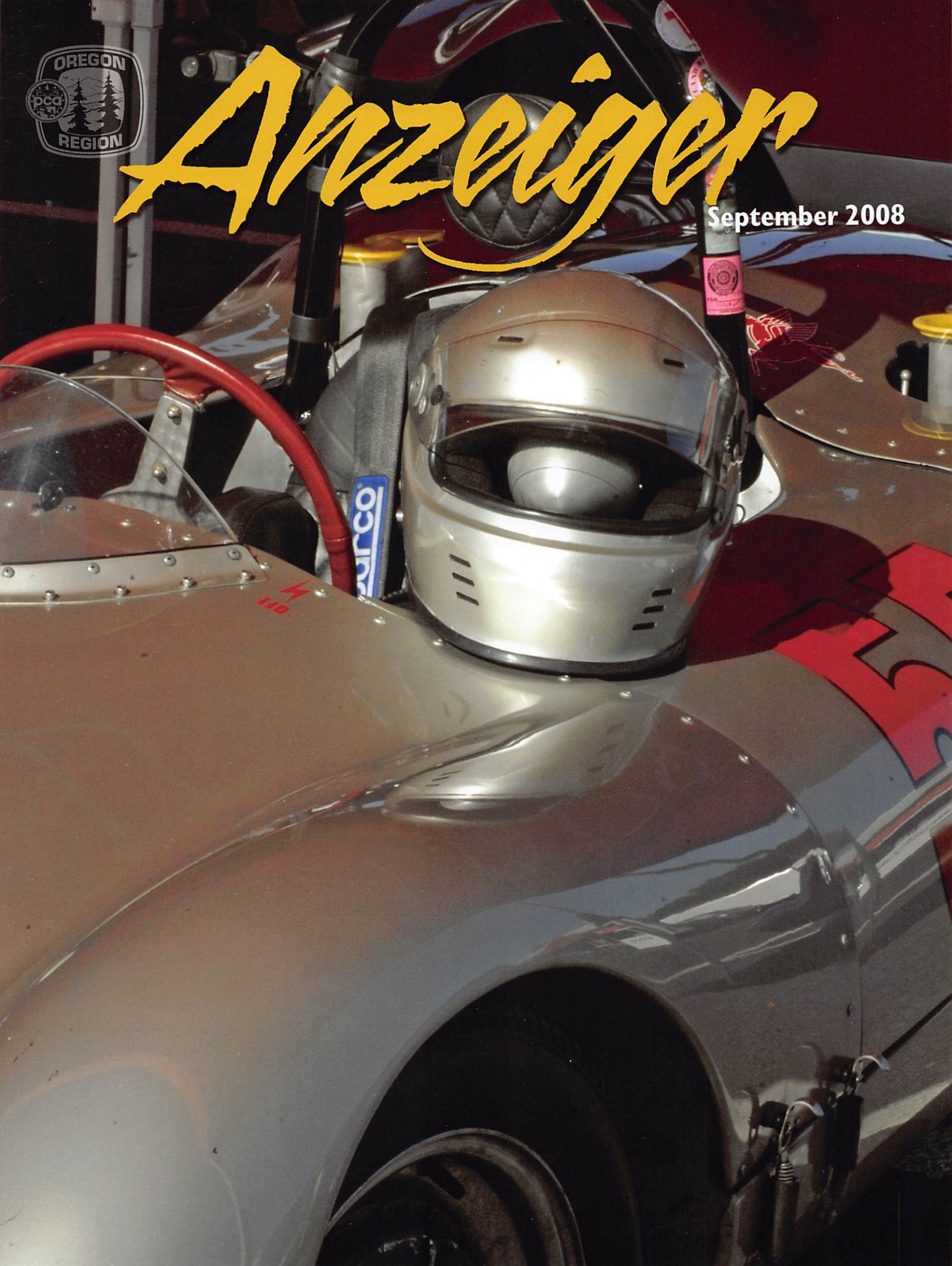




# Anzeiger

September 2008





AN OASIS FOR PEOPLE  
WHO CARE ABOUT CARS.



BMW



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MOTORS

YOUR DESTINATION DEALERSHIP

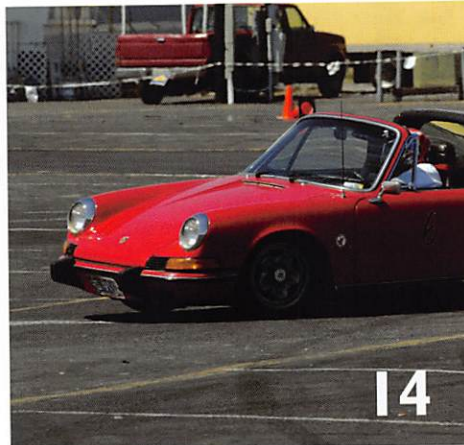
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SEPTEMBER 2008



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## ON THE COVER

All dressed up and ready to go. Photo by Jim Ayers

## Cover Submissions

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

# Anzeiger

- (an' zī ger), noun, German  
1. One who points out, indicates, shows.  
2. One who informs.

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## EDITOR'S NOTE

Jim Ayers

The efforts of a goodly number of ORPCA members proved fruitful again, as Anzeiger won first place in the newsletter contest at Parade Charlotte. Anzeiger competes against regions of the same general membership size, in our case, 400 – 799 members. Comments made by the Judges were very positive, ranging from “Very well done!” to “Great Newsletter”, I mention this because our club has made an effort to insure a high quality publication for its membership. Obviously we seem to be doing something right. Pre-event advertising and event reporting, with photographs, are crucially important in the judging. All four Judges gave the magazine excellent marks in this area, with the lowest score being 18 points out of a possible 20 points and two Judges awarding 20 out of 20. Scores like this would not happen without the contribution of articles generated by a broad range of our members.

Hopefully each and every one of you will make an effort to write an article, submit a photograph, or both for future issues of the Anzeiger. Always assume no one is planning on writing about a particular event and take the initiative to do it yourself. Event chairs ask at each event for somebody to take on the responsibility for an article, be the one who does it, you will feel good about it.

Special thanks to Nancy Scott, Chris Rotvik, Don Clinkinbeard, Peter Linsky, Tom Pavlik, Jim Hosford, and Barry Cogut; who, on a near monthly basis, insured we had articles of interest, laid out in an inviting fashion, and edited to a professional level. Without their efforts and those of many others it would be hard to compete on a national level.

Speaking of events, please plan on attending the annual planning meeting on September 27th. This one meeting is where it all gets done, ideas for new events, revisions to old ones, setting dates, and general discussion of the nature and types of events that are successful. If you have an idea you would like to see implemented or commentary about events you have attended, please share them with us. See the ad in this month's magazine for time and location. ■

## Watching the Whitney Wasp at Shasta

**A**s many of you know, I seem to lead a double life. One as a Porsche enthusiast, and one as a boat owner. Sad to say, I cannot combine the two. I simply cannot pull a Ski Nautique behind the GT3. Recently, my wife and I headed down to Shasta for a few days of R&R, pulling the Nautique behind the truck, and wishing I was getting the mileage of the GT3. There is a 19mpg difference! It now costs in excess of \$300.00 round trip to pull the Nautique to the lake and back. Upon getting to the lake we fill up with gas-both the Nautique and the houseboat. 22 gallons of premium for the former, nearly 100 for the latter.

