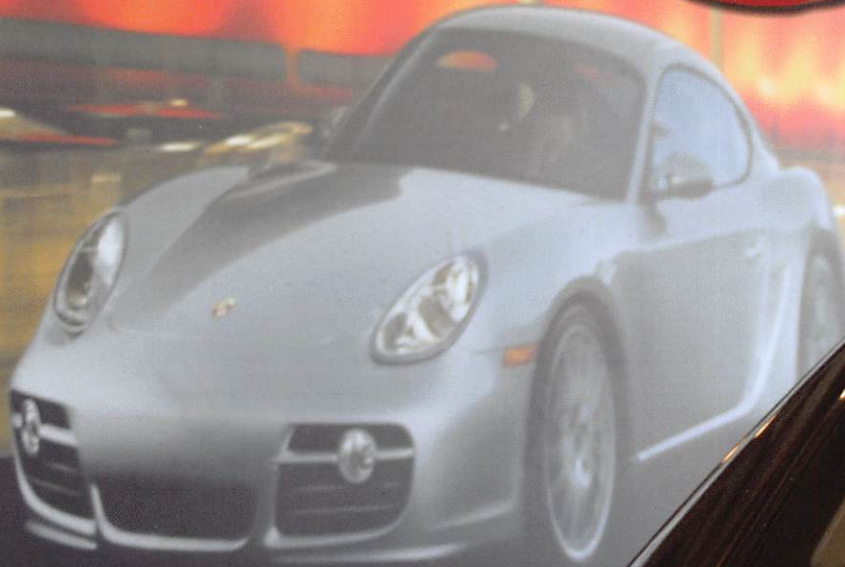




Anzeiger

October 2008





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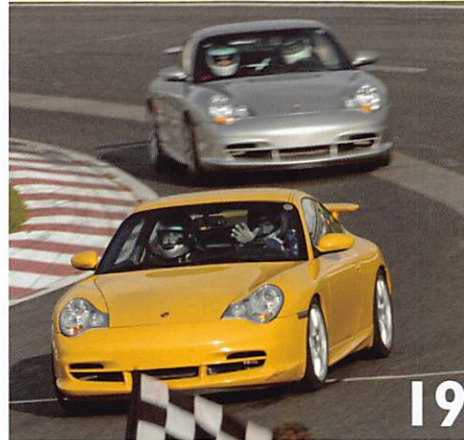
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Anzeiger

Volume 48 No. 9
October 2008



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ON THE COVER

Fraternal Twins. Cover photo taken by Bob Ellis, taken at Sunset Imports showroom.

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.

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EDITOR'S NOTE

Jim Ayers

Have I ever told you how much I appreciate you, all of you? If not, I apologize. My reason for this is purely selfish: Without all of you I wouldn't have this great club to enjoy. That being said, it does take all of you (myself included) to make this organization viable. The minds and bodies of a great number of people over the years have set a solid foundation for this club. A large number of the early members of the club have moved on, leaving various legacies as reminders of them. A smaller number of long-time members continue to make their mark on the club to all our benefit. Keeping this in mind, I ask all of us to look long and hard at ourselves and determine whether or not we are making our mark within this organization. Are we availing ourselves of events and never offering our services to the masses?

The nature of clubs like ours requires almost everything be dreamt-up, presented, approved and, implemented by volunteers. Unlike Oregon's new slogan, "Oregon is for dreamers," ORPCA cannot be just for dreamers, it must also be for implementers; people who can act on their ideas or the ideas of others. Edison had the idea for the incandescent light bulb, he also took the time to implement his bright idea. Bill Gates and Paul Allen took somebody else's idea, DOS, and implemented it, making a major contribution to society as a result. None of us can be involved in every aspect of the club, and no one would expect that. We should, however, all try to participate by assisting with at least one event or activity per year. Volunteerism within this club does not go unrecognized. The Board of Directors host an annual volunteer recognition party and the only way to get an invite is to volunteer.

My wife Kate asked me to extend her thanks for all of the cards, emails, phone calls, prayers and general good thoughts extended during her recovery. Another good reason to tell you how much I appreciate you, Thanks everyone! ■

The GT3 Saga, 2009 Planning Meeting, and the Monte Shelton Rally

The GT3 is safely tucked away in my garage these days. This is good. It isn't over, though. Part one of the GT3 saga, post rhinoplasty, was getting it fixed. It was, and very well done at that. Part two is extricating the value lost from the offending driver's insurance company. Diminished value, in this context, is the difference between what a vehicle was worth before physical damage occurred, and what it is worth afterwards. This varies from vehicle to vehicle; cost, current market value, and the exclusivity of the vehicle play major roles in determining what the true loss is, as does the dollar amount of the damage. Part three of this adventure in angst is determining what the loss of use is truly worth. This is interesting. My initial thought was that whatever a loaner vehicle cost for 10+ weeks was what the loss of use of the GT3 was worth. I was livid, I bought a GT3 and expected to drive it whenever it pleased me. Being denied that pleasure was making me double up on my blood pressure meds. Not a good thing. However... I am told there is a case to be made that favors computing the cost of a

GT3 rental, or like vehicle, in determining this loss. There is hope, but it is a slow process. Hopefully I will have it all resolved by the end of the year. After all, I am a patient guy, right?

The CY 2009 planning meeting will have come and gone by the time you read this. If you have a favorite event that you like to participate in, I hope you attended and voiced your feelings. In trying to be all things to all people, we have encouraged folks to come up with ideas for future events, and be willing to chair them and make them happen. This is what makes ORPCA tick. The Monthly Dinners, Arrive and Drives, Autocross, and Driver Education programs will continue on just as they are. We'll continue to have tech sessions and there will be corrals at major Portland International Raceways events, as well as some full day specialty events. What there will NOT be is business as usual, as it relates to our organized tours. We had seven scheduled for this year; we will bring that down to three or four. The tours that are calendared will have format changes of one



form or another to ensure that they meet the expectations of the attendees. At this point, we are just as interested in the reasons members do not participate in tours, as we are in the reasons that they do.

On a completely different subject, I was fortunate to be able to participate in the Monte Shelton Northwest Motorcar Rally August 7-10. John Draneas had a navigator's seat available, so I was all over it. The event began on a
(Continued on page 20)

Below left: The "weapon" again. Right: Ron Tonkin himself and his gorgeous Ferrari 275 GTS, two cars ahead of us at the time.



Oregon Region Events



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
- 27 Annual Planning Meeting

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.

It's Election Time

Interested in serving on the ORPCA Board of Directors? Know someone who would be a good Board member?

Open positions are President, Vice President, Treasurer, Secretary, and Board Member at Large.

If you want to nominate yourself or someone else, please contact Chuck West at greenweapon@comcast.net, 503.720.2037; Jeff Gretz at gretz@omttool.com, 503.528.6253; Don Clinkinbeard at drcbike@comcast.net, 503.970.4848 or John Draneas at draneas@msn.com, 503.436.1652 by November 1, 2008.



