



Anzeiger

September 2009





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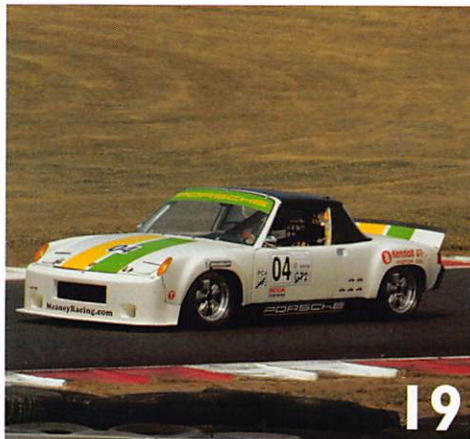
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Anzeiger

Volume 49 No. 8
September 2009



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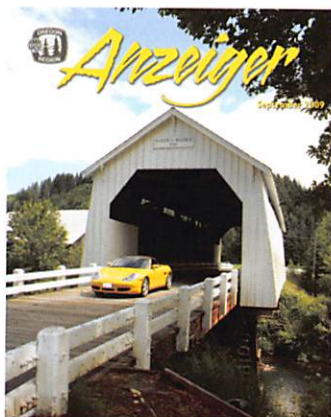
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ON THE COVER

Covered Bridge and Boxter by Bob Ellis.
Photo by Bob Schatz.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. Photographers selected for the cover will receive a specially-framed copy of the cover. For more information, refer to articles on page 6 and 24.

Anzeiger

(an' zī ger), noun, German

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

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<http://oregonpca.org/>



EDITOR'S NOTE Brad Larson

I don't know how to thank everybody for the genuine warmth and affection that Laura and I feel from members. My editorship and Laura's hostess duties organizing the Monthly Dinner Meetings have put us at the center of a multi faceted organization. Dinner meetings allow us to meet new members regularly, and we love welcoming them into this club. New members often attend a dinner meeting as their first event, and I know they are amazed to meet the gamut of attendees: concours car owners, club racers, automotive authors, auto-crossers, and those that seek the camaraderie of social interaction with like minded "petrol heads". All of you have become our dear friends and we thank you for the friendship we receive from you in return.

Summer is getting away from me. I got out to the Portland Historic Races, but I regret that I have not attended an Arrive and Drive yet. I may be able to remedy that in September. I am already plotting childcare for the Covered Bridges Tour (with four kids, childcare must be planned well in advance). With the promise of a "leisurely" fall drive and a spa visit for Laura, it looks like a perfect getaway. Chances are good that we will have decent driving weather, and the Oregon Garden Resort looks like a beautiful destination.

Our second plug is for the Monthly Dinner Meeting at the Skyline Tavern. Those of you who attended last year know it is a fun drive to a fun event. We had about 70 people last year, so please RSVP early to let me plan how much rib-eye to smoke. If you like beer or soda pop, you will be OK at the Skyline. However, if you like wine, you should bring your own; the selections are the typical tavern mini bottles that are reserved for cooking around our house. Somebody needs to bring some horseshoes this year, and utilize the horseshoe pits out back to entertain us all as we watch the sunset over the Coast Range.

I have received tons and tons of photos from members attending events, but I am still short on words. If you submit photos, please send me a couple paragraphs too; it is good to have some context for your pictures, and the Anzeiger editorial staff will make you look like a star! It also adds to the anticipation and buildup to receiving your magazine in the
(Continued on page 22)

The Driving Season has Heated Up!

The past month has been a busy one for our summer club events! I heard that the June HPDE at Oregon Raceway Park was outstanding again. Certainly for our first year at this new track, it seems that Don Clinkinbeard and his Team have it dialed in. I believe this event is a 'keeper'!

July's Autocross was held on the holiday weekend, which impacted attendance somewhat. However, for the 48 drivers participating, it proved to be a bonus! I heard that each driver got at least 8 runs. I never will catch up to those drivers with all that extra seat time! My hope is that by participating in the Autocross Duel at the Mill weekend at Packwood, I can ratchet up my driving a notch.

The Baxter Historic Races were great again this year! Jim North, Bob Ellis, and I worked the corral until after lunch on Saturday, and I believe we had over 60 cars on display. Quite an impressive sight!

THE BAXTER HISTORIC RACES WERE GREAT AGAIN THIS YEAR! JIM NORTH, BOB ELLIS, AND I WORKED THE CORRAL UNTIL AFTER LUNCH ON SATURDAY, AND I BELIEVE WE HAD OVER 60 CARS ON DISPLAY. QUITE AN IMPRESSIVE SIGHT! IT WAS A LOT OF FUN TO MEET NEW PEOPLE AND GET CAUGHT UP WITH FRIENDS AS WELL.

It was a lot of fun to meet new people and get caught up with friends as well. We did get to watch some of the afternoon racing, and I am always amazed at how close the cars come to one another through the Festival Curves. As it turned out, we had the better weather Saturday, but I heard that everyone had fun on Sunday as well. I did miss the Arrive and Drive since it was held on the same day, but I understand the route was great.

The monthly Club Dinner and Social was held this month at Helvetia Tavern. I understand as many as 50 people participated. Helvetia Tavern is a great place and I really hated missing this one, but

the dentist made it impossible for me to participate!

Chuck and Judy Hervey attended our BOD meeting Tuesday night, July 14th, and gave us a brief report on the Porsche Parade at Keystone. Some of the noteworthy items were as follows: No one from the Porsche family was able to attend this year. The PCA is now offering a credit card and new Insurance for both HPDE and Autocross events. It now has a new person (Jill Beck) in charge of the national website, and there is work in progress on a new Community Facebook. At this time, about 50% of the PCA regional club newsletters are only delivered electronically; I don't think this will work for us just yet.

Additionally, a major highlight included a preview of the Porsche Panamera at the Concours Banquet. If you watch this video ([link](#)), you might even see some people you know! The Herveys also reported

that some of our Region members won awards: William Thorp took 2nd in his class in Autocross, Lon Jackson took 3rd in his Autocross class, Lon and Dianne Jackson took 7th in the Rally (Navigational), Jeff DeRoos took 6th place in the Tech Quiz, and Dianne Jackson won best of show in the Art Show. Congratulations to all of you! Next year's Parade will be held July 3-8 in St Charles, Illinois and the 2010 Escape will be held September 9-12 2010 in Canada, hosted by the Canada West Region. Chuck and Judy, thank you for the great report and for taking the time to share your Parade experience with us!



