



Anzeiger

May 2008





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BMW



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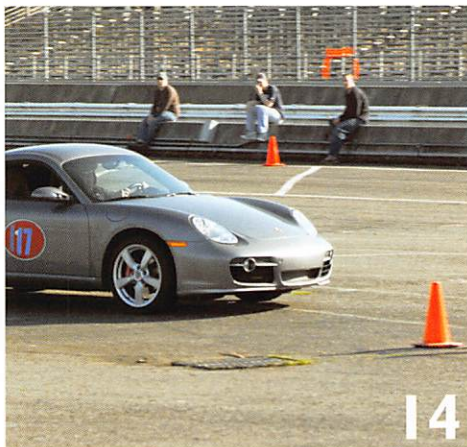
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Anzeiger

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MAY 2008



FEATURES

- 11 Sunriver Festival of Cars
- 14 Getting Beyond Fears and Phobias
- 16 A is for Autobahn
- 19 Autocross Goes Old School
- 21 Autocross Results

DEPARTMENTS

- 6 Events Calendar
- 23 Backfire
- 24 New Members
- 25 Anniversaries
- 27 Resource Directory
- 29 Marketplace

COLUMNS

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

COMING EVENTS

- 8 Arrive and Drive
- 8 Autocross
- 10 High Performance Driver Education
- 10 May Social and Dinner
- 12 Rose Cup Races
- 20 Baxter Auto Parts Historic Races
- 22 Mille Miglia



ON THE COVER

May, time to get all things Porsche ready for the road and track. In this case, for the Historic Races, July 11 – 13. See page 20 for the details of ORPCA's special package. Photo by Chris Rotvik.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. Photographers selected for the cover will receive a specially-framed copy of the cover. For more information, refer to Contributions Welcome on page 6.

Anzeiger

(an' zī ger), noun, German

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

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<http://oregonpca.org/>

EDITOR'S NOTE

Chris Rotvik

There are unsung heroes in everyone's life. People who place service to others over self and then just go on about life without fanfare. In my life, as I suspect it may be in yours, my spouse fills the top spot on the podium of unsung heroes. But there are others, many others, in fact, and it's never a bad time to celebrate their contribution.

Working with Nancy Scott, our "designer," is a real pleasure. I use quotation marks because she fills a far bigger role than design: Nancy takes from me what amounts to a box of loose parts and assembles them, in the virtual reality of Quark, into a finely crafted publication. She's an invaluable partner. Earl Green picks it up from there, making certain that the bits and bytes of Quark morph into the paper and ink reality that lands in your mailbox by the first of the month. Part technician, part logistician, part negotiator and full-time ambassador, Earl has seen to it that our magazine is produced to a level of quality far beyond what our small printing budget would otherwise suggest.

Producing a printed magazine means that we write well in advance of publication. And as I write this column in April, the cherry trees are in full bloom. In Japan, small festivals come together during this time – cherry blossoms linger but a few days – the Japanese celebrating the fleeting nature of life. Appropriate timing. In my own life, the business I recently formed has grown to the point where I'm no longer able to afford the time away necessary to publish this fine magazine. So, with just 14 issues under my belt, I am handing over the reins.

And celebrating the impermanence of life, along with my unsung heroes.



New Year, New Challenges, New Rewards

In my second year as President of ORPCA, my New Years Resolution was, and is, to attend as many of our events as possible as well as to work in the necessary surprise meetings needed to stay on top of things. From presenting checks to charities, to inviting myself to website meetings, I continue to see the behind-the-scenes work that goes into making our region successful: lots of volunteers spending lots of time and getting

tems in play here. This may be my new calling, so to speak.

I guess we all lied when we said that there would be a maximum of 50 drivers allowed at our autocross. We had 65-plus arrive at our first event and turned no one away. Of course, we did not get six runs, either. Maybe next time. Personally, I'd take 10 runs if I could get them, as I never seem to get enough seat

SUE AND GREG ARRIVED AT THE BEACH WITH THEIR FOUR-WHEEL ATV, TRAILER IN TOW, AND THEY SAVED THE DAY. TIRES, WHEELS, WATER-LOGGED FOAM, CANS, BARRELS, LIQUOR BOTTLES... GREG HAULED IT ALL AWAY SO WE DID NOT HAVE TO PACK IT OUT. THANKS, GREG!

great results. I like it! And wait until you see the new website, which will be operational by the time you read this.

I've had a couple of new experiences this year that shocked me! Number one: the autocross program does not need me anymore. After seven years of being the course design go-to guy, lime chaser, occasional driving instructor and generally foul-tempered authority on most things autocross, I have been invited to sit on the side lines. I think I can get used to this. Stand by, Britain, the shoe's on the other foot now!

Number two is that I actually did something other than tech cars at our recent DE Instructors Clinic. First, I sat out at the main gate for two and a half hours, having folks sign waivers prior to entering the track. Next, I went up into the tower and to get instruction on how DE events *really* happen by listening to the communications between the course workers as well as the radio chatter among the DE staff, controlling traffic flow on and off the track. And then there is the microphone used to call the various run groups to the grid. Mind you, there are three separate communications sys-

time. Bill Shores was kind enough to let me co-drive his stock Boxster S. I cannot remember the last time I drove a stock Porsche for points in a competitive event. Since I want to stay in the P4 class to compete with the GT3s, that is where I drove the Boxster. Needless to say, I was not competitive in P4, but I'm here to tell you that the Boxster is a killer autocross car, even with stock tires. I wonder what a few more events will do for my times!?

The Arrive & Drive program will have had its first event by the time you read this. What a great way to meet fellow Porsche pilots and refamiliarize yourself with the many superb country roads that start within the greater Portland area.

Our SOLV weekend was a successful one, despite the rain, sleet, snow, and hail that we all saw on the way over to Fort Stevens, via Camp 18 and Seaside. Truly ugly weather all the way. We got to the beach just as it was starting to hail again, and by the time we got our foul weather gear on, the SOLV check-in table – and all of the waivers on it – was covered with hail. Amazingly, ten minutes



later, the weather went away and we had a very pleasant three hours of beach combing for human detritus. Greg Denning and Sue Denfield deserve special mention here. They came to last year's event and saw the challenges we all faced in getting our newfound treasures to the collection point. HEAVY! This year, Sue and Greg arrived at the beach with their four-wheel ATV, trailer in tow, and they saved the day. Tires, wheels, water-logged foam, cans, barrels, liquor bottles... Greg hauled it all away so we did not have to pack it out. Thanks, Greg! More on the SOLV event next month.

We have a number of events planned for the summer weather we know is coming. From the planned drives, tours, and PIR happenings – including autocross and driver education – to the summer picnic on August 3rd and our volunteer recognition event (in an as yet unnamed location), our aim is to fill your summer with quality events that will make you want to take your Porsche out of the garage and go. Please do... we'll see you there!