We knew that there were some general concerns about forest fires in the area,

over to this behemoth and just observe as the crew, supported by a sizable beach contingent, refuels and otherwise services this monster. Turns out this aircraft is a Martin Mars. It is a WWII vintage sea-plane, now used for forest fire work. Power is provided by four Wright R-3350 -24W A Duplex Cyclone, 18 cylinder radial engines producing 2,500 hp each. A wingspan of 200 feet. Not quite a big as the Spruce Goose, but this one still flies, even after 60 years.

Many feel that this aircraft is the perfect solution to fire fighting, as once in the air, it drops its 7,200 gallon water payload, returns to the lake at a very low altitude, and in 60 seconds, scoops up another 7,200 gallons of water and can repeat the cycle for several hours.

I FELT SORRY FOR THE PILOT. EVERY TIME HE WOULD TAXI FOR TAKEOFF, DOZENS OF CURIOUS BOATERS WOULD CROWD AROUND AND MAKE HIS LIFE MISERABLE TRYING TO DODGE THEM UNTIL HE GOT UP ENOUGH SPEED TO GET BY THEM.

and wondered what the lake would look like. In a word, smoky, particularly towards the west. The dam was visible, sort of, but not distinct unless we were very close. At night we could see the western hills glow red long after the sun went down. Shortly after arrival, an aircraft flew overhead. It was, at most, 500 feet over the water, and incredibly loud. It was huge! Four propellers. Big radials engines from the sound of it. The plane made a couple passes over the lake, adjusting altitude as necessary to stay low but clear the surrounding hills, then, to my amazement, lined up on a long straight piece of water, decreased altitude until it was just a few feet above the lake surface...and landed! The pilot then taxied over to the resort where we moor the houseboat, dropped anchor, and shut down its motors. I am now in the Nautique, and curious as hell so I cruise

Apparently, a full cycle can take as little as nine minutes! Of course, each engine uses about 200 gallons per hour, so a little quick math says 800 gph at \$4.00 per gallon or more equals \$3,200+ per hour, just for gas!

Estimated operating cost per hour, including fuel, crew, maintenance, repairs, support, etc. are \$15,000 per hour.

I felt sorry for the pilot. Every time he would taxi for takeoff, dozens of curious boaters would crowd around and make his life miserable trying to dodge them until he got up enough speed to get by them. He did get the last laugh one evening. Rather than taxi the mile or so necessary to line up on a long straight piece of water, he began a high speed taxi. Suddenly it was no longer a high speed taxi, as he was really moving. I'm sure he knew he couldn't lift off in the space



remaining, so I watched him haul ass on the water, make a HIGH speed turn to the right into the channel he normally took off on, get the Mars pointed in a straight line, and pulled back on the stick. Incredible! Imagine a turn at a speed so fast that as soon as you straighten out after the turn you pull the stick back!

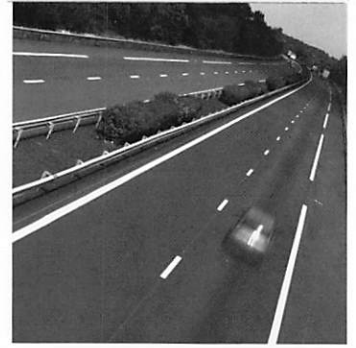
If you have any curiosity about this aircraft, enter Martin Mars into your search engine and stand by! There's plenty.

Later,  
Chuck ■

Photo by Eric Cassano



# Oregon Region Events



## *September*

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

## *October*

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

## *November*

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

## *December*

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

### *Board Meetings*

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

### *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).

## The ORPCA Website Is Up

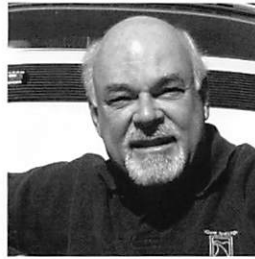


The hard work of numerous volunteers has made the new ORPCA website a reality. Use your favorite search engine or type <http://www.oregonpca.org/> in to your address bar to check it out. Club updates are now a few keystrokes away. You will surely agree it was worth the wait.

Social event announcements can be sent to Joe and Ginny McQueen at [joe.ginny.mcqueen@comcast.net](mailto:joe.ginny.mcqueen@comcast.net) for posting to the website. Stay tuned for further announcements regarding volunteers responsible for updating other areas of the site.

## STILL PLAYS WITH CARS

Peter Linsky



# Discovering the Tipping Point for Fuel Prices

**W**ell, it finally happened. We discovered what the “tipping point” was, when gasoline prices raced past \$4.00 for a gallon of regular fuel. How did American motorists respond? Many parked their gas-hog trucks and truck-based SUVs, and refused to buy any more. Having to lay out \$75 or more every time they filled up broke the working family’s back. The message came through loud and clear to manufacturers like Ford, GM, and Chrysler Corporation as dealer inventories quickly began piling up. They immediately slowed production of these vehicles and started closing some factories. Instead, all say they’ll ramp up production, if they can, of small, fuel-slinging automobiles. This was a watershed event for the industry; the last time it occurred was in the 1970s, under similar circumstances. What Detroit gave us then was a batch of pretty poor small cars; remember the Vega, Pinto, and the “K-cars”? They didn’t last long, and when the problem eased, we went back to driving big thirsty cars again. There will always be a need for larger trucks to pull boats and trailers, but did we really need SUVs?

THE LAST TIME IT OCCURRED WAS IN THE 1970’S, UNDER SIMILAR CIRCUMSTANCES. WHAT DETROIT GAVE US THEN WAS A BATCH OF PRETTY POOR SMALL CARS; REMEMBER THE VEGA, PINTO, AND THE “K-CARS”? THEY DIDN’T LAST LONG.

Remember why so many were sold over the past few decades: Being built on truck chassis, they were exempt from the tough safety and emission standards required of automobiles. That meant lower production costs and a vastly larger profit margin. Manufacturers convinced us that we needed them! Those days appear to be over. Many have been simply parked; owners

cannot afford to feed them, and their resale value has plummeted. If automakers have economical new cars to offer, they’ll survive. If not, Darwin’s Law will be proven again.

Porsche had better hope that gasoline prices moderate by 2010, since that’s when the new Panamera is set to debut. Porsche has invested a ton of Euros in its new luxu-sedan, but if it doesn’t prove reasonably economical in the real world - returning an EPA highway estimate of at least 18-20 mpg or better, it may prove to be

another example of nice car/bad timing, and Porsche cannot afford a mistake of that magnitude. Its increased ownership share of Volkswagen should help ease its overall fleet average and spread the costs, but another gas-gulping high-performance four-door will be as practical—and sell as well— as buttons on a battleship, as we used to say in the Navy.