STILL PLAYS WITH CARS

Peter Linsky



Mazda Grand Prix Provides a Great Weekend of Racing

Porsches are certainly quicker, but it's hard for me to imagine closer, more exciting competition than the pair of "spec" Mazda Miata/MX-5 classes that raced at PIR the weekend of July 25-27 at PIR. The Mazda Grand Prix was a substitute for the now-defunct Champ Car event in Portland, and Mazda stepped in with a variety of racing programs to help fill the void. Track manager Mark Wigginton also brought in a round of Volkswagen's new Jetta TDI Cup; a driver development series. The small number of paying spectators were able to enjoy some terrific wheel-to-wheel battles by the open-wheel Star Mazda formula racers, the Northwest "spec" Miatas—limited to the earlier open two-seaters with hardtops in place, and the Playboy MX-5 Cup—for the later "Miatas," which are larger, heavier, and more powerful, but a bit slower than the lighter 1991-1995 versions, since they run stock windshields but no hardtops. There's nothing like grids of 30 to 40 starters in evenly-matched cars to provide lots of excitement. The fwd Jetta sedans were also entertaining, showing how well a turbocharged two-liter "clean" Diesel can



Fake speed bumps have joined the arsenal of devices created by traffic safety engineers to slow the flow of traffic. According to the Associated Press, the National Highway Traffic Safety Administration began a pilot project in Phoenix, Arizona this spring, and a larger-scale test has begun in Philadelphia. These inexpensive devices are in actuality an optical illusion, a flat plastic panel of blue, white and orange that from a distance appears to an oncoming motorist to

assistance devices have given drivers a new tool to avoid being nabbed by red-light cameras. Some radar detectors have also incorporated GPS into their software, so that the receiver will warn that the vehicle is approaching a camera-equipped intersection. Go the the POI Factory's website, poi-factory.com for more information.

Here's something I culled from a contributor to the 356 registry's chatroom:

"I am considering having an Omnicout unit installed in my 356, as it was recommended by my classic insurance company. Evidently, with Omnicout you can set up a perimeter for your car on their website, and if your car moves more than the predetermined distance (say 50 feet), you get a call or text on your cell phone and the company starts to track your car's coordinates ... I like the fact that no drilling is necessary to install it. Supposedly, the wiring harness connects to the fuse panel of the car, and the very small unit hides under the dash." Short of allowing a hungry Rottweiler sleep in your garage, this sounds interesting.

Until next month, drive safely! ■

YOU CAN SET UP A PERIMETER AND IF YOUR CAR MOVES MORE THAN THE PREDETERMINED DISTANCE THE COMPANY STARTS TO TRACK YOUR CAR'S COORDINATES / SHORT OF ALLOWING A HUNGRY ROTTWEILER SLEEP IN YOUR GARAGE, THIS SOUNDS INTERESTING.

move. The factory-sponsored Jetta series attracts hand-picked 16-to-26-year-old amateur drivers who show promise for moving on to faster, more exotic professional racing. Altogether, a great weekend of racing that you shouldn't have missed.

be a raised piece of painted pavement. The idea is to prompt the motorist to slow down in anticipation of a bump in the street. These fake bumps seem to work, at least temporarily, since drivers who pass through the area regularly quickly learn what's real and what's not. Also on the traffic safety agenda, Newsweek reported in June that the advent of GPS navigation-

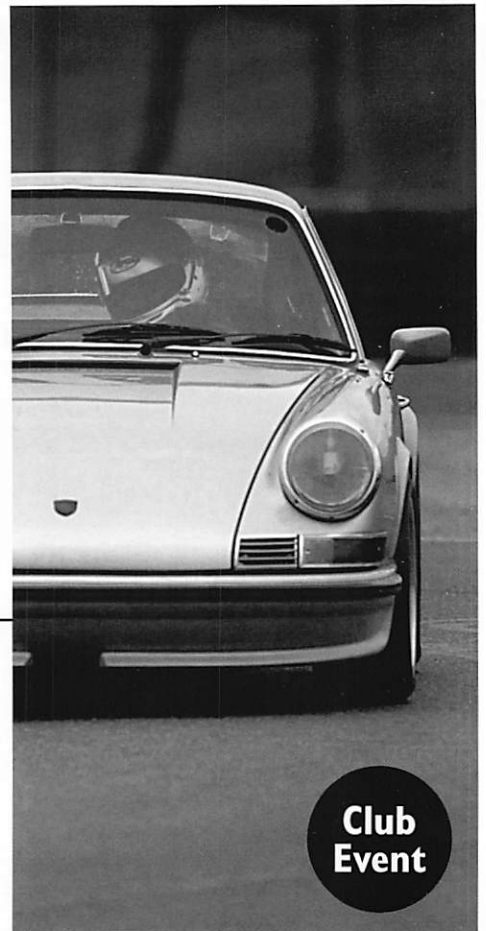
High Performance Driver Education

Sunday, October 5

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

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

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



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



Autocross

Sunday, October 12, 7:00 am

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)

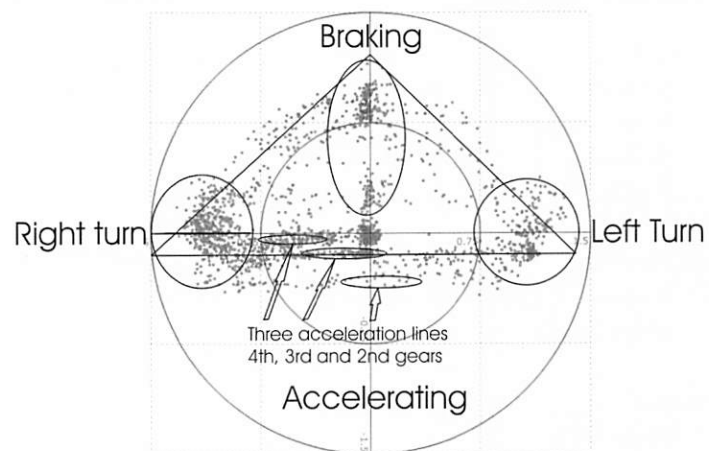
AMATEUR WRENCH

Don
Clinkinbeard



More Driving Insights from the Data Logger

In the last installment we looked at longitudinal acceleration: Acceleration along the axis of travel, fore and aft. In this installment we will look at lateral acceleration, or turning, and the combination of lateral and longitudinal acceleration. One of the most difficult ideas for most student drivers to understand is that turning the car actually slows it down. Applying a tangential force vector to the direction of travel actually acts similarly to a brake in turning useful momentum into heat. Instead of the brakes generating the heat, in this case, it's the tires. The data-logger software provides a graphical representation of lateral and longitudinal acceleration called a friction circle. The concept is that you have only a certain amount of traction available from the tires. You can use it to accelerate in any given direction, but once you exceed the available traction, the car will start to slide. When you balance the loss of traction at both ends of the car, you get a controlled power slide that you can use to go really fast. This takes quite a bit of skill and an intimate knowledge of your vehicle. Believe it or not, you will get maximum traction when the tires are sliding at a rate of between 5 and 10%.



Friction Circle

WHEN YOU BALANCE THE LOSS OF TRACTION AT BOTH ENDS OF THE CAR, YOU GET A CONTROLLED POWER SLIDE THAT YOU CAN USE TO GO REALLY FAST. THIS TAKES QUITE A BIT OF SKILL AND AN INTIMATE KNOWLEDGE OF YOUR VEHICLE.

Now on to the friction circle and what it is telling us about what we are doing with the car.

The graphic is a little busy, but through careful examination you can see there are points on the circle that clearly show the

car doing one thing; Braking, Turning or Accelerating (braking is also longitudinal acceleration). These are fairly easy points to get to while you are driving. The real trick is balancing the car so that you are, as much as possible, on the outside of the

center of the graph as shown by the triangle. If you look at the right turn circle you will see a horizontal line bisecting the turn circle. While you are turning you can also slow the car (the data points above the bisecting line) or speed the car up (the data points below the bisecting line). The trick is to get the car to do two of these things (turn and accelerate) at the same time without asking the tires to provide more traction than is available.