Later,
Chuck ■

Oregon Region Events



May

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

June

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

July

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

August

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

September

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

October

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

November

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

December

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

Board Meetings

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

Contributions Welcome

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

Event Notification

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

Event Managers

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

STILL PLAYS WITH CARS

Peter Linsky

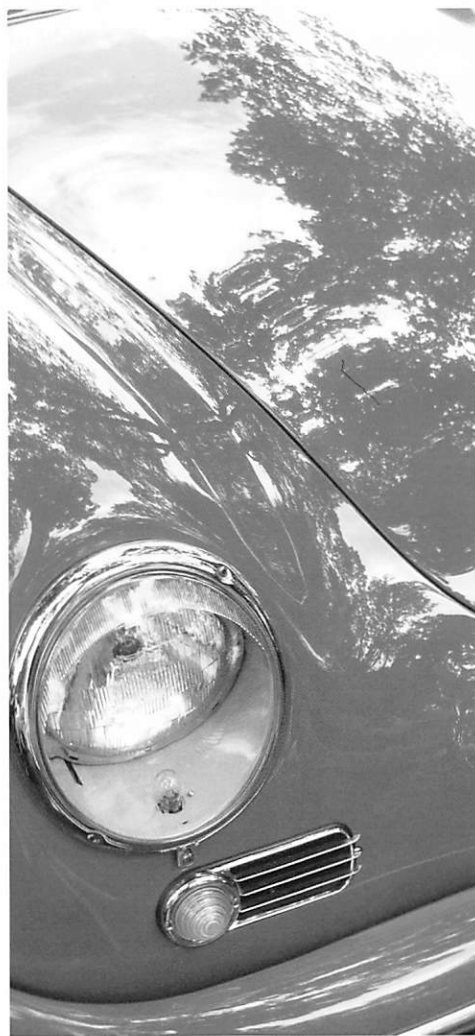


Over and Under

What is going on in the Porsche collector-car market? I was astonished to read that a 356 Speedster – described as nice but not perfect – sold for some \$200,000 at the RM auction in Scottsdale in February and a nice but not perfect 356B coupe went for about \$90,000, and that doesn't include commission in either case. I visited the website of a reputable California dealer who always has some very nice 356s for sale and found that he was offering another excellent Speedster for over \$170,000. A couple of years ago, he had sold a pair of top-quality Speedsters for about \$100,000 apiece to buyers in England, where only a small number of the basic little bathtubs were sold originally. Speedster prices really took off just before their big 50th anniversary celebration in 2004. Folks who just had to have a 'tub of any year or condition paid whatever the asking price was just so they could join the party. Often, that sort of artificial price run-up begins to fade soon afterward – remember those Ferrari Daytona convertibles back in the 1980s? – and those who paid more than top dollar in the heat of the moment take a loss when they tire of their new toy and put it back on the market, which in the meantime returned to earth. So far,

SPEEDSTER PRICES REALLY TOOK OFF JUST BEFORE THEIR BIG 50TH ANNIVERSARY CELEBRATION IN 2004. FOLKS WHO JUST HAD TO HAVE A 'TUB OF ANY YEAR OR CONDITION PAID WHATEVER THE ASKING PRICE WAS JUST SO THEY COULD JOIN THE PARTY.

that's not occurring, and someone who paid \$100,000 for a top-quality Speedster a few years ago can still sell at a nice profit if he finds the right buyer at the right time. While I'm happy for owners of similar cars that are watching their toy's value grow by leaps and bounds, I'm also upset by what we're seeing. Speedsters are clearly



another case of too much discretionary cash chasing an item that's in limited supply. As these cars become more and more valuable, the likelihood that their owners will take them out of the garage and enjoy them as they were meant to be enjoyed is reduced. That's what happened to real street Cobras; you'll often see one at a

concourse, but if you spot one in traffic, it's 100-to-one that you're seeing a plastic replicar, not an aluminum car with a real CSX serial number. On the other hand, the owner is out driving and enjoying it. I imagine the current pricing trend will mean that plastic replica Speedsters will become more acceptable, and that's probably how most of us will ever get to enjoy the experience. Higher prices for the most desirable 356s are also beginning to lift the value of lesser models – a rising tide floats all boats – and that's a good thing in that it should help boost the number of restorations and increase the number of cars available.

If you don't already garage your later-model Porsche, here's another reason to do so. Drug addicts who steal valuable metals such as copper, aluminum wire and bronze statuary to sell as scrap to support their habit have found a new target: catalytic converters. Cats contain both platinum and rhodium, which are quite valuable. While aftermarket replacement catalytic converters for US cars can be purchased for just a few hundred dollars, an aftermarket, stainless steel, 100-cell cat for, say, a 996 Carrera runs upward of \$1,500, a 200-cell unit is \$2,500-plus, and you probably don't want to know how much a pair of new cats for a Cayenne will set you – or your insurance company – back. I won't be surprised if I read some morning that a bad guy was somehow accidentally dragged for a couple of miles when an owner drove away with the thief working underneath with a hacksaw. Maybe that's wishful thinking.

Until next month, drive safely! ■

Arrive & Drive

Saturday, May 10

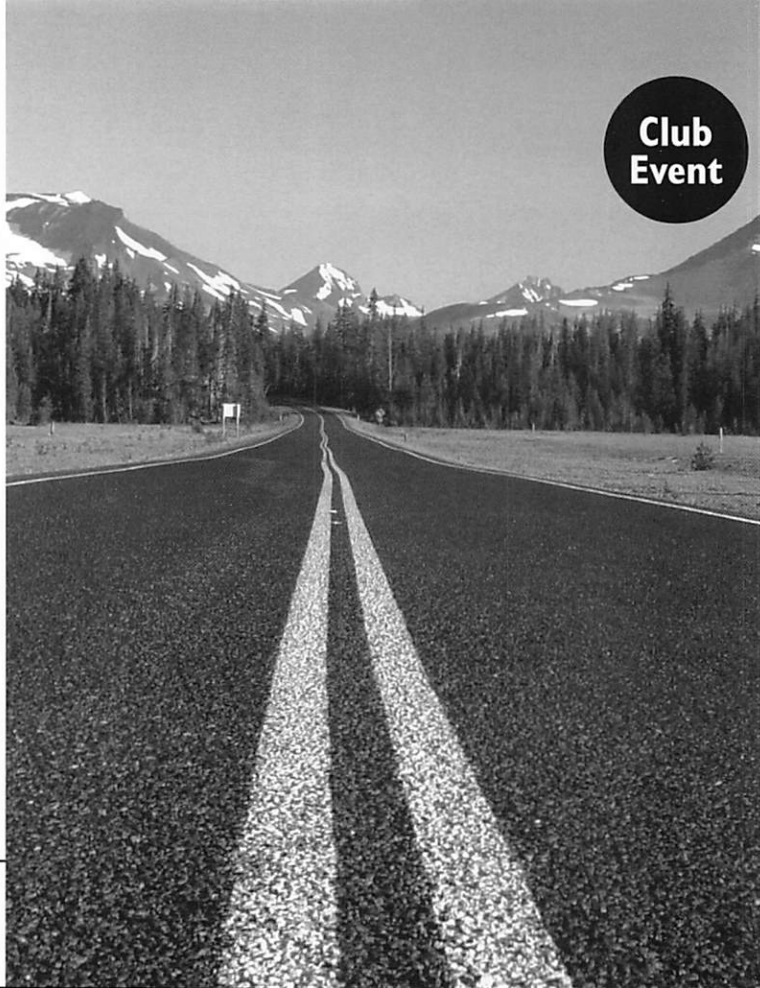
Next event June 14

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

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

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

Club
Event



CLUB CONTACT

Eric Freedle
503.384.0453
mmooter@aol.com



Sunday, May 11, 7:00 am

Next event June 8

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

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

The cost is \$35 when you register in advance at 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

One week in advance of the event

REGISTER VIA

orpca.motorsportsreg.com

CLUB CONTACT

Gary Chapman
drchapman@chapmansmiles.com

FOR MORE INFO

oregonpca.org (select Autocross)