An interesting item from Hemmings’ weekly auto news update. Richard Lentinello wrote that auto restorers are being victimized by scam artists who advertise “N.O.S” (New Old Stock) parts on the Internet. The problem, says Lentinello, is that these parts are in fact reproduction, but carry much higher price tags. A prospective buyer will be told that these parts bear the correct stampings and other identifying marks, but if you ask if they’re still in the original manufacturer’s packaging, the answer will be that the old boxes were damaged by wear and tear. Lentinello cautions that buyers should proceed with extreme caution, and not send money—especially to a P.O. Box— unless absolutely sure the vendor is legitimate and the parts are as represented.

Until next month, drive safely! ■

# SUNRIVER FESTIVAL OF CARS

SUNRIVER, OREGON ■ SEPTEMBER 12-14, 2008

presented by Keith Martin's Sports Car Market

A superb display of enthusiast and collector cars from vintage to modern.  
Held on the golf course at the beautiful Sunriver Resort in central Oregon.

*Master of Ceremonies: Keith Martin; Publisher, Sports Car Market*

**flash... expected debut of the new 911!!**

## Participant package includes:

- Friday night welcome party
- Entry in show
- On the grass at the driving range
- Over 200 enthusiast cars expected
- Special display, featuring Supercars
  - Participant hospitality
  - Participant mementos
  - Vendor displays
  - Food court
  - Live music
  - Special presentations
- Saturday evening banquet
- The famous Sunday Dash... a 2-hour tour on interesting roads – going from breakfast to a finale lunch



**2008 feature:  
supercars**

**Let's keep Porsche the #1 marque at the show!**

for more information or to register, please visit: [www.sunriverfestivalofcars.com/](http://www.sunriverfestivalofcars.com/)  
or call specialized meetings and events, inc.: 541.385.7988

questions... contact John Draneas at 503.638.0396 or [draneas@msn.com](mailto:draneas@msn.com)

# AMATEUR WRENCH

Don  
Clinkinbeard



## Looking at What the Data Logger Tells Me

**T**rack Season is coming along well. My earlier fears about saturating our market have not materialized, we are right on my forecasted attendance target for the year. My staff is supporting the additional events so far with no grumbling. It's always tough to ask folks to give even more of their precious time, volunteering to help others folks have fun. Next time you see one of our staff people at a HPDE or other club event make sure you thank them for volunteering to help you have a fun day.

**A**nd now for something completely different. I purchased a data logger for my car last fall. After a few track days this year I think I am starting to understand what it is telling me. In the past we have not discussed lap times or performance associated with HPDE. This was primarily due to insurance constraints forcing us to ensure we were not running a competitive event. Since there is virtually no coverage anymore from regular insurers, I feel that this constraint is mostly irrelevant. I also feel that lap times and especially segment times are an excellent learning tool.

So to launch into this, my best lap time so far this year in the "Determinator" is a 1:28.155 on the new layout. I will use the

IN THE PAST WE HAVE NOT DISCUSSED LAP TIMES OR PERFORMANCE ASSOCIATED WITH HPDE. THIS WAS PRIMARILY DUE TO INSURANCE CONSTRAINTS FORCING US TO ENSURE WE WERE NOT RUNNING A COMPETITIVE EVENT. SINCE THERE IS VIRTUALLY NO COVERAGE ANYMORE FROM REGULAR INSURERS, I FEEL THAT THIS CONSTRAINT IS MOSTLY IRRELEVANT.

following charts and graphs to illustrate how the analysis is helping me to understand where I can gain lap time. Of course there is no substitute for experience and

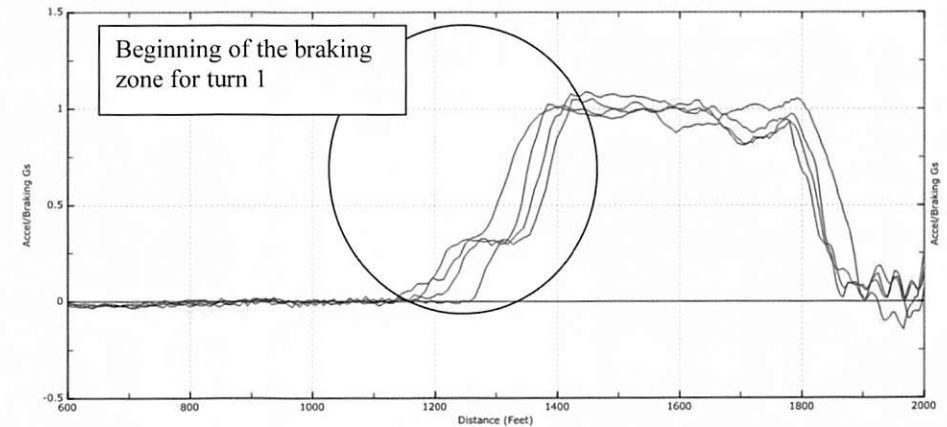


Chart 1

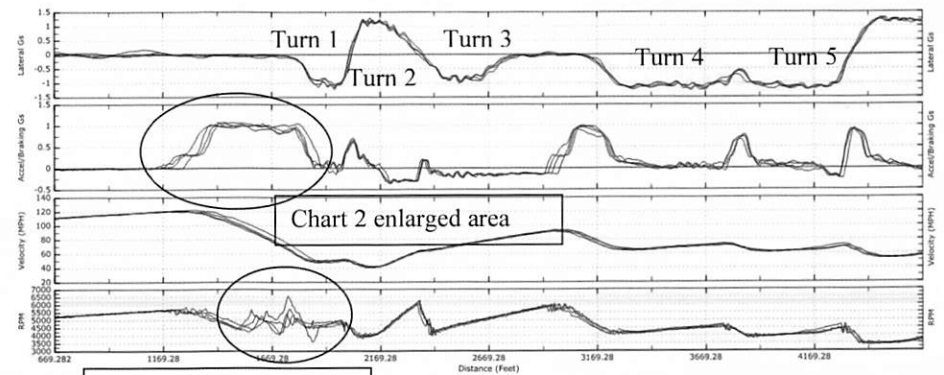


Chart 2

driving with other knowledgeable drivers will get you far more improvement than any amount of datalog and analysis will, but in the ORPCA HPDE community I run with the fast dogs and getting one of

them in my car is a tall proposition. They would rather be driving than sitting in the right seat.

