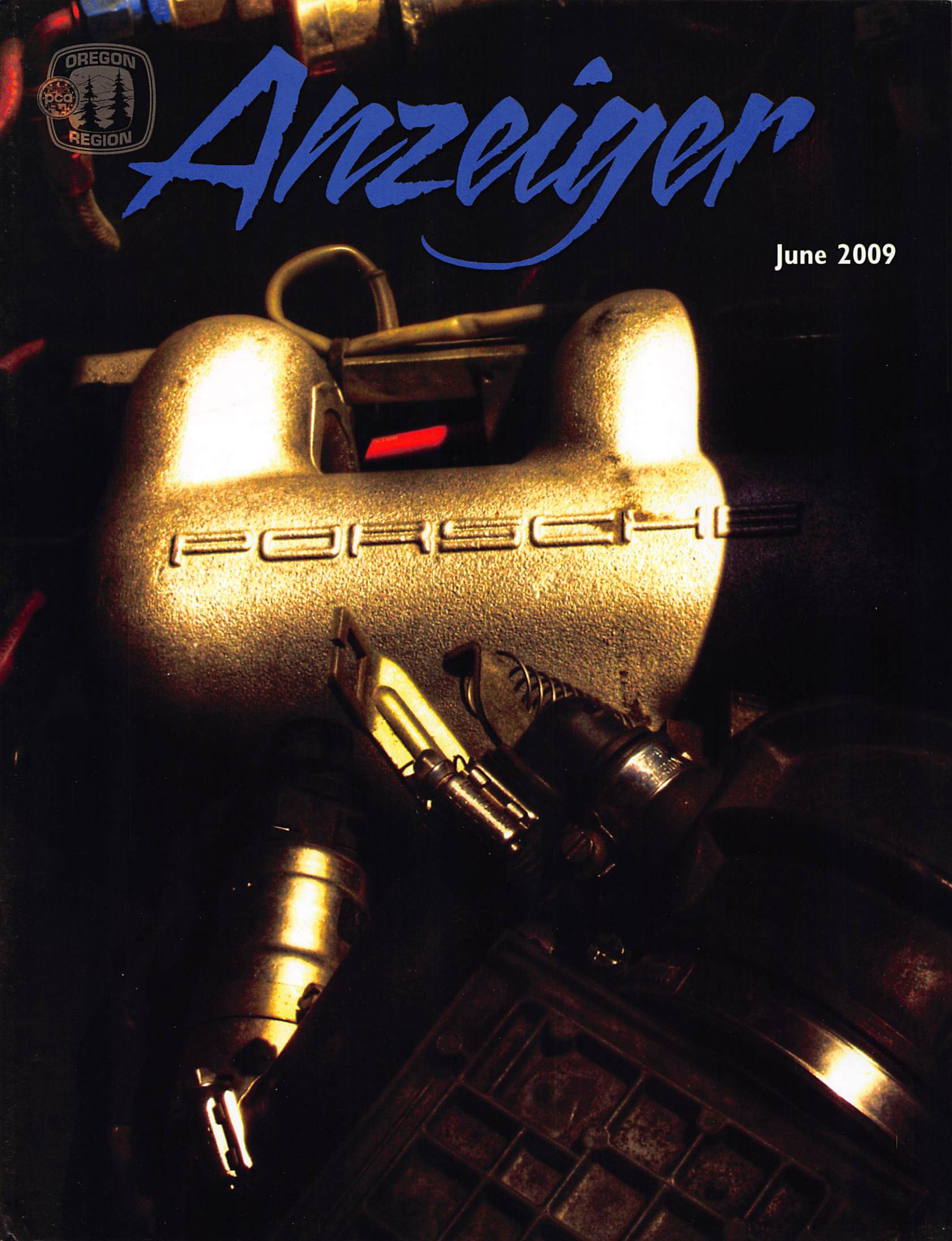




Anzeiger

June 2009





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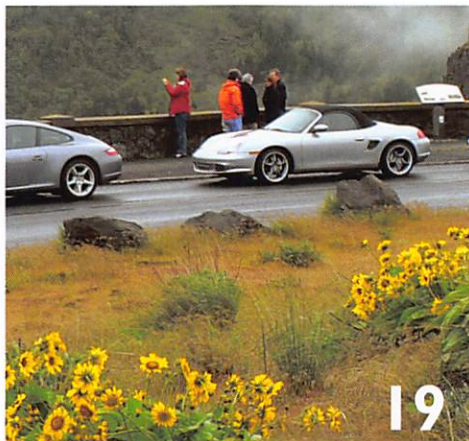
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Anzeiger

Volume 49 No. 5
June 2009



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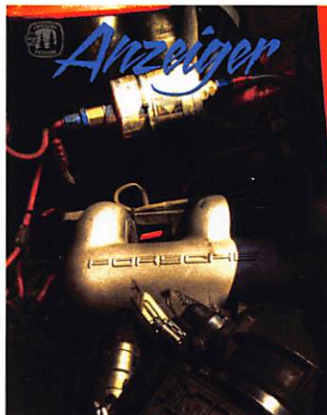
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ON THE COVER

Shot at the April autocross of a 914 during quick repairs between laps.
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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<http://oregonpca.org/>

It has been a crazy week. A kid in the hospital, work pressure, and my entire family under the continual, seemingly never-ending influence of the worst cold virus ever; all of these things have conspired to “steal my ‘thusiasm,” as my 3.5 year old London likes to say. Alas, things that looked dismal on Monday sorted themselves out by Friday, and I feel enough breathing room to plot out a way to cover the shortage of content this month. I write this on the cusp of the car season, and I am confident that many of you will go to events, take pictures, write articles and send it all to me as the summer blossoms. Since the June issue takes shape in April, there just are not many events yet, so there are pages of *Anzeiger* to fill.

Gran Prix Imports sales manager Eric Clover gave me the opportunity to drive three different era 911s today, and thus there will be no pictures of my kids and my dogs in the center color section of the June issue to fill space. Laugh if you will, but we were inches away from doing just that, until Eric so generously opened his doors to me. In my experience, this has always been the Gran Prix way.

There have been a few changes to make things leaner and meaner at GPI. There are no GPI track days this year, which is an understandable way to cut some costs, but is a disappointment to me personally. If you have never been to a GPI track day, it is a combination of a great exotic car show in the paddock, a great display of exotic horsepower on the track, and the good ol' GPI hospitality that ORPCA members have been beneficiaries of more than once. Eric assures me that this summer's lack of GPI track days is temporary and that GPI remains committed to their founding principle of being a place for car enthusiasts first, so the future looks bright. I often visit the GPI website in my daydreaming meanderings, and from the looks of it, they have sold some Lamborghinis since January. They are doing something right, and I wish them a long and prosperous future.