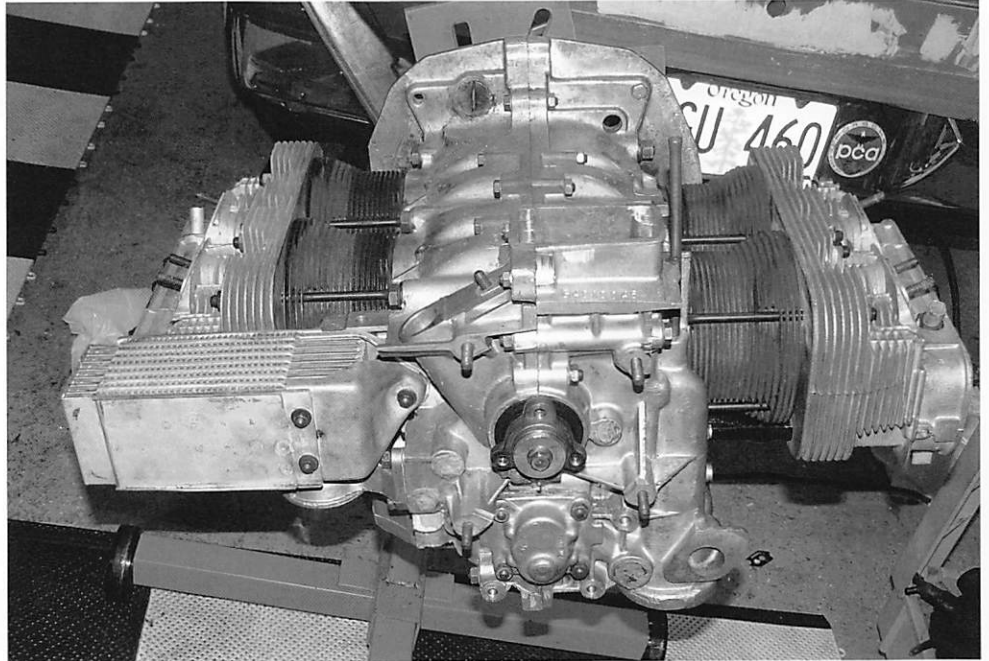
AMATEUR WRENCH

Don
Clinkinbeard



A Steady Evolution

Another month has come and gone. Our March 25th Instructors Clinic yielded 13 new instructors for us, an excellent result. At this event we tried a variation on the passing rules. Instead of requiring passing to be complete before the double cones marking the braking zones, the new requirement was that your pass had to be completed before the turn-in point. This reduced the number of black flags for late passing. At a little get-together after the event, we discussed whether this would work well for us over chips and Margaritas. Most of the senior instructors that came along were very positive about this change. We also discussed whether a passing zone between turns 6 and 7 would work. There was a lot of concern that this might lead to car-to-car contact as the turn is very sharp, a pinch point on the track. I think we'll see how



It's almost ready to go: the 914's flat four.

THOSE ADVANCED DRIVERS THAT REGISTERED FOR THE EVENT WERE TREATED TO LOTS OF TRACK TIME. I EVEN GOT OUT FOR A FEW LAPS IN THE TURBO BEFORE IT OVERHEATED. WELL, IT LOOKS LIKE I HAVE SOME MAINTENANCE TO DO.

things go with allowing the advanced drivers and instructors to pass into the braking zones, letting the new passing zone idea age for a bit.

Those advanced drivers who registered for the event were treated to lots of track time. I even got out for a few laps in the Turbo before it overheated. Well, it looks like I have some maintenance to do. I recall that at last fall's trip to Thunderhill, we called it a day when the car overheated on my son Ian. Guess that issue was not self correcting.

The 914 motor is almost together. I've gotten the basic engine assembled and it seems right. As I was putting the heads

on, there were a couple of sheet metal pieces that help direct air around the cylinders; you have to install these before you can slide the heads on. I managed to drop one of the sheet metal screws into the engine twice before I realized that you can stuff a piece of rag into the cam follower holes so this does not happen. At least the screw came out when I rotated the engine on the assembly stand so I didn't have to yank it apart. I expect the car to start in two to three weeks.

There is still a lot of work to do on the rubber seals for the doors, windows and top. I also have to reinstall the interior but that should not take too long to get done. This car came with one of the reflectors

that sport the Porsche logo on the back. I have never liked them much so I took it off. Well, four holes were drilled in the sheet metal for the mounting screws and behind the reflector I found some more surface rust that had been smeared with clear silicone caulking. Not the way I would choose to correct this kind of problem. This is in a highly visible area of the car so I am going to have to do more than rust arrest it. I started by cleaning of as much of the silicone caulk as I could with a wire brush and various solvents, then neutralizing the rust. Next I got my 4 inch belt sander out and ground down the sheet metal surface until it was nearly smooth. That left the four holes and a small dent to address. I did some hammer and dolly work on the dent and got it straightened up pretty well. I had to fill the four holes and did some work on the dent as it was rusted and I didn't want to grind any more of the metal away.

(Continued on page 21)

High Performance Driver Education

Monday, June 2, 7:00 am

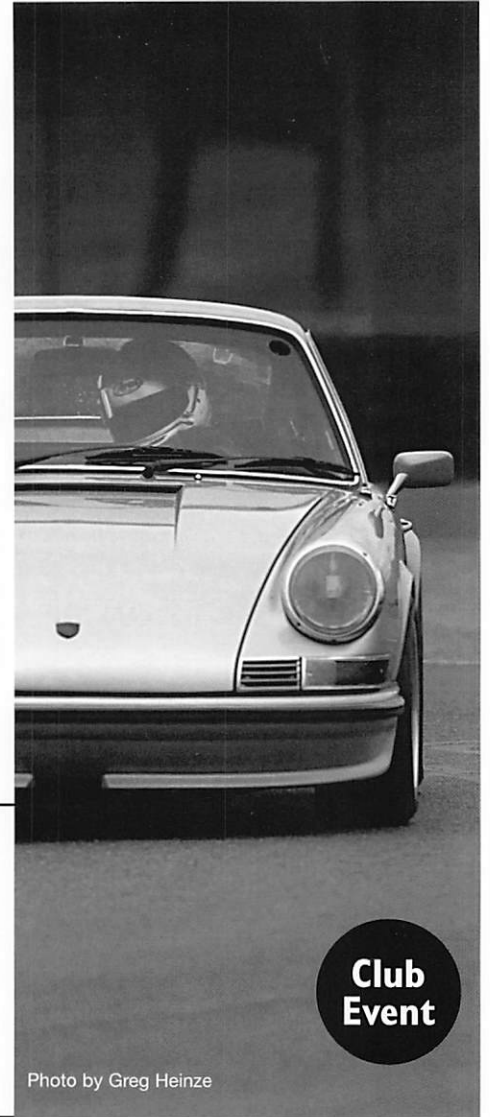
Next events Friday, June 20 7:00 am and Sunday, June 22 11:00 am

You get to choose up to three HPDE events to attend in June!

We provide the asphalt, instruction and support team. You supply the automobile and a desire to learn. We will be running our Taste of the Track program, so come on out and get the feeling with one of our instructors. If you are sitting on the fence about doing a DE day, this will get you off of it. The June 20 event is the Tri-Club Day, a great opportunity to experience the track with new and old friends from outside the club. Come on out and enjoy the challenge and the camaraderie at PIR, these events will be a great time for all.

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

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



**Club
Event**

Photo by Greg Heinze

DEADLINE:	One week in advance of the event
REGISTER VIA:	orca.motorsportsreg.com
CLUB CONTACT:	Don Clinkinbeard 503.970.4848 dechair@oregonpca.org
FOR MORE INFO:	oregonpca.org (select Driver Ed)



May Social and Dinner

Wednesday, May 21

Mark Lindsay's Rock and Roll Cafe

4152 NE Sandy Blvd., Portland

503.288.9297

6:00 pm Social hour

7:00 pm Dinner, a limited menu of steaks, salads, burgers and pasta

We look forward to seeing all our Porsche club friends for some good conversation and fabulous American cuisine! Enjoy the rock memorabilia collection beforehand and a live DJ broadcasting throughout the evening. We welcome all new members!

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

Sunriver Festival of Cars

Bigger, Better, Yet Still the Same

by John Draneas

The Sunriver Festival of Cars is set to debut September 12 – 14 and Northwest car enthusiasts should be sure to be there.