It seems in our garage that if one car needs attention, then they all do. We had to replace our Tahoe's intake manifold gasket last month as it was losing coolant. As luck would have it, the low-coolant light came on in Speedy, our 2002 Boxster S, within weeks while cruising a future Porsche route. Since Speedy was due for his 60,000 mile maintenance service as well, I booked the appointment. The excursion turned into an educational session for me as I got to check out the replaced parts and review the subsequent information given; this is what I learned. The low coolant level was due to a crack/leak in the expansion tank which happens over time. When I pushed hard into corner on the road, the coolant level was just low enough that when it sloshed, it set off the sensor and gave me the warning readout; the expansion tank, cap and coolant were replaced. While working in the area, a leaking oil filler hose was found and replaced as well. At this service interval, the serpentine drive belt needed to be replaced. One of the three pulleys was worn, so we replaced all three, since the price of the parts is less than the labor if the other two were to fail later. Next, they found
(Continued on page 22)

Oregon Region Events



September, 2009

- 8 Board Meeting
- 12 Arrive & Drive
- 12 Sunset Swap Meet
- 13 Autocross
- 16 Monthly Club Dinner and Social
- 18-20 Sunriver
- 20 HPDE PIR
- 26 Planning Meeting
- 27 Volunteer Recognition

October, 2009

- 3-4 Covered Bridges Tour
- 11 Autocross
- 13 Board Meeting
- 17 Burrito Run
- 21 Monthly Club Dinner and Social
- 25 HPDE PIR

November, 2009

- 7 Gran Prix Imports Tech Session
- 10 Board Meeting
- 18 Monthly Club Dinner and Social

December, 2009

- 6 Holiday Party
- 8 Board Meeting

Event Notification

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

Event Managers

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

Board Meetings

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

Contributions Welcome

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

Please take a look at the orpca.org web site for detailed information on upcoming events.

EVENT CHAIRPEOPLE:

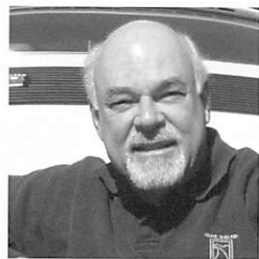
Please get your event ads to speedyellowster@gmail.com at least two months prior to the event date.

CORRECTION

In the August issue the photos that accompany the 'Driving the Nevada Open Road Challenge' article are attributed to Johnny Speed. The picture at the bottom of page 13, the picture on page 18 and the two pictures on page 19 were taken by Steven Rupp from Camaro Performers, *Anzeiger* and Johnny Speed would like to thank him for his contribution.

STILL PLAYS WITH CARS

Peter Linsky



Brits Get First Word in About Panamera

Congratulations to the Oregon Region members who claimed driving awards at the Colorado Parade in July. William Thorp and Katherine Smalley were class winners in the autocross, and Lon Jackson took home a third place trophy. Pacific Northwest's Leeds Gulick claimed TTOD. Results from other events had not been posted as of this writing.

Leave it to the Brits to get in the first word about Porsche's soon-to-arrive Panamera four-door über-sedan. Other sources have since published their own reports, but the website *classicdriver.com*'s email newsletter of June 19th contains the first driving impression report of this automobile. Although the Panamera made its physical debut at the Shanghai Auto Show this spring, reporters were not allowed to slip behind the wheel until early June,

HE SAID IT'S CERTAINLY A CAR BUILT BY PORSCHE TO PORSCHE STANDARDS, BUT IT'S NOT A PORSCHE. WHAT NOW REMAINS TO BE SEEN IS WHETHER THE PANAMERA IS THE RIGHT CAR AT THE RIGHT TIME OR THE WRONG CAR AT THE WRONG TIME.

when Porsche staged a media test day in Bavaria. Classic Driver's impressions are interesting in that they reflect what many of us had been told earlier; that the car looks much better in the flesh than it does in photographs. Overall, said the reporter, it's a very good-looking car, and the performance is tremendous, especially in the Turbo. Photos of the interior are very impressive as well. There's no pretense at being a five-seater—this machine is designed to move four adults from Point A to Point B very rapidly, in high style. Another review, by the LA Times' Dan Neil, was less generous. He said it's cer-



Rose Cups 2009. Photo by Kathleen Ellis

tainly a car built by Porsche to Porsche standards, but it's not a Porsche. What now remains to be seen is whether the Panamera is the right car at the right time or the wrong car at the wrong time. The

answer could determine Porsche's survival as an independent automaker.

From the "Well, you can't please everybody" department ... The following is a quote from the April, 1957 issue of *Road & Track* magazine, editorializing on the good and bad points of all the leading imports of the day: "Here's what enthusiasts are saying, and what our readers are asking about Porsche: "This marque has established a second-to-none reputation, and sells all they (sic) can build in spite of the price. The speedster needs a new top and a more graceful rear deck.'" Those

issues would be addressed by 1959, and fifty-plus years on, the much-loved speedster is at or near the top of most Porsche enthusiasts' "I-want-one" list, while half of the other marques mentioned no longer exist.

The new Porsche Museum has just released a new DVD history of the company entitled "The Porsche Way". It comprises eight chapters drawn from Porsche's extensive photo and video archives, and runs a total of some 2 1/2 hours. It's modestly priced—the equivalent of about \$35.00. Unfortunately, at this writing, it's only available at the Museum—no word yet on how to order it from Stateside, but copies are sneaking in.

Under the economic circumstances, who could ask for a better weekend of racing than this year's Portland Rose Cup? Although the title event was something of a disappointment, with barely a third of the starters completing the race, the Porsche Cup contests were close and exciting.

Until next month, drive safely! ■

Arrive & Drive

Saturday, September 12

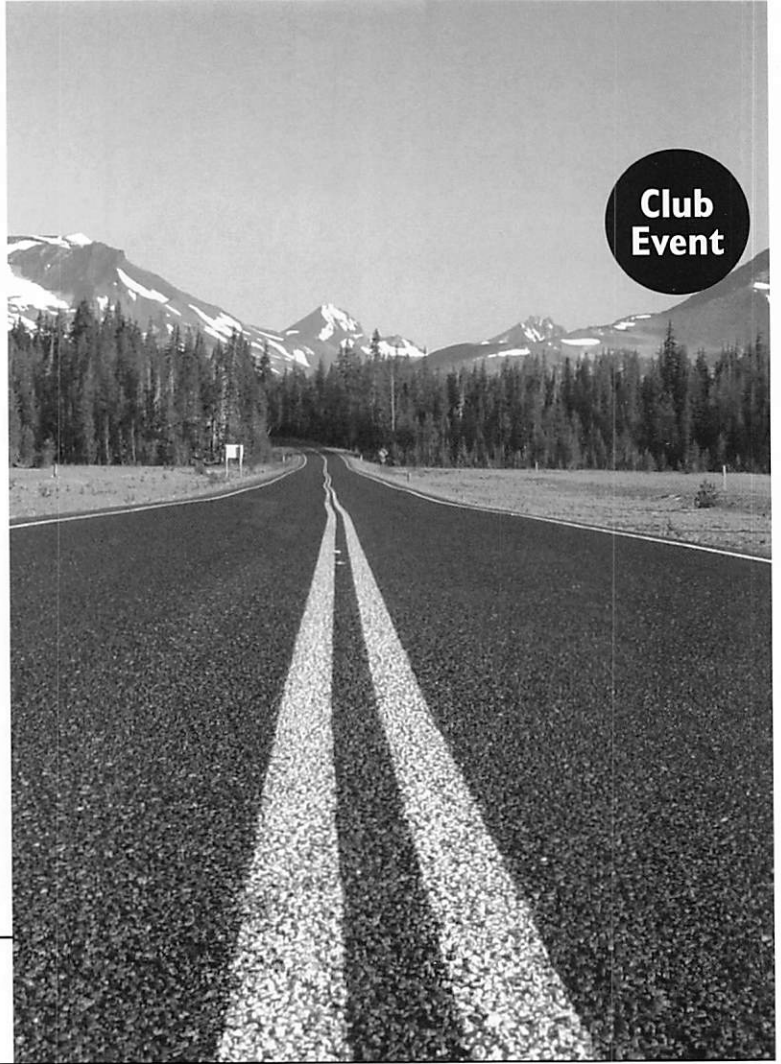
Next event Sunday, October 17 (Burrito Run)

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

To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) not later than 8:55 a.m. at Miller's Homestead, 17933 SW McEwan Avenue, in Tigard.