The happy ending to this week is that I have regained my will to live, as evidenced by enthusiastically embracing my duty to *Anzeiger* readers to get out there, drive every Porsche model ever made, and let you all know my thoughts. My family is healthy again, work foes were vanquished, and I found the red Ruf t-shirt I ordered for myself for Christmas at the bottom of my closet. Life is good, and I am hoping the same for all of you. Let Car Season Begin! ■

FROM THE PRESIDENT

Kathleen Ellis

A Porsche Weekend High

It is Monday, the sun is shining and I am coming off a Porsche weekend high! What a super weekend it has been.

On Saturday, we drove to Grass Valley to view Oregon Raceway Park and see how our first High Performance Driver Education Lapping Day was going. The Park itself is impressive, with 2+ miles of track snaking its way around numerous turns, up and down hills and occasionally disappearing from view. The surrounding rolling farmland was green and the distant views of Mt. Hood and Mt. Adams begged for a picture.

We were greeted by lots of activity; cars running on the track, people talking, working, watching, and a paddock area full of trailers, motor homes, etc. I was greeted by several of my friends who, as indicated by their smiles, were having a great time. Additionally, there were lots of folks I did not recognize who had traveled far to be a part of this first day on the track and experience a new frontier. In addition to the run groups, provision had even been made for a Parade Lap session. I was able to drive the Parade Laps and felt privileged to have the opportunity to do so. Driving that track and being able to experience the turns, dips, hills and an off camber corner or two was a real treat. I am impressed with the caliber

of the event and am always amazed at the energy, creative genius and time our members and friends put in to make an event like this work. Many thanks to Don Clinkinbeard and his DE staff for their commitment to excellence. When you see them, be sure to thank them, for without them, this event would not have happened. Thanks also should go to PNW Region and BMW ACA for their contributions. The synergy out there was also impressive. Workers participated, and participants worked as well, to assist in the event's success. WOW!

Sunday was our Autocross at PIR. The course was challenging and we had a full



I WAS ABLE TO DRIVE THE PARADE LAPS AND FELT PRIVILEGED TO HAVE THE OPPORTUNITY TO DO SO. DRIVING THAT TRACK AND BEING ABLE TO EXPERIENCE THE TURNS, DIPS, HILLS AND AN OFF CAMBER CORNER OR TWO WAS A REAL TREAT.

sign up of players. Britain Smith had even sent out the course in advance for all to review. Everyone had seven runs and I saw loads of smiles. Gary and Pam Chapman, Britain Smith and the AX Team continue to polish this event. Again, first class, and all done by our members. In Autocross, all participants take their turn at the day's assignments such as shagging cones, running run

times, etc. This volunteer effort and participation is the engine that makes it so much fun. Thank you Autocross Team!

April also hosted a successful Arrive and Drive and monthly Dinner and Social. Your BOD continues to work hard at fine tuning events and managing the business side of the Club. We have six driving events in May that will have passed by the time you read this. In June, we have four driving events scheduled and a possible tour to Parade in Colorado. I encourage you all to check our calendar and try some of these events; we only get so many driving days here in the Northwest. If your car is 'under construction' for some reason, come out to watch AX and HPDE and socialize. Or, perhaps I will get to see you at the Monthly Dinner & Social. The next best thing to driving your Porsche is talking about your Porsche to fellow members who are just as enthusiastic as you. Until our roads cross, keep the sun shining and the wheels turning! ■



HPDE at Oregon Raceway Park, April, 2009. Photo by Bob Ellis.

Oregon Region Events



June, 2009

- 5-7 Northwest Passage
- 9 Board Meeting
- 12-14 Rose Cup Races
- 13 Arrive & Drive
- 17 Monthly Club Dinner and Social
- 20-21 HPDE ORP
- 21 Autocross
- 28-July 4 Porsche Parade: Keystone, Colorado

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
- 26 Porsches at the Street of Dreams

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)
- 13 Board Meeting
- 17 Burrito Run
- 21 Monthly Club Dinner and Social

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.

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 Charitable Auction
- 8 Board Meeting

STILL PLAYS WITH CARS

Peter Linsky



August's Classic Rally May Include More Porsches

So who's quicker around the Nürburgring's famed Nordschleife (North circuit), Porsche or Nissan? The two high-performance automakers engaged in a bit of a hissy-fit this spring after Nissan claimed to have wrung out its potent twin-turbo V6 GT-R with a dazzling 7 minute, 29 second lap in stock form, quite a bit quicker than a Porsche 911 Turbo. "Hogwash"—or its Germanic equivalent, replied Porsche, which went out and purchased a box-stock GT-R and handed it over to its own test drivers. The best they could do was a less-impressive 7:54, and tossed that back in Nissan's chops. Nissan's European office said "It's not going to get into a war of words" with Porsche, but insisted its own test was run on stock Dunlops. By the way, Nissan displayed a new GT-R at the Portland International Auto Show in February, drawing quite a bit of attention. The MSRP on the window carried a base price of about \$76,000—but there was an additional dealer mark-up of \$25 grand! For a hundred large-plus, I personally preferred the metallic orange Porsche 911 Turbo on display. Maybe I'll get a big tax refund this year ...



Monte Shelton and Jonathan Nicholas Photo courtesy of Bruce Rueger

cut off eligibility at 1974 or earlier, so only a relatively small number of Porsches were allowed to take part. Now, with almost all charitable groups feeling the squeeze from a faltering economy, the rally wants to attract more enthusiastic drivers and attractive cars—so here's your opportunity

8th. The entry cost jumps to \$525 after that date. Great scenery, good food and drink, good company, and the chance to play among some wonderful old cars (the 1938 Alfa that won Best of Show at Pebble Beach last year ran this event several times). Contact rally Chairman Reid Trummel at 503.753.3700 or check the website, www.nwclassically.org, for more information.

HERE'S YOUR OPPORTUNITY TO ENTER YOUR MIDDLE-AGED 911 OR SC AND HAVE A GREAT WEEKEND, ALL FOR A VERY GOOD CAUSE. THE RALLY IS SCHEDULED FOR AUGUST 6-9, AND STARTS AS ALWAYS IN PORTLAND.

