



# Anzeiger

November 2009





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# Anzeiger

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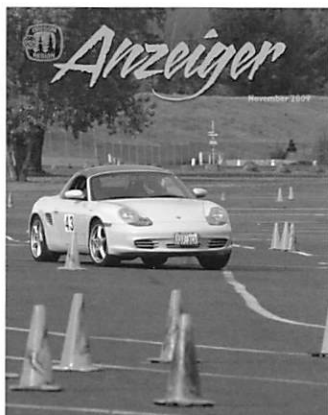
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## ON THE COVER

Boxster dodging cones at final 2009 Autocross.  
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 articles on page 6 and 24.

# Anzeiger

(an' zī ger), noun, German

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

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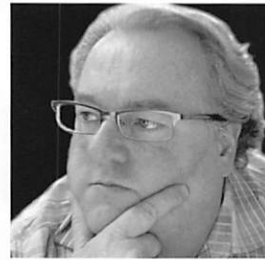
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<http://oregonpca.org/>



**EDITOR'S  
NOTE**  
Brett Laurila

## Send Your Anniversary Ideas

**A**s this is my first editorial effort, bear with me. I am not a writer (nor editor) by trade. Further, I haven't been a Porsche club member for long, even though I have been a Porsche owner most of my adult life and a "gear head" for as long as I can remember. Jim's introduction in last month's column gives you some insight into my personality. I am nothing more than an individual affected by a common and incurable disease: the common love and fascination of the automobile; further clarified as *porscheitis*—one who obsesses on the Porsche marquee. I am a car nut that has an affinity for older air-cooled Porsches. I appreciate and admire all the vehicles designed and produced by Porsche. But for me (at least at this stage in my life) the sound of an air cooled six is just music to my ears. (Now if I can just keep those pesky Weber's operating properly ...) Please feel free to introduce yourself, as I tend to be a little shy initially. Be aware, unfortunately, you can't shut me up once I get to know you.

**T**his new Panamera has me intrigued, however. Having previously owned an early model 928, some 27 years ago, I find its similarity and familiarity fascinating. I can't wait to see one at the dealer or on the street so that I can make my own judgment as to the styling. The technical merits appear to surpass any other comparable vehicle, and I look forward to reading head to head comparisons as the Panamera make their way to our shores.

**T**wenty-ten marks our clubs 50th anniversary. I hope to hear from you, dear readers and club members, regarding articles, photos and features that you would like to see in *Anzeiger* in the coming months. Feel free to contact me regarding your ideas at: [editor@oregonpca.org](mailto:editor@oregonpca.org). ■

**FROM  
THE  
PRESIDENT**  
Kathleen Ellis

## The Driving Season has Heated Up!

**W**ow, another month of events has gone by already. What a fun month it has been! I hear the Monterey Historics were fantastic and hope someone has submitted an article to share their experience. The September Autocross was well attended. We had a good turn out and great weather. Gary, Britain and the Team really have this event set up well. Thanks! Now if I could just beat Bob's time in Speedy on the same course. I am still a second behind. Ugh!

**D**ue to popular demand, the September Social and Dinner was held again this year at the Skyline Tavern. The attendance was down over the RSVP count, I assume due to the weather as it was intermittently drizzly, but certainly the weather did not dampen any spirits!

ONE EVENT FOR NEXT YEAR THAT IS A ONCE IN A LIFETIME SHOT IS OUR CLUB'S 50TH ANNIVERSARY CELEBRATION ... RICHARD PUETZ IS THE EVENT CHAIR FOR THIS. IF YOU WOULD LIKE TO GET INVOLVED, PLEASE CONTACT HIM.

Too bad! Those of you who didn't make it missed a great meal of prime rib and smoked salmon. Brad and Laura Larson did all the shopping, cooking and serving for this dinner. Thank you Brad and Laura for all your hard work on this event. In addition, those attending had the privilege of meeting our Zone Rep, Dave Cooley. There are 15 Regions in our Zone, which is one of 13 Zones in the U.S. and Canada. Each year, our Zone Rep tries to attend at least one event in each region. This is one busy dedicated individual. Dave had come in from Montana to attend this dinner and then go on up north to another Region Event. It was interesting to hear information bits about region events and National activities. Thank you Dave for

attending! We will have a chance to meet with Dave again early in 2010, probably January. Each year the Presidents of Zone 6 meet to discuss business for the Zone. For 2010, we will be hosting the event here in Portland. The tentative schedule is that Saturday will be a business meeting, but Saturday night's dinner will be open to other members as well. If you would like to seize the opportunity to meet some of these great individuals, please keep an eye on the events calendar.

**T**he BOD has been discussing the 2010 directory and calendar and subsequently events for 2010. One event for next year that is a once in a lifetime shot is our club's 50th Anniversary Celebration. Our region was chartered September 15, 1960. Richard Puetz is the Event Chair for this. If you would like to

get involved, please contact him. It is almost the eve of the Planning Meeting and I love all the anticipation that goes



with the planning of loads o' fun! I trust there will be active participation and anticipate that the event list for 2010 will be as full as it has been. The calendar will go to press in late November.

**W**e have fewer drive days left than we have been enjoyed for the season. I plan on exercising the cars at every opportunity I get. I hope I will have seen you on one of our events; maybe Cover Bridges or the Burrito Run or at the track! If not driving, then maybe the Dinner Social or perhaps the Holiday Party in December?

CU Soon! ■



**What were you doing 50 years ago?**

*Running Bear and Little White Dove on your radio, listening to KVAN, while parked at Council Crest in your 356.*

**1960-2010**

# Oregon Region Events



## *November, 2009*

- 10 Board Meeting
- 18 Monthly Club Dinner and Social

## *December, 2009*

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

## *January, 2010*

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

## *February, 2010*

- 9 Board Meeting
- 17 Monthly Club Dinner and Social

## ORPCA Bylaws Change

From time to time the ORPCA Board of Directors finds it necessary to make changes to the club's bylaws. In order to make the billing of Region dues more easily understood by the membership the region dues will be billed during the same period as PCA national bills the member. As a result, the following change has been made to the bylaws under Article IV:

To:

4. Membership Year. For purposes of Regional Dues, the membership year shall coincide with the renewal month of PCA's membership.

From:

4. Membership Year. For purposes of Regional Dues, the membership year shall be July 1 through June 30.

This information is being published in order to allow the membership a period of 30 days from the initial publication of this notice to make comment to the Board of Directors. Please submit any comments to [president@oregonpca.org](mailto:president@oregonpca.org)

### *Event Notification*

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

### *Event Managers*

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

### *Board Meetings*

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

### *Contributions Welcome*

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

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

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

**STILL  
PLAYS  
WITH CARS**  
Peter Linsky



## That dirty word “quota” is popping up again

**S**ome states and cities don't even try to hide it anymore: They're writing a lot more traffic tickets these days, not so much to make the highways safer as to help make up lost revenue caused by the recession. That dirty word “quota” is popping up again, as cops in some parts of the country are being rewarded for writing more citations. Traffic fines are also rising, along with insurance premiums. See this link for an interesting read:  
<http://research.stlouisfed.org/wp/2006/2006-048.pdf>

**O**ops! I goofed when I shared the details of that little scale model Porsche dealership illustrated in the August issue. I write that it was 1/87th scale, but the ad clearly shows that it's much larger, a mere 1/64th scale. Now, where did I drop my reading glasses?