During its 12-year history, the Sunriver Exotic Car Show has become a must-do annual event for an increasing number of car enthusiasts. Lately, we've averaged 115 cars on display in the Sunriver Village courtyard and about 170 persons at the banquet. Spectators have crowded the show every year, leading to shoulder-to-shoulder conditions during the middle of the day. Clearly, the event has outgrown its venue and it is time to take it to a higher level (not to mention that the show site is slated for redevelopment, forcing a move).

New Name and Place

So we're changing a few things. First off, we've changed the name of the event to the Sunriver Festival of Cars. "Exotic" was a bit hokey and it didn't really fit, since most of our cars come from a wide range of marques and enthusiast-oriented models. And the coup de grace—this year the show will be held on the Sunriver Resort driving range, which offers a beautiful setting and a virtually unlimited capacity for participants and spectators.

Our Unique Atmosphere

Over the last 12 years, the event has developed a unique atmosphere of being relaxed and fun, with participants being able to get to know like-minded enthusiasts who may travel in other car hobby circles during the year. No other car event has been able to do this and we are going to keep the tradition alive.

Every component of the Festival will be geared toward assuring that the atmosphere remains the same for the participants. Organization and management will maintain a light touch. Every element will be designed to keep competitive energies in check, allowing just enough to make things interesting but still keeping it fun.



Photo by Thomas Robertson

We'll make sure that participants from different groups interact with each other in our own little form of multicultural diversity, although good-natured ribbing is always appropriate.

We appreciate that our atmosphere is the key element of the event and it is what keeps participants coming back. Even though the event will be bigger, we will strive to keep the larger size from changing the overall atmosphere. We are very confident that we can pull this off quite well.

Friday Reception

It all starts with the Friday evening reception, a low-key affair to welcome the participants as they go through final registration procedures. It will be a nice party and give all an opportunity to meet and interact with each other.

The Saturday Car Show

We expect strong participation from the Ferrari, Porsche, Jaguar, Mercedes, BMW,

and Lamborghini clubs and we will look for other interesting special-interest cars. Classics, hot rods and muscle cars are not encouraged.

We are aiming for 200–300 special interest vehicles for the show. The larger number of cars will require that we group them by marque, a change in our tradition. But this will allow us to select a featured marque or model each year for a front-and-center featured display.

This year's featured display will be Supercars—cars that were among the fastest and most desirable of their time. We've already lined up a McLaren F1, Ferrari Enzo, Carrera GT, Ford GT, Alfa 6C 1750, and several Lamborghinis. We are confident that we will also have a Ferrari F40, Mercedes 300 SL Gullwing and Roadster, BMW M1, Porsche Turbo, and many more similar examples. This will be a unique opportunity to see a select group of highly desirable supercars, all together in one place.

(Continued on page 23)

Rose Cup Races

May 30 - June 1



2008 Rose Cup Races

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

Name _____

Address _____ City _____ State _____ Zip _____

Daytime Phone _____

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

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

Grand Total: _____

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

Card Number _____ Exp. Date _____ Authorized Signature _____

ORDER DEADLINE: May 7, 2008

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

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

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

IN THE SIXTH ZONE Linda Bein



2008 Is Off and Running!

My husband Bill (Zone 6 baggage porter) and I have been on the road seven out of eight weekends and we have had some fun Porsche adventures! Thanks to the Cascade, Wild Rose, Pacific Northwest, Polar and Big Sky Regions for hosting some really great parties! We also attended the PCA Winter Board Meeting in Dallas and the hospitality lived up to its Texas reputation! Lots of information came out of this gathering, which I was happy to pass along to those in attendance at our annual Zone 6 Presidents' Meeting, held in Boise. Twelve of our 15 regions were represented and I want to thank all who took the time to attend this most important meeting. I believe that all walked away with new

ideas to take back to you, the members. The Silver Sage Region hosted the Saturday night dinner, which attracted a lot of attention at a great Irish Pub!

Now it is time to get rid of the huge mountains of snow which have built up over most of our zone. We are ready for some grand Porsche driving weather! Please get out your calendars and check region websites for upcoming activities. If you haven't been to an event put on by another region go out and DO IT! Some ideas for May include Vancouver Island's Crown Isle Retreat, Inland Northwest's Yakima Valley Vineyard Tour, and Silver Sage's annual favorite, the Bogus Basin Bacchanalia hillcross!

The 2008 Porsche Parade will take place in Charlotte, North Carolina from June 28th to July 3rd. This is always a fun gathering of Porsches and Porsche friends. I am looking forward to returning to Penske Motorsports after my fantastic time there in 2007. If you plan to attend, please register early as those in the know think this Parade will sell out quickly.

Zone 6 has some great leadership for 2008. If you have thought about getting involved but just haven't quite gotten around to it, NOW is the time! You will not regret it. I am looking forward to attending many more region events and meeting the huge number of new members in our zone.

May we drive (safely) forever! ■

KERS Your Enthusiasm

by Peter Linsky

Get ready for some really intriguing new technology to appear in the racing world. After you read this, you'll be asking how long it will take for this idea to appear in high-performance street cars, and then the mass market. It's called a Kinetic Energy Recovery System, or KERS. It means, simply, that the energy normally dissipated by braking is instead recovered, stored, and is then available to reuse for propulsion. A form of this technology is already used in some electric/hybrid cars, in which energy is recovered during braking and sent to the battery for storage. That's called regenerative braking.

Now, we may be about to see it emerge in an entirely different venue: Formula One racing. New regulations unveiled in late January permit the use of what are described as "hybrid auxiliary drives" for the 2009 season. F1 says it wants to make the series more relevant to the latest tech-



nology in recapturing braking energy. The new regulations will allow the recapture and release energy at a rate of no more than 60 kilowatts, although as much as 400 kw of energy can be stored on any one lap. Energy will be captured under braking and released by the driver on demand. The rules allow use of a flywheel, pneumatics, hydraulics, or electric drives.

Zytek, which is already involved in F1, has a two-year contract to develop a KERS

system (I know that's redundant) for one team. One working prototype stores energy in a small (nine to 10 inch diameter) auxiliary flywheel that spins at extremely high rpm in a vacuum chamber. It reportedly can provide an instantaneous 80 hp on demand, sort of a "push-to-pass" power reservoir.

We are likely to see a variety of systems introduced in the next few years, and that's good. Racing improves the breed, as they say, and one or two systems that work under the duress of competition will certainly be closely examined for their potential application to the mass market. Porsche has already dipped its toe into the alternative-power hybrid field and it was not at all hesitant to pay Mitsubishi a licensing fee to use the Japanese company's balance-shaft technology in the 944 family. Perhaps the day will come when KERS will join Porsche's family of familiar acronyms. ■

Getting Beyond Fears and Phobias

by Jim Ayers

Having been involved with the Driver Skills Clinic for the past four years as an instructor, I have had the pleasure of working with a number of our women members. One common theme has been expressed by a number of my female students: a fear or phobia related to driving a Porsche. For many of these ladies, the fear centers on potentially breaking what they perceive to be their husband's car. The phobia seems to come more from not having driven performance vehicles in the past and, as a result, not understanding the capabilities of the vehicle. This year, I had the pleasure of working with Muriel Meyer, as well as her husband Alan. Muriel immediately told me she had hardly ever driven their 2006 Cayman S and was not accustomed to how it performed.

The Driver Skills Clinic consisted of three separate activities: a slalom, including an avoidance exercise, a threshold braking exercise, and a skid pad. Before the slalom, Muriel told me she had tried autocross at one point and had become lost in a sea of cones. I explained that

everyone who drives autocross experiences that very thing every once in a while. Muriel's first run through the slalom was modest but she demonstrated a good feel for where the cones were in relation to her car and looked ahead, down the course, in order to complete the avoidance exercise. (The avoidance exercise is designed to keep drivers looking well beyond their immediate position on the course; a worker at the end of the slalom waves a flag

I HAD TO INFORM HIM THAT MURIEL HAD IN FACT BEEN FASTER. YOU CAN IMAGINE THE LOOK ON HIS FACE, A BOLD DETERMINATION. MEN ARE JUST SUCH COMPETITIVE BEASTS.

requiring the driver to bypass the next gate.) With each subsequent run through the slalom her times picked up significantly and she never hit a cone or missed the avoidance area.