Some good news from the organizers of the always-popular Northwest Classic Rally, sponsored by our own Monte Shelton as a benefit for the Portland March of Dimes. This year, eligibility for this annual event, now in its 21st year, has eased a bit, to allow sports cars produced before 1981 to participate. The old rules

to enter your middle-aged 911 or SC and have a great weekend, all for a very good cause. The rally is scheduled for August 6-9, and starts as always in Portland. The overnight destination is the Kah-Nee-Tah Resort over in central Oregon. The early registration fee is \$475 per car and two-person team if entry is received by July

Here's a visual and aural treat: A friend passed along this link to YouTube, a video of a very healthy 935 engine on a test stand in Germany, where it cranks out an amazing 969 hp on a dynamometer. Here's the link - Enjoy!

http://www.youtube.com/watch?v=wPfk_BispVo

Until next month, drive safely! ■

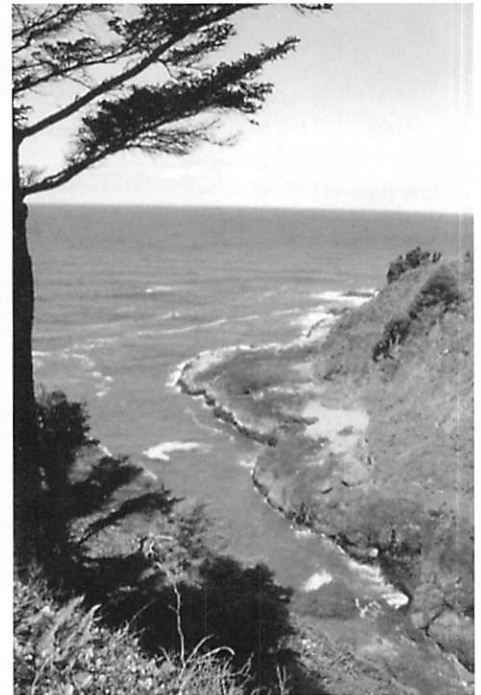
The Northwest Passage: the Club's Premier Event

June 5-7

By the time this *Anzeiger* arrives in mailboxes, members planning on driving the Passage will probably be packing. But for those of you who can't make it this year ... here's what you'll be missing ... you can make a mental note to come along in 2010!

Here are the basic details. You can start with an optional reception/registration in Corvallis on Thursday evening, June 4, or just drive down Friday morning in time for the 9 a.m. start. Friday will take us to Bandon. When we visited there a few years ago, many wanted to spend more time in such a beautiful place. So this year, the Saturday drive will take us into the redwoods and then back to the same hotel in Bandon, with the added advantage of one less round of packing and unpacking. Sunday brings us back to the Portland area, and the conclusion of the first Northwest Passage.

If you've done this event before, you will feel right at home. If you haven't done this event before, then trust me, it may well be the most fun you will ever have in your Porsche. ■



Photos from 2008 Mille by Sue Hodge.



Autocross

Sunday, June 21, 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:

July 5

August 9

September 13

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

AMATEUR WRENCH

Don
Clinkinbeard



Potpourri of Events, and 914 Engine Update

Well, it's been a while since I wrote this column. This one will be a bit of potpourri. Since the fall, I have been busy establishing two new events. The Spring Breakout was an unqualified success from my point of view. We gained 7 new instructors for the HPDE program and we actually broke

power lines is proceeding over the next few days; maybe two more weeks to get it up and started. There is a bit of body work (from a previous accident where a truck pushed the passenger door in) that I need to do before it debuts at an ORPCA event. My real motivation here is that I want to get the 944 turbo up and run-

They are easy to run four wheel drifts around the curves, but it is frustrating for me to not be able to pass the GT3s in the small car.

Debbie and I went on the Cabin Fever Tour this weekend. As always, it was great fun. The roads that Tour Meister Greg Hodge runs us on are always fun as well as scenic. Good Friends, Good Roads, Good Food and Good Wine. What is not to like about this event? On the way home on Sunday, Debbie and I along with Cherie Oldenberg and Marlene MacEwan, did a little wine tasting along the Columbia Gorge on the Washington side of the river. I never tire of looking across the gorge at Oregon's majestic cliffs, waterfalls and forest. It is, after all, why I moved here some 30 years ago. Oh, and since then, the beer has turned out to be pretty good too.

All for now,
-drc- ■

WHILE MY LOTUS IS A GREAT CAR AND A KICK TO DRIVE, THERE IS NO SUBSTITUTE FOR THE MASSIVE ACCELERATION THAT I GET FROM THE TURBO WHEN IT IS GOING FULL TILT. BOTH CARS' HANDLING IS VERY WELL BALANCED AND FORGIVING.

even on the SBO event, rather than losing most of the cost of renting the track, as we did in the past. There was some community benefit with the Teen Street Survival School and the Autocross folks got an additional event for the year: a great return on investment here. The second was the very first Club HPDE at the new Oregon Raceway Park, out east of the Cascades. What a fantastic track. It is great for experienced drivers; it will not be good for first time track drivers. Nearly 150 hours of effort on my part since October and countless hours from the other volunteers made these events possible. We also sold out the HPDE Season Pass program this year. Now in our second year, this is a good deal for you if you are a track junkie ...

ning. I made a promise to myself and Debbie that I would not build the turbo motor until I get the 914 running. While my Lotus is a great car and a kick to drive, there is no substitute for the massive acceleration that I get from the Turbo when it is going full tilt. Both cars are very well-balanced and forgiving, handling-wise.

I finally got the engine bolted into the 914 the other day. I love the way you sit the engine on the floor and lower the car down on top of it. It went in easily with little drama, less than an hour from start to putting the car back on its wheels. The process is much safer than hanging the engine from a crane and lowering it into the car. Connecting the vital fluid and



HPDE at Oregon Raceway Park, April, 2009. Photo by Bob Ellis.



Rose Cup Races

June 12-14



The Rose Cup Race is a Trans Am race which runs for 90 minutes on Sunday, and which starts at 2:55. The real races (Porsches only) are earlier that day. The 30 min. Festival Trophy race starts at 12:00, with 30 minute pre-race activities and 30 minute post-race activities. The PCA has its final 30 minute race of the weekend at 1:50, right before the Trans Am race. Porsches will be on track seven times on Fri, six times on Sat and four times on Sunday. This should be a huge turn out for Porsche.