**I**n a review of this year's Goodwood Festival of Speed, Charis Whitcombe quipped on the British website [www.classicdriver.com](http://www.classicdriver.com) that there was something special about the “no doubt lethal,

THEY'RE WRITING A LOT MORE TRAFFIC TICKETS THESE DAYS, NOT SO MUCH TO MAKE THE HIGHWAYS SAFER AS TO HELP MAKE UP LOST REVENUE CAUSED BY THE RECESSION. THAT DIRTY WORD “QUOTA” IS POPPING UP AGAIN ...

almond-scented exhaust fumes emerging from a sparkling line of Silver Arrows”, the wonderful Mercedes and Auto Union Grand Prix racers of the 1930s. Of the toxic blend of special fuels needed to operate their supercharged engines, he quotes German race driver Jochen Mass: “You can smell it when you're driving; that's why racing drivers die younger. On the other hand, they die happier.”



**I** found a very interesting website in Germany. Take a look at

<http://www.prototyp-hamburg.de> It appears to be the site for a museum and boutique featuring cars once owned by the late racing driver Otto Mathe', and shows a nice cross-section of German racing machinery and other prototypes.

**J**ust in time for the holidays, look for some interesting new clothing and boutique items at your local Porsche store, to coincide with the arrival of the Panamera.

Porsche AG says the new “Panamera Collection” will arrive in late September.

**I**f you have a few more dollars to spend, you might want to contact auto broker Simon Kidston in Switzerland; he's offering 908-148, the short-tailed coupe that Hans Hermann and Kurt Ahrens drove in the 1968 World Championship of Makes race at Zeltweg, Austria, where it came second to the sister car of Jo Siffert. Asking price is a mere ?1.1 million, a relative bargain compared to a Ferrari Testa Rossa. If you can't pop for the real deal, there's a great new book on 908s out there for well under a hundred bucks.

Until next month, drive safely! ■

*You're Invited*  
*Pacific*  
*Northwest Region's*  
*50th Anniversary Gala*

**Sat. Nov. 14 5-10 pm**

**Guest Speakers:**

*Brian Redman* - world famous race car driver

*Garth Stein* author of "The Art of Racing  
in the Rain"

**Registration:**

<http://50Gala.PNWR.org>

**Details:**

[www.pnwr.org](http://www.pnwr.org)

**Direct questions to:**

[50Gala@pnwr.org](mailto:50Gala@pnwr.org)

All PCA members are welcome



October 14, 2009

Dear Jim,

Oregon Porsche Club's donation of food for our PWG meeting makes a difference in women's lives. This gift helps to support DFSO's efforts to help PWG members develop the tools they need to advance in the workplace and provide greater leadership at home.

*Thank you. Thank you. Thank you!*



1532 NE 37th Ave.  
Portland, OR 97232  
Phone: 503-249-7300  
FAX: 503-249-7325

[www.dressforsuccess.org/oregon](http://www.dressforsuccess.org/oregon)

## November Social and Dinner

Wednesday, November 18, 6:00 pm

### Alexis

215 West Burnside St.  
Portland, OR 97209

**W**e're trying something new for November- the delicious Alexis Greek Restaurant in Old Town Portland! We will be dining "family style" from a traditional menu of Greek delicacies, including a varied array of appetizers, sides, and entrees (you can check out the menu at [www.Alexisfoods.com](http://www.Alexisfoods.com)). The price will be \$19.95 per person with an 18% gratuity added to the check. Ooohah!

**Club  
Event**

|               |  |
|---------------|--|
| DEADLINE:     | Wednesday, November 11   |
| REGISTER VIA: | RSVP via e-mail to:  |
| CLUB CONTACT: | Laura Larson<br><a href="mailto:dinnermeeting@oregonpca.com">dinnermeeting@oregonpca.com</a> |



## AMATEUR WRENCH Don Clinkinbeard



# 2010 is Shaping Up to be a Great Year on the Track

**W**ell, it has been a while since I penned this missive. I had a great summer. With the track season winding down, we had a total of 12 DE days (the October 25th date is not quite complete yet). This year we set new milestones with the program. We instituted skills standards for our drivers so they have a yard stick to measure their improvement by and a target to shoot at. We were the first Marque club to run at the new race track, Oregon Raceway Park. We offered three different kinds of evens tailored to driver skills that allowed our program to serve the novice driver and still give the more advanced drivers a richer experience. We further liberalized the passing rules while staying in line with the PCA National Guidelines. And even though attendance was down at the DE events, about 15% under 2008, we still

I HEAR FROM MANY FOLKS THAT THE ORPCA PROGRAM IS THE BEST IN PORTLAND. THAT IS VERY GRATIFYING, AND PRIMARILY DUE TO MY GREAT STAFF AND INSTRUCTORS.

achieved a gross revenue somewhat higher than \$112,000 for the year. I hear from many folks that the ORPCA program is the best in Portland. That is very gratifying, and primarily due to my great staff and instructors. Currently we are working on scheduling next years program. I want to do a two day event at ORP in the spring and two one day events in the early and late summer. I have asked PIR for four weekday events and will sublet at least two weekend dates from PKA as we have in the past. We are already talking about what we want to do with the Spring Break Out. It's very early so no details yet on that but 2010 should shape up to be a great year.

**I** took several track trips this summer, both solo and with others. I got to drive Infineon, Thunderhill, Laguna Seca, Reno-Fernley and Pacific Raceways this summer on top of our two tracks. I

I GOT TO DRIVE INFINEON, THUNDERHILL, LAGUNA SECA, RENO-FERNLEY AND PACIFIC RACEWAYS THIS SUMMER ON TOP OF OUR TWO TRACKS. I LEARNED SOME GOOD THINGS FROM THESE OTHER PROGRAMS THAT WE WILL WORK TO INCORPORATE INTO OURS NEXT YEAR.

learned some good things from these other programs that we will work to incorporate into ours next year. Overall I got roughly 40 hours of seat time in the Lotus. I am feeling very comfortable in the car, and also note that the car is starting to limit

my driving although there is certainly more to learn.

**S**o I am going to taste racing this fall. I have signed on to drive in the

Halloween Chump Car 24-hour race with a few of our other club members. We will be piloting a 944 that is not to cost more than \$500 around PIR for 24 hours or as long as it lasts. Club member Darryl Loyd

is the crew chief, James Gregory and I are piloting along with four other folks. Come on out and root for us over the Halloween weekend.

**T**he 914 is making progress. I have done the rough installation of the interior (a bit of trim cement needs to be applied to the carpet) and the engine is bolted in and ready to be connected along with installing the exhaust. I am working on the right door that was damaged in a rain accident several years ago and it is nearly ready to paint. Need to get this done so I can get the 944 completed over the winter and roll it out next spring.

All for now,  
-drc- ■

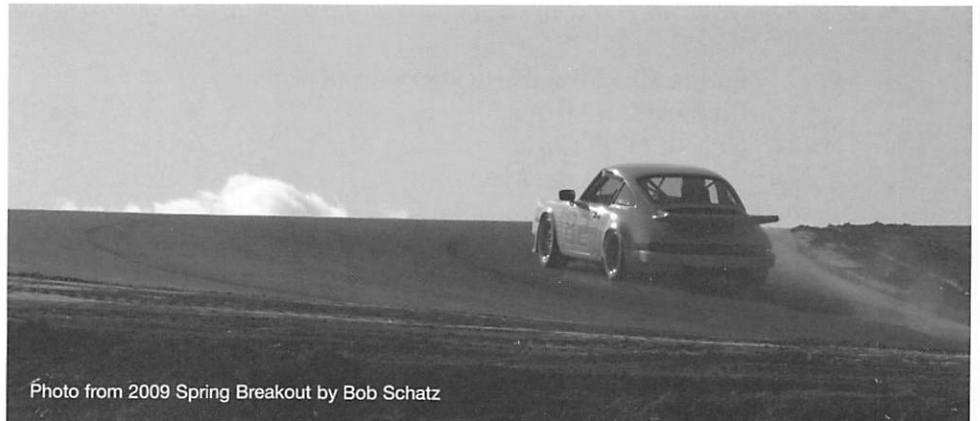


Photo from 2009 Spring Breakout by Bob Schatz



# Escape to Vancouver, USA: Holiday Party

Sunday, December 6



Escape to the Beautifully Holiday Themed ... Cozy and Warm "Heathman Lodge."