Chart 1 and the zoomed-in chart 2 shows 4 laps in a single run session. The top line is lateral acceleration or turning force applied to the vehicle. It is interesting to note that for the laps displayed the traces are nearly identical. This shows good consistency. The next line down is longitudinal acceleration or braking (positive G) and throttle (negative G). An  
*(Continued on page 23)*

# Arrive & Drive

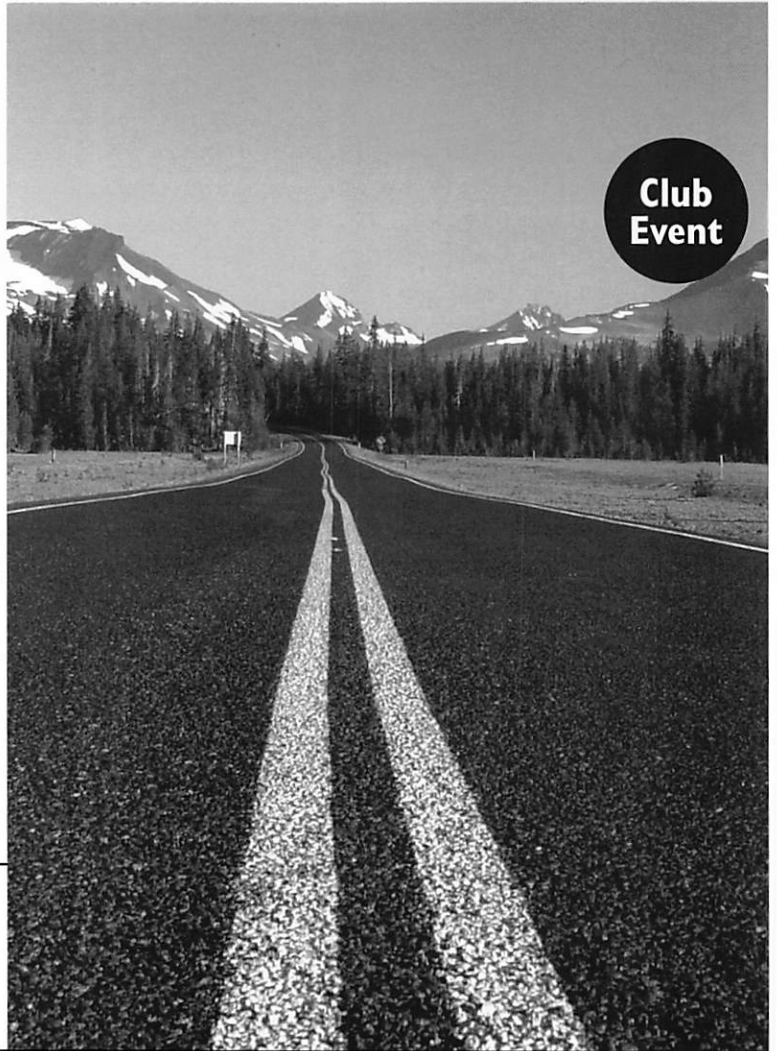
Saturday, September 13

Next event Saturday, October 11

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

To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) not later than 8:55 am. **NOTE: NEW NORTH DEPARTURE SITE AT ELMER'S ON 8948 N. WHITAKER ROAD, PORTLAND, 97217. I-5 EXIT #306. TURN RIGHT AND YOU'LL SEE ELMERS ON YOUR LEFT.** A brief meeting to cover the route takes place at 9:00 am, but many folks rendezvous at 8:00 am for breakfast (no-host). With 50 attendees or so being common, we typically break up into smaller groups rather than try to maintain one long convoy. The first group of cars will depart at 9:15 am.

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



## CLUB CONTACT

Eric Freedle  
503.384.0453  
mmooter@aol.com

# September Social and Dinner

Wednesday, September 17, 6:00 pm

## Gran Prix Imports

25300 SW Parkway Ave., Wilsonville, OR

Barbeque provided by GPI ... BYOB (beer, wine, soft drinks).

Please join other PCA members for a fun night at an exciting location.

New members, we welcome you!



DEADLINE: September 12, 2008

REGISTER VIA: RSVP via e-mail to:

CLUB CONTACT: Laura Larson  
laura@larsonlawoffices.com

# Summer Tour and Picnic: Truly a Great Idea

by Kate Ayers / Photos by Jim Ayers

Chris and Trisha Rogers deserve a hearty thanks for making Saturday, August 2, a day filled with Porsche-loving roads in the company of like-minded enthusiasts. The only thing that was less than superb was something they had no control over: the weather.

At the very civilized hour of 10:00 a.m., several dozen ORPCA members and their navigators gathered in the parking lot of the 24-Hour Fitness at Murray Boulevard and Scholls Ferry Road, bundled in fleece and sweaters. The two-hour route took us through several miles of pastoral views, then headed up to the vista at Bald Peak State Park. As is often the case there, a brisk breeze cooled everyone off, which might have been welcome had the temperature been in the 80s instead of the 60s. The low 60s. At least, that's what it felt like.

Having gotten the first pit stop accomplished, the string of cars made their way down the back side of Bald Peak, a wonderfully curvy stretch of blacktop, and onto a personal favorite, North Valley Road. Two lanes ride the gentle rolling hills across to wine country. Even with the gray skies, the day invited drivers to enjoy some time away from the bustle of Portland, made a bit more enjoyable by the recent, albeit minor, relief at the gas pumps.

At one point in the second hour of the tour, we pulled up to a T intersection and



waited at a stop sign as a line of old (mid-50s) T-birds paraded by, in the company of a few new retro models. They are undeniably cute cars, but not as spirited as our Germans, which made quick work of them, taking the lead as the Birds made the fatal error of using a gravel shortcut.

By noon, the Porsches were snaking up the driveway onto the grounds of ADEA Winery for lunch. Ribs and chicken, accompanied by Caesar salad, fruit, chips, beans and tarts awaited. Of course, there was wine tasting for those who wished to try the Gaston winery's pinots of both the red and white varieties.

Initially, conversation was somewhat hindered by a helicopter with a curious pilot and passenger. Once they finished their five minutes of circling and ogling, old friends and new chatted happily at the picnic tables overlooking some very nicely tended vineyards.

Two o'clock came around all too quickly. Now that the sun had come out, it was with reluctance that we took our leave. At least we still had some nice roads—and weather—to drive home with.

Again, thank you, Trish and Chris. ■

Above: Chuck & Patsy West buy a bit of the vine. Below left: The curious helicopter. Below Right: Juergen & Sarah Bermejo with Don & Debbie Clinkinbeard.



# High Performance Driver Education

Thursday, September 18, 7:00 am

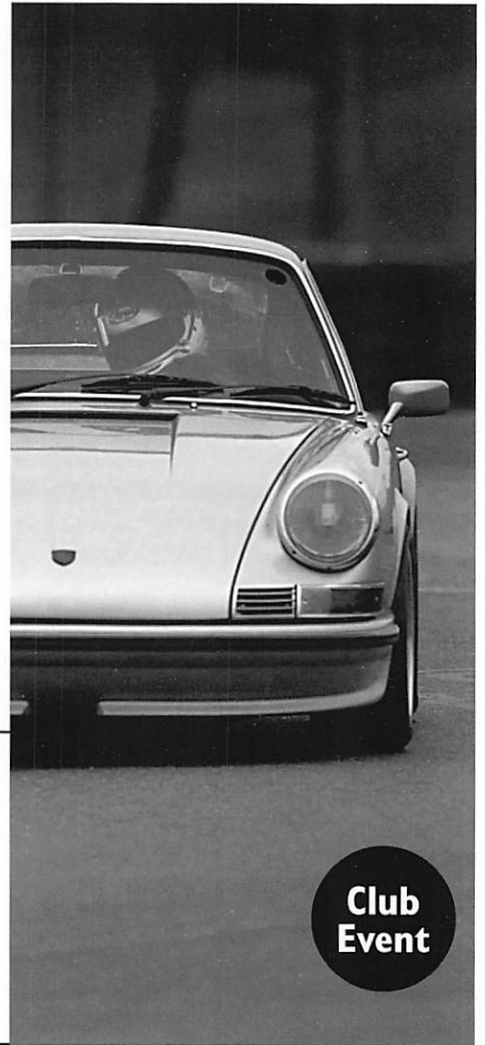
Next event October 5

**W**e 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

Our HPDE season also includes this date:  
October 14, 7:00 am

All events take place at Portland International Raceway. Register in advance at [orpca.motorsportsreg.com](http://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](http://oregonpca.org) and select Driver Ed; it contains a wealth of information you need to know before participating.