A brief meeting to cover the route takes place at 9:00 am, but many folks rendezvous at 8:00 a.m. for breakfast (no-host). With 50 attendees or so being common, we typically break up into smaller groups rather than try to maintain one long convoy. The first group of cars will depart at 9:15 am.

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



**Club
Event**

CLUB CONTACT	Eric Freedle 503.384.0453 mmooter@aol.com
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**Club
Event**

Photo by Greg Heinze

Autocross

Sunday, October 11, 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)

July 11 Arrive and Drive

by Peter Chausés / Photos by Meghan Fankhauser

If there's one crumb of comfort to be swept up from the floor of G.I. Joe's demise, it's that there is now room in the parking lot of their I-5 location for a gathering of Porsches. Speaking of which, someone needs to come up with a descriptive term for "a gathering of Porsches." "Gaggle" and "Crash" have already been claimed by geese and rhinoceroses. A "Panoply of Porsches," perhaps? Or, considering where we gathered, a "Lot of Porsches." Maybe the bloggers can help.

But to continue, German engineering was displayed in 42 different ways on Saturday morning, the 11th of July: Everything was present, from a beautifully meticulous '70s-era 911 to a seriously erotic GT3. My personal favorite was a creamy white 928S. I was particularly taken with the headlights; it was as if a Duesenberg poltergeist had invaded the Porsche design bureau and changed the headlight blueprints from centimeters to



inches before anyone was able to contact an exorcist.

But enough of the Arrive ... its time for the Drive. We were warned before mounting up to be aware of deer and cyclists, since both species were known to infest the winding, blind-cornered, tree-hedged route lined out for us (more on this later). But before we reached said winding roads, we faced a much more difficult challenge: stoplights. They threatened to separate us from the rest of the Panoply before we got even close to the fun parts. My first job as navigator was to prevent such inadvertent detachments,

which I did primarily by pointing and saying, "Follow that Porsche!" Don't knock it; it worked.

Here's something I didn't really know prior to our Drive: Porsche drivers fully understand that breaking the speed limit is breaking the law. But they also understand something much more interesting: there's no limit on how fast you reach the speed limit. So following another Porsche is a joy, because you never have to worry that the guy in front of you is under the illusion he's driving an explosive-laden 18-wheeler. *(Continued on page 11)*

September Social and Dinner

Wednesday, September 16, 6:00 pm

Skyline Tavern

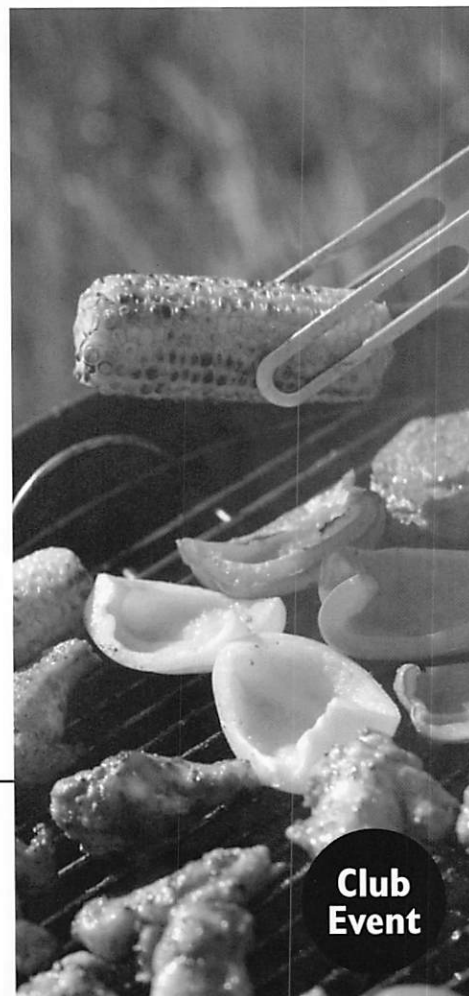
8031 NW Skyline Blvd

Portland, OR 97229-1213

Last year's barbeque was a huge hit so we are going to do it again, with slight menu changes that enable us to cook a little more food ahead of time. A smoked salmon appetizer, smoked rib eye cooked to temp on the grill, and traditional barbeque side dishes await you after your drive to this destination spot (vegetarian options provided). The Skyline is so old that it is not required to serve food, which enables Laura to be your hostess and Brad to be your grill master without having all of you come to our house. \$20 per person = no gratuity, no full bar, no decent beverage choices aside from beer (or bring your own wine for a corkage fee).

Please reply by Wednesday, September 9, 2009 to laura@larsonlawoffices.com. Some dinner meetings are not a problem if you RSVP late, but this one is hard to plan if the replies come on the day before, so don't hesitate—the weather is great, the scenery is beautiful, and your belly is calling for barbeque because it is summer.

DEADLINE:	Wednesday, September 9
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Laura Larson laura@larsonlawoffices.com



High Performance Driver Education

Sunday, September 20, 7:00 am

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

Our HPDE season also includes these dates:

October 5, 11:00 am October 14, 7:00 am

All events take place at Portland International Raceway. Register in advance at orpc.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:	orpc.motorsportsreg.com
CLUB CONTACT:	Don Clinkinbeard 503.970.4848 dechair@oregonpca.org
FOR MORE INFO:	oregonpca.org (select Driver Ed)

JULY 11 ARRIVE AND DRIVE

Continued from page 9)

Jerry—owner and driver of our red '86 944 Turbo—really knows how to thread a needle with his car. Our wheels were cheek by jowl with the rocks and pine needles lurking just off the tarmac of countless read-your-own-license-plate corners, yet never once did he mate rubber with dirt. The 944 was fully up to the task. Several times, in the middle of turns which twisted Jerry's arms up like Stretch Armstrong, he had to smash the brakes because we could read the serial numbers off the exhaust of the Carrera in front of us. Most cars would have responded to such abuse by placing us firmly in the tall grass — trees, rather. Even some Porsches would decide that the back end could handle things much better than the front, and decide to swap places.

Not the 944. It simply slowed down very quickly; no tire squeal nor complaint

THE 944 HAD ONLY ONE DRAWBACK: ITS TURBO WAS ALWAYS LATE TO THE PARTY. NO MATTER HOW FAST JERRY NEGOTIATED A CORNER, THE CARRERA WOULD SQUIRT AHEAD LIKE A BAR OF WET SOAP WHILE WE PLAYED GO FISH AND WAITED FOR THE TURBO JOIN THE FRAY.

of any kind. I didn't even need to gasp in terror. In fact, my single gasp of the day had nothing to do with either Jerry or the 944, but instead with the sudden appearance of an enormous pickup on the inside



of completely blind left corner. But Jerry had the car where it belonged, the pickup was where it belonged, and all was right

with our world. The 944 had only one drawback: Its turbo was always late to the party. No matter how fast Jerry negotiated a corner, the Carrera would squirt ahead like a bar of wet soap while we

played Go Fish and waited for the turbo join the fray.