Something NEW ... time for another FIRST! This year instead of a holiday auction, please bring an unwrapped toy, which will be collected by Santa. Yes, Santa will be at the party for photos!

Join your ORPCA friends for another DELECTABLE dinner, JOYOUS President's message and an evening of SMOOTH JAZZ Let's PARTY!

Visit the ORPCA Website <http://oregonpca.org> for updates!

Yes! Count me in for Dinner at the  
2009 ORPCA Holiday Party  
December 6 at 6:00 pm

RSVP by November 27th

(\$15 Surcharge per person for payment postmarked November 28th or later)

Name(s) \_\_\_\_\_  
 Guest Name(s) \_\_\_\_\_  
 Number of reservations \_\_\_\_\_ @ \$65/ea = \$ \_\_\_\_\_  
 Telephone \_\_\_\_\_ Email \_\_\_\_\_

Meal Choice(s)

|               |           |
|---------------|-----------|
| Salmon        | Qty _____ |
| Chicken       | Qty _____ |
| Top Sirloin   | Qty _____ |
| Special Needs | Qty _____ |

(Please provide explanation: \_\_\_\_\_)

*The above menu items are generic in description and will be finalized in mid-November with a delectable narrative.*

Enclose Check Payable to ORPCA and mail to  
 Chet and Lyn Martin  
 605 NE 115th Circle  
 Vancouver, WA 98685

RSVP's postmarked November 28th or later must include a \$15 surcharge per person.

Cancellations postmarked by November 28th are entitled to a full refund.

Cancellations postmarked November 30th or later will not be refunded.

All cancellations must be in writing.

Please contact Sue Denfeld (360)896-5885 or [sue@eqwestllc.com](mailto:sue@eqwestllc.com) with any questions you might have.

# One Thing Leads to Another

Story and Photos by Randy Stolz

This past October our home became 29 years old. Not a lot of years, as houses go, but definitely middle-aged. On the other hand, it's a pretty good service life for the original gas furnace which we had replaced in September. I only mention this because, as with many undertakings around the house, one thing leads to another.

As the furnace guy completed the last of his build and installation of the air-conditioning he said, "If you insulate the ceiling over the garage it will really help with your energy bills, especially air-conditioning."

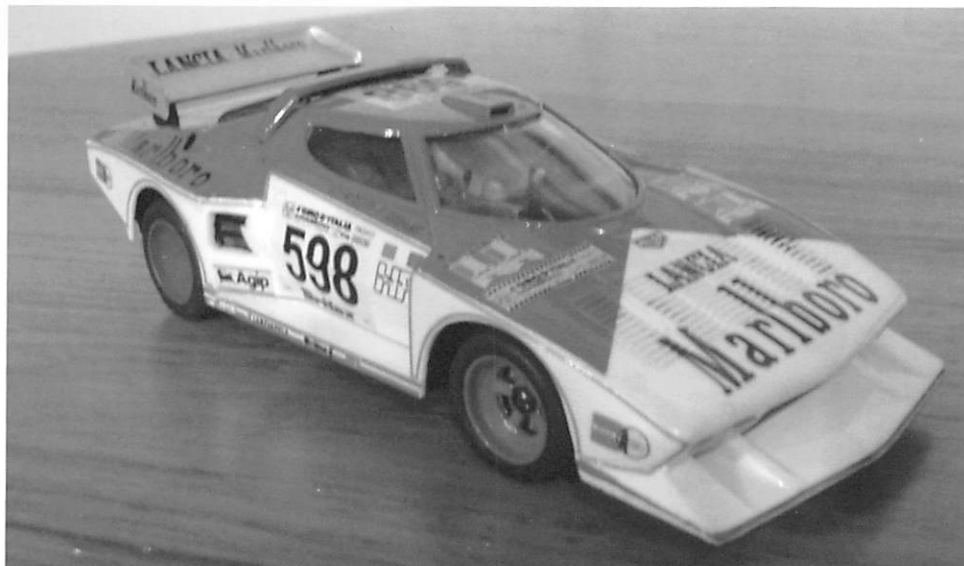
I thought about that for a bit. Not in terms of money saved but rather the use of the garage, especially in winter. Anything that might help my little DeLonghi Type 3107 put it's 1500 watts to better use should be done. And so, visions of Owens Corning's Pink Panther appeared on my PC screen and bats of R-19 fiberglass soon filled the space above my garage. Ahhhh ... fiberglass ... you know ... the stuff before carbon-fiber? My last encounter with the stuff was with bodywork for Stu Moss's D-Sports Racer, but that's another story, itching to be told. I only mention this because, as with many undertakings, one thing leads to another.

Before I started laying in bats of fiberglass above the garage I had to remove 29 years worth of accumulated 'treasure'. Pulling the last boxes down marked "Garage sale" revealed two or three boxes



Top: Treasure found. The author's 'collection' purchased in the late 20th century. Below Center: Race cars are dirty. Use a thinned flat black on this Le Mans Renault Alpine. Dots of paint look like chipping on the nose and wheel wells. Bottom Right: Improvisation—This 300 SLR started with a stock 300 SL. Bottom Left: Patience has its rewards. Complex paint and decals on this '76 Lancia Stratos should be attempted after doing a few simpler kits.

of happiness... my long forgotten model car kits. I only mention this because, as with many undertakings, one thing leads to another. There, among the cobwebs and other stuff, lay the Monogram kits of the Porsche 904 and '63 Stingray Corvette, the ESCI Lancia Beta Montecarlo, the  
*(Continued on page 20)*



# Distinguished ORPCA Volunteers

September 2008 - September 2009

The following individuals have enhanced your ORPCA experience thru their contribution of time and talent to produce the various events the club has to offer. These events include but are not limited to track events such as High Performance Driver Education and Autocross, Tours such as Northwest Passage, Cabin Fever, Escape Tour, Drive and Hike, and the Arrive and Drives, Social events such as the Summer Picnic, Monthly Dinners and the Holiday Party, Important areas of Communication such as Membership, the Website, Anzeiger and the ORPCA Admin informational email.

The ORPCA Board of Directors thanks them! Please thank them as well when you have the opportunity.

Carpentier, Cheryl  
Chapman, Gary  
Chapman, Pamela  
Chenoweth, Andy  
Clinkinbeard, Debbie  
Clinkinbeard, Don  
Danberg, Harry  
Draneas, John  
Goudy, Paul  
Green, Earl  
Gregory, James  
Gregory, Shari  
Gretz, Jeff  
Groover, Susie  
Helzer, Bill  
Helzer, Donna  
Hodge, Gregg  
Hodge, Sue  
Jacobson, Andy  
Jarvie, Chuck  
Larson, Brad  
Larson, Laura  
Laurila, Brett