**Club  
Event**

DEADLINE:	One week in advance of the event
REGISTER VIA:	<a href="http://orpca.motorsportsreg.com">orpca.motorsportsreg.com</a>
CLUB CONTACT:	Don Clinkinbeard 503.970.4848 <a href="mailto:dechair@oregonpca.org">dechair@oregonpca.org</a>
FOR MORE INFO:	<a href="http://oregonpca.org">oregonpca.org</a> (select Driver Ed)



## Autocross

Sunday, September 21, 7:00 am

Next event October 12

**A**utocross 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](http://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	<a href="http://orpca.motorsportsreg.com">orpca.motorsportsreg.com</a>
CLUB CONTACT	Gary Chapman <a href="mailto:drchapman@chapmansmiles.com">drchapman@chapmansmiles.com</a>
FOR MORE INFO	<a href="http://oregonpca.org">oregonpca.org</a> (select Autocross)

Photo by Greg Heinze

# New Name, New Venue

## Still the Same Friendly Welcome

by John Draneas

There has always been something special about this event. We started it 12 years ago as a Porsche Club weekend. The first two years demonstrated that it had a lot of potential, but needed a bigger turnout than any one marquee club could deliver. So, we converted it to an all-marquee-club event, our sponsor named it the Sunriver Exotic Car Show, and it developed into a huge success.

The special part about it was that participants from all the various marquee clubs would rub shoulders together throughout the weekend without any friction or inter-marquee jealousies. We all learned that, as car enthusiasts, we quite a bit in common, and we became fast friends.

After a decade of growth, we realized that we had outgrown our venue; it was scheduled to be demolished anyway. We had to move, and it became time to achieve our long-term goal of moving the show to the golf course.

To do that, we had to convince the Sunriver Lodge that we were worthy of their sponsorship and real estate. That meant giving the event a fresh and more professional look. We now have a professional event management organization, a fabulous group of sponsors, a broad range of vendors, and all the trimmings. Our new name, the Sunriver Festival of Cars, intended to demonstrate our broader focus.

The advisory group gave me and my co-founder, the late Jay Audia, very clear marching orders. "Go ahead and change it as we need to, but don't screw it up. It's been the most fun car event of the year, and if it isn't still fun, you'll have hell to pay."

Jay and I took the advice to heart. We knew full well that this event has developed a unique atmosphere of being relaxed and fun, with participants being able to get to know other like-minded enthusiasts who may travel in other car hobby circles during the year. No other car event has been able to do this, and this tradition will be kept alive.



From the 2007 Sunriver event. Photo by Thomas Robertson.

Every component of the Festival will be geared toward assuring the atmosphere keeps the same comfortable feel. Every element will be designed to keep competitive energies in check, allowing just enough to make things interesting but still keeping it fun.

The relaxed and inviting atmosphere is a key element to the Sunriver Festival of Cars, and it is what keeps participants coming back.

The Festival is bigger than it was, it's better than it was, but it's still the same fun show. We're going to bring a lot of really exciting cars to show, but your stock four cylinder 914 will still fit right in. You don't need any Q-Tips; it's still a shine and show affair. There won't be any concours judging.

Although it's much the same, there will be a lot more going on. Master of Ceremonies Keith Martin, publisher of Sports Car Market and television automotive dignitary, will keep the show lively throughout the day, and will showcase each model entered in the Festival – maybe even your car.

Feel like drooling? Check out the Festival's exciting display of Supercars – production cars we have all lusted for and which are/were among the fastest cars of

their time – anchored by a McLaren F1 and accompanied by the usual complement of extraordinary Ferraris, Porsches, Lamborghinis, and many others.

Automotive sponsors Carrera Motors, Ron Tonkin Gran Turismo, Lamborghini of Portland, and Sports Car Shop will all have displays on the Festival grounds, some with demo cars available. Carrera Motors intends to use the Festival for the debut of the new 2009 Porsche 911.

Tired of kicking tires? Relax in the Festival Participants' Hospitality Tent and listen to the Festival's live music. Or check out the many vendor displays, featuring many automotive concepts as well as many non-automotive concepts that fit the car enthusiast's lifestyle.

Hungry or thirsty? Try one or several of the assorted food, beer and wine vendor stations offered by the Sunriver Resort.

Printing sponsor Pamplin Media Group (Portland Tribune, etc.) will sponsor the event program, which will list all participants who register before press time. Don't dawdle, or you'll miss your chance to be included.

Lodging sponsor Sunriver Resort is offering special deals on lodging.

*(Continued on page 23)*

# Big Turnout and Big Fun at July 6 Autocross

by Barry Cogut

**A**utocross #5 on July 6 was held on a beautiful, warm summer day. The course looked fast on paper but was set up with some large offsets and tight sections, keeping speeds in many sections lower than expected. It was laid out so two cars could be on the course at the same time, which allowed for six runs for each car, and was a welcome increase over last months four. We may have had more runs if we had not ended up with 61 registered drivers. Our goal this season is to limit the event to 50 drivers and try for 8 runs per run group. Everyone is welcome and if you want to participate, Porsche registration is open early at [motorsportreg.com](http://motorsportreg.com), and non-Porsche registration opens up one week before the event. Our next event is on August 10.

After the fourth run in the second group the computer lost data and racers were asked to submit their paper time slips, to make sure all runs were recorded. Despite that glitch, it was a well-run, great, fun event with a lot of competition and good camaraderie.

The five best times of the day were all Porsches driven by Britain Smith, JP Stein, Gary Chapman, Barry Cogut and Trevor Turner-Rice in that order. The class win-



Above: The new ladies' autocross uniform. Photo by Bob Ellis. Below: Harry Danberg blasts through the course. Photo by Jim Ayers.

ners were S1- Randy Stoltz, P2- Donald Peterson, P-3 Eric Freedle, P-4 Barry

Cogut, P5- Jeff Gretz, I1- Jim Ayers, M1- Britain Smith and NP Steve Barnes. ■



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# July Arrive & Drive

Story and Photos by Mike Oberst

**T**hirty-five cars—some 356's, a few water pumpers, lots of Boxsters, one or two Caymans (Caymen?) a host of 911 derivatives of every displacement and aspiration ranging from a really nice long-hood to an assortment of “impact-bumpers”, and lots of 964's, 996's, '3's and '7's—and their owners queued up under cerulean skies in a vacant parking lot by Delta Park in North Portland. Gregg Denning and Sue Denfield passed around the disclaimer to sign and then gave us an overview of the drive. (The Bob Grasso not a memorial-he just retired from ORPCA! route) as interpreted by Chet and Lynne Martin.