Arrive & Drive

Saturday, June 13 Next event July 11

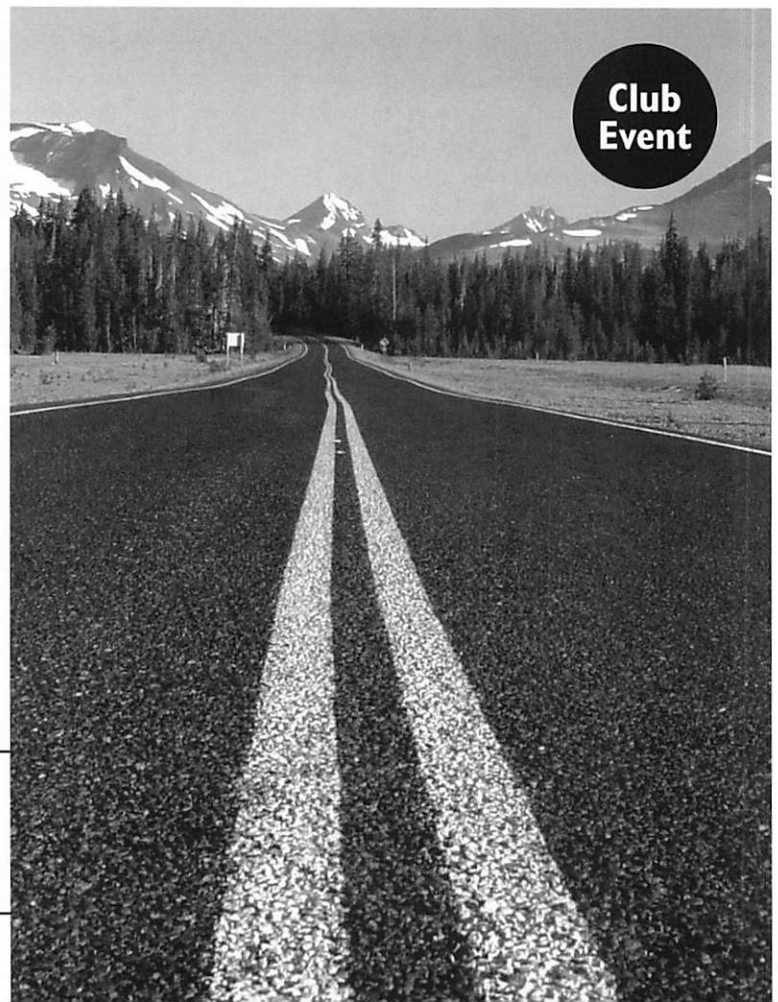
Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the second Saturday of each month from April through October (Sunday in August), each tour is roughly 100 miles and three hours long. It's a fabulous way to kick off the weekend and a great way for new 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 Miller's Homestead, 17933 SW McEwan Avenue, in Tigard, 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



Oregon Raceway HPDE Delivers Excitement

Submitted by Don Clinkinbeard

I began dreaming of this day a couple of years ago, when the principals first proposed a new racetrack for us all to play at. On the weekend of April 18, 2009, my dreams came true. We held the first Car Club HPDE at the new Oregon Raceway Park. This was our first event away from PIR; it was a pretty monumental undertaking. As the park is brand new, all there is there is pavement. My team started working on operations planning three months in advance. There were hundreds of volunteer hours that went into enabling this event: track safety, food provisioning, work flows ... Everyone had a bit to plan.

We arrived on a sunny Friday evening. Two rented motor-homes housed the HPDE staff with the track trailer. As the team trickled in and the Friday night campers made their way into the paddock, James Gregory and I went out and started to cone the track. It was obvious that there had not been many cars out; there was very little rubber laid down on the turns. The terrain is wonderful, with lots of climbs and descents, and a few blind corners. As we completed setup of the track, the sun was beginning to set. From the paddock, you have a view of Mt. Hood and Mt. Adams, and on a very clear evening, you can see Mt. Rainier. The sunset was, to say the least, spectacular. It was

WE HAVE BECOME A SMALL PART OF AUTOMOTIVE HISTORY; I AM THINKING THAT THE QUIANT LITTLE TOWN OF GRASS VALLEY, OREGON WILL NEVER BE THE SAME.

a far cry from the Wednesday before, when it was snowing at the track.

Saturday dawned bright and clear, and we got everyone together to discuss the day's plans. Phil Blackstone, ORPCA Member and one of the track principals, said a few words to the drivers, as did I. Since we were unable to obtain corner workers for this event (there was an SCCA regional in Portland on the same weekend), we had to deliver a crash course in "corner worker 101" for the event participants. James Gregory, our Track Steward, put together a brief but clear training sheet and delivered it to the work groups before they went out to the turn stations.



HPDE at Oregon Raceway Park, April, 2009.
Photo by Bob Ellis.

Our sister region from up North (PNWR), as well as BMWACA here in Portland, provided the flag sets, fire bottles and brooms we used along with some extra cones.

The first run group out was rewarded with a real driving challenge. The track has 12 official turns, but by my count, there are about 16 or so. The undulating terrain provides a unique profile when

compared to any other race track I've ever driven. Saturday got off to a very slow start as we went through the drivers meeting and rules, as well as organizing the turn crews. The Track Manager, Brett Blackstone, lead the first four orientation laps for each of the morning run groups in his pickup truck. It was a little weird to see the little black pickup leading a parade of high-end sports cars. Run Group meetings were held after each run session, as we started to modify the opening rules as each run group found the line and started to run faster. We held a parade lap at lunch time on Saturday and Sunday. We

had plenty of participation by PCA members; about 12 cars came out from High Desert and other regions. Local folks came out and watched the cars run around the track.

On Saturday evening, we held a BBQ in the paddock with a wine tasting and lots of bench racing, as folks discussed their learning from the track during the day. By Sunday, the systems we put in place began to run more smoothly, and the run groups were starting to speed up a bit. By the end of Sunday, we were starting to see lap times of around 2 to 2.5 minutes. This is a 2.3 mile track, so average speeds are around 60 mph. This is much slower than PIR, as there are no real long straights to build speed and passing opportunities are fairly limited. On the other hand, the corners are really amazing. We did learn one very important (among the thousands of other) lesson: this is not a track for beginners. You need to have mastered the fundamentals of driving on the track before you come to ORP. It is very busy, with virtually no time to sit back and relax or talk. Instructing here is going to be a real challenge.

I want to thank my team for doing a wonderful job of running this event: Debbie Clinkinbeard, Signa Vernholm, Cherrie Oldenburg, Marlene MacEwan, Shari Gregory, Kim Taylor, Eddie Nakato, Dick Thomas, Andy Chenoweth, Andy Jacobson, our newest team member Joseph Gilmore, and last but certainly not least, James Gregory as well as all the folks that stepped up to help out with odd jobs. This was the first time a car club had invaded this small town for an extended stay. From the feedback I got from some local folks that I talked to, they were very excited to have us there. A new source of entertainment, employment and revenue is always welcome. We have become a small part of automotive history; I am thinking that the quaint little town of Grass Valley, Oregon will never be the same. ■

See page 13 for another report on this event.