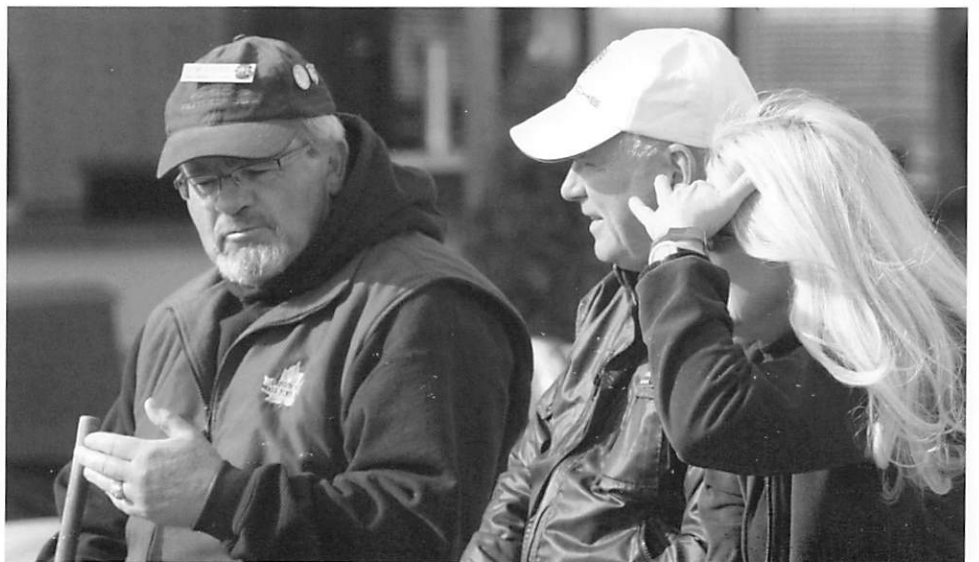
Lee, Mike  
Linsky, Peter  
Lyon, Steve  
Martin, Chet  
Martin, Lyn  
McGinnis, Jeanne  
McQueen, Joe  
Mills, Scott  
Mills, Sherene  
Munson, Bill  
Munson, Peggy  
Murphy, Pat  
O'Connor, Mary  
O'Connor, Mike  
Ohl, James  
Ohl, Jean  
Oldenburg, Cherie  
Peterson, Denise  
Puetz, Richard  
Rogers, Chris  
Rogers, Tricia  
Russell, Neil  
Schatz, Bob  
Smalley, Kathy  
Smith, Britain  
Stolz, Randy  
Taylor, Kim  
Thomas, Dick  
Thorp, Bill  
Torgeson, Dennis  
Twitchell, Doug  
Vernholm, Signa

# Autocross

Story and Photos by Bob Schatz

The final autocross of the season and lucky us another dry day. This season has been, how could I put it ... Fantastic! We start out the season in March with the spring breakout, a DE event, Teen Survival and an Autocross. We have an Autocross each month from there forward. We have an Autocross in Packwood Washington with the Seattle Porsche club in the middle of summer and we end it in October with a Teen Survival on Saturday and our final Autocross on Sunday. I absolutely love getting my car prepped and out for some friendly competition at these events and I have got to tell you, the volunteers who put these events together are the best, hands down.

The final race was of course full of excitement with close competition and one main competitor having some car "issues". You put your foot down on the pedal enough times and something is  
*(Continued on page 20)*



# Volunteer Appreciation 2009

by Bob Schatz / Photos by Jim Ayers and Bob Ellis

Once a year, our club throws a BBQ Picnic to thank the volunteers that make our club what it is and that day was Sunday September 27th. Out in the hills of Hillsboro we reserved a slice of a park to ourselves and our cars to have a burger and a beer. Lucky us—it was a beautiful day, and I even enjoyed the ride out there, shorts on me and my wife, top down on the Boxster S. The club had a spot with covered tables for eating and talking, and a double-wide stainless steel BBQ for top chef Jim Ayers to prepare the

ing would help in the BBQ breakdown. Turns out the electronic ignition went bad and guess what? Out of the 75 people there, nobody had a match. What a healthy group! Eventually a match was found, the BBQ was lit, and the party resumed.

After the eats and plenty of talk, the board called the crowd to attention and worked on getting to some serious business of handing out a few prizes through a raffle and then thanking each volunteer. We were called up in groups to receive a

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

good food. We had hamburgers, veggie burgers, dogs, chips, beer, soda etc.

We almost had a mechanical disaster when our industrial strength BBQ went cold. As you can imagine, five guys jumped on getting it fixed, and many more gave advice on what else could be done. I knew at least one guy was a mechanic for a Porsche racing team so I just waited to see if all that Porsche train-

thanks and a gift of a black stainless steel water container with the Porsche Club Emblem on it. I would like to thank the board for volunteering their time to throw this celebration for the volunteers; I really had a great time. The party is fun and all, but believe it or not, the volunteering is more fun—and, of course, very rewarding. We all go to work to make money and hopefully we enjoy our jobs.




Unfortunately, that but some or most don't is not always the case. When I volunteer I get to choose what I want to do, and for the most part, when I want to do it. The deadlines are there just to make sure I get my job done, and when it is I always look back at my volunteer work and feel proud. Those who can, do; and those can do more, volunteer. So thank you Porsche club for letting me be a volunteer in publishing this fantastic magazine! ■

Above: Good friends, good food added up to a Great Time. Below Left: Picture perfect. What a day! Below Right: Smoke rising from the grill, someone found a match! Photos by Bob Ellis.

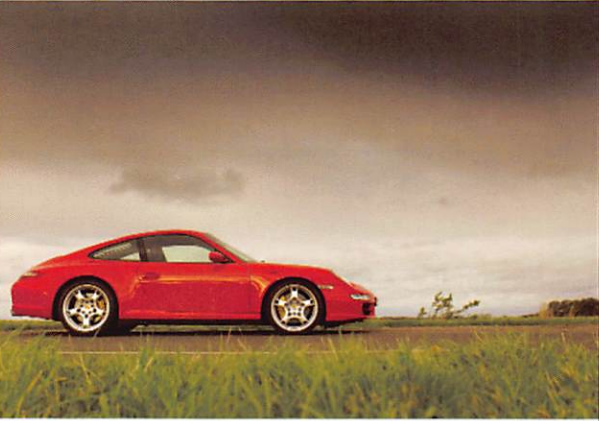




Above: Volunteers are appreciated, you could be in next year's group photo Photo by Jim Ayers. Left: A match, my kingdom for a match. Bottom Left: Sure I get to tear up lettuce, where's the glory in that? Photo by Jim Ayers.



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# A Pathway to Driving Excellence

by Johnny Speed / Photos by Kent Regan

The Porsche exited the turn, drifting out toward the wall, the steering wheel holding steady pointing down the front straight, the accelerator pedal sandwiched between the floor and an Oakley driving shoe.

The passenger's left hand moved across his chest and gripped his shoulder harness strap, the white knuckles indicating his apprehension.

The car came within a few feet of the tire wall where the drift subsided. The

The passenger regretted his earlier words to his good friend the driver "Scare me!" The Driver had achieved the challenge.

The sharp right turn of the chicane was coming up fast as the brake markers flew by 500, 400 the car was still accelerating. The passenger's right foot shifted to the left, hitting the floor with a thud.

A smile flashed across the drivers face.

In a seamless transition the passenger went from being pressed into the seat to being pressed forward against the 6 point race harness.

THE PASSENGER REGRETTED HIS EARLIER WORDS TO HIS GOOD FRIEND THE DRIVER "SCARE ME!" THE DRIVER HAD ACHIEVED THE CHALLENGE.

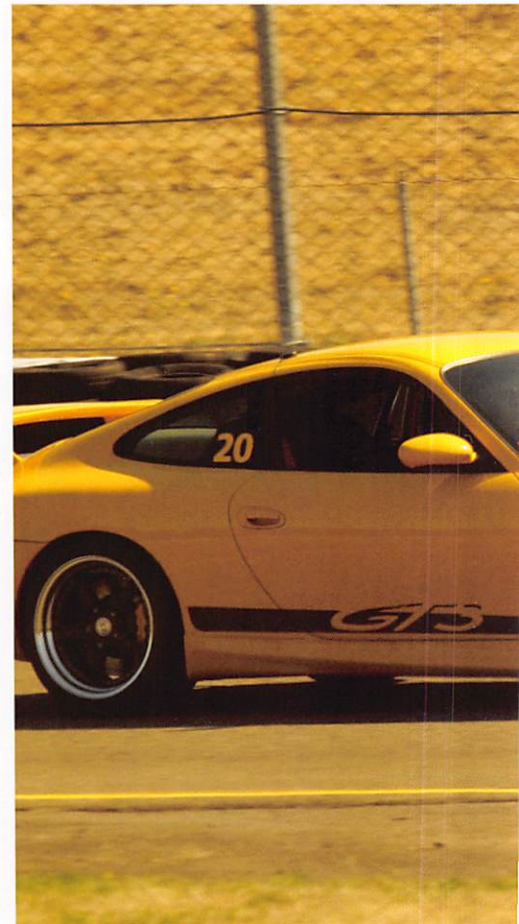
scream of the boxer six-cylinder engine nearing redline filled the interior.