I begged a ride in Scarlett, Cherie Oldenberg's new-to-her 993. This turned out to be a great idea. Cherie is charming and entertaining, and I highly recommend doubling up on these drives if opportunity arises.

This was the one of the new, relaxed A&D's; as some of you know, there may have been some instances where a VERY FEW of our members might have sampled the extra horsepower and fabulous handling characteristics that our cars are famous for. ORPCA provides plenty of DEI dates to safely and legally drive at triple digit speeds, and besides, driving too quickly increases the chances of missing a turn and getting separated from the group.

Speaking of which, Cherie and I were following a gorgeous black Turbo Cab, admiring the handsome good looks and supple suspension workings of Stuttgart's latest and greatest, when suddenly, the Turbo slowed and moved towards the shoulder. No turn signal and just a lazy flippety-flop of the hand by the errant driver didn't give us much insight into the situation, so a quick check of the route notes revealed we had missed a turn. We backtracked for a while, trying to find the group, but to no avail; finally a quick bat-turn and a slightly more direct route found us at the Lewis River Golf Course, where we parked on the lawn and wandered around this great public facility.

Lunch was absolutely terrific. A large crowd of hungry and thirsty travelers gath-

ered on the terraced lanai of the golf course clubhouse overlooking the river and feasted on a menu specially prepared for PCA members. Our waitress Brandi kept our spirits up as we waited for our delicious meals to be served, which were devoured between conversational gambits as diverse as steering wheel suicide-knobs, 40 year-old scotch and wet-tee-shirt contests. The men mostly just listened.

After a couple of hours of socializing, someone mentioned the time and we gradually remembered other obligations. I think it's safe to say that given the weather, the company, the setting and the reason we all came to be there, most all of us had a really great Saturday morning. I know I did and I would like to extend a tip of the Rennsport cap to all the volunteers who help make these outings so enjoyable. ■



Top: Porsche enemy #1. Above: Porsche enemy #2. Right: OK, we know the new speed rules, but you can't make use drive this!



# Steaks at the Skyline in July

Story and Photos by Jim Ayers

Laura Larson recruited husband Brad to be “Pit Master Supreme” for the July Social and Dinner meeting. Seventy steaks were grilled to proper doneness and served with corn on the cob, baked beans, and a variety of salads. The steaks were so tender you could cut them with a plastic knife and fork.

Libations were available through the Skyline Tavern, which had allowed the club to use their outdoor BBQ area. Also available was the horseshoe pit, which nobody seemed willing to try. The affair

was blessed with balmy weather, allowing for short-sleeved shirts and shorts. Laura polled those present and the consensus was this should become an annual event.

New members at the event were Lehel and Marta Somogyl and Richard and Deb Duperon. Potential members Paige and Larry Smith were also present. I suspect the potential for membership for the Smith family is 100% after the fun times they had at this dinner meeting. ■





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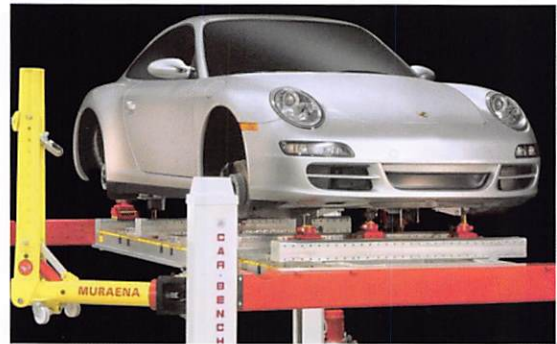
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# One Man's Historic Pooper

by Jim Ayers / Photos by George Dwinell

**H**istoric racecars can have some very odd names, a result of strange combinations of chassis and motor.

Case in point the Pooper: a short, sport racer type car, which is the combination of a Porsche motor and Cooper chassis. I am certain they had fun naming this one... hmmm, how about we call it a Copsche? Nah, let's try Persche. That sounds dumb, let's compromise and call it a Pooper, no one will forget that one.

Cameron Healy, of Portland, races this car in Historic events around the area. The car is maintained by Emory Motorsports in Amity, OR. Both car and driver are highly competitive in Group One racing and showed well this weekend, with a first place finish in the Saturday race and a second place on Sunday.

Other Porsche cars of note included Jim Devenport's Porsche 906, number 60 which runs in Group Six and a very interesting 1973 KMW Porsche SP-30 owned by Dann Boesch, which runs in Group Three. Neither of these cars placed well, but they were a pleasure to watch and look at close-up.

ORPCA Secretary Eric Freedle did a great job of arranging the Porsche Corral

again this year. Our club had approximately 80 cars on both Saturday and Sunday and this resulted in one of the largest groups in the parade laps for both days.

Porsche Corral provides an opportunity to socialize with people you haven't seen for a while, as well as a chance to meet new people. ■

Above: The Pooper leads the way through the chicane. Below: Too good looking for words.



# 2009 Events Planning Meeting

Saturday, September 27 9:00 a.m. to 12 noon

Mac Tarnahan's Taproom, 2730 NW 31st, Portland OR 97210

Breakfast provided

Please plan to join us Saturday, September 27 to help define and refine the Oregon Region's 2009 events.

This meeting is our planning kick-off for all of our 2009 club events and the input of all members region-wide is needed.

If you attended ORPCA events in 2008, we'd like to hear your thoughts about what you liked as well as what you didn't. And if you haven't attended any ORPCA events recently, we'd like to hear what you'd like to see to get you more involved in the club.

RSVP Kathleen Ellis, [vicepresident@orpca.org](mailto:vicepresident@orpca.org) by 09/20/2008

## The Fall Tour

Saturday and Sunday, October 4 - 5

**T**ake a fall tour on the historic Columbia River Highway. It may be a historic highway but it never gets old. It is a beautiful time year to enjoy the golden autumn leaves and spectacular waterfalls. Bring your cameras for great photo opportunities.

We will stop for a no-host lunch at the old Multnomah Falls Lodge ([www.multnomahfalls lodge.com](http://www.multnomahfalls lodge.com)), wind our way to the Western Antique Aeroplane and Automobile Museum ([www.waaamuseum.org](http://www.waaamuseum.org)) at the Hood River Airport, finishing our day with cruising the scenic Hood River Loop to Timberline Lodge ([www.timberlinelodge.com](http://www.timberlinelodge.com)) for a great relaxing dinner and night at the lodge.