Now about deer and cyclists ... (*Editor's Note: It is Anzeiger policy to encourage coexistence with all forms of wildlife found in Oregon, including bicyclists. Ed.*) It says something about their relative intelligence that we did not encounter a single deer in our meanderings. The cyclists, on the other hand, were thick as gnats. Thicker even; we had fewer bug impacts than cyclist sightings. Now, I'm sure that your average cyclist, if you met one in real life (at work, shopping, demonstrating in favor of motorist-funded bike paths and the right to ignore each and every traffic sign or signal), would be a perfectly normal, reasonable type of organism. But, put the hatchet seat of a road bike under one of the most sensitive and vulnerable portions of its anatomy, and the blood leaves its brain entirely. It's worse than getting caught in a 928's headlights, and yet, unlike deer, there is no open season on cyclists.

Of course, what would you do with a cyclist once you bagged one? Their upper bodies are completely devoid of meat. Granted, their thighs would give Colonel Sanders pause. Still, there's more tendon than meat on them; hardly worth the skinning. Stick with chicken, Colonel. And as for you bikers, before you put something with sixteenth-inch-wide tires
(Continued on page 22)



Planning for 2010—Don't Miss Out!

Every year, the ORPCA offers a multitude of events from which each member can choose to participate. These events don't just happen; they are created, built and run by fellow club members who put in time and creative genius. To serve the membership at large and hit the mark as to what type of events are attractive, your input is wanted and needed. Without this, we are guessing what will intrigue you enough to participate and enjoy your car and fellow ORPCA Members.

Saturday, September 26 is the date for the annual Events Planning Meeting, which will be held at Mac Tarnahan's Taproom. A buffet breakfast will be provided to further your creative juices. We will be discussing Tours, multi day events, Arrive and Drives, DE, Autocross, monthly dinners, our 50th Anniversary Party and other possibilities someone might present.



This is your opportunity to effect change, introduce a new idea and have the opportunity to join a great team of volunteers. Don't miss out! It is the active membership that has the fun. Please see the ad in this month's issue for time and contact information. A RSVP is necessary.

Your Board of Directors,
Kathleen, Eric, Marlene, Jim North,
Sue, Jim Ayers and Chuck ■

2010 Events Planning Meeting

Saturday, September 26 9:00 a.m. to 12 noon

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

Breakfast provided

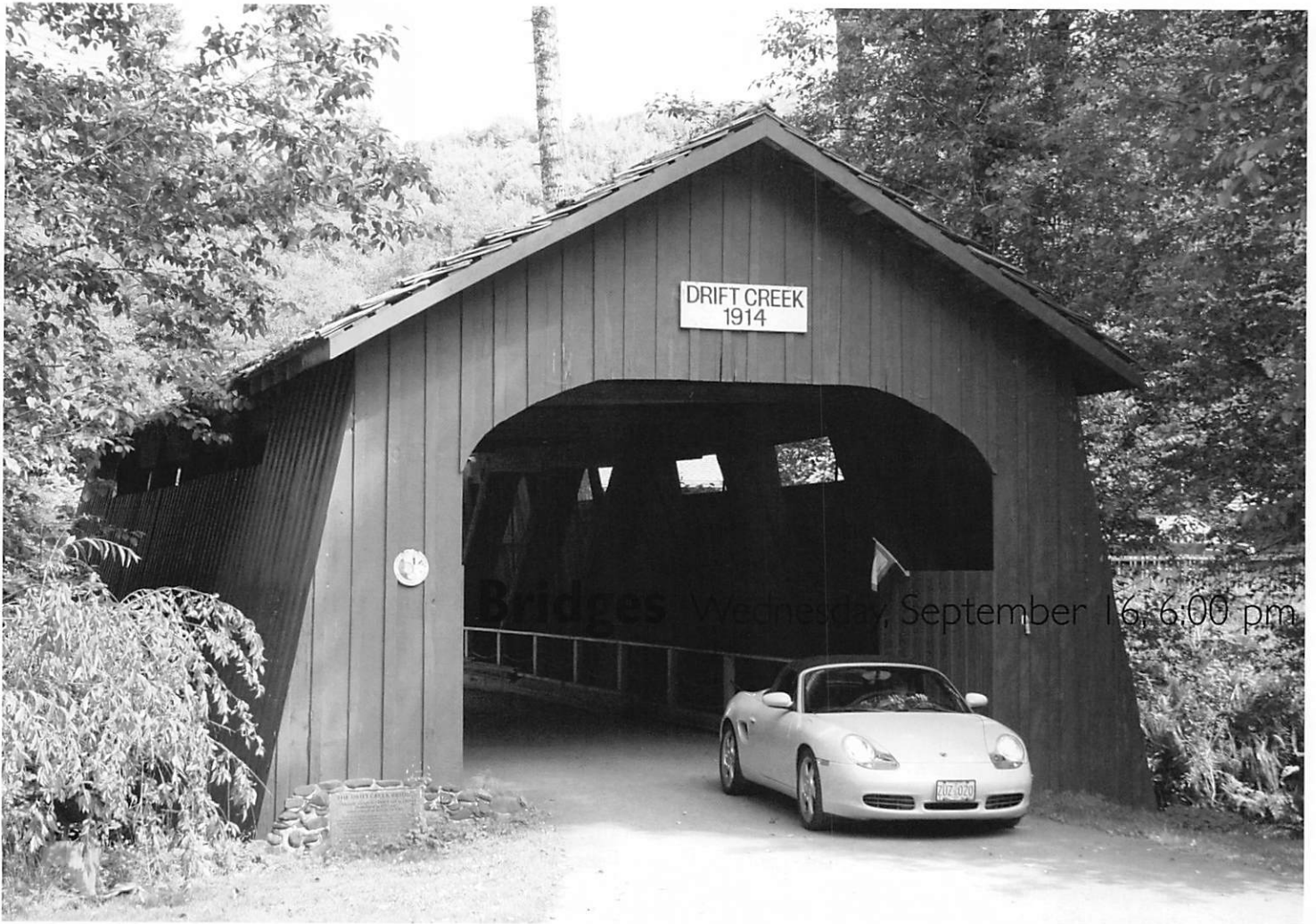
Please plan to join us Saturday, September 26 to help define and refine the Oregon Region's 2009 events.

This meeting is our planning kick-off for all of our 2010 club events and the input of all members region-wide is needed.

If you attended ORPCA events in 2009, 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, president@oregonpca.org by 09/20/2009



September 16, 6:00 pm

Covered Bridge Tour

Saturday and Sunday, October 3 - 4

Join the ORPCA on a weekend tour of 12 of the 50 covered bridges here in Oregon. The route will take you on some roads less traveled, through smaller valleys and glens where you may view and experience rural Oregon and nostalgic old “kissing” covered bridges.