A quick up shift to 4th and the car continued accelerating down the long straight.

The passenger's helmet turned left slightly allowing a better view of the speedometer as it swept past 135 mph climbing fast.

The same weight transfer that moved the passenger against his restraints transferred the weight of the car to the front tires allowing the front brakes to grip and attain threshold braking.

The passenger heard the engine rev up as the heel-toe down shift from 4th to 3rd  
*(Continued on page 22)*





Above: Fall colors at speed in turn 11 at PIR. Right: A GT-2 and GT-3RS play follow the leader.



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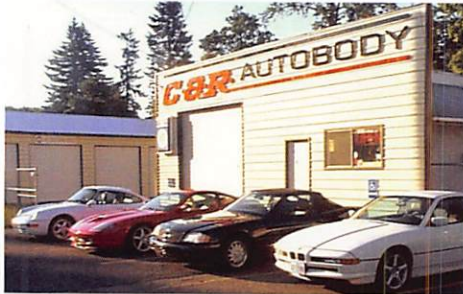
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# Mercedes McQueen and the Covered Bridge Challenge

by Randy Stolz / Contributions by Michael Russell, Ben Brown and Muriel Meyer

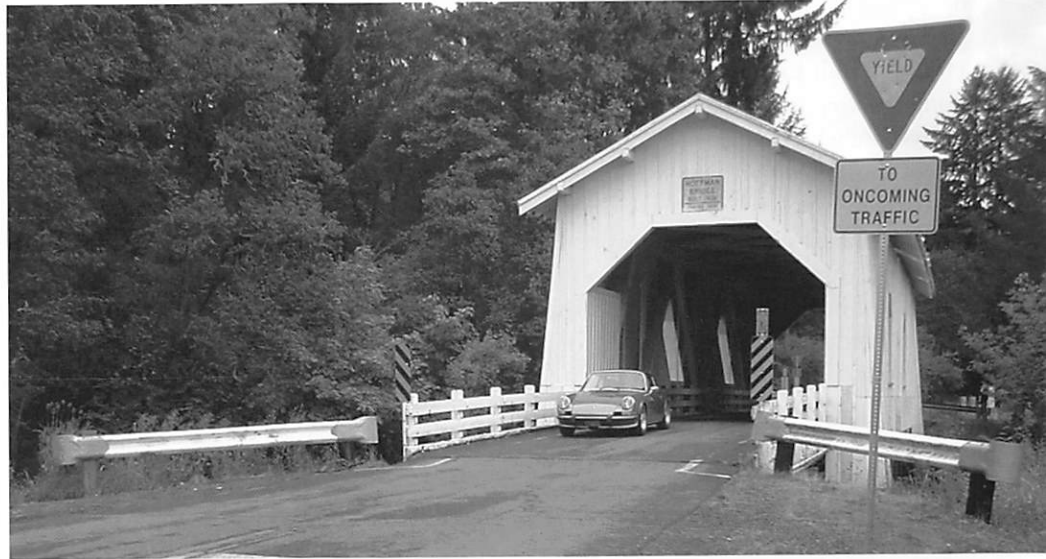
*The covered bridge is standing yet  
A relic of the past,  
'Twas built in "horse and buggy days"  
When life was not so fast.  
—Elizabeth K. Fuller*

## Saturday

It's five-thirty a.m. and the garage light comes on waking me from an early October sleep? We must be going somewhere for an overnight stay as my owners are putting bags in my nose. Looks like a long tour. It's cool out there and likely a bit wet. Hey, my name is Porsche. I can handle it.

After warm-up we're off to J's restaurant in Newberg where I catch up with some of my old buds, Nina-11, Nina-44, Carrera, Targa, Boxsta, K-man and dear Kai-Ann. Today we have a guest. Mercedes McQueen is filling in for one of our friends taken ill but she wants to have fun too.

We're off! Heading west we are surprised by one of the Dodge Boys, Green Dart. We're tooling along minding our own business, and, just because he has a 340 under the hood, he wants to show off by seeing how many of us he can pass. It's a good thing the road was straight. Thankfully, he leaves us at a fork in the road.



Good Times. Above: Two classics. Early Blue (Steve & Melanie Spahr's '73 911S) and Hoffman Bridge. Photo by Michael Russell. Below left: Grand Dame. Gary & Elaine Lord's '61 356B Cabriolet. Photo by the Randy Stolz. Below right: Unsuspecting owners have fun while Mercedes waits to help. Photo by Ben Brown.

We arrive at Drift Creek Bridge built in 1914 and it has a roof on it! Sure I'll pose for a picture. My flanks are still clean.

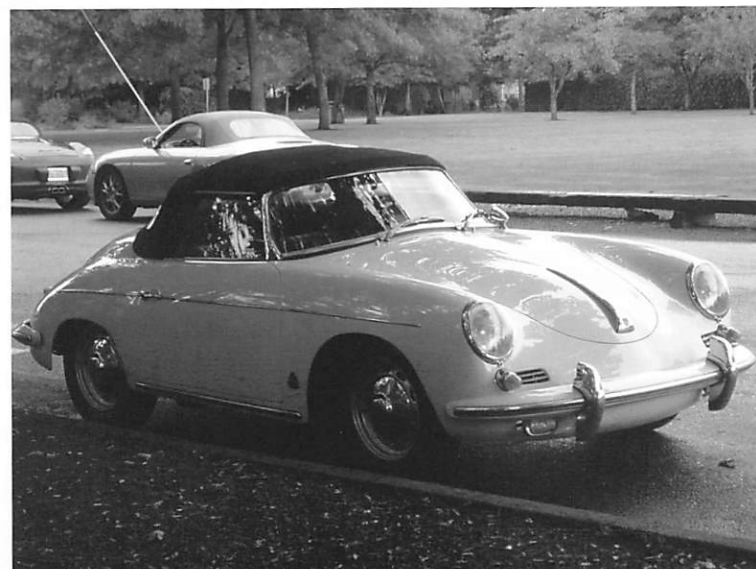
Onward, I smell the ocean, oh God, not salt air! Let's hurry down to Kernville and back up the Siletz River to fresh air. Ah, that's more like it; and this is a great road.

Forty miles of fun turns to panic for a few of our owners as they miss a turn, and find themselves lost. Pulling off the road, out comes the Blackberry, looking up the

next bridge using Google; they find the latitude and longitude and enter it into the navigation system. Without the advantage of all that technology, they might still be out there.

We roll on to Gathering Together Farm near Philomath with great organic salads for our owner's lunch. Me? I get a cold shower, with hail. Ouch!

With the rain gone, we head south to  
*(Continued on page 20)*



# ONE THING LEADS TO ANOTHER

*(Continued from page 11)*

Matchbox Auto-Union Type D Formula 1 car, the Union Ferrari 512S and MPC's McLaren Mk8A.

Some consider car kits a massive waste of time. Well, fall/winter is here and there are loooong rainy weekends. Tired of TV? Have you quit smoking and need "something" to keep my mind off it?