June Social and Dinner

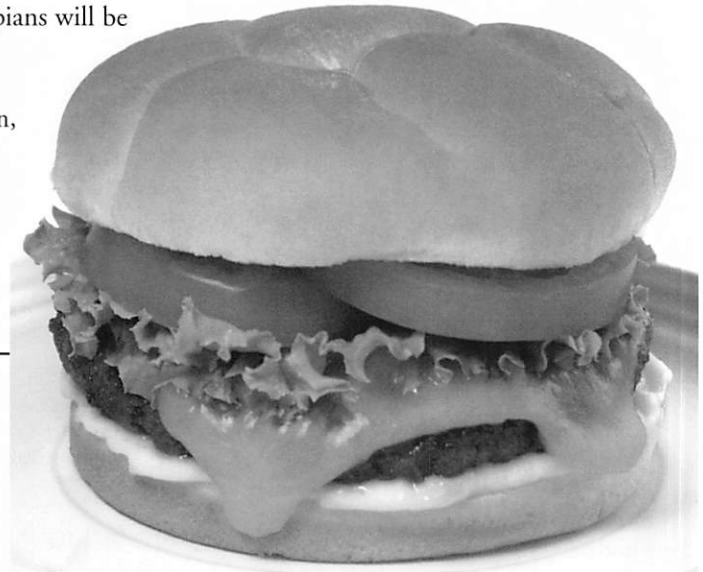
Wednesday, June 17, 6:00 pm



Buffalo Gap Saloon and Eatery
6835 SW Macadam Ave., Portland, OR 97219
(503) 244-7111 www.thebuffalogap.com

Get your boots on and come join us for our annual “party in the attic” at the Buffalo Gap! Famous for their inexpensive, hearty fare, the Gapians will be offering us a limited menu of:

- HALIBUT FISH & CHIPS
- CAESAR SALAD (w/choice of plain, chicken, smoked salmon, blackened salmon, or honey jalapeño prawns)
- ALL AMERICAN BURGER
- “THE” REUBEN
- BUFFALO STROGANOFF
- MACARONI AND CHEESE DELUXE



DEADLINE:	June 10
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Laura Larson laura@larsonlawoffices.com



High Performance Driver Education at Oregon Raceway Park

June 20 - 21

We are excited to announce our second track event at the new Oregon Raceway Park facility in eastern Oregon. We had a great time at this very challenging and busy track on April. The June event will cover two days, Saturday and Sunday June 20th and 21st. Registration is flexible allowing you to choose to run with us both days or one if you prefer.

This event is a full HPDE with instruction. However, due to the nature of the track we are requiring novice drivers to have mastered the fundamentals of track driving before attending this event. If you are in doubt call us. We want to encourage our participants to bring your RV's or camping gear and stay at the track with us for a Saturday night BBQ. Track information can be found at www.oregonraceway.com

Register via <http://orpc.motorsportsreg.com>
Registration opens May 9th and closes June 13th
The event fee is \$165 Per day
For registration assistance contact Don Clinkinbeard,
dechair@oregonpca.org,
503.970.4848

HPDE at Oregon Raceway Park, April, 2009.

HPDE at Oregon Raceway Park ... Take Two!

by Brett K. Laurila / Photos by Bob Ellis

The weekend of April 18th and 19th saw the opening High Performance Driver Education event at the new Oregon Raceway Park. This new track was recently completed in Grass Valley, Oregon and has a bright future ahead, if this weekend is a sign of things to come.

Having loaded everything up the night before, Saturday began at 4:30 am with a brief 2-? hour tow from Portland to Grass Valley, and a short drive up a gravel road to the track. I was both excited and a little apprehensive to get my recently completed 914-6 track day car out on the track for the first time. I planned to run on Saturday only, but others enjoyed both days.

ORP is still a work in progress, but from my point of view, the track is demanding and quick. The YouTube videos which are available online DO NOT give justice to either the elevation changes or the blind apexes. There are a few areas that I found particularly challenging - the braking zone into the barn turn (just before "pucker factor") and the last uphill off-camber turn with a blind apex at a K barrier (called "continental corner") onto the front straight. To be fast there, however, it will take more time to explore the quick line around the park.



Bottom line: The track is a blast to drive.

I was very impressed with the group we had on Saturday. Everyone in the intermediate group was cautious and reserved in the first session. (I only ran the first two sessions, as I accidentally set off my extinguisher system while re-arming it.) I didn't think it prudent to push the car any harder without a fire suit and a functional fire-suppression system. Besides, it was my first "test" track day and I didn't need to do anything stupid. After lunch, I enjoyed being a corner worker and watching others drive the "Big Dipper" where I was stationed.

ORP is the most physically challenging track I've driven in a while. I heard comparisons to Laguna Seca and Infineon from others at the track, but both of these tracks offer a point to gather yourself up and prepare for another lap; not so at ORP. There is precious little time to relax—even driving the track at 7/10's speed. You have just enough time on the front straight to check your oil pressure gauge and then you are heading into turn 1. I felt like I spent the day in a shifter kart - sore and tired from being used and abused, but in a highly entertaining way.

I can't wait for the next ORP track day!





Three Decades of 911

Story and Photos by Brad Larson / Cars Courtesy Gran Prix Imports

The Eighties— 1986 Carrera Turbo Look

Many people believe that there is no better Porsche than an 80's 911. The engines are considered bullet-proof, often good for more than 200,000 miles with-

Carrera with body modifications to make it look like its more potent Turbo brother.

This particular car has over 170,000 on the clock. Steel fender flares have significantly widened the rear body work. 265/35/18 tires mounted on Kinesis wheels fill those big Turbo flares.

THE FULL TRACK SUSPENSION AND ENORMOUS TIRES ON A CAR WITH A STOCK 3.2 MADE ME THINK IT WOULD BE A GREAT WAY TO LEARN HOW TO MASTER THE HANDLING OF A 911, AND THUS LEARN HOW TO DRIVE A 911 SWIFTLY, WITHOUT THE NEED (OR POTENTIAL ADDED PERIL) OF EXCESSIVE HORSEPOWER. THIS, IN THE END, IS QUINTESSENTIALLY 911

out need of a major tear down. Rust-proofing had done away with the rampant oxidation issues of the earliest cars. Refinement, rather than revolution, characterizes 911 progress from the late 70's until the end of the 80's. Each era of 911 has followers, but there is a good case to be made that the quintessential 911 is the first of our comparison group: a 1986

Suspension travel? Basically none; the entire suspension has been replaced. This car begged me to take it to the track to perform graceful, tail-heavy sliding arcs through the corners. Regrettably, no such opportunity presented itself on my test drive. Of the three cars in our comparison,

this one felt the most like a rear-engine car.