On Saturday, we will begin in Newberg and take a route through the coastal foothills west of I-5. We will visit 5 bridges and experience some roads that appear to have been engineered for Porsches while going through small towns

such as Alpine, Niagra, Pedee, Nashville and Otis. This is the longer day of the tour, perhaps as much about the driving as the bridges; the route is about 250 miles and ends in Silverton at the Oregon Garden Resort.

Saturday night is an optional stay at the Oregon Garden Resort. They have a great hotel and restaurant. A night’s lodging includes breakfast and gains you entry to the garden for free.

On Sunday, we will begin and end our route at the Oregon Garden Resort. We

will have a leisurely drive of about 150 miles, crossing over 7 of the most commonly toured covered bridges in the northern part of the Willamette valley. The tour ends in time to walk the garden, should you so choose.

Come and tour with us on either day or both days. Stay at the Garden overnight if you wish. Watch for final details on the Website and our email blast. We hope to see you there!

REGISTER VIA:

kathleenellis7@gmail.com

FOR MORE INFO CONTACT:

Bob Ellis 503.533.8000
bob@kelandscapedesign.com

**Club
Event**

Packwood ... Nirvana

by Jim Ayers / Photos by Bob Schatz

For the past few years, some of our more rabid auto crossers have gone to Packwood, WA for a Sports Car Club of America event. Reports from those members, upon their return to "Stump Town" have been glowing, "Nirvana" for some, an auto crosser's "Garden of Eden" to others. While Packwood is lushly forested, giving one that garden feeling only the Cascades

each driver plied their way through the cone course in search of top time of the day. Peace came with the sighting of elk roaming through a small town, even onto the racing surface during the off hours, or watching bald eagles soaring through the tall stands of Douglas fir trees.

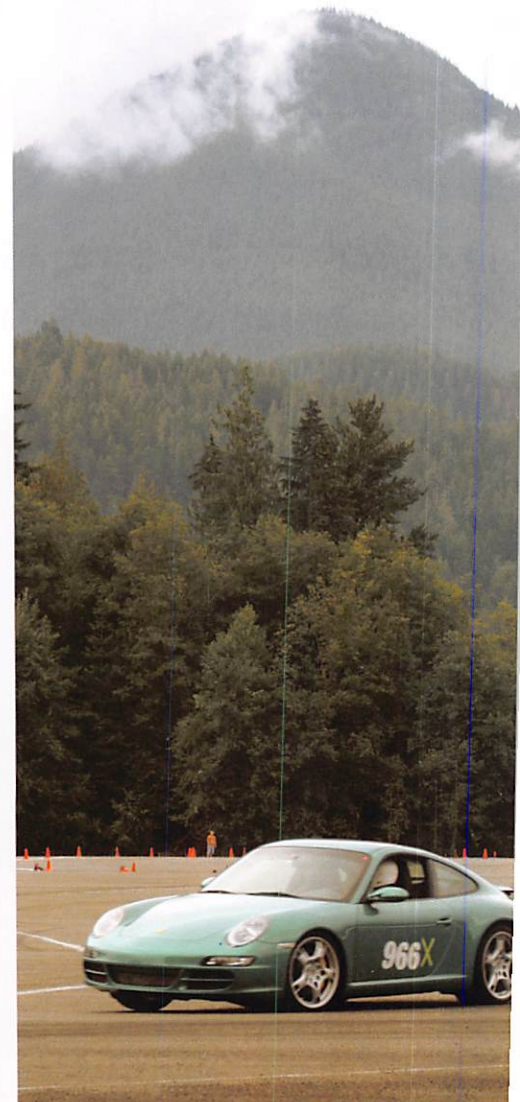
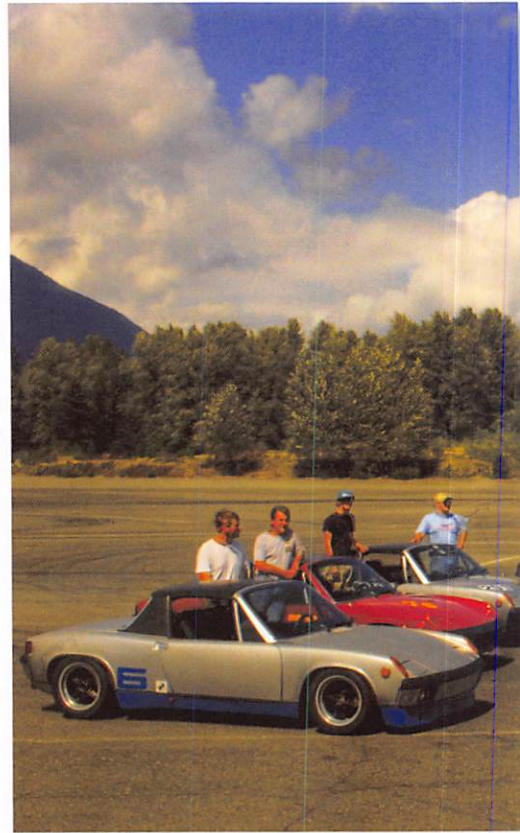
The weekend consisted of four different events. The first was an EVO school on Friday August 7th, with 12 lucky students

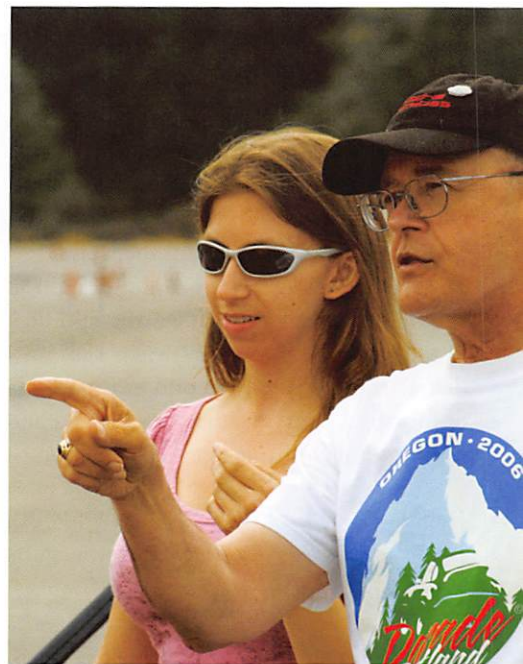
WE WENT DOWN TO THE RECEPTION, WHERE A MOUNTAIN OF HORS D'OEUVRES AND SEVERAL CRATERS OF WINE FLOWED. IT WAS A GOOD TIME TO RENEW OLD ACQUAINTANCES AND MAKE NEW ONES TOO.

have, I didn't see any apple trees with an asp hanging from a limb. The exhaust sounds from a number of Porsche and non-Porsche cars would have on some basis would have been sufficient cause to get us kicked out of Eden. Nirvana on the other hand ... any place of complete bliss, delight and peace.