To those who gave up this pastime long ago or those closet artisans who love detail, may I suggest a return to those youthful happy days of sanding, decals, paint and voyages to the past when race cars fueled our dreams perhaps assisted by Testors liquid glue. Those of a certain age

will put on your Kingston Trio LP and remember Bob Shane's "... a Revell kit of Ursula Andress".

If your last model was 10 years ago, start by re-familiarizing yourself with the basics.

Start with a production car (Porsche 911, Boxster, or Carrera GT) without the fuss and detail of complicated decals and engine detail. Just getting a good paint job and detailing the interior is more than enough challenge at first.

When shopping, don't confine yourself to static plastic kits. Some of the best are Slot car kits or radio-controlled(R/C) cars which add a whole other level of fun,

assuming you have a place to run. Else, you can build Slot or R/C cars without the mechanicals.

Don't forget the paints, brushes, X-acto knife and different grades of sandpaper.

So I'm faced with a dilemma, which kit to build this winter? The most recent car I've owned (Porsche Boxster)? The oldest car (Bugatti Type 35)? The sexy Ferrari 330P? Or, the Le Mans-winning Porsche 956 Rothmans? I only mention this because one thing leads to another.

Advice on the web:

<http://www.scaleautomag.com>

<http://www.craigcentral.com/models/misctips.asp> ■

## AUTOCROSS

*(Continued from page 13)*

bound to happen. Pam Chapman drove her car hard enough to blow a spark plug right out of the head, which unfortunately ended up with her car taking a ride home on a trailer. Luckily JP had one to lend.

The competition was very tight in the PO3 class with the late 1980's 911's. Eric Freedle, Scott Mills and AlanWizerman were racing literally within inches, and as the day warmed up the drivers were just barely topping or dropping their times. The final time at the end of the day was

Alan 3rd at 62.698, Scott 2nd at 62.686 and our VP Eric winning it at 62.632 seconds. That is about 6/100ths of a second between 1st and 3rd.

The next closest race was between me and Jeff Gretz both racing 2001 Boxster S's. Through the season we were within hundredths of a second of each other and somehow I ended up ahead by half a second. Guess it was my lucky day.

The other class leaders were Britain Smith in the Modified class driving is 914-6, Dave Sprinkle in PO2 with his

914, Gordon Empey in SO1 driving a Cayman S, and Cary Kutter in IO1 a 1974 911. It was a great season and I hope to see more of you out there next year. You can always see Autocross results on our web site at OregonPCA.org and you can see our championship scoring for the year. Thanks again to all who volunteered to make these events happen and especially to the organizers who volunteer so much time to put this all together. I had a great time! ■

## COVERED BRIDGES TOUR

*(Continued from page 19)*

one more bridge at Alsea. In the rest area, I discover one of my pals is beyond reserve and out of gas. Her owners unwittingly all but ran the fuel pump dry, poor thing. But, Mercedes bailed them out with a gas run as she could carry more than two owners.

We carry on to Wren. Aw 'cmon guys, a ? mile of gravel? Just puttin' along in 2nd gear, I watch the dust and stones and as my owner goes slow. At Harris Bridge we rest while our gas-thirsty pal rejoins us.

One more bridge at Kings Valley; then we say good-bye to some pals en-route as they turn for home. We're off to stay at the Oregon Garden Resort after the first day's stint of 250+ miles. My owners sleep while I spend the night in the rain. My name is Porsche. I can handle it.

### Sunday

Some new friends have joined us. Early Nina and I catch up with Grand Dame 356. Looking sporty as ever in her bright yellow paint job; she's out for a fun-filled day.

At Stayton-Jordan Bridge a notice is posted of a cougar sighting but there's strength in numbers.

Through the rolling countryside that is east of Salem the spectacular vistas and curving roads make me glad to be on the road again. We visit more bridges but another trial awaits us. As I follow Speedy Leader we start dodging pot holes. I guess Speedy ziggged when she should have zagged and picked up a stone in her shoe. Enlisting help from her pals, the spare is installed but what to do with the tire as it

won't fit in the boot? Thankfully, Mercedes was around. We thank her and she's one of our pals now.

We lunch at Roaring River Park with turkey in the wild woods and in our sandwich. Some might have wanted Wild Turkey in the glass at this point but we press on with Not-so-Speedy.

More vistas, quaint little towns, and twisty roads; we finish the course. With all the beauty and adventure, it was one of the best tours ever. We thanked Bob and Kathleen Ellis, owners of Speedy Leader. As there are 52 covered bridges in Oregon, we hope to do another 'Covered Bridge Challenge' next year. And let's invite Mercedes, just in case. ■

# What Can I Do?

by Jim Ayers

Given I spent a number of years closely associated with *Anzeiger*, I understand the problems the Editors face in trying to put a magazine out on a monthly basis. From April to the middle of October the club has a large number of events for the membership to attend. November through March is a little lean as far as activities go, but we still have a club magazine. What, you are probably wondering, does this have to do with me? Hopefully, a lot.

I am amazed every time I attend an event and see 40 or more people enjoying themselves, driving their cars, eating lunch and meeting other members. Invariably a number of people are taking pictures and discussing the fun they are having at the event. Seldom times do any of these mem-

bers take a few minutes to write a short article about the fun they shared. Rarely do the picture takers send in photos with captions and a short article. This is truly a shame, you don't have to be Hemingway to share a good story and you don't have to be Ansel Adams to have good photos published. All it takes is a small amount of your time.

Over the years the major complaint I have heard about *Anzeiger* has been, "Why wasn't there an article about ... ?" The answer is simple; not only is the magazine staff busy trying to put together a monthly magazine, but also they can only attend so many events. One of the benefits to be gained by writing an article is the great feeling you get when someone from

the club comments on how much they enjoyed reading it.

To answer the question in the title of this article, take half an hour and write about your experience at an Arrive and Drive, High Performance Driver's Education, Autocross, day tour or Northwest Passage. Put pen to paper and write about some fun situation that has occurred related to you and your car, did you take an interesting vacation in your Porsche, get some good photos along the way, everyone would love to read about it. Are you mechanical and like to work on your car, take photos and write an article about your project. While none of this will garner you national fame, you will be notorious on a local basis. ■

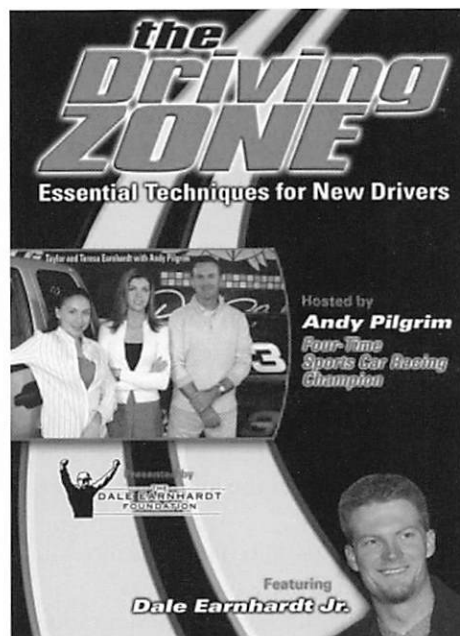
# Removing Distraction: Key to Better Driving

by Brett Laurila

October saw club involvement with the "Teen Survival" driving school. While I am a proponent of teaching our teens how and why a vehicle reacts at its limits, it is even more important to teach them to focus and avoid distractions while driving. The Teen Survival course deals with the physics and dynamics of a vehicle once you are in a situation. Based on my involvement and experience from the program last spring, I would like to see more focus, at least in the initial introductions, on Driver Awareness.

A new driver being aware of what they have control over that can cause inattention is CRITICAL. Understanding control and limitation of those distractions, both internal (in the vehicle) and external are paramount to preventing accidents. (Traffic accidents are accurately described as the "lack of intention" resulting from "carelessness, unawareness and ignorance".) Inattention or distraction while operating a vehicle is the root cause of most traffic accidents.