(Continued on page 23)

ORPCA Autocross Results

PIR, August 10

Pos.	#	Driver	Car Model	Total
'S01' Total Entries: 7				
1	32	Bob Ellis	2002 Porsche Boxster S	41.321
2	13	Tom Pavlik	2001 Porsche Boxster S	41.943
3	26	Randy Stolz	2003 Porsche Boxster	42.131
4	43	Chuck Jarvie	1994 Porsche Boxster S	42.283
5	48	Mike McBride	2005 Porsche Boxster	42.629
6	117	Gordon Empey	2006 Porsche Cayman S	43.464
7	33	Kathy Ellis	2002 Porsche Boxster S	44.458

Pos.	#	Driver	Car Model	Total
'S02' Total Entries: 2				
1	153	Scott Faris	2001 Porsche 911	42.869

Pos.	#	Driver	Car Model	Total
'P03' Total Entries: 5				
1	61	Eric Freedle	1986 Porsche 911	40.244
2	62	Scott Mills	1982 Porsche 911 SC	40.674
3	124	James Brown	1969 Porsche 911T	43.958
4	84	Alan Wizeman	1984 Porsche 911	44.206
5	6	Harry Danberg	1973 Porsche 911T	44.734

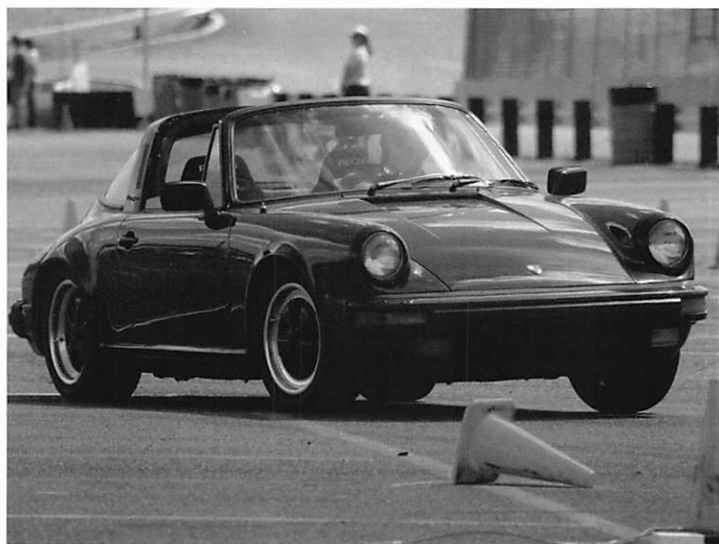
Pos.	#	Driver	Car Model	Total
'P04' Total Entries: 4				
1	12	Barry Cogut	2008 Porsche GT3	40.196
2	57	Jim North	2000 Porsche 911 C4	40.482
3	47	Bill Hanel	2005 Porsche GT3	41.651
8	199	Jon Kleven	2003 Porsche 996T	DNS

Pos.	#	Driver	Car Model	Total
'P05' Total Entries: 4				
1	11	Jeff Gretz	2001 Porsche Boxster S	40.938
2	137	Steven Streimer	2007 Porsche Cayman S	41.447
3	8	Bob Schatz	2001 Porsche Boxster S	41.497
4	18	Jeannie Gretz	2001 Porsche Boxster S	43.322

Pos.	#	Driver	Car Model	Total
'I01' Total Entries: 2				
1	37	Jim Ayers	1976 Porsche 911S	43.111
2	152	Richard Averitt	1971 Porsche 914	44.111

Pos.	#	Driver	Car Model	Total
'M01' Total Entries: 9				
1	41	Britain Smith	1974 Porsche 914-6	35.996
2	97	Douglas R Skinner	1973 Porsche 911	36.473

3	99	Gary Chapman	1970 Porsche 914-6	37.370
4	4	JP Stein	1974 Porsche 914-6	37.605
5	1951	Kathy Smalley	1986 Porsche 944T	39.840
6	951	William Thorpe	1986 Porsche 944T	40.404
7	44	Dick (Richard) Thomas	1970 Porsche 911T	40.882
8	100	Pamela Chapman	1970 Porsche 914-6	42.586
9	127	Jason Bruce	1986 Porsche 951	45.570



Pos.	#	Driver	Car Model	Total
'NP' Total Entries: 29				
1T	142	Jim Pileggi	1995 Mazda Miata	37.520
2T	194	Adam Griffith	1993 Mazda RX-7	37.700
3T	218	Steve Barnes	2001 Chevrolet Corvette	38.540
4T	30	James Paulson	2007 Mini Cooper S	38.651
5T	95	Tom Kotzian	2006 Chevy Corvette	39.030
6T	197	Jared Still	1993 Mazda RX-7	39.315
7	177	Jim Fletcher	2006 Mitsubishi Evo	39.518
8	51	James Shepard	2002 Toyota MR2	39.641
9	130	Danielle Paulson	2007 Mini Cooper S	39.926
10	222	Steven Schubach	2005 Lotus Elise	40.460
11	192	Earl Stanton	1993 Mazda Miata	40.769
12	205	Josh Voigt	2002 Ford Focus	40.913
13	717	Josh McCall	1987 Mazda RX7	41.128
14	22	John Gonzalez	2005 Dodge SRT4	41.287
15	444	Orfi Sanchez	2006 Lotus Exige	41.356
16	425	Phil Nishikawa	2002 Subaru WRX	41.387
17	150	Stephen Brooks	1995 Dodge Neon	41.552
18	156	Don Clinkinbeard	2007 Lotus Elise	41.610
19	325	Elloit Nichols	2000 BMW 323i	42.767
20	196	Jack Satta	2007 Honda Civic Si	44.380
21	1	Arron Bucci	1984 Nissan 300ZX	45.154
22	83	Michael Pinto	1984 Mazda RX-7	45.972
23	1156	Debra Clinkinbeard	2007 Lotus Elise	46.014
24	523	Kathy Averitt	1992 Honda CRX	47.313
25	4411	Taylor Smith	2008 VW Jetta	48.861
26	50	Kimberly Beck	2006 Mazda Miata	49.431