Plenty of power is available from the refreshed, stock, 3.2 liter flat-six. A free flowing aftermarket exhaust has been fitted; not loud, but accentuates the rasp and snarl of the engine. Unlike a tired example of a twenty-odd year old 911, revs were willing and linear, as they should be. The full track suspension and enormous tires on a car with a stock 3.2 made me think it would be a great way to learn how to master the handling of a 911, and thus learn how to drive a 911 swiftly, without the need (or potential added peril) of excessive horsepower. This, in the end, is quintessentially 911.

(Continued on page 21)



Clockwise from Top Left: Everybody's favorite view of an 80s 911 with Turbo flares. Black 993 shows off its wax job. Big wheels and ultra-low profile tires give a great stance. Front of the modern 997 looks great. The author's Boxster seems to be sneaking into a lot of these shots, *nicht*? Back of the modern 997 stays true to the original 911 form.



April Autocross

Story and Photos by Bob Schatz

Ah yes, the official Autocross season has begun. The opening day of AX for the 2009 season was a great one; the skies were clear and the ground was dry. It was cold in the morning, but the day warmed up just fine. The AX attracted 66 racers. For the first time, the organizers decided to have three run groups instead of two, due to the large number of racers. This allowed us to have one run group, one work group, and one rest group. This also allowed the racers to have seven great runs for the day.

The race group divided up into 36 non-Porsches and 30 Porsches, and I have to tell you that some of those NP drivers are giving us a run for our money. We are going to have to get some more Porsches out there (I am talking to you) to show our presence.

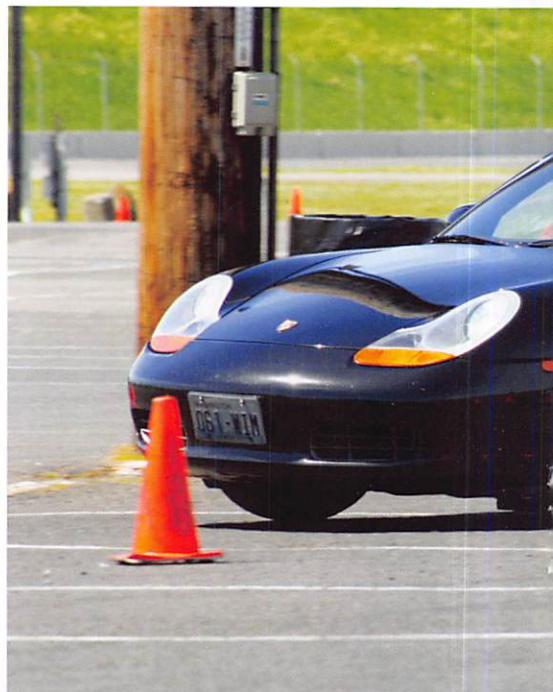
The track turned out to be a good, challenging run, with a crossover box three times during the lap. The track also provided a longer straight in the middle of the lap, allowing you to really get some speed up before slamming on the brakes at

the end for a quick turn. We even had a sweeper with cones not exactly placed at the apexes of the curve, to test your knowledge of where you think your car is supposed to be in a turn. I personally really enjoyed the laps, and from what I heard around the pits, so did the other drivers.

We had some very close races in specific classes. In M01, Chapman grabbed 2nd from Stein by 6/100ths of a second. In P03, Freedle took first place over Mills by 5/100ths of a second. In P05, Schatz took first by 15/100ths from Gretz in the final lap.

If you haven't done Autocross before, you might want to give it a try. We had a range of drivers out there from a 39 second lap to a 72 second lap. For those who frequent the track, don't forget the race this August 8th and 9th in Packwood Oregon. It will be co-run by the Seattle branch of our club, and from what I heard, will be one to remember.

See you on the track. ■







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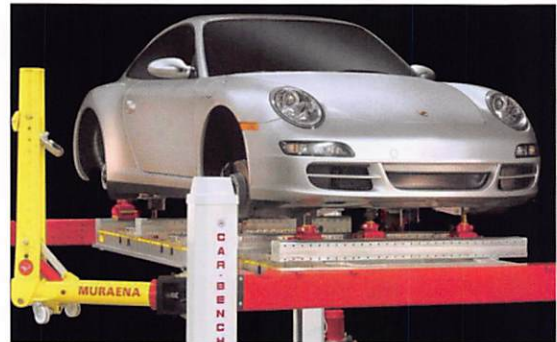
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Photo by Chris Rotvik

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July 25-26

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911s

(Continued from page 14)

This car was a luxury sports car in 1986. I would not want it as my daily driver today, and not just because the suspension was harsh over what are sadly the normal, rough roads here in Oregon. The driving position is dictated by a stationary steering wheel and smallish foot well. The electric windows seem primitive. It is funny to me that I am more than willing to put up with even less comfort when I am driving my 1967 911S. I am more forgiving because the '67 is my "old car". Part of what I enjoy about the '67 is being transported to another era of motoring that smelled of gas and drips of oil burning off of hot engine parts. A 1986 911 is not old enough to fall into this same category, and so it ends up being a modern luxury car lacking some luxury instead of a charming old car like my '67.

All talk of luxury and comfort misses this car's reason for being: An 80's 911 with stiff suspension and big tires equals thrilling handling. Buy it and take it to the track or your favorite twisty road. You will get the essence of the 911 experience.

The Nineties— 1997 993 Coupe

I am sometimes surprised at the prices that 993s command. I like their exterior styling and find their interiors to be a large leap forward from prior 911s, but I have been a little puzzled by the premium prices they change hands for. After today, I understand much better what fans of the 993 love about these cars.

My voice notes on this car are useless. They consist of two minutes of me saying "I really like this car" over and over. The interior is comfortable, and while it certainly traces its lineage from example number one in this comparison, it is roomier with better controls. This was the 90's luxury sports car, and it is closer to today's definition of luxury, while still maintaining a Teutonic sense of purpose that is very appealing.

Unfortunately, it started raining by the time I got to the 993, so a handling comparison was basically out of the question. On the straight parts of my back road test track in Wilsonville, the 993 had more

kick, and sounded better above 4000 rpm than the '86 with aftermarket exhaust, which surprised me greatly. It was easy to visualize taking this little black gem on a road trip or ORPCA tour.