A good friend of mine and long time professional driver, Andy Pilgrim, put



The Andy Pilgrim Foundation has graciously donated 10 copies of the DVD for ORPCA members with Drivers under the age of 18. If you have a teen driver and would like one of these DVD's, Please email contact info to: [editor@oregonpca.org](mailto:editor@oregonpca.org)

together a DVD that addresses these basic concerns with a simple and effective ideology. It's called "The Driving Zone". This simple and effective process for preparing oneself to operate a vehicle is used everyday by professional drivers everywhere. I will wager that most of you, in some form or another, do something similar every time you prepare for an autocross, track day or spirited drive along your favorite road.

As Porsche owners it is a given that we take our driving seriously. However, we all need periodic reminding that every time we prepare to take a drive, we need to limit our distractions and pay attention to the task at hand – the safe operation of a motor vehicle. That simple act is the first step in the prevention of an unwanted and brief event in which two or more vehicles come together.

After all, driving a Porsche is a conscience decision about how we get to where we are going. ■

# A PATHWAY TO DRIVING EXCELLENCE

*(Continued from page 16)*

was made, but he did not feel any change in the car's deceleration.

Between the 100 and 0 markers with the weight still on the front tires the car turned toward the apex and the accelerator was lightly pressed transferring some weight to the rear tires allowing them to grip and hold the line.

A muffled "wow!" came from behind the passenger's full-face helmet.

The bright yellow Porsche GT3 quickly went through the sharp left of turn #2

THE PASSENGER BEGAN TO RELAX AND BY THE THIRD LAP AROUND PORTLAND INTERNATIONAL RACEWAY (PIR) HE WAS SMILING AND ENJOYING THE RIDE ALMOST AS MUCH AS THE DRIVER.

where the accelerator again came against the floor.

Turn #3 came and went with just a throttle lift.

The grass field beyond turn #4 seemed poised to catch the Porsche as it accelerated over the hump toward the turn.

A quick squeeze of the brakes that only lasted a moment and car was again accelerating into the turn!

The passenger felt the car begin to slide toward the grass, but the driver not only anticipated the drift, he caused it and held it through the apex of the turn without making any noticeable steering corrections.

The passenger began to relax and by the third lap around Portland International Raceway (PIR) he was smiling and enjoying the ride almost as much as the driver.

The passenger had just been exposed to A Pathway to Driving Excellence.

Every year our Porsche Club holds High Performance Driving Education (HPDE) School's at PIR.

These School events offer a much safer learning environment than the "back roads and vacant parking lots" option for learning high

performance driving skills.

In addition to the well-designed learning environment of PIR, an HPDE offers two more important features:

1. The absence of ever-present law enforcement personnel.

2. A trained driving instructor.

Speeding at an HPDE is not only tolerated, it is part of the learning process.

Signing up for an HPDE event as a first time Novice is the first step on A Pathway to Driving Excellence.

The morning of an HPDE event starts with running the car through tech and attending the morning drivers meeting.

After the meeting, first time attendee's are given the opportunity to go out onto the track for a few laps as passengers with instructors who drive at moderate speeds

demonstrating the "Driving Line" of the track.

After the demonstration ride the Novice group attends a classroom session that goes over basic car control skills, traction management, the importance of weight transfer and the particulars of driving at PIR. Instructors at Porsche Club HPDE events are hand picked.

THE SKILLS LEARNED AT AN HPDE WILL ASSIST DRIVERS IN THEIR JOURNEY TO BECOME SAFER, SMOOTHER AND MORE PROFICIENT HIGH PERFORMANCE DRIVERS.

All Oregon Region Porsche Club Driving Instructors have attended and meet the requirements of the National Porsche Club of America Certified Instructor Training School.

Porsche Driving Instructors must also continuously meet the following requirements:

■ Possess the skills of an Advance High Performance Driver.

■ Have the necessary communication, teaching and patience skills required to be a Driving Instructor.

■ Continuously demonstrate driving and instructing proficiency by attending a minimum number of track events each year. (HPDE Instructors are constantly monitored for driving and instructing competence.)

■ Some of the Driving Instructors also hold competition licenses and regularly compete at PIR.

After the classroom session the Novice group get into their cars with their assigned instructor and go out onto the track for the first of four 20-minute sessions.

The first track session of the Novice group is usually spent learning the various turns and ideal route through those turns (the Driving Line).

Remaining sessions are spent adding speed and learning car control skills through managing traction, using smooth transitions with steering, brakes, throttle and weight transfer.

After attending their first High Performance Driving School it is not uncommon to hear a driver say "I have been driving for more than  $x$  number of years and I have learned more today than over all those years."

The skills learned at an HPDE will assist drivers in their journey to become safer, smoother and more proficient High Performance Drivers.

If you find yourself interested in taking a step on the Pathway to Driving

Excellence at an HPDE event, consider the following:

An HPDE event is not just about speed. It is about learning the necessary car control skills to facilitate driving quickly in a safe and efficient manner for the conditions present.

This is a Driving School held on a competition surface (Race Track), review your auto insurance policy.

The safety record of the HPDE Novice group is outstanding. (It is safe enough that when my Son [who has attended several professional driving schools] drives one of my cars at an HPDE event he has no choice but to drive in the Novice group)

An HPDE event is not a racing event. *(Continued on page 24)*

# ORPCA Autocross Results

Portland International Raceway, Oct. 11

| Pos. | Class | Driver         | Vehicle             | Time   | 26 | P5 | Jeannie Gretz          | 2001 Boxster S      | 65.259 |
|------|-------|----------------|---------------------|--------|----|----|------------------------|---------------------|--------|
| 1    | M1    | Britain Smith  | 1974 Porsche 914-6  | 57.228 | 27 | NP | Richard (Todd) Averitt | 1992 Honda CRX      | 65.354 |
| 2    | NP    | Steve Barnes   | 2001 Chev. Corvette | 58.671 | 28 | I1 | Jim Ayers              | 1976 911S           | 65.479 |
| 3    | NP    | Josh McCall    | 1987 Mazda RX7      | 59.353 | 29 | NP | Michael Pinto          | 1983 Mazda RX-7     | 65.624 |
| 4    | NP    | Jim Pileggi    | 1995 Mazda Miata    | 59.372 | 30 | NP | Kathy Averitt          | 1992 Honda CRX      | 65.634 |
| 5    | P5    | Bob Schatz     | 2001 Boxster S      | 60.155 | 31 | NP | Hilario Cruz           | 1995 Honda Del Sol  | 65.935 |
| 6    | P5    | Jeff Gretz     | 2001 Boxster S      | 60.653 | 32 | NP | Chris Ramsby           | 2001 Audi A4        | 66.143 |
| 7    | M1    | Chuck West     | 1974 914/6          | 60.873 | 33 | P3 | Marc Frank             | 1971 911T           | 66.567 |
| 8    | NP    | Steve Voigt    | 1991 Mazda Miata    | 61.146 | 34 | NP | Elizabeth Bacon        | 2000 Mitsu. Eclipse | 67.143 |
| 9    | NP    | James Shepherd | 2002 Toyota MR2     | 61.379 | 35 | NP | John Russell           | 2005 Pontiac GTO    | 68.229 |
| 10   | NP    | Stephen Brooks | 1995 Dodge Neon     | 61.749 | 36 | NP | Dustin Chase           | 1993 Miata          | 68.407 |
| 11   | S1    | Gordon Empey   | 2006 Cayman S       | 62.046 | 37 | NP | Jorge Lara             | 2003 Honda S2000    | 68.898 |
| 12   | NP    | John Gonzalez  | 2005 Dodge SRT4     | 62.192 | 38 | NP | Edward Choe            | 2009 VW Jetta       | 69.021 |
| 13   | M1    | Bill Thorp     | 1986 944T           | 62.296 | 39 | NP | Zachary Bloomfield     | 1979 Toyota Corolla | 69.191 |
| 14   | NP    | Josh Voigt     | 1991 Mazda Miata    | 62.327 | 40 | P2 | Dave Sprinkle          | 1974 914            | 69.997 |
| 15   | P3    | Eric Freedle   | 1986 911            | 62.632 | 41 | P3 | Harry Danberg          | 1973 911T           | 70.117 |
| 16   | P3    | Scott Mills    | 1982 911 SC         | 62.686 | 42 | S1 | Michael Wilfing        | 1997 Boxster        | 70.242 |
| 17   | P3    | Alan Wizeman   | 1984 911            | 62.698 | 43 | NP | Mary Chase             | 1993 Mazda Miata    | 70.430 |
| 18   | M1    | Kathy Smalley  | 1986 Porsche 944T   | 62.705 | 44 | P3 | Jim Horton             | 1970 911T           | 71.104 |
| 19   | NP    | Jeff Peterson  | 1987 BMW 325i       | 63.235 | 45 | NP | Veronica Brock         | 1994 968            | 71.111 |
| 20   | NP    | Bryan Brock    | 2002 BMW M3         | 63.295 | 46 | NP | Lon Jackson            | 1965 Ford Cobra     | 72.174 |
| 21   | P4    | Barry Cogut    | 1999 Mazda Miata    | 63.417 | 47 | NP | Austin Schatz          | 2005 Scion XB       | 72.603 |
| 22   | S1    | Chuck Jarvie   | 2004 Boxster S      | 63.777 | 48 | NP | Richard Brown          | 1979 911SC          | 72.810 |
| 23   | I1    | Cary Kutter    | 1974 911            | 64.164 | 49 | P5 | Mike O'Conner          | 2001 Boxster S      | 73.223 |
| 24   | S1    | Randy Stolz    | 2003 Boxster        | 64.685 | 50 | NP | Maddison Frank         | 2004 Jaguar X type  | 77.550 |
| 25   | M1    | Dick Thomas    | 1970 911T           | 65.119 | 51 | NP | Audra Degg             | 1983 Mazda RX7      | 77.662 |