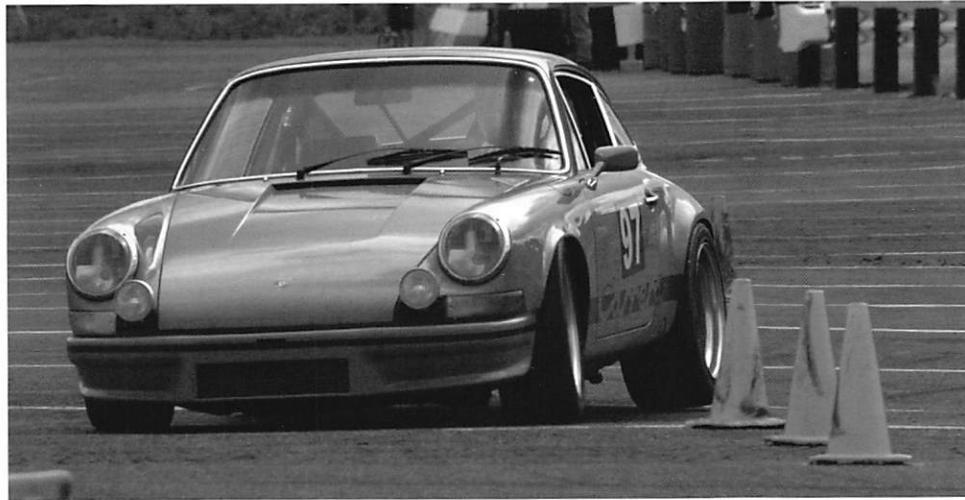
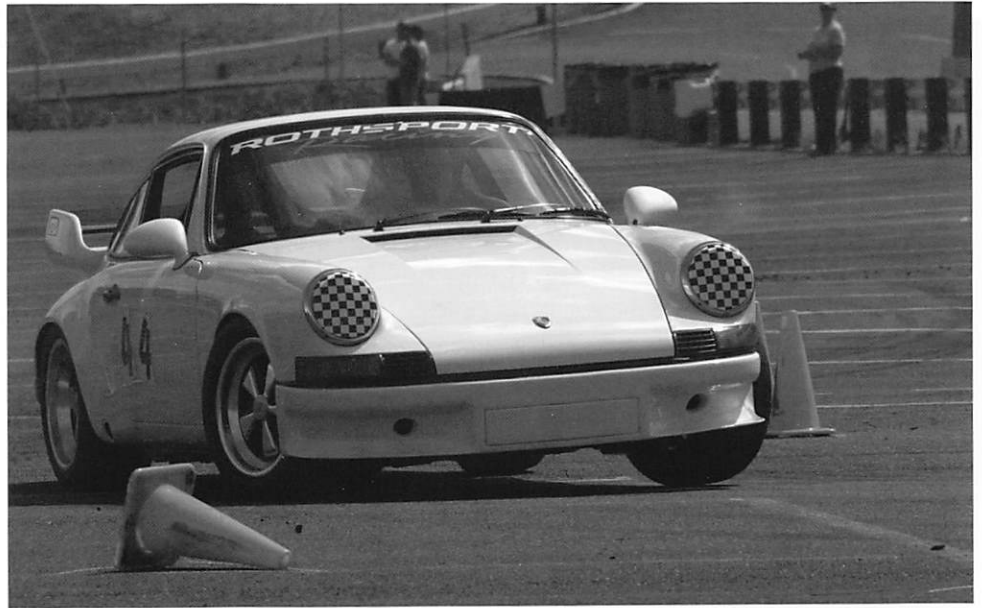


Autocross #6: Tight Competition Emerging

by Barry Cogut / Photos by Bob Schatz

Our sixth autocross of the season was held on August 10th. It was threatening, but didn't rain all day. The course was laid out so two cars could be on course and we got seven runs in for each car. Again, it was a tight course with lots of tight low speed turns. I never took my car out of first gear the entire day. On the other hand, it was a fairly simple course to follow and I finished the day without any DNFs. The event ran very well and the day was finished before 1 PM.

There were 57 drivers, and the top five in order were Britain Smith, Doug Skinner, Gary Chapman, Jim Pileggi and JP Stein. The class winners were S1-Bob Ellis, S2- Scott Faris, P3-Eric Freedle, P4-



Barry Cogut, P5-Jeff Gretz, I1-Jim Ayers, M1-Britain Smith, and NP-Jim Pileggi.

This month, a few of our club members attended a two-day PCA Zone 7 autocross event in Northern California. As part of this event, over 30 914's assembled to settle the debate on who is the "fastest" driver on the west coast. In attendance were past PCA Parade winners and multiple highly modified AX racers. For those of you not familiar with autocross, the Porsche 914's mid-engine, low center of gravity and lightweight make it a premier autocross car. Britain Smith earned top time of day in the modified class and Gary Chapman earned top time of day in the street class.

Congratulations! No wonder it is so hard to beat these guys.

The September and October events comprise the rest of the season. The class championships are shaping up and there is some very tight competition. S1 is tied between Gordon Empey and Randy Stolz. Scot Faris leads in S2. Eric Freedle and Scott Mills are tied for P3. Barry Cogut has the lead in P4. Jeff Gretz is leading P5. Richard Averitt and Jim Ayers are tied in I1 and Britain Smith leads in M1. As there is hardly a class championship that could not change hands with a no show and a win by a competitor, if you are in contention, make sure you show up as there is hardly a class championship that could not change hands with a no show and a win by a competitor. ■



October Social and Dinner

Wednesday, October 15, 6:00 pm

Rheinlander German Restaurant

5035 NE Sandy Blvd, Portland, OR 97213

503.288.8410, www.rheinlander.com

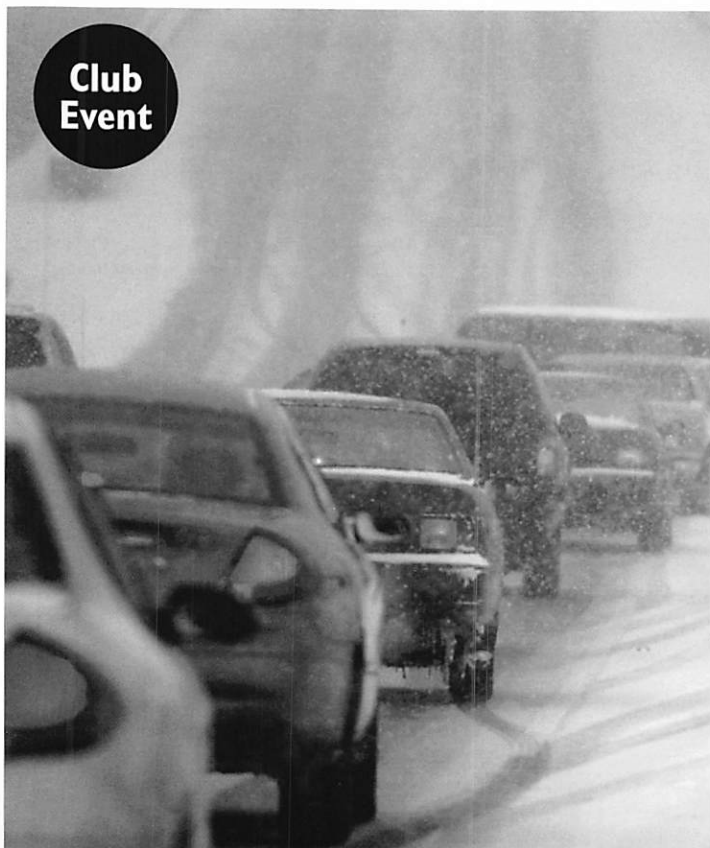
Buck the longstanding tradition of impatience and come celebrate Oktoberfest IN October with us at the Rheinlander! Dinner will be served family-style (platters to pass) so that folks can double up on their favorites and our vegetarians can still have yummy noodles and cabbage with their vegetarian entrée. The per-person price includes gratuity but, alas, not delicious German beers. When you RSVP, it would be helpful to know if you prefer the vegetarian entrée. There will be one check issued so exact change would be greatly appreciated, no credit cards please.

RHEINLANDER FEAST @ \$33.00per person: Swiss Cheese Fondue, Mixed Greens Salad w/ House Vinaigrette, Sourdough & Sunflower Raisin Rolls w/ Sweet Cream Butter, Sauerbraten, Chicken Cordon Bleu, Rotisserie Pork Loin w/ Cherry Apricot Chutney, Bratwurst, Spatzle noodles, Red Cabbage, Sauerkraut, Homemade Apple Strudel w/ Whipped Cream, Coffee or Tea.

GRILLED POLENTA & VEGTABLE PLATTER @ \$33.00per person: Grilled Polenta flavored with garlic, diced roasted red pepper, asiago cheese and fresh cut basil. Served with charbroiled fennel, eggplant and red pepper.



DEADLINE: October 12, 2008
REGISTER VIA: RSVP via e-mail to:
CLUB CONTACT: Laura Larson
laura@larsonlawoffices.com



Tech Session at Matrix Integrated

Saturday, November 15

Join us on Saturday, November 15th at Matrix Integrated for an informative tech session regarding winterization and winter-related topics for your beloved Porsche. Since our facility caters to late-model watercooled Porsches, focus will be on 986/987/Cayman/S's, 996/997/GT3/TT's, and 955 Cayenne's. However, all Porsche enthusiasts are welcome. A light lunch will be provided.