Threshold braking followed the slalom. It is an exercise designed to teach a driver the proper method of braking: the gentle application of brake to avoid locking the wheels up, thereby avoiding loss of control. From a standing start, the driver

accelerates to 60 mph and upon reaching a predetermined point, marked with cones, the driver applies the brakes and brings the car to a full stop. Distance markings on the course show how far it took the driver to come to a stop. For modern cars with anti-lock braking, the point is to avoid activating the ABS. Muriel mentioned that she had worked for a period of time as a school bus driver and during her training she had been instruct-

ed to visualize an egg under the brake pedal. The egg training paid off as we had no visualized egg goo in the car.

Finally, we arrived at the skid pad, a circle on the asphalt approximately 150 feet in diameter. The point of this exercise is to get to and hold the car at its cornering limit, where the rear of the car may try to "walk around." Modern stability management technology makes this a bit more
(Continued on page 20)

David Kelley uses his 2004 911 Turbo to lay waste to the skid pad... or perhaps just his tires.



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A is for Autobahn

by Johnny Speed

My pulse quickens at the moment I see the sign and hear Sebastian's voice over the radio: "No speed limit" he declares, his black Carrera 4 speeding away. I wait a moment, shift down to third and squeeze the throttle until it is hard against the floor. Greg, riding shotgun, turns off the air conditioning—we are going to need all the horsepower the new 997-generation Turbo offers.

By waiting a moment, I allow the Carrera 4 to gain some distance on us. I hope it will be enough. I run through the gears, up-shifting just prior to redline. The Turbo accelerates like a musket ball being fired out a barrel. As the speedometer

my high beams if necessary (we were told to avoid flashing our high beams unless absolutely necessary, it is very impolite). We are compressing the space between our car and the Carrera 4, the Turbo still gaining speed, but at a slower rate. Would we see 300 km/h?

My Autobahn Experience had started two days earlier, the Mercedes-Benz tour bus dropping our group off at Porsche's Ludwigsburg facility. Our tour group is made up of 32 friendly, professional people from across the US, plus a few from Canada. The group's two main commonalities? An interest in Porsches and a passion for life.

I ASK GREG IF HE IS OK. "DOING FINE," HIS CALM VOICE REPLIES. THE SECTION OF AUTOBAHN WE ARE ON IS MOSTLY STRAIGHT AND SMOOTH, WITH A COUPLE GENTLE SWEEPERS, IDEAL FOR HIGH SPEED DRIVING. A QUICK GLANCE AT THE SPEEDO SHOWS 285 KM/H AND STILL CLIMBING.

shoots past 270 km/h (168 mph), I ask Greg if he is OK. "Doing fine," his calm voice replies. The section of Autobahn we are on is mostly straight and smooth, with a couple gentle sweepers, ideal for high speed driving. A quick glance at the speedo shows 285 km/h and still climbing.

We start to come up on slower cars, dutifully maintaining their position in the right lane. Anything moving under 150 km/h (93 mph) is considered slower traffic here. My left fingers are poised to flash

Out in front of the tour bus, sitting in a row, is an assortment of 19 Porsches, including three Turbos. I understand I will be getting a Turbo... I walk down the row



Above: A first class tour every step of the way. Right: Jet travel—the accommodations en route to Austria, Liechtenstein and Switzerland.

of freshly-detailed cars, each with the names of the assigned drivers on the dash. The first two Turbos have other people's names. I come to the last one. My name is on the dash! It's a moment full of exhilaration and anticipation of what is to come. I step back and take it in.

The car is jet black and heavily optioned, including PCCB brakes and





lane most of the time because the few cars that used the left lane were going at unbelievable speeds, flashing their headlights at us." I knew which lane I wanted to drive in.

Tour members are assigned into one of three groups, each with different driving expectations: slow, 120 mph; medium, 150 mph; and fast, over 150 mph. Being in one of the three Turbos, I am in the "we came here to drive fast" group. Each group has a professional driver as leader, driving out in front. Sebastian is ours. The

first day I am solo in the Turbo, the second and third day I share it with Greg (alias the Beermeister), a Florida surgeon who not only enjoys fine cars but also fast Italian sport bikes and good beer.

We are asked to not pass each other until given the OK and to stay behind our group leader throughout the tour. This works well, allowing all the drivers to become comfortable with the higher speeds without feeling pushed. Each car has a two-way radio, allowing us to
(Continued on page 24)

GPS. I open the door to see Terracotta leather with black accents, accessorized with bits of carbon fiber. Very nice. A glance at the odometer shows 440 kilometers (about 273 miles). The car is virtually brand new! Peter Sontag, our Tour Treffenmeister, walks by and asks if I like the car. Like it!? I am in love! I ask him if I should follow the break-in procedures since the car is essentially new. "Just get in and drive the thing," he replies.

For years I have heard stories about what it's like to drive the Autobahn. The most common? "We stayed in the right



If you are interested in driving the Autobahn, consider a few suggestions: Work your way up to the high speeds. Take a day or two to become acclimated. Respect the speeds, mishaps can and do happen. Look *far* ahead and be smooth. Do not move into the left lane without first looking *way, way behind*. Get back into the right lane immediately after you make your pass. Don't stay in the left lane unless you are really moving, 240 km/h (150 mph) or better. And do *not* pass on the right. This is a big no-no in Germany.

Only certain sections of the Autobahn are designated no speed limit— watch the signs. The unlimited speed sections are becoming fewer and shorter as traffic volume increases and lobbyists are pushing to have Germany conform to the 130 km/h speed limits of the rest of Europe. If you want to enjoy what the Autobahn has to offer, don't wait too long.

If you plan to take European Delivery of a new Porsche, consider taking delivery after the tour. The tour cars get run hard and it is not the optimum way to break in a new car. But do not feel you have to drive fast while in Germany. It is a beautiful country that requires moderate speeds to truly enjoy.





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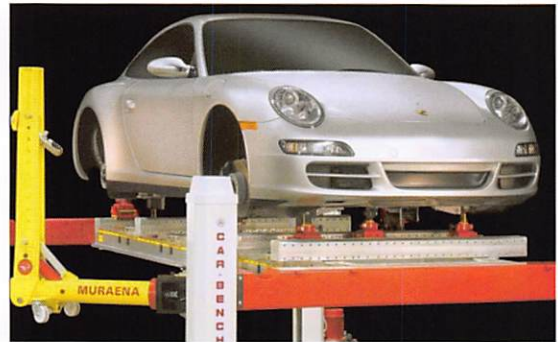
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Autocross Goes Old School

by Barry Cogut / photos by Jim Ayers



After a long winter, the much anticipated first autocross of 2008 was held on March 2nd. The weather was great; it was a little cool and foggy but dry in the morning and it cleared off and warmed up in the afternoon. People were walking around in T-shirts.

A lot of work had gone into planning over the winter and pretty much everything ran smoothly except... it was discovered that the autocross trailer was broken into over the winter and the electronic

... IT WAS DISCOVERED THAT THE AUTOCROSS TRAILER WAS BROKEN INTO OVER THE WINTER AND THE ELECTRONIC "BRAIN" FOR THE TIMING SYSTEM WAS STOLEN. EVERYONE PANICKED.

"brain" for the timing system was stolen. Everyone panicked about not having timing and Gary Chapman made the decision to time the event manually. Chuck West was dispatched to Joe's to purchase a few stopwatches while a system was set up to

Gary Chapman hustles his 1970 Porsche 914-6 to top time of the day.

do the job. It seemed to work flawlessly—no timing light or computer issues!