Watching the smiles on the faces of the eighty plus attendees when they first saw twenty or more acres of smooth, undisturbed asphalt was reminiscent of the scene in ET when all the town folk looked up to the sky in awe. Delight abounded as

getting 28 runs of instruction with three nationally known auto crossers. Saturday brought the Pacific Northwest Region's 50th Anniversary autocross event as well as the first day of the 914 Challenge. Sunday was ORPCA's 5th autocross of the year and the final day of the 914 Challenge. The 914 Challenge was the total of the 2 best times for those 914 drivers who had registered for the event. There was close competition between the modified racers, Leeds Gullick of PNW and Britain Smith of ORPCA. Smith took the honors by winning the Saturday event

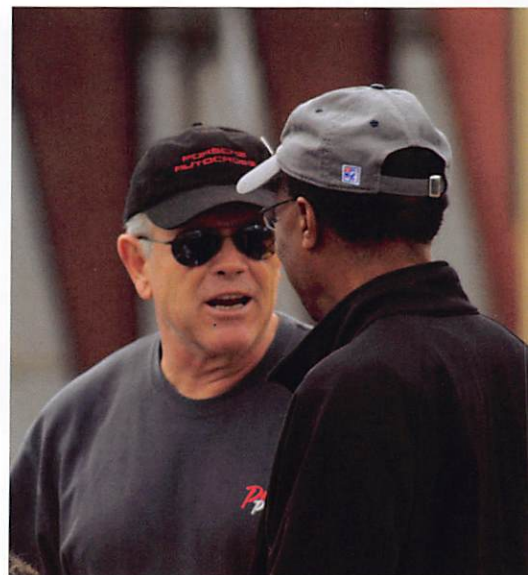
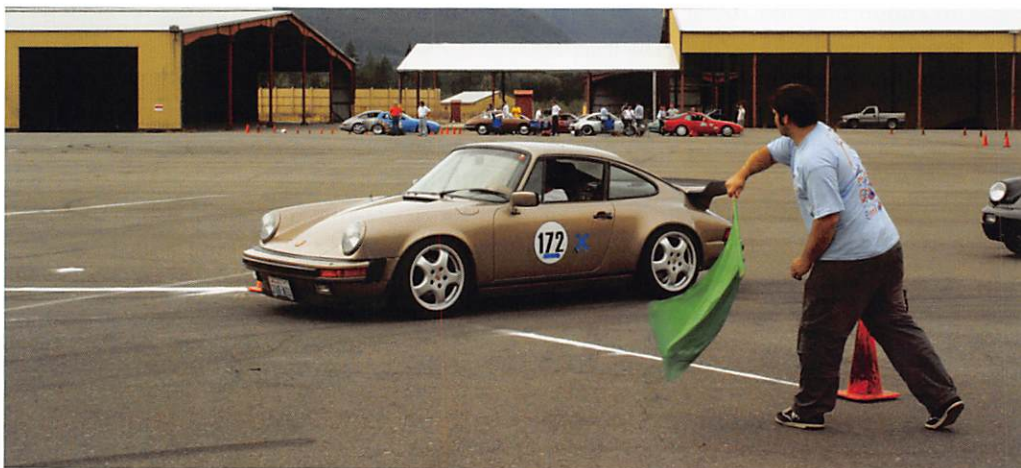




with a margin of nearly .5 seconds over Gullick. Leeds managed to turn the tables on Brit by winning the Sunday event by .2 ssecond; however, it was not enough for him to take the overall win from Brit. PNW uses their own system of classing cars which posed a certain amount of confusion for at least one ORPCA driver. I am still not sure what a 33 year old 911S is doing running against a GT-3, a Boxster S, and a couple of what would be modified 914- 6 cars in our region. Oh well, it wasn't for points and it was a ton of fun. Of course on Sunday, OPRCA held their event and we used PCA classifications. Again, there was some confusion as to how to class cars, but it was all in fun and the PNW cars did not earn points toward our championship.

Saturday night featured a buffet dinner at Peter's Inn which was attended by most of the racers and their guests. The food was good, the bragging was... well, bragging and the Karaoke was a riot. Who would have guessed Bob Schatz could sing a pretty mean rock song.

Given the enjoyment level and general sense of Nirvana, my vote is we hold another Duel at the Mill in '10 as it will be our 50th anniversary. ■



Opposite Bottom: Indoor staging area. Top Center: 914s are a popular choice for autocross. Above Top: "Go as fast as you can to the cone, and don't brake until you see God". Above Middle: An idea of the scale of the Packwood site. Far Right: Chuck West voices his opinion. Right: A convincing RS. Left: The mountain air is perfect for keeping your car happy during an autocross.

Rose Cups

Story and photos by Earl Greene

There I am, qualifying for the SCCA PCA sprint race: I am exiting turn eight and entering the back straight with the shift light on at the top of third gear doing 100 mph. I pull the shifter down for fourth gear and instantly I am sliding like I am on ice down the middle of the track. I am in shock when I immediately realize I am in second gear instead of fourth. A short trip back to the pits and my fears are confirmed that I have spun

the west coast. About halfway through the race, the two leaders collided and took themselves out. Dave Cormier from Vancouver BC benefited and won the race with local favorite Jeff Gamroth taking second and Chris Pallis from Seattle coming in third. After the race, there was a champagne battle on the podium, and I believe Jeff Gamroth (utilizing his experience) was the victor.

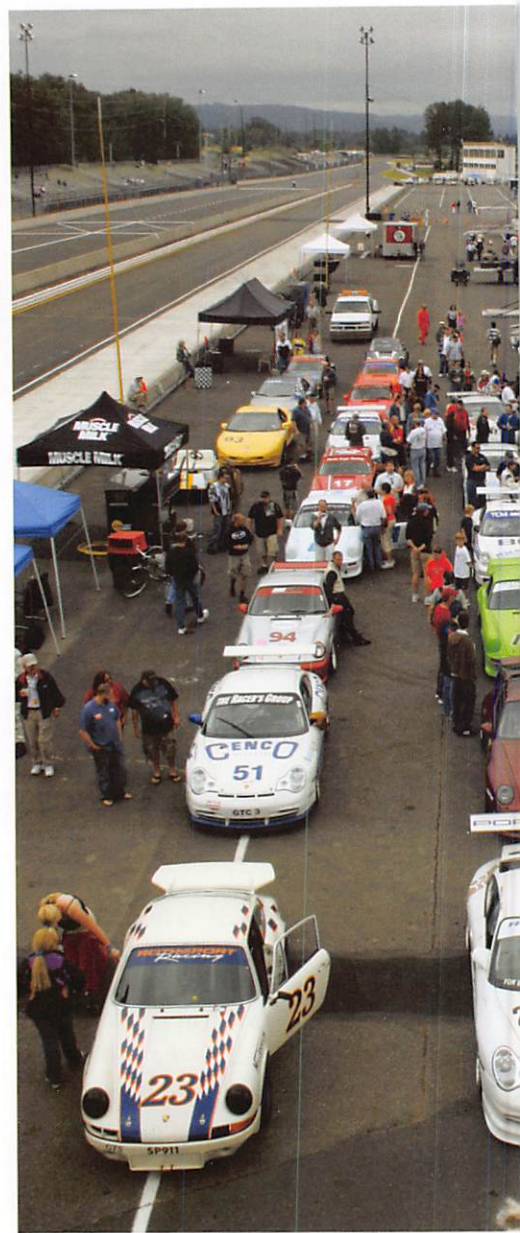
ROSE CUP IS A SPECIAL WEEKEND FOR US DRAWING THE LARGEST PARTICIPATION LOCALLY OF THE SEASON. NEXT YEAR SHOULD EVEN BE BETTER!