We look forward to seeing you on November 15th!

REGISTER VIA: email to
Jeremy
sales@matrixintegrated.cc

Andy & Margaret's Hillclimb: A Tour of Delightful Proportions

Saturday, October 11

This one is sure to delight. Spectacular views of Mt. St. Helens, the Lewis River and a unique hilltop hideaway await travelers as we snake our way through SW Washington to Andy & Margaret Jacobson's home in Trout Lake.

If you've done this tour with us before, don't spoil the surprise for those yet to experience it.

Pack clothing for several microclimates and camera.

8 a.m. Meet at Elmers for breakfast
8948 N. Whitaker Rd.
Portland, OR (I-5 Exit 306)

9:00 a.m. Tour departs

12-ish Bring your own picnic lunch. Soft drinks and water will be provided.

Event cost is \$5 per person, exact change which covers soft drinks and incidentals for lunch.

**Club
Event**



August 17 Arrive & Drive

by Loren and Stephanie Hamberg / Photos by Joe McQueen

The Ole Sunday drive; who can resist? With 30+ Porsches, this wasn't your typical Sunday drive.

The North gathering point at Elmer's Delta Park proved to be a great opportunity for those in the club who live up north to get a few extra minutes of shut-eye and still get in a great drive. The brief drivers meeting began with the hum of cars warming up at nearby PIR, well that should put the drivers in the right frame of mind. We headed east on I-84 with about 30 cars, staging a good show by lining up nicely (who said you didn't learn anything in kindergarten). And oh what a good show we were, by the looks we got from other drivers; can you say "rubbernecking?"

From I-84 we took the Corbett exit and quickly began the "good part," following nice corners and with a canopy of trees shading our drive. We passed near the Bull Run Reservoir, then made a pit stop in Sandy. Once again we made a spectacle of ourselves, trying to regroup and launch from a busy intersection. Then we were off, easing through the countryside, only



Above: A great view in your side view mirror. Below: St. Joseph's Winery, always a welcome stop.

slowing for a one lane bridge. (We will keep the exact highways and byways to ourselves; we wouldn't want this information to slip out to another car club ...)

We twisted, turned and popped out in Estacada, slowing just enough to catch our breath. A nice easy stretch of road seemed *(Continued on page 22)*



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Porsches at Pebble

Story and Photos by Peter Linsky

The very first automobile to carry Ferry Porsche's family name returned to American shores last August, joining the glitterati of the automotive world at the 58th annual Pebble Beach Concours d'Elegance. The little silver car, officially labeled 356/01 and affectionately known as "Number One," was flown—very carefully this time—from its home at the factory's new museum in Zuffenhausen to PCNA's headquarters in Atlanta and from there it was trucked to California. Number One had last been displayed at Monterey in 1982, when the Monterey Historics celebrated Porsche for the first time. It was slated to return in 1998, to help mark Porsche's 50th anniversary. Unfortunately, the iconic little machine sustained severe front-end damage when its container was dropped from a forklift while being unloaded from a cargo jet in Chicago. The crumpled roadster was quickly rushed to Chuck Stoddard's restoration shop in Ohio for repairs, but the powers that be in Stuttgart decided the costs of doing the work over here would be excessive, and instead sent the car back to Germany, where the factory's experts put things right. This time, Porsche

arranged to bring 356/01 back to appear—as a non-judged exhibit—in the Preservation class at Pebble.

The preceding Monday of Monterey Classic Car Week also offered a treat to Porschephiles: Part One of the second annual Carmel Concours on the Avenue, expanded this year to two full days from last year's single-day event. The first day was an invitational show limited to Porsches and Ferraris. There were no fewer than 26 well-turned-out open and closed 356s, 13 911s, a single 912s, and several racing cars ranging from an RS61 to a 935. It was a great event, followed on Tuesday by a display of classics, rods, and other vehicles. This show is rapidly turning into a must-see; it's free to spectators, and draws some wonderful cars.

As the week progressed, your correspondent took advantage of visiting the Automobilia show and enjoying many of the Pebble Beach entries on their traditional Pebble Beach Tour, then a visit to The Quail and adjacent Bonham and Butterfield auction, the Monterey Historic

races, and finally, Pebble Beach before heading home.

The Quail offered a handful of interesting Porsches, including half-a-dozen 959s, one of them a lighter-weight Sport model. This year marks the 25th anniversary of the AWD 959, which many still consider the world's first supercar. There were also some Porsches that had competed at Sebring, a 996 RSR and a 962, as well as some choice examples in the Post-war Sports car group—Stephen Childs' delectable 356 Carrera GS and Stanley Gold's 356 Beutler-bodied cabriolet (featured in the November issue of Excellence). There were also very nice examples of a Carrera 2 cabriolet, a 356 Speedster, a 356C coupe, an RS60 Spyder, and one of two prototype GT1 coupes. The Bonham auction offered a prototype 2.7 RS and a startlingly blue 996 GT2 formerly in the Jerry Seinfeld collection.

The word is that Porsche will again be the featured marque at the Monterey Historics in 2009... so start thinking about travelling south next August. ■

Above: "Number One" on display at Pebble Beach. Right: 356's line up at the "Carmel Concours on the Avenue."





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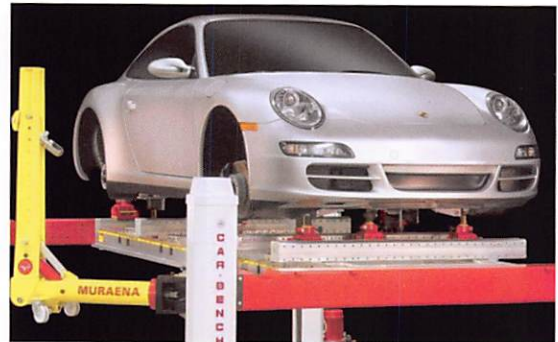
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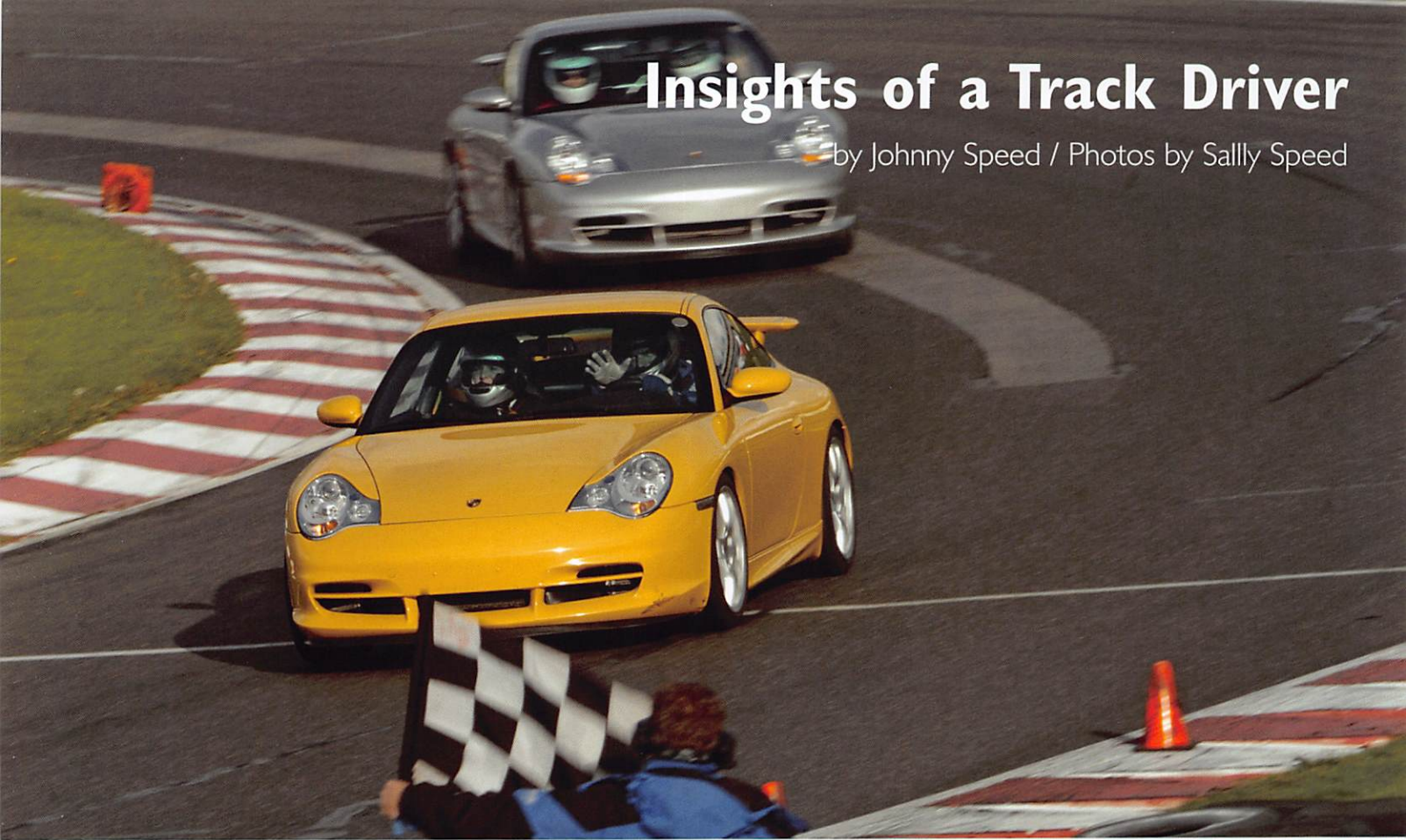