We had hoped to limit the day to 50 cars to allow six timed runs apiece for both run groups. 64 drivers showed up, creating a concern about time, so the day was limited to five runs for each group. As it worked out, the event ran so smoothly that there was plenty of time, allowing

time for fun runs afterward. I personally had five fun runs and it was really nice to get in a total of 10 runs in a day. Thanks to Scott Mills and Trevor Turner-Rice for some instruction that I hope will pay off next time.

Gary Chapman came in tied with James Paulson for top time of the day (Pamela Chapman was doing the timing). Class winners were Gordon Emrey in S01, Pete Sherland in S02, Jim Pileggi in P03, Barry Cogut in P04, Bob Schatz in P05, Jim Ayers in I01 and Gary Chapman in M01.

In the future each event will be limited to 50 cars. Only PCA members can register until the last two weeks before the event, so register early if you want to join the fun. I hope to see you April 20th. ■

Baxter Auto Parts Portland Historic Races

July 11 - 13

The Portland Historic Races features an entry list of more than 200 historic race cars, divided into groups according to make, age and horsepower and raced to their full potential. A featured race of this summer's 32nd annual event will be "Women in Motorsports," comprised solely of female drivers. The 2008 event will also highlight NASCAR with a field of nearly two-dozen historic stock cars. The Portland Historic Races also feature an open paddock, allowing fans the opportunity to walk right up to the cars, a display of more than 700 collector cars, a food and wine chalet, an autocross and a vendor midway. The event is a fundraiser for the Community Transitional School, a Portland-based educational organization that provides important educational services to children who are homeless or otherwise at risk of school failure.

The Oregon Region is offering a special package for the Portland Historic Races. For \$50, ORPCA members will receive driver and guest admission for the three days (an \$80 value), parking for one in the Porsche car corral (Porsches only, please) and a commemorative dash plaque. Register through orpc.motorsportsreg.com by May 31.



DEADLINE:	May 31
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**Club
Event**

GETTING BEYOND FEARS AND PHOBIAS

(Continued from page 14)

difficult but the sensation of going 35 to 45 mph in a circle that tight gives the student an appreciation for the car's ability to hold the road.

Muriel passed with flying colors but couldn't be cajoled into driving the afternoon's autocross. I see it in her future, however.

When it came time to work with Alan, the fun began. I commented on how well Muriel had done and he seemed truly pleased. After two runs through the slalom Alan said he thought he was improving his speed and wondered if he had done it more quickly than Muriel. I had to inform him that Muriel had in fact been faster. You can imagine the look on his face, a

bold determination. Men are just such competitive beasts. I will give Alan credit, he did improve his times. As to who was fastest, I'll let them work that out.

Having never heard of the egg under the brake pedal and unable to keep the car at 60 mph (somewhere between 70 and 80 mph seemed to be his speed), Alan found the ABS system to function as designed.

The Cayman has a switch for turning of the stability management system, which Alan did for the skid pad exercise. He also set the car into sport mode, which allows for a higher threshold before the stability management reactivates. On the pad he was able to get the car to twitch a bit though it would not really break loose.

Any fears and phobias Muriel may have had went away after the first couple of exercises. I will say for the record that a large number of men who are new to high performance cars have the same fears and phobias, they just aren't as candid about admitting them. While Alan stuck around and drove in the afternoon autocross he, like me, couldn't convince Muriel to drive it either.

The day was also my first opportunity to ride in a Cayman and I came away with a true appreciation for how fine a car it is. I've ridden in Chuck West's GT3 and appreciate that car's acceleration and handling: the Cayman S doesn't have to bow and back out the door. ■

ORPCA Autocross Results

Portland International Raceway, March 2

Driver	Vehicle	Class	Time	Driver	Vehicle	Class	Time
Gary Chapman	1970 Porsche 914-6	M1	30.75	Bill Shores	2000 Porsche Boxster S	S1	36.19
James Paulson	2006 Subaru WRX STi	NP	30.75	Cherene Mills	1997 Chevrolet Corvette	NP	36.25
Mark Darby	2006 Lotus Elise	NP	31.56	Erik Moluve	2004 Mazda RX-8	NP	36.47
Danielle Paulson	2006 Subaru WRX STi	NP	32.09	Bruce Allert	1997 Mazda Miata	NP	36.50
Britain Smith	1974 Porsche 914-6	M1	32.10	Ben Howard	2007 Lexus IS350	NP	36.75
Trevor Turner-Rice	1974 Porsche 914-6	M1	32.13	Jerard Noriega	2002 Subaru WRX	NP	36.81
Barry Cogut	2007 Porsche 911 GT3	P4	32.62	Dave Rothwell	2001 Porsche Boxster S	S1	36.85
Brian Clemons	2006 Mazda MX5	NP	32.87	Alan Meyer	2006 Porsche Cayman S	S1	36.94
Dennis Healy	2003 Nissan Sentra	NP	33.09	Jim Ayers	1976 Porsche 911S	I1	36.97
James Shepard	2002 Toyota MR2	NP	33.32	Jon-Mule Crawford	1990 Honda Accord	NP	37.00
Jim Pileggi	1984 Porsche 911 Carrera	P3	33.75	Justin Self	1991 Nissan 240SX	NP	37.03
John Gonzalez	2005 Dodge SRT4	NP	33.78	Roger Valentine	2007 Subaru WRX STi	NP	37.09
Scott Mills	1982 Porsche 911SC	P3	33.84	Harry Danberg	1973 Porsche 911T	P3	37.10
Brad Snethen	2002 Mazda Miata	NP	33.84	Steven Hawker	2005 Lotus Elise	NP	37.21
Bob Schatz	2001 Porsche Boxster S	P5	34.00	Jeannie Gretz	2001 Porsche Boxster S	P5	37.25
Chuck West	2004 Porsche 911 GT3	P4	34.06	Scott Faris	2001 Porsche 911 Carrera	S2	37.38
Michael Chen	2007 Subaru WRX	NP	34.34	Rusty Tracey	1985 Toyota Supra	NP	37.50
Steven Streimer	2007 Porsche Cayman S	P5	34.37	Peter Howard	2008 Subaru WRX STi	NP	37.75
Ryan Sauer	1979 Porsche 911SC	P3	34.40	Zachariah Snethen	1992 Chevrolet Corvette	NP	37.79
Gordon Empey	2006 Porsche Cayman S	S1	34.41	Eric Wishan	2006 BMW Z4	NP	38.03
Jeff Gretz	2001 Porsche Boxster S	P5	34.50	Elloit Nichols	2000 BMW 323i	NP	38.44
Bradley Snethen	2002 Mazda Miata	NP	34.54	Mike O'Conner	2003 Mazda Miata	NP	38.75
Phil Nishikawa	2002 Subaru WRX	NP	34.72	Dave Kelley	2004 Porsche 911 Turbo	S2	39.25
Pete Sherland	2007 Porsche 911 Carrera 4S	S2	35.00	Chris Ruge	1990 Nissan 240SX	NP	39.37
Pamela Chapman	1970 Porsche 914-6	M1	35.35	Clay Smith	2004 Mazda RX-8	NP	39.59
Arron Bucci	1984 Nissan 300ZX	NP	35.35	Sandy Snethen	1992 Chevrolet Corvette	NP	40.00
Ryan Risor	1991 Nissan Sentra	NP	35.66	Richard Averitt	1971 Porsche 914	I1	40.06
Chris Sherland	2001 Porsche Boxster S	S1	35.72	Peggy Munson	2002 Porsche 911 Carrera 4	S2	40.41
Tom Pavlik	2001 Porsche Boxster S	P5	35.75	Kathy Averitt	1992 Honda CRX	NP	41.13
Robert Musante	1987 BMW 325	NP	35.75	Mary Chase	2003 Mazda Miata	NP	41.88
Chuck Jarvie	2004 Porsche Boxster S	S1	35.81	Bill Helzer	1994 Mazda Miata	NP	43.63
Steven Schubach	2005 Lotus Elise	NP	35.84	Donna Helzer	1994 Mazda Miata	NP	46.90

AMATEUR WRENCH

(Continued from page 9)

Hopefully this will work out well. Maybe by the time I pen the next Wrench I will be able to declare victory and the 914 will be on the road.