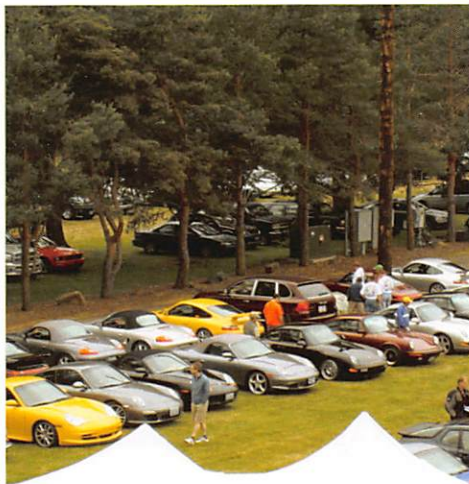
my motor over 9200 rpms. Due to driver error, my racing for the weekend is over. Bent valves, all of them, broken rockers and stretched rod bearings are the reason my motor now has 100% leakdown and sounds more like a vacuum cleaner than a horizontally opposed six.

But on the brighter side, I was able to watch some great races over Rose Cup weekend.

This year's Festival Trophy Race contained the SCCA PCA grid, which attracted some of the fastest racing Porsches on

PCA also hosted the Porsche Racing Clubs Spec 911 series, with several cars traveling from California to run for points on our home track. The Spec 911 field is continuing to grow, with approximately 15 cars now in the Portland area. We race at PIR, Thunder Hill, Sears Point and Laguna Seca throughout the year for us, drawing the largest local participation of the season. Rose Cup is a special weekend for us drawing the largest participation locally of the season. Next year should even be better! ■





Above center: Portland's own Rennsport Reunion?
 Above right: Old and new 911s share the track at Rose Cup.
 Middle right: Sam Egli's VW Bus on a tribute lap.
 Right: 911s using the FIA curbing.
 Above: Spectator rides in the Corral.
 Left: Over 40 years of Porsche side by side.





Portland Historic Races

by Brad Larson / Photos by Ben Brown

This year, the featured “marque” at the Baxter Auto Parts Portland Historic Races were IMSA GTP cars. Grand Touring Prototypes (GTP for short) first saw competition in 1981 as non production-based racers. As Captain Obvious, I will point out that this group of cars has a special place in the hearts of Porsche racing fans because of the all dominating 962; it decimated any manufacturer insolent enough to challenge Porsche superiority in 1985, 1986 and 1987, and contributed to the long and storied Porsche competition history. Portland’s own Neil Shelton piloted a Wynns liveried 962 at this year’s race, to the undoubted great pride of father and ORPCA member Monte Shelton.

Immediately after parking under a tree to shade the Boxster, I ran into my friend Richard Mayor, who races a 1959 Austin Healey 3000. He and I marveled at the good fortune that the weather had bestowed upon racers and spectators; not

too hot, and no need for rain tires. We also marveled at how good PIR is now that it has been re-paved. He had just competed at Pacific Raceways (which I can’t seem to quit calling SIR) in Kent, Washington, and we agreed that something needs to be done about the racing surface up there. At over 100 mph in his stiffly suspended Big Healey, the bend in the middle of the straight has some bumps that need to be carefully considered when one picks the racing line. Too much chassis upset there can be catastrophic when slowing down his almost 50 year-old race car for the big left hander that comes next. He admitted to me that he spun a couple times on the slow, tight turns on the lower back part of the track. I am always amazed at how hard vintage racers push their cars, and how little contact ensues; I guess you need to watch Spec Miatas if you want contact.

At this year’s race, Porsche was represented in seven of the ten race groups, and

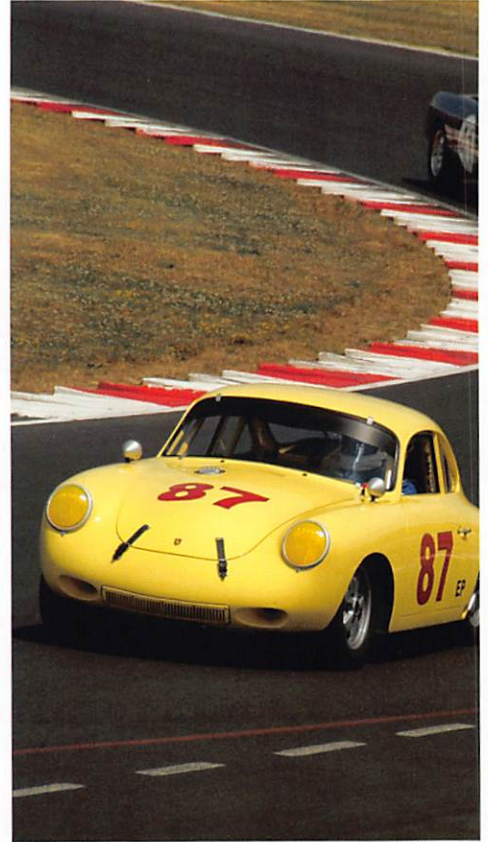
the three groups that did not have at least one Porsche racing were groups like Formula Ford and Formula Atlantic; groups for which no Porsche is an eligible participant. I love the Historics for the variety of cars and the raw nature of many of them. The open paddock at PIR is the best car show going. I like to make the rounds and end up at the Emory Motorsport trailer, which had two of my favorite cars this year: the “Pooper”, a Porsche 356 powered Cooper, and the 904, which is, in my opinion, one of the best looking race cars of all time.


Always a good time—Hope to see you there next year!

Results and a great photo gallery can be found online at:

<http://www.sportscardigest.com/portland-historic-race-results-and-photo-gallery> ■


Opposite Page: Leonard Turnbeaugh came up from Markleeville California to run his '58 356A and took second in group 7 Small Bore Production. Below: Nothing looks as good coming out of a corner. Right: Mike Zubko gets on the power. Below Right: The author's personal favorite this year—a 904. Bottom Right: Scott Taylor's 914-6 came down from Shorline Washington to run with the big boys.