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Insights of a Track Driver

by Johnny Speed / Photos by Sally Speed



Over the past several years, I have been in pursuit to become a more proficient track driver. This has led to attending several top driving schools and riding with some very good professional drivers including, racing legend Hurley Haywood of Porsche fame.

I have noted several habits and skills taught at these schools and employed by many professional drivers. The following are some of those habits and skills:

Driver seat adjustment and hand placement:

The bottom seat cushion should be adjusted fore and aft to allow the left knee to be slightly bent when fully depressing the clutch pedal. This should give the driver full travel of all the pedals.

The seat back should be adjusted to allow the driver's left or right wrist to rest on top of the steering wheel and still have the elbow bent slightly.

The hands should hold the steering wheel at 9:00 and 3:00 or 8:00 and 4:00.

There are two schools of thought regarding steering. The first is to push up using the arm opposite the turn (for a right turn, push up with the left arm) with the other arm assisting as necessary. This method gives the driver good leverage on

the steering wheel and helps hold the driver in the seat. The second method is to pull the steering wheel down (in a right turn the driver would pull the steering

wheel down using the right arm). Some drivers find this method less fatiguing. *(Continued on page 23)*

Driver's head is looking where car is going.



A Time for Caring

by Jim Ayers

The holiday season is fast approaching and with it comes an opportunity to share with those less fortunate than ourselves. Over the past years the annual Holiday Party has been the primary source of revenue to be shared with area charities. Sue Denfeld, Holiday Party Chair, is looking for donations for the auctions; both silent and oral. Vacation homes for a weekend, Motor Yacht cruises, Custom Furniture creations, Collectable Wines, and Antiques or Collectibles. Why, we have even had the services of a Belly Dancer auctioned off for the last two years. Take a mental inventory of items you might have which someone else may covet, then donate. Professional services have had great appeal over the past couple of years as well.

While Sue is filled with boundless energy, she still needs assistance in bringing this event off. If you have time and can help with setup, check out, transportation, and any number of other tasks. Please contact her at 360-896-5885.

Another opportunity to give of yourself is the Holiday Food Basket stuffing at the Portland Police Bureau Sunshine Division. Last year ORPCA members assisted the Sunshine Division on four different occasions and had a ball each time. Look in



the November issue for the ad for this event. This one doesn't cost money just time and can be extremely rewarding.

2008, perhaps more than any year of recent note, has been financially devastating to a large number of people. As a result, a number of charities are straining their budgets in effort to meet the need. Your assistance through the auction, donation of your time, and/or your own charitable giving can make a difference in some person's life. ■

PRESIDENT'S MESSAGE

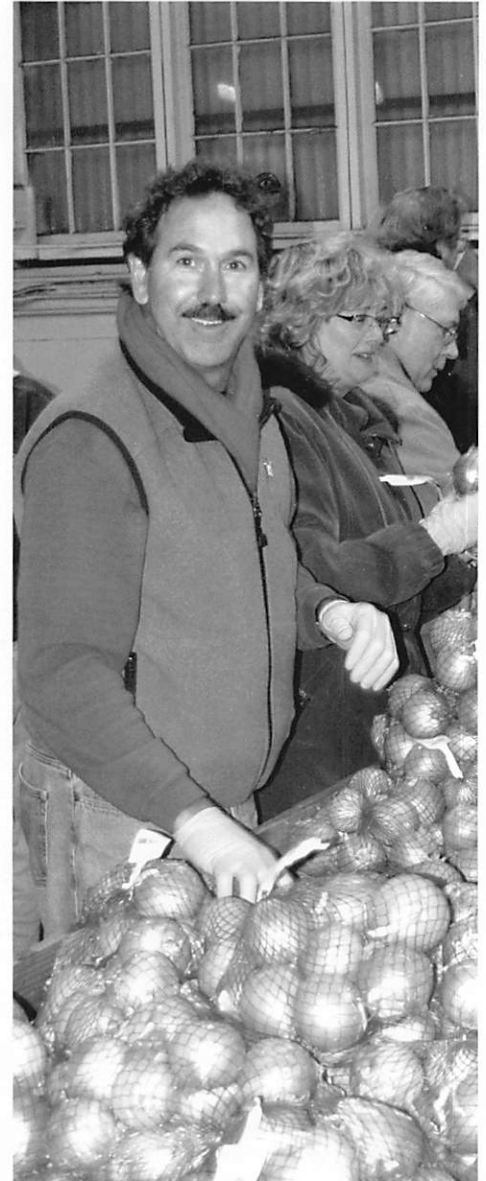
(Continued from page 5)

Thursday evening with "scrutineering" all participating vehicles. Participating vehicles built prior to 1974 are eligible, but don't plan on driving your '52 Chev, unless it has a significant history or pedigree. Lots of Alfas, Triumphs, and Porsches, as well as a 1967 Ferrari 330 GTC and a 1967 Ferrari 330 GTS were present. What really amazed me were the two Mercedes 300SLs in attendance; both a roadster and a Gullwing. I watched the Gullwing fly by us and it is evident that the driver knew what "redline" was and how to get there.

Anyway, we were assigned our car number based on how early the entry was received. John, being the excitable guy

that he is, entered early on and was assigned #12 for his Alfa. He was happy about this until he found out that we were scheduled to be the 12th car out ... meaning we would start the rally at 7:12 a.m. Friday morning. John IS NOT Mr. Morning. He does not have a sunny disposition at 7 a.m. I'll bet next year he will not register until the last minute.