The HPDE season is fast approaching and registrations are coming in at a fast clip, very encouraging for this early in the year. As I write this I have waiting lists for the intermediate and novice run groups and the advanced group is nearly full. I have sold three season passes so far. I was

hoping to sell four or five so I could get some data on the kind of attendance to expect. This will help guide me in setting up next years program for you all.

All for now,

-drc- ■

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Event

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Backfire

Thanks For Etiquette Article

LINDA BEIN

Thanks very much, Jim, for once again tackling the driving etiquette issue! I sincerely hope that other regions will copy your article for their own newsletters. I would like to address this issue again... and again... and again!

Couples Quit A&Ds Due to Driving Etiquette

NAME WITHHELD BY REQUEST

Jim, I would like to thank you for your article Driving Etiquette Guidelines to Live By. The last couple of Arrive & Drive events my wife and I attended, along with another member and his wife, resulted in both couples quitting due to; as you put it very well, road etiquette issues and pack mentality. Though the scenery was beautiful, our wives were too busy holding on and watching out for cars, walkers, cyclist, farm animals and deer (which I almost hit) in an attempt to stay with the group. We also do not need a speeding ticket or an accident to ruin our day out in our Porsches. Otherwise, we really

enjoyed the Arrive & Drive events, seeing the cars, meeting the other members, the final destinations, and driving roads that the Porsche was made for. I hope that your article and the current Board of Directors will resolve this issue with future Arrive & Drive events.

More on Driving Etiquette

PETE ERICKSON

Jim, I would like to commend you for your article in the January/February issue of Anzeiger. I was a charter member of the Mt. Hood Miata Club that formed in 1989 and remained a member until 2006 when I sold the Miata and purchased a 2000 Boxster. I was compelled to send an e-mail to the [Miata] Club President in 2000 that was almost an exact copy of your article. What spurred my e-mail was an e-mail that I had received from the event chairman saying that on all future road events there would be a tech inspection similar to what you would have to submit your car to on a track day. The speeds on our monthly driving events had been increasing steadily over the years and had reached speeds that would normally be

reserved for track days. The Club President said that she agreed with me and would speak with the event chairman and get the issue resolved. I do not know what the outcome of that meeting was as my wife and I had stopped going the driving events a couple of years prior because of the excessive speed.

One thing that may have made the Miata Club events a little safer was that the club strongly encouraged all members to bring CB radios with them to all driving events. The radios were an excellent way for the lead drivers to alert those following of any hazards in the road and for those following to let the leaders know that the group was getting too spread out so they could slow down or stop. I was surprised that the Porsche Club does recommend the use of CB radios.

My friend Dan Straight had stopped going the Arrive & Drives because we felt that the speeds were too high. I am hopeful that your article in Anzeiger will encourage the Arrive & Drive organizers to stress that we are sharing the road with other users and to keep speed under control.

SUNRIVER FESTIVAL OF CARS

(Continued from page 11)

Judging will retain our, shall we say, unique, tongue-in-cheek style. No need to stock up on Q-tips. We have Keith Martin, publisher of Sports Car Market, on board as our show announcer. In the afternoon we will select one example of each model represented at the show to be driven through a reviewing stand as Keith identifies the car and owner and tells the spectators about the general history and characteristics of the model. It will be just like a guided tour of the show, only people will be sitting in the stands while the show comes to them.

The show will have a festival atmosphere. We will have live music, numerous vendors selling both automotive and lifestyle products, a new line of Sunriver

Festival of Cars clothing and event merchandise, a variety of food vendors, a wine tasting pavilion and a beer garden. Each car club will be allowed to set up a membership booth. And we will have a hospitality tent for participants, with refreshments provided throughout the day.

Sunday Dash

The Sunday Dash will be limited to 65 cars. The field will gather at a selected site in Sunriver at 9 am and leave at about 10 am for an approximately two-hour drive over scenic roads, ending at about noon at a park site and a hosted lunch. This has been a very popular event in the past, with growing participation each year.

Details

Registration for the weekend is \$200, which includes one car and participant welcome package, the Friday reception, show hospitality, Saturday night banquet, Sunday Dash (space limited) and Sunday lunch for two people. Register early to avoid late registration fees and to assure a spot in the Sunday Dash. Lodging is available through Sunriver Resort, (800) 801-8765 or www.sunriver-resort.com. Mention the Festival for special offers. To register, or for more information, go to our website at www.sunriverfestivalofcars.com or contact John Draneas at (503) 638-0396, draneas@msn.com. ■

A IS FOR AUTOBAHN

(Continued from page 17)

communicate with each other. Sebastian will let us know when there are speed zones, traffic cameras or anything else we need to watch out for.

We quickly load our gear, start the engines and are off. 10 minutes later we pass a sign. THE sign. Blue background with a white symbol of a road and bridge—I am about to enter the Autobahn. It is the same feeling as the first time I pull out onto the front straight at Portland International Raceway: I am finally doing it, I don't have to watch the speedometer, I can just focus on driving fast.

I am second to last in our group, Peter Sontag is behind me. We quickly get up to speed, about 190 km/h. I am a bit nervous. It is one thing to drive at high speeds on a track, where the actual average speed is well below 100 mph. On the Autobahn, there is no slowing down. The right (slow) lane is moderately full of trucks and slower cars—there are just two lanes going each way. I'm concerned a slower car will pull into the left lane and block traffic, as is common on our Oregon freeways. But it did not happen, a good thing considering we are traveling 65-plus km/h faster than the vehicles in the right lane. After awhile, we pull into a rest area to take a much needed break. Peter Sontag assures us that we will be getting out of the "traffic" soon and will finally be able to "open it up."

Traffic soon thins out and we are running along at about 130 km/h on a beautiful, two-lane rural highway. I am a little bored, so I let the car in front gain some distance and then squeeze the throttle just to feel the acceleration. Peter's voice comes over the radio, saying "Johnny, I feel your pain." I know the time will come for passing, and I can wait. I do not have to wait long....

I have been watching the other lane and, just as I thought "this is a great place to pass," over the radio comes Peter's voice saying "OK Johnny, if you want to pass him, go ahead." Before he finishes the sentence, I have down-shifted and am around the first car. The Turbo accelerates rapidly. A quick up-shift causes the car to pull even harder. I feel I am riding a race



Wayne Ackermann
Keizer, OR
1981 911SC

Daniel G. and Shauna
Beatty
Portland, OR
2002 Boxster

Helen E. Cain
Tualatin, OR
2007 911 Carrera

Richard A. and Lynn D.
Gabriel
Silverton, OR
1964 356 SC

Scott and Stacy
Niedermeyer
Portland, OR
2005 911 Carrera

Kurt R. Redd
Portland, OR
2004 911 GT3

Gregory C. Rotvik and
Sheryl L. Murken
Portland, OR
2007 Boxster

Brett L. and Karen Rumble
Vancouver, WA
2001 911 Carrera

Sam I. and Mary C. Sasaki
Salem, OR
2003 Boxster S

Christopher P. Sherland
Lake Oswego, OR
2001 Boxster S

Wayne and Marie Strickland
Damascus, OR
2003 911 Carrera

horse that has been given the reins and spurs. But just as it is starting to get interesting, I have to brake hard and fall in behind Sebastian, our group leader. From the other cars, their windows down, I hear "Wow, that sounded so good!" and "Where did he come from!?" over the radio. I key my mike to Sebastian: "Come on, let's go!" He has been waiting to hear just this and shoots off, with me close behind.