Perhaps a 55,000 mile stock 993 is not a fair comparison to the '86 Carrera above, but the advantage goes to the 993 in everything except defining the essence of the handling advantages of a rear engine car. The 993 felt slightly less "rear engine", and thus slightly more "normal" than the '86 Carrera. Upon its debut, the 993 was more revolutionary in styling and function advancement than the 911 line had previously seen. If you like the way it looks, this makes it the obvious choice if you must have an air cooled engine in your 911 experience. It is the ultimate air-cooled 911, and as such, will always have a following and command a premium. This 1997 993 presents no obvious drawbacks, and promises huge grins in a 911 experience.

IF YOU HAVE A WINDOW IN YOUR HOUSE THAT LOOKS OUT ON YOUR DRIVEWAY, SET UP A COMFORTABLE CHAIR AND FIND A MODERN 911 TO PARK WITHIN VIEW; IT IS A GREAT LOOKING CAR.

Today— 2007 997 Coupe

The person that said "Buy the best and newest Porsche you can afford" was right. A two year old 911 with less than 2000 miles on the clock is an amazing thing, because every category by which we judge a modern luxury sports car has been improved over its predecessors. The internal 911 environment has continued to become more comfortable while remaining purposeful over the last thirty years, and this car is the cumulation of that. Horsepower is up, evidenced by traction control engaging on the wet Wilsonville roads when a spirited exit to a 90 degree corner was requested in second gear. The shifter feels like a surgical instrument compared to the mid- 80s car I tested. I walk to work, and I feel like I am a lucky man to avoid commuter traffic, but if I owned this Silver Siren, I might start to long for a daily opportunity to climb in and drive.

There is no doubt that the 911 has improved over the years. There is purity to earlier 911s, and that purity is to be savored and admired on weekend jaunts in your old 911. For daily driving, a modern 911 is an amazing thing. After driving all three cars, one way that purity has given way to progress is the way in which the 997 feels much less "rear engine" than the earlier cars. You can feel the fact that the 997 has had many of the quirks of the original 911 engine and chassis layout engineered out of the equation. It feels very "normal", while retaining the traction advantages the rear engine layout brings to the party.

I was recently in the showroom of a luxury European used car dealership, and I looked into the '80s Ferrari Testarossa on the showroom floor. I still find the exterior of that car scintillating, however dated and second generation Miami Vice it may be. My look at the interior sadly shocked me: The gauges, seat belts and many of the trim items looked to be straight out of a

Dodge Colt of the era. Sitting in the 1986 911 did not shock the senses in the same way. The purposeful interior exudes quality; a pleasant and well put together place to do business. The 993 is an improvement, and the 997 the 997 is the modern luxury evolution of the 911 concept..

The 997's silhouette and exterior trim does seem pure and true to the original 911 concept. If you have a window in your house that looks out on your driveway, set up a comfortable chair and find a modern 911 to park within view; it is a great looking car. Out of the three cars tested, the '86 with modified body and suspension was the clear choice for a track day or smooth, twisty, back-road fun, the 993 was the surprise star offering a lot of comfort and fun, and the 997 was just flat out nice. I am glad that I do not have to decide where my hard earned dollars would go: 80s, 90s or modern times. They all have their advantages. ■

Summer Tour and Picnic

Saturday, August 1

Join us on Saturday, August 1, for what is sure to be another great time! Our Summer Tour & Picnic starts off Saturday morning at 11100 SW Murray (Scholls Place 24-hour Fitness parking lot in Beaverton) and winds its way to Hagg Lake. We will have wine tasting and a catered lunch at the Sain Pavillion, concluding by 4:00 p.m.

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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.

ORPCA Financial Statement—June 2009

Total Income \$241,796.04
Gross Profit 241,796.04

Expenses

Holiday Party	21,519.90
American LeMans Series	685.00
Half a Millie Miglia	26,135.91
Zupans Historic Races	3,344.24
Meetings & Events	11,740.11
Track Events	77,570.06
Auto Cross	26,090.66
Anzeiger/Calendar	47,894.16
Membership Services	4,715.10
Business Operations	1,865.08
Reconciliation Items	-698.10
Fees and Charges	700.00
Charitable Contributions	500.00
Total Expenses	\$222,062.12

Net Ordinary Income \$19,733.92

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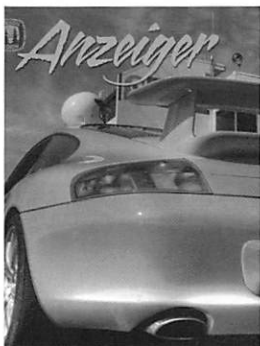
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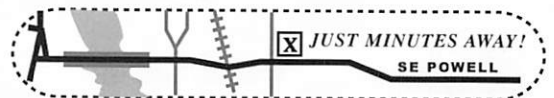
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■ CARS FOR SALE

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 Thiemann 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, jsicotte65@alyrica.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. Motor and trans not in car. Extra engine/trans parts. Body panels good condition, rear trunk lid has a dent. Seats torn/cracked worn, dash in ok shape. Interior carpet gone. Sound structurally great start for project race car. Originally purchased as parts car. \$1000.00 Bill Glaser 360-281-3198 Carreraguy@aol.com.

993

1996 Porsche 993 Turbo, 19k miles. Ocean blue/tan. No paint work or door dings. New Pirelli tires, B&B exhaust, Bilstein PSS9 suspension. Fully optioned car. Car also has factory CD Changer and digital sound. Recent work to car includes 4 wheel alignment, new front rotors, new struts on front bonnet and rear decklid, lower valve cover gaskets. Recent leakdown test and PPI shows car needs nothing mechanically. May consider the following trades towards car: 94 Porsche 911 Speedster or 94 Porsche 911 Turbo. Trade considerations will require pristine, low mileage examples.\$72,900. 503-723-6146

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.

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.

■ 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.