Friday's portion of the rally took us up through Estacada and Sandy areas, we saw some beautiful scenery when we weren't trying to keep from getting lost. As it turns out, John was a far better navigator than I, so I got lots of "seat time" in the Alfa. 1250 cc's and 80+ throbbing horsepower. Unlike the GT3 and its
(Continued on page 22)



AMATEUR WRENCH

(Continued from page 9)

That translates into going as fast as the vehicle will go in that situation. In the right turn circle at the left bottom, there is a data point that shows the car accelerating to the left (turning right) and accelerating forward. The intersection of the points is 1.3G of lateral acceleration and .35G of longitudinal acceleration. The picture of the 944 is taken at the point this is happening. Note the left side of the car is hunkered down with the fenders hiding most of the tires; roughly 1+ inches of spring compression, and the inside right is slightly lifted off the ground. The spring rates on the 944 are 650 lbs per inch in the front and the rear is 550 lbs per inch, so 1+ inches of compression represents a weight transfer right to left of nearly 600 lbs average per tire. The corner weights on this car are just about 700lbs per tire so the

inside tires are virtually weightless. More of this next month.

On a related subject, Debbie and I recently purchased a Lotus Elise as a back-up to the turbo (roughly equivalent lap times with the turbo at 15.5 PSI of boost). She suggested we needed an unmodified car that we could track when the turbo went down, so we would not throw away our track time. What a great wife. I had been saving for another hobby car for some time and we had enough to go for it. So no, we have not abandoned the 944 Turbo or the Porsche Marque. We still have three Porsches in the garage. The turbo, however, is down with some burned pistons and some cylinder wall damage. This was the result of two errors on my part. At the track, I made an adjustment to the fuel pressure and relied on my AFR instrument to inform me of what air/fuel ratio the engine was getting. The first error

was not ensuring that the instrument was working properly (I failed to notice that it was always reading full rich) and the second driving the car more than one lap when I noticed that it was stumbling a bit at 4000 RPM. The knock sensor was retarding the spark to try to stop the car from detonating. Since the mixture was far too lean, it was unable to compensate for the shortage of fuel in the combustion chamber by retarding the spark. This resulted in detonation of the air/fuel mixture, overheating the piston and the head. Due to the extreme heat, a few small chunks of the piston skirt broke away from the piston and scored the cylinder walls before being ejected from the cylinder into the exhaust stream. It is time to rebuild the turbo motor.

All for now,

-drc- ■

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PRESIDENT'S MESSAGE

(Continued from page 20)

unfathomable limits, we got everything there was from John's Alfa. What an absolute blast to drive.

I'm going to cut to the chase here. Friday's rally route was pretty good. The second day, Saturday, had routes that brought us back to the Portland area which we can do anytime. Both John and I came to within a mile of our homes and spent way too much time on the west side of Hwy. 5. The food and lodging were so-so. The cars entered in the event were as fine as many you would see at the Forest Grove Concours and they were not "politely" driven; they were all hauling ass. It was an incredible assortment and well worth the price of admission just to see them being operated with abandon. Bringing me, at last, to the participants;

this is as fun a group of car junkies as I have ever been around. It didn't matter what you drove, or where you finished in the overall standings. They were all there for the "love of cars" and it was evident. A fantastic event if you are into vintage sports cars and the nuts who drive them.

Oh yeah, John and I finished 19th overall, out of approximately 80 cars entered in the rally.

Later,

Chuck ■

Below: The "weapon" at scrutineering.



ARRIVE AND DRIVE

(Continued from page 14)

to be a good place to gather up into a group again, but the route map indicated HILL CLIMB, and we are not disappointed. What goes up must come down, and we end this run by slowly winding into the driveway of St. Josephs' Winery. Many chilled in the driveway checking out the cars, while some ran for a glass of wine

and others gathered to check out the gift shop. The grill was on, and burgers and being prepared by the staff at St. Josephs'. We spy a new face. You know the one: A

fellow with a grin from ear to ear. Yes, he was on his first arrive and drive. We got the feeling this won't be the last. ■

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INSIGHTS OF A TRACK DRIVER

(Continued from page 19)

The right hand should only be on the gearshift when shifting is necessary. The gear shift should not be used as a hand rest.

The driving position should be comfortable. High speed driving, especially track driving, can be very fatiguing. The more comfortable the driver is, the longer he or she can stay focused on proper driving technique.

Look where you want to go and the car should follow:

The eyes guide the hands and the hands steer the car.

LOOK where you want to go, and not at what you are trying to avoid.

If you are about to hit an obstacle, do not look at it. Look at the path that avoids the obstacle.

If you question if the car will miss the obstacle, do not give up, keep looking where you want the car to go and point your nose in that direction.

The faster the car is going, the farther the eyes need to be looking. (At 100 mph a car covers approximately 147 feet per second and at 130 mph a car will cover the entire length of a football field in less than 2 seconds).

Do not just use the windshield; use the side windows if necessary. In a tight corner (for example the apex of turn two at PIR) use the left side window to view the turn exit.

Use your peripheral vision to see the Turn-in, Apex and Track-out points while looking down the track.

Check your mirrors often with a quick glance on the straights and when exiting corners. Check the gauges at least once a lap.

Keep your eyes moving and do not allow them to fixate on any one item, including the car in front or behind you. More than once a car has gone off the track with a car following close behind.

Have 360-degree sensory perception. Be aware of EVERYTHING happening around you.

Weight transfer, an important tool for the Driver:

The actual contact patch of each tire with the road is approximately palm size. Weight transfer will greatly increase and

decrease the contact patch and grip of each tire.

The driver transfers the weight of the car to where traction is needed by using the brakes and throttle.

Under hard braking; the front tires do approximately 80+% of the braking. They need weight to help them grip the road. Hard braking is initiated by squeezing the brake pedal, causing weight to transfer forward. As the pedal continues to the point of threshold braking, the front brakes will have the necessary grip for maximum braking force.

To initiate a turn, the front tires need grip. Move weight to the front tires by lifting off the throttle and if necessary, apply some brakes.

In an under steer (front tires skidding straight during cornering) transfer weight to the front by decreasing throttle input and, most important, continue looking in the direction you want to go. If the skid is severe, use some brake to transfer more weight without locking up the tires. Decreasing steering input slightly will also help regain traction.

In an over steer (back tires skidding out during cornering) steer into the skid and if possible, move weight to the rear by releasing the brake and/or applying throttle, while continuing to look in the direction you want to go. (In a power oversteer where the rear tires are spinning, lift off the throttle and allow the tires to regain their grip).

Cornering:

Enter a corner slow enough to allow throttle application at Turn-in and increase throttle all the way through the turn. If at any time the driver has to let up on the throttle (other than to "throttle steer") or worse, apply the brakes, the car is going too fast and is in danger of spinning (over steering).

"Throttle Steering" occurs when the steering wheel is held steady while the driver applies additional SLIGHT throttle causing the car to widen its radius (under steer), or lifts off the throttle SLIGHTLY causing the car to tighten its radius (over steer). Turn four at PIR is a turn that throttle steering is sometimes used.

The words of Sir Sterling Moss, Formula 1 racing legend: "You can go into

a corner slow and come out fast. Or you can go into a corner fast and come out dead."

To get the most from a car, the driver MUST make smooth transitions with the brakes, throttle, clutch and steering wheel.

The driver's transition between throttle and brake should be so smooth, one cannot feel when the driver's foot leaves one pedal and begins pressing the other.

Shifting should be equally smooth. One should not feel when the driver engages and disengages the clutch.