Over the next three days our driving tour goes south from Stuttgart into Austria, Liechtenstein, Switzerland and then back up to Stuttgart. We then tour the Porsche factory, museum and restoration shop (where I count six 959s being serviced—they usually have between five and 10 at any one time). Our group also visits the Porsche test track, where, after riding along with factory drivers, even the PCCB brakes are smoking!

After returning our cars, Peter asks about the highest speed people saw. 230, 240 and 260 km/h are mentioned. Greg and I fall silent. "And how fast did you boys get up to?"

We saw 295 km/h twice, overtaking our group leader and having to "back out of it." After driving at 180-plus mph for a short time, 270 km/h (168 mph) becomes a nice enjoyable pace.

The whole tour lasts seven days. My most fondly remembered non-Porsche event was the Cannstatter Frühlingsfest—the May equivalent to Oktoberfest—where one eats great German food, drinks good German beer, and dances with whomever is nearby (first on the floor, then on the benches and finally on the table tops), all while singing "Sweet Home Alabama" and "Jail House Rock" in English. I am not making this up!

This was my first trip to Europe; I came by myself and knew no one else on the tour but I had a stupendous time. I highly recommend Fast Lane Travel (www.fastlanetravel.com) if you desire a wonderful European tour. Peter Sontag, their president and founder, is a fantastic guide with over 30 years of experience. You will have a magnificent time in his care.

We need to go back. Under the right conditions, 300-plus km/h is definitely achievable and perfectly legal. ■

Anniversaries

10 YEARS

Robert S. Fuller
Betty Lou Koffel
John S. Mazmanian
Raymond and Britt
McNamee
Marc and Diane
Rubin

15 YEARS

Larry and Bruce
Bergman

25 YEARS

David G. Wedlake

35 YEARS

George G. and Sarah
M. Baker MD

Obituary

Brooke Myers
1948-2008

Long-time Porsche enthusiast and former ORPCA member



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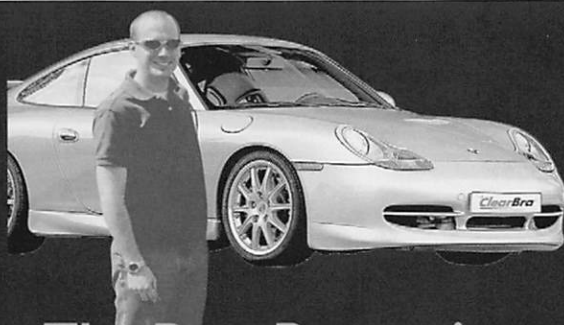
All advertising is to be provided in a digital format. Please contact Nancy Scott, engrafix@comcast.net, for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

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Outside back cover	\$3,150
Inside front cover	\$2,970
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1/2 page	\$1,656

Black and White

Outside back cover	\$1,750
Inside front cover	\$1,650
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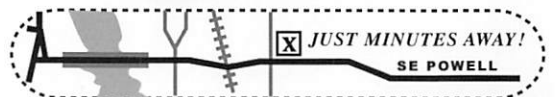
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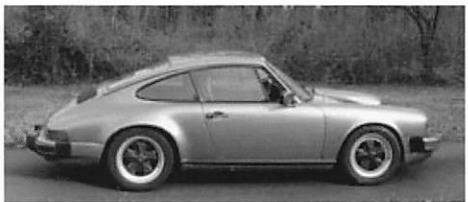
911 and 912



1981 911SC sunroof coupe. Metallic chocolate brown/tan. CC, PW, CD. 16-inch Fuchs plus additional 15-inch wheel set. Carrera tensioners, pop off, recent clutch and brakes. Mighty fine straight and well running SC. 137K. \$14,500. Denny Fryrear (503) 831-1177, dennyandcandy@hotmail.com [5/08]

Boxster and Cayman

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



1985 911 Carrera coupe. Silver blue, navy blue leather interior, A/C, sunroof, pioneer stereo with 12-disc CD changer and cassette player, Blaupunkt amplifiers, alarm system. Always garaged, car cover, Certificate of Authenticity, recently serviced and diligently maintained 163k-plus miles. \$19,500. Colleen Cotlaryk, (503) 357-2052, carreralady@peoplepc.com [5/08]

2003 Boxster. Black on black, 5-speed, premium wheels, premium package including leather sport seats, aluminum instrument dials (like the S models), cruise control and digital sound system. New battery, new front brakes and rotors, 5k miles on rear tires. Excellent condition, non-smoker, serviced by Heckmann Thiemann. 40.3k miles. \$27,000. Lou Jaffe, (503) 296-0937, (503) 310-7904 (cell), loujaffe@hotmail.com [5/08]

944 and 968

1984 944 coupe, Alpine White with black partial leather seats. Original owner, non-smoker, meticulously maintained, all service records. Stock condition with no aftermarket mods. Stabilizer bars, sport shocks, alarm system, leather sport steering wheel, removable roof, extras. 104k miles. \$10,000. Kathleen Behrens, (503) 579-3423, tsgrp@att.net [4/08]

■ PARTS FOR SALE

996 Porsche Turbo Twist chrome wheels with mounted Hoosier R-6 race tires. Front 225/40-18, rear 275/35-18. Tires nearly new, used at 1 DE in September, three heat cycles. Wheels are good, no center caps, from 2001 C4. \$1,350. Dick Thomas, (503) 310-3684, rthomas@dadco.com [5/08]



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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.

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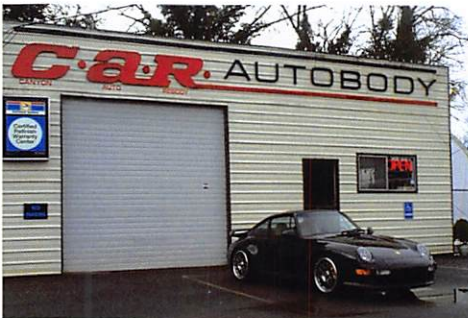
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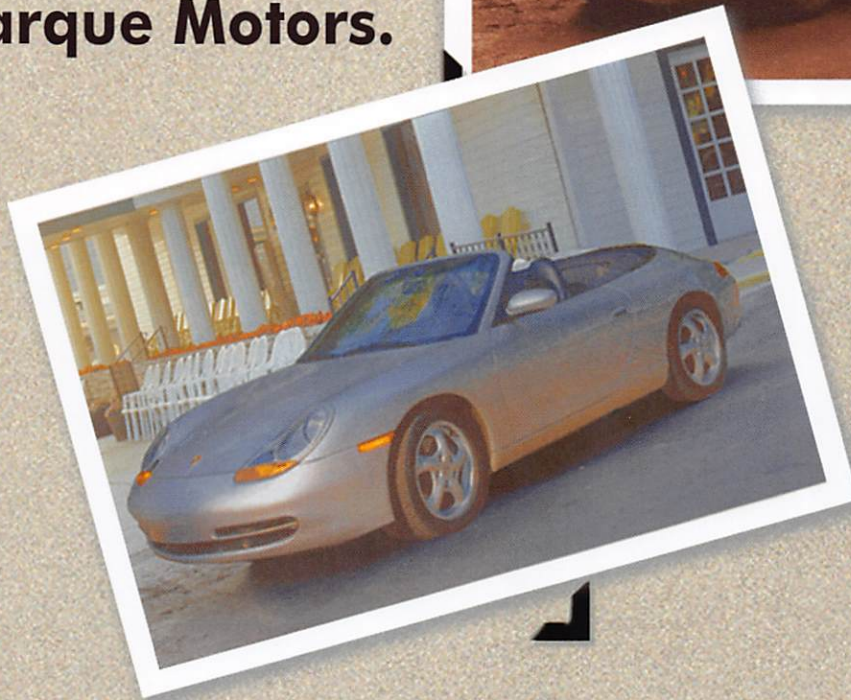
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