# A PATHWAY TO DRIVING EXCELLENCE

(Continued from page 22)

Racing can be a "contact sport" where the car becomes a consumable. At an HPDE only tires and brake pads are consumable.

The skills taught at an HPDE cannot be safely learned on public roads or vacant parking lots.

The instructor assigned to you will not only have lots of track experience, but also

experience working with first time track drivers.

At no time will anyone else drive your car unless you request it.

Controlling a four-wheel drift, throttle steering through a curve and making seamlessly smooth heel-toe down shifts are intensely enjoyable. HPDE events can become habit forming.

Safety is THE top priority at an HPDE. The number one mission of your instructor is to keep you and your car safe and let you have fun while enjoying the steps along A Pathway to Driving Excellence. ■

## Wilkommen

Rita Ashley  
Medford, OR  
1997 Boxster

Kelly G. Bensene  
Portland, OR  
1986 930

Harry A. Freiberg  
Brookings OR  
1970 911 T

Ronald A. Glaus  
Linda See-Ross  
Salem, OR  
1999 Boxster

Robert Jenson  
Mulino, OR  
1990 911

David Owen  
Portland, OR  
1981 911 SC

Roger L. Pringle  
Mark Mastalir  
Portland, OR  
2003 911

Aaron Steyskal  
Portland, OR  
1977 911S

Mary Walker  
Steve Walker  
Amity, OR  
1967 911 S

Andre Wolper  
Portland, OR  
2007 Cayman S

Stacy B. Gordon  
Liz Gordon  
Newport OR  
1995 993

Ralph S. Smith  
Che-Chen Carol Gwo  
Portland, OR  
1991 928

## Anniversaries

### 5 Years

Safder Rabbani  
Aisha Rabbani  
John Zernel  
Nancy Zernel

### 15 Years

John C. Joyce  
Patty Joyce  
Michael L. Freeman  
Jeanne B. Richards  
James R. Nowlin  
Judy Nowlin

### 30 Years

Chuck Hervey  
Judy Hervey

## backfire

Thanks for Stepping up With  
Anzeiger Content

JIM AYERS

I really want to thank the following people for stepping up when asked and providing content for both the October and November issues of Anzeiger:

Peter Linsky  
Don Clinkinbeard  
Randy Stolz

I also need to extend a thank you to Nancy Scott and Earl Green who have gone the extra mile in an effort to get us back on time.

Without their help a tough job would have been impossible. Also please welcome your new Editor Brett Laurila.

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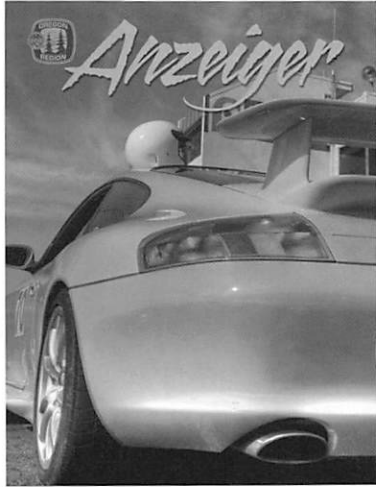
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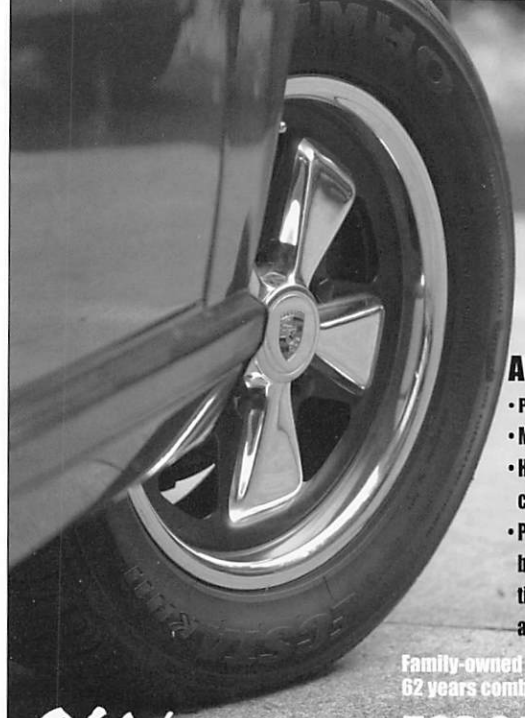
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## Paint Protection

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## Porsche Parts

Doorshield ..... doorshield.com

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Canyon Auto Rebody ..... 877.489.2520

Collision Rebuilders ..... 503.226.6311

Heckmann Thiemann ..... 503.233.4809

Marque Motors ..... 503.293.5386

Matrix Integrated ..... 503.443.1141

Motorsports International ..... 503.643.2656  
 Rothsport Racing ..... 503.885.9626  
 Stuttgart Autotech ..... 503.635.3098  
 Sunset Imports ..... 503.641.8600

## Porsche Sales & Service

Carrera Motors ..... 503.382.1711  
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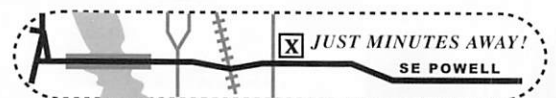
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### 944

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### 996

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

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

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1984 Carrera Targa SC, Burgandy,w/Blk int, 5-sp,AC(works), PW, 3.2 liter, 93,000 miles, stereo, great condition inside and out, runs great, well under Bluebook = \$13995.00. Call 360-910-3765 - Chuck Hawthorne (7/09)

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## ■ OTHER THAN PORSCHE

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

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