Jerky inputs with the controls require extra traction. The driver who is prone to jerky steering, brake and throttle inputs will need to maintain extra traction in reserve (and be slower) and/or the driver will be prone to spinning and sliding. It may look fast, but lap times will show it to be slow.

You will never be really fast until you are truly smooth.

In conclusion: Proficient high performance driving has many similarities to Ballroom dancing. Though I am not a dancer of any sort, I do occasionally watch Dancing with the Stars and I am impressed with the seamless, smooth transitions the dance couples make while performing their routines. In high performance driving, the driver and the car work together to achieve the same seamless, smooth transitions while accelerating, braking, shifting and steering.

As with a good dance partner, a car in the hands of a skilled and smooth driver will reward the driver with the very best performance the car has to offer. ■



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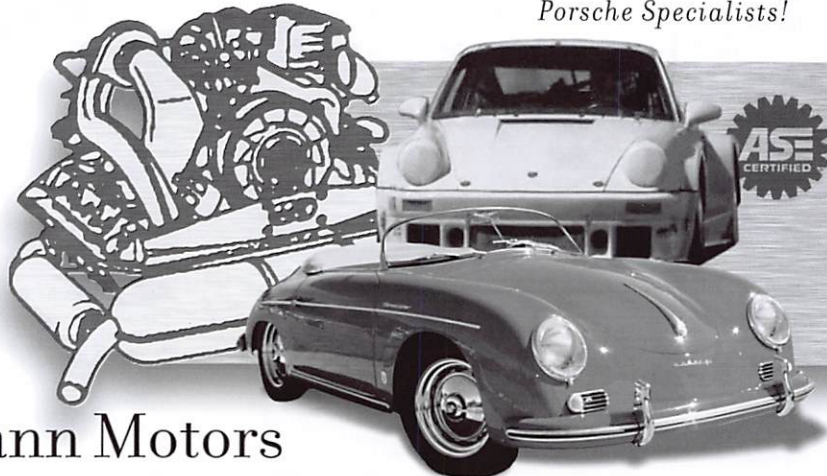
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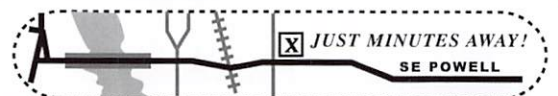
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1984 Carrera convertible, white on white, 152K miles, runs great, photos on request, \$18,500. Bill at (541) 317-0503 or ebw@bendbroadband.com

1985 Carrera Targa, stone grey red interior, PCA member enthusiast owned. Never tracked, raced, and no rain driving (garage queen). Every maintenance receipt since new. Recent polished and painted wheels, hand painted centers. 65, xxx original miles. Runs great no problems and no oil leaks. A really nice example of a 1985 Carrera. \$17,500.00 OBO Mike Jones 1-360-695-4524 Cell 503-793-288 Jones1998@msn.com

1987 Carrera, black on black, runs great, 124K miles, new clutch, excellent condition \$18,500 photos on request. Bill at (541) 317-0503 M - F 8A - 5 P or email ebw@bendbroadband.com

1989 Carrera targa. Stone Grey metallic over linen with 930 wheels. \$7k in receipts during last 12 months, includes carbrella top and car cover. A very nice example of the last of the 3.2 G-50 cars. 131,xxx miles.

Paul Kennington (541) 910-4209, p_kennington@hotmail.com



1993 Porsche Targa Top, 82K miles, Red w/Black Interior, Always garaged, all mechanical info. avail. Pristine condition, a real collectors car, last year they made the Targa Top. John Shmilenko 503.702.9807

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

1999 996 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! \$32,900 James Hoff (503)789-0427 or jameshoff@comcast.net

924 and 928

1981, 928, tires and shocks have 5K miles, brakes at 90%, new battery, 8K miles on new engine and clutch, needs brake booster and torque tube (\$3700 estimate); interior, body and AC in good condition, needs paint, maybe not for collectors, lots of fun, 79K miles, \$7500.00 obo, Andrew (503)281-1988.

1987 924s sunroof coupe. new clutch, P.P., T.O.B. \$1500, starter \$250. Repainted orig. black, phone dial wheels, timing belt and water pump at 93,317. Drove from Orange, CA on 1/6-7/08 and averaged 30 MPG on regular. Seldom driven in last 10 years. 97,344. \$4295 obo. Bob Warren, 360-687-8638, oit-subandw@msn.com.

944 and 968

1987 944 coupe, silver. Excl. cond. no accidents, impeccably maintained, never raced or abused, always garaged. Stock condition. Removable roof, 5 speed, black leather seats. All records since 65,000 miles. New rod bearings, brakes and numerous other bits & pieces. Strong motor & running gear. 208,500 miles on odo. Cruise control and trip odo no longer function, usual cracks in dash. Minor rock chips and dings. Located 10 miles north of Battle Ground, WA. \$5,000. Pat Snyder (360) 263-4047 psnyder@tds.net

■ PARTS FOR SALE

(2) 6 X 16 (2) 7 X 16 Fuch 911 23.3, Polished lip, pol. spokes, pol. cap, blk centers (Skip at Art Stearns for you throwbacks) \$900. (4) 7J X 15 ATS ET 23.3, 951.362.104.00, phone dials, pol. lip, pol. ovals, crest, met. blk. centers, w/ so-so tires. \$600, (4) 7 X 16, 928.361.016.00 need refinished, track day? \$450, (1) 8J X 16 23.3 Fuch 944 Dinged! \$100, (1) ET 53. 6J X 16 As 10.62 Flat disk (24 Turbo? Dinged! \$75 Mike Baker 541-432-0399 bakester@eoni.com

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



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■ WANTED

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

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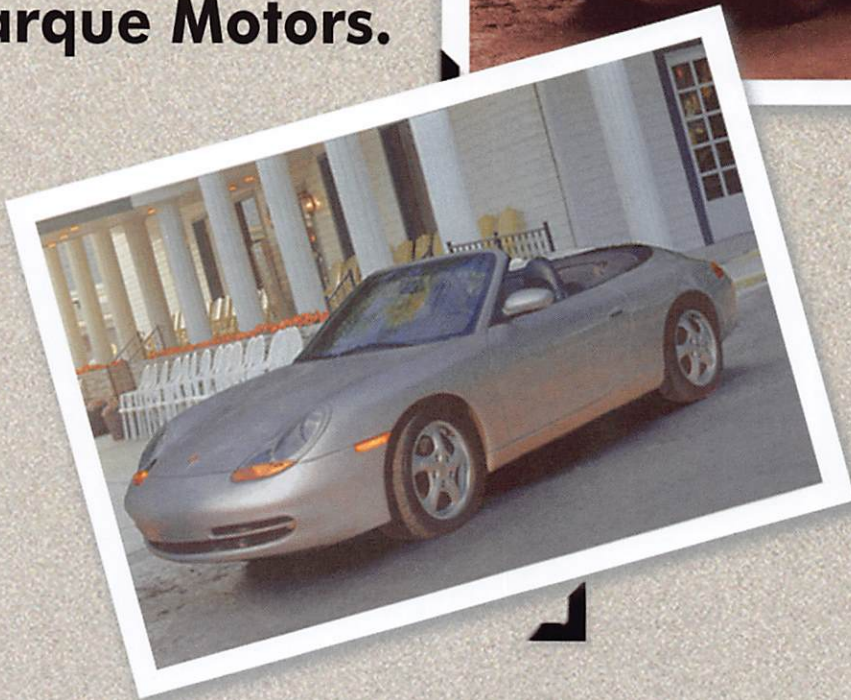
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