We will meet at 9:30 am at the Columbia Gorge Outlets parking lot in Troutdale and depart at 10:15 am. \$100.00 per person includes dinner at the lodge, admission to WAAAM, and a special gift for the fall season.

Rooms at Timberline Lodge are at a reduced rate of \$195 (Timberline rooms) to \$275 (Fireplace rooms). Reserve your room by calling 1-800-547-1406; must mention Porsche Car Club.

DEADLINE:	September 1
REGISTER VIA:	<a href="http://motorsportsreg.com">motorsportsreg.com</a>
CLUB CONTACT:	Jim Hosford, 503.645.9675
MORE INFO:	<a href="http://www.timberlinelodge.com">www.timberlinelodge.com</a>

**Club  
Event**



Photo by Ryan Wilcox

## IN THE SIXTH ZONE

Linda Bein



## Parade Charlotte Edition

**G**reetings to all members of Zone 6! The driving season is on and our zone has activities for all to enjoy!

Parade Charlotte is now history and it was quite a celebration of Porsches! Zone 6 did very well in the awards department and I would like to share some of our results!

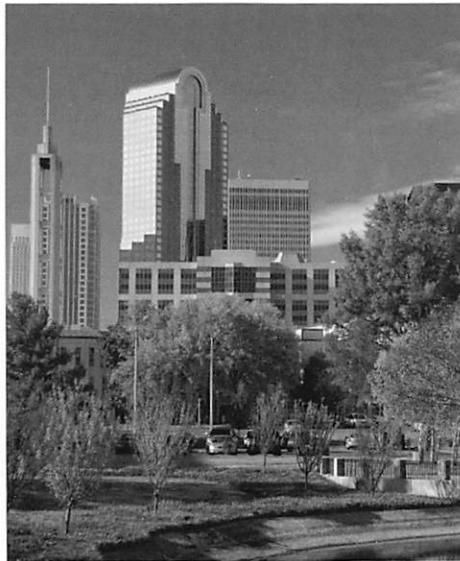
SILVER SAGE REGION walked away with the PUBLIC SERVICE AWARD for its outstanding contribution to the Make-A-Wish Foundation. The region will receive a check for \$1500 for its efforts in this most worthy endeavor.

The newsletter contest zeroed in on Zone 6 for an excellent number of awards! In Class I YELLOWSTONE REGION took 2nd place. In Class II Zone 6 captured FIVE of TEN places: HIGH DESERT - 3rd, WILD ROSE - 4th, SILVER SAGE - 5th, OLYMPIC PENINSULA - 7th, and CASCADE - 8th. In Class IV OREGON REGION took 1st place. In Class V PACIFIC NORTHWEST received 1st place - just 2.5 points short of winning the Heinmiller award for the second year in a row...

The annual Tech Quiz proved that Zone 6 members DO know a thing or two about Porsches... proven by the INLAND NORTHWEST REGION!

There will be more awards listed in an upcoming issue of Porsche Panorama.

The next few months will be filled with some Zone 6 highlights including the celebration in Red Lodge, Montana of the 30th anniversary of ABSAROKA REGION. CANADA WEST REGION will host the second annual Sun Peaks event in British Columbia. Please do check region websites for upcoming events you might like to attend. A Zone 6 Calendar is close to becoming a reality with many thanks to PACIFIC NORTHWEST REGION for its efforts.



PCA Escape to the Land of Enchantment still has openings so if you are interested in spending some fun, rewarding days in New Mexico please go to the website shown on PCA's home page. I hope to see some other Zone 6 members in attendance!

Please enjoy your Porsche to the fullest! May we drive (safely) forever!

Linda Bein

PCA Zone 6 Representative ■

## 'Nuff said



**"Corvette only, my FOOT!"**

Photo by James Ohl

# Let's Make a Plan

Every year, you, the Porsche Club member, have a broad spectrum of events to choose to participate in. As the club grows, so have the number of events presented. Calendar year 2008, as an example, provided a selection of 93 event days. Given the vast majority of these events are conducted between May and October of each year, this makes for a very full calendar. The number of events also makes for some very busy volunteers.

Consider this if you will; the club needs to be able to present a good menu of events to keep the membership happy. Kinda like that old computer game *Civilization*: you built your cities but you were always having to keep the citizens happy with new parks, coliseums, etc. September 27 is the date for the annual planning meeting, which will be held at the Mac Tarnahan's Taproom. To aid you in your thought processes, ORPCA will provide a breakfast buffet. The pleasure of your comments and input are greatly desired. Without your input and assistance, we will never know what interests you.

As the years pass, some events have run their course and either need to be rejuvenated or replaced with another event. Some ideas that were tried in a prior event

may not have worked well, so another modification must be made. Without your input, we may not make the best decisions.

2008 brought us six multi-day tours ranging from three to five days in duration; is this too many or is it a good number? In addition we hosted another two or three overnight tours and the half day Arrive and Drive tours. What are your suggestions? Come to the planning meeting and share them with us. Have you not

participated in an event because you perceive it to be poorly run or planned? Let us know! Would you like to see your idea for an event come to fruition? Can you give some of your time to volunteer for an event or lead one of the Arrive and Drive tours?

Please see the ad in this month's issue for time and contact information.

Your Board

Chuck W, Kathleen, Eric, Jim N,  
Chuck B, Sue and Jim A ■



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## AMATEUR WRENCH

*(Continued from page 9)*

interesting observation about these lines is the braking section on the front straight just before the chicane (Turns 1, 2 and 3). You can see two different braking profiles. For three laps I hit the brakes and run up to about 50%, then cranked down on the pedal and got it up to ~100%, or about 1G of braking force. The fourth lap, I run them up to 100% at first application. You may also notice that I managed to shave almost 100 feet off the braking distance for the harder braking lap. I have been driving PIR for many years and would venture to say I have developed a nearly

instinctual timing for the setup to turn 1. The early and easier braking profiles are part of my practiced line. The later braking profile is new to me and I have not perfected my down shift and turn-in timing. So even though I am ending up in the same place (just getting there more quickly) I have been unable to capitalize on the improved braking profile with any level of comfort (read that as, I am nervous about trying to turn the car at the turn-in mark). When I late brake, by the time I get to the turn-in for 1 I feel like I am going too fast (or more likely behind on my timing) even though I am clearly not, based on the

data. You will also note that my down shifts (the RPM graph in Chart 1) show that I am very inconsistent in the application of the heel toe technique. The RPM graph clearly shows this with the varying RPM under braking into turn 1.

The next installment will introduce and discuss the friction circle and what I think it is telling me.

Based on the data recorded over the multiple run sessions on this particular day, if I was able to put all the best parts together, I would be able to achieve a lap time of about 1:27.5. ■

## NEW NAME, NEW VENUE

*(Continued from page 13)*

The Saturday evening banquet will be the most fun banquet you will ever attend. It's designed to let you mingle with the many like-minded car enthusiasts you met during the day, with excellent food served by the Sunriver Resort. Casual attire is fine.

You will enjoy an entertaining presentation by Keith Martin, publisher of Sports Car Market magazine. If you haven't heard Keith speak, you're in for a treat.