New HJC AC-12 carbon fiber full helmet with shield. Never worn. Very light and Snell M2005 rated. \$325. Barry (360)210-7900

2001 Boxster S Sport Exhaust , Excellent condition - 8k. Great upgrade for non "S" 2.7 l and 2.5 l models. Price includes install @ Mt. Hood Motorsports. \$250. Eric 503.936.0816

1996-1997 Porsche 993 Turbo Mufflers - Bischoff. two sets. Includes tips. \$300 per set. 503-723-6146

Sport Classic II wheels. Original Porsche/BBS. 18" wheels, 8's and 10's. Set of 4 w/toyo proxes RA1 tires. Wheels are in perfect condition. Tires in good condition at 65 - 70% tread. Wheels are two piece and fit 95-98 993 cars without spacers. Will fit wide body cars, ie C4S, C2S & Turbo's with 1" spacers in the rear. Offsets of front wheels are ET52, rears are ET65. Front tire size = 225/40/ZR18, rears = 275/35/ZR18. Rim lips and bolts professionally polished. Center caps not included. \$2500. 503-723-6146

One new Michelin Pilot Sport PS2 N2 tire 235/40ZR18 (Tire Rack \$256) - \$185. Strosek Design mirrors for Porsche 996 and 986 (Boxster), electrically adjustable (using the Porsche parts) and heated, currently painted Grey Metallic and in as new condition. Includes all of the originally supplied mounting hardware and glass - \$650. N.O.S. 1987-89 911 center rear reflector, #911.633.123.02 - \$250. Gary Engel, gren-gel@comcast.net, 503.705.5355.



Classified Advertising

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

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 20th of the month will be included in the issue of *Anzeiger* dated two months hence. For example, ad copy received by June 20 will be included in the August issue, reaching readers on or about August 1. Please note that *Anzeiger* is published 11 times per year; ad copy received after November 20 will reach readers in the March issue.

Each item is limited to 50 words. When selling a complete car, submit copy in this sequence: year, model, body style, additional features, mileage, price, your name, phone number and an optional e-mail address. Each ad may be accompanied by a single photograph; however, inclusion is subject to the availability of space.

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise. Display advertising space at nominal rates is available in *Anzeiger* for commercial products and services.

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

Oregon Region Porsche Club of America reserves the right to reject or edit any ad, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.

Factory exhaust from a 2000 carrera. only 40k miles through them. no dents, scratches. bolts right on. \$300.00 obo. call (503)320-8930

■ WANTED

1994 Speedster. Prefer low miles, no paint work, no tips. 993 factory sport seats in excellent condition. Cash buyer, Dave Mc Cart, (503) 723-6146 dave.mccart@alliedsystems.com.

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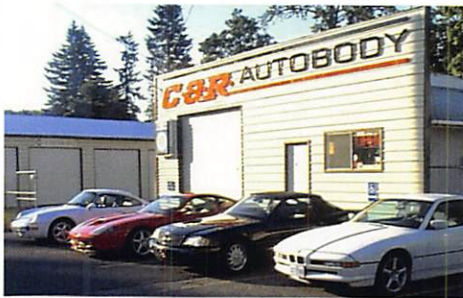
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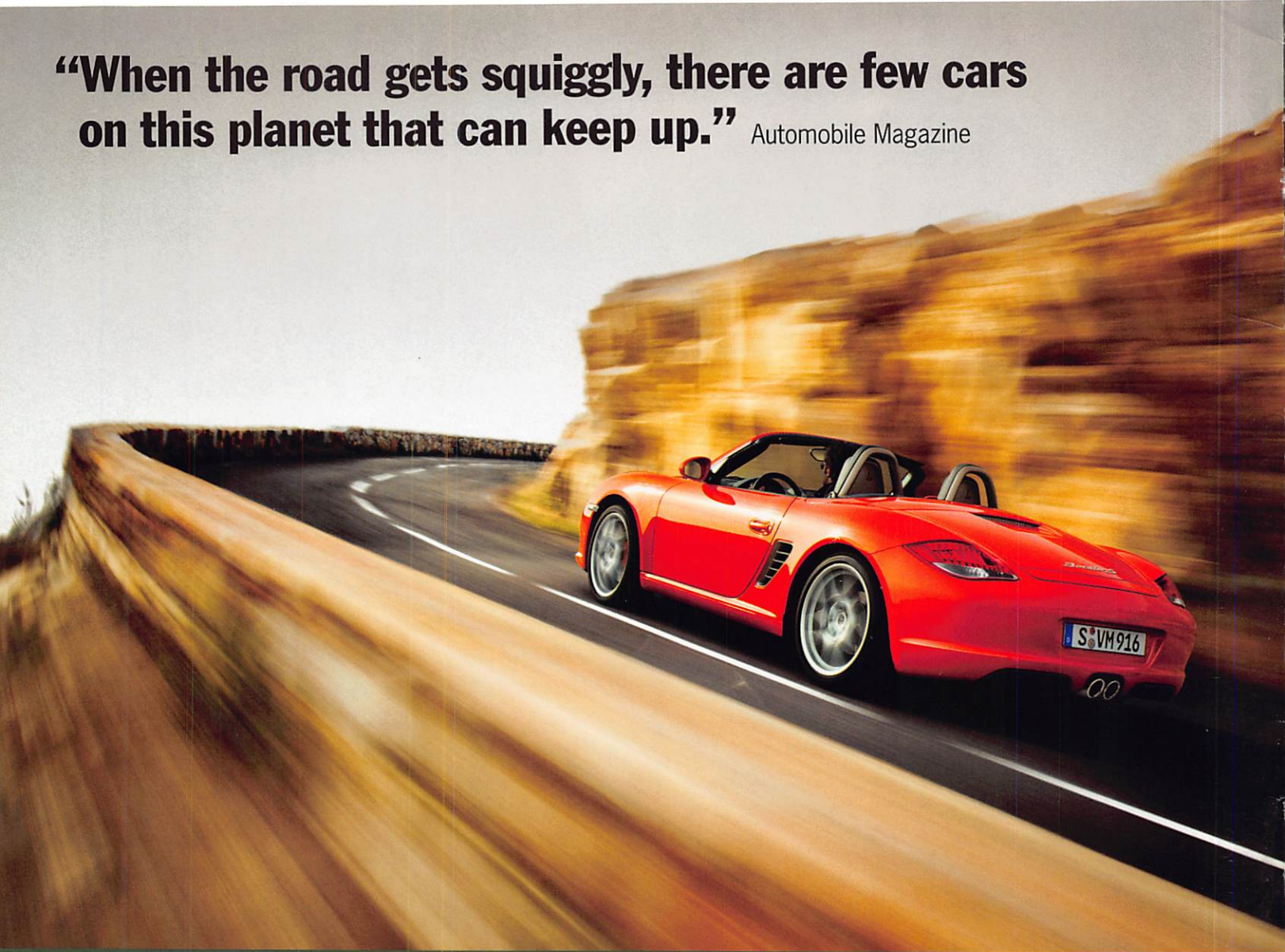
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