We'll end with our awards presentation. Our main award is People's Choice. Our secondary awards are, shall we say, rather unusual. Half the fun is finding out (after the fact, of course) what the award categories are.

Sunday is the day to drive our cars. The morning starts with a hosted breakfast at Caldera Springs Lake House. Then it's the infamous Sunday Dash, a two-hour-or-so romp through the Central Oregon countryside on interesting, lightly traveled roads. It's the perfect opportunity to stretch your car's legs, but participation is limited to avoid traffic jams, so register early.

The Sunday Dash and the weekend end with a BBQ/picnic style lunch at a scenic outdoor location. Then you're on your own to find your way home. We guarantee the topic of discussion will be doing this again next year.

The Full Registration Package is \$200 for two people and one car. It includes:

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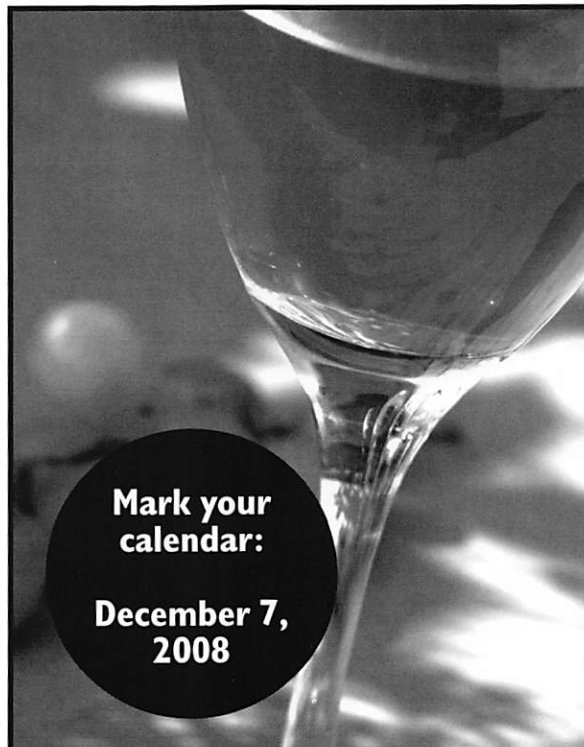
- Participant mementos
- Participation in the Festival Car Show
- Inclusion in Festival program (subject to registration deadline)
- Participant Hospitality
- Festival Banquet
- Sunday Breakfast at Caldera Springs
- Participation in the Sunday Dash (subject to availability)
- Grand finale Sunday lunch

If you want to bring your kids, parents, etc., extra Festival Banquet and Sunday

lunch tickets are available to full package purchasers only.

If you haven't registered, get on with it. The longer you wait, the more you jeopardize the Dash, inclusion in the program, and optimal field placement.

More information is available on our website, [www.sunriverfestivalofcars.com](http://www.sunriverfestivalofcars.com). Or, call our event organizer, Specialized Meetings and Events, at (541) 385-7988. Or, contact me at (503) 638-0396 or [Draneas@msn.com](mailto:Draneas@msn.com). ■



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Photo by Ron Gotcher.

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Sunset Imports . . . . .503.641.8600

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Patty Shmilenko . . . . .503.497.5040

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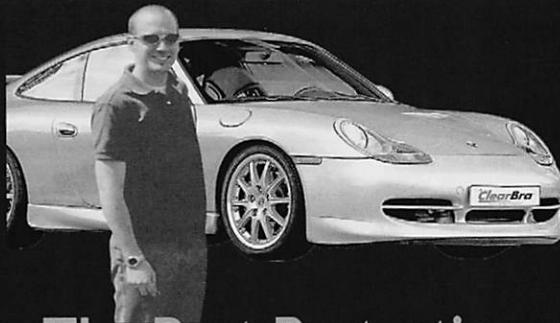
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Outside back cover	\$3,150
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Inside full page	\$2,502
2/3 page	\$2,124
1/2 page	\$1,656

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Outside back cover	\$1,750
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1/2 page	\$920
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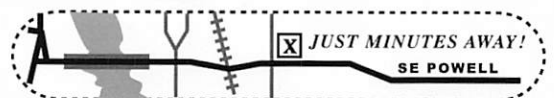
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# Marketplace

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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

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

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

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 cbw@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

1984 Carrera convertible, white on white, 152K miles, runs great, photos on request, \$18,500  
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### 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

Hot rod 3 liter SC motor, 225 hp, P & P heads, big bore barrels with high compression Mahle pistons. Engine is in the vehicle and can be test driven, if purchased the motor will be removed from car and delivered. \$7,500 complete. Kevin (206) 660-9705 or kbwdjw@comcast.net

(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



BBS 19" RS-GT Wheelset in Diamond Black with Michelin Pilot Sport Cup tires (approx. 8 heat cycles). BBS's lightest forged wheel. Like new condition, no curb rash, bought 1 year ago for track days only. 2 front (8 1/2") and 2 rear (11") fit perfectly on 997 Carreras or GT3's. Over \$6,700 new. \$3000.

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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

## ■ OTHER THAN PORSCHE

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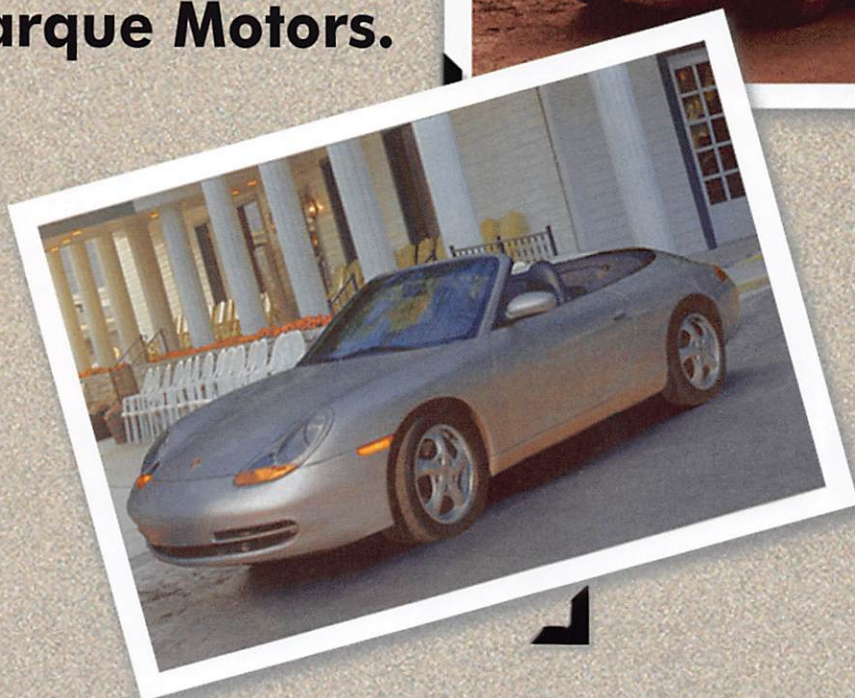
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