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	Income	Expense	Gross Profit
Meetings/Events			
Holiday Party	23,452.00	23,359.09	92.91
Half a Mille Miglia	24,662.00	26,135.91	(1,493.91)
Zupans Historic Races	3,671.25	3,344.24	327.01
Volunteer Party	-	5,440.61	(5,440.61)
Planning Meeting	-	1,188.69	(1,188.69)
Other Meetings/Events	<u>5,039.97</u>	<u>5,795.81</u>	<u>(755.84)</u>
	56,825.22	65,264.35	(8,439.13)
Track Events			
Autocross	97,516.11	77,570.06	19,946.05
Anzeiger/Calendar	18,599.34	26,090.66	(7,491.32)
Membership	37,877.81	47,894.16	(10,016.35)
Business Operations	30,977.56	4,715.10	26,262.46
Reconciliation	-	1,865.08	(1,865.08)
Fees/Charges	-	(698.10)	698.10
Charitable Contributions	-	700.00	(700.00)
	<u>-</u>	<u>500.00</u>	<u>(500.00)</u>
	184,970.82	158,636.96	26,333.86
Sub Totals	241,796.04	223,901.31	17,894.73
Interest Income	206.77	-	<u>206.77</u>
Net Income			18,101.50



Holiday Party 2008

Balance Sheet Highlights

Assets

Reserve Account	100,000.00
Checking Account	<u>46,566.98</u>
	146,566.98
Accounts Receivable	292.17
Total Assets	146,859.15
Total Liabilities	<u>1,839.81</u>
Total Equity	145,019.34

Contributions to Charity

(included in Holiday Party Exp)

SOLV	4,723.85
Rafael House	4,723.85
Guide Dogs for Blind	<u>4,723.85</u>
	14,171.55

Teen Survival event at Spring Breakout



HPDE at Oregon Raceway Park



A Small World

by Jim Ayers

Over the years I have had the pleasure, in one way or another, to have positive interaction with fellow car nuts young and old, male and female, wealthy and not so well off; you get my drift. About four years ago one of our club members had a devastating motorcycle accident which resulted in him becoming paralyzed from the neck down, certainly a life changing event for he and his wife as well as the rest of their family. For many of us dramatic changes like this end up destroying our family.

My recollection from the time frame of the accident was receiving an email advising the club of his situation and also of the need to have a specialized lift installed in the master bedroom and bath as well as other modifications to their home to accommodate wheelchair access. An account to assist with the costs related to the needed remodeling had been set-up with one of our local banks and donations were being solicited. The ORPCA board made a decision to donate toward the cause from our charitable trust.



During the course of one of my neighborhood checks the other day I approached a lady in her driveway and asked if I might talk with her about a neighbor, I had shown her my credentials and she felt comfortable enough to invite me into to her home. She said her husband would probably be able to address my questions and he was in the other room. She explained he was quadriplegic

Al operates his chair with a hand control; he has regained the ability to move his right and left hand as well as his ankles and legs to some degree. All of this is in direct opposition to the doctors' prognosis for recovery. Al related that at one point reasonably early after the accident he was in physical therapy and told the therapist that when she was exercising his legs it hurt. The therapist replied that was not possible due to his injury. Guess what, it hurt.

Al wanted to show me the improvements he has had done on his 1988 Carrera Cabriolet, the most recent being the Billy Boat dual tip exhaust. He is proud of the fact that the car is now a low mileage vehicle given it is twenty-one years old and only registers 88,000 miles. I suspect that before this story ends he will be racking up the miles on the car. The car is a pristine black with vanilla interior and is as clean and well maintained as a new car. Pam is talking, with Al's support, about buying a Boxster for herself. I suggested they attend one of the monthly dinner meetings and Al said they couldn't come in a Porsche, I replied that a lot of our members show up in cars other than Porsche. Hopefully they will come and if they do, I hope you have the opportunity to meet them. I guarantee you will come away from the meeting with a smile. ■

HOPEFULLY THEY WILL COME TO A DINNER MEETING, AND IF THEY DO, I HOPE YOU HAVE THE OPPORTUNITY TO MEET THEM. I GUARANTEE YOU WILL COME AWAY FROM THE MEETING WITH A SMILE.

Time passes and memories fade, maybe it is just that I am getting older and the memory banks just don't work as well, regardless, I hadn't thought about the couple for a few years.

In retirement I have entered into a few contracts with various federal agencies to do security clearance and pre-employment background investigations. Anyone who has ever had one of these background checks can attest to the fact that they are very complete, right down to contacting your neighbors to see what a good or bad person you really are. Is your house "party central," do you reel down your sidewalk in a stupor on your way to work in the morning, do people in police uniforms make regular appearances on your front porch?

and it would take a moment for him to come in. She had told me her name was Pam when I had met her in the driveway and I hadn't given it a thought. Her husband entered the room and she introduced him as Al. Amazing how rusty gear cogs in the brain can engage, I said something intelligent like "You're Al and Pam Viado?" to which they replied in the positive. I explained why we knew each other indirectly.

After completing my business, I had the pleasure of talking with Al and Pam and learning about all they have gone through and the dramatic improvements Al has made in the last few years. Four years ago Al was not capable of any movement below the shoulders; he operated his chair by use of a halo around his head. Today,

EDITOR'S NOTE

(Continued from page 4)

mail each month, and you can casually leave it out on the coffee table for your friends and family to thumb through and find your byline.

To fill the gap this month, I am off to test drive an 80's Turbo and a Cayman S,

further extending the torture of shopping for something that I do not yet have the money for. Cayman prices seem to have stabilized, but the next part of my agony is going to be watching prices fall at the end of the driving season, as sports car prices always seem to do. I keep falling in love,

only to realize that some home repair or kid dental bill has eaten all of my extra cash. The sweet pain I endure for content ... aaahhhh.

Cheers—Brad ■

FROM THE PRESIDENT

(Continued from page 5)

that the rear CV boots were torn, so we had those replaced as well. I understand this issue is more common with the Boxster S, probably due to the six-speed transmission being longer than the five, which puts the axle shafts at a greater

angle to the wheels. I was also told that the engine motor mount was torn. Torn was a new term, as I thought motor mounts were made of only metal. Wrong; the inner circle, so to speak, is lined with rubber to absorb vibration, etc. Even more surprising to me was that there is

only one central motor mount in the front to support all that weight; no wonder it showed wear! We replaced that one too. Speedy is now ready to run! All he needs is a wax job, if I can find the time.

See you at the next event!

Kathleen ■

JULY 11 ARRIVE AND DRIVE

(Continued from page 11)

on an eighth-inch-wide shoulder, remember to be considerate of Porsches. We use the roads too.

However, there are other people in the woody hill country west of Portland: The pickup driver (not the one who made me gasp) who, though parked off the road, managed to convey his opinion of Porsche People with the single digit of one hand. Or the group of attractive young ladies (aka "squad"), also off the road, who waved and smiled at us because they knew

what we know: Porsches are cool. Or the third pickup driver, giving us the rock and roll high sign as he went past us. Or even the utterly clichéd and entirely appropriate old man, who ignored us in favor of the landscape he was painting.

Then there are the Porschsters themselves. I couldn't imagine more than one or two of our Panoply even glancing at a bicycle, much less riding one. Even less could I see them demonstrating for or protesting against anything. They would be too busy on weekdays, working to

afford their cars, and too busy on weekends, driving their cars. I am not quite a Porsche Person myself; not yet. I was simply a Porsche Person's navigator. I don't have one of my own. However, when Jerry asked me, at about the halfway mark, "What do you think of spending a day like this?" my answer was already formed: I have got to get myself a Porsche. ■

Backfire

Thanks from a newbie

JORGE LARA

This is just a quick note to thank you all at the PCA for allowing me to participate in your event on July 5th. Although I was a bit intimidated at first, being a newbie and driving the only S2000, your members were very friendly and generous with their advice. I would especially like to thank Gordon (?), the instructor who helped me try and navigate the difficult course. Thanks!

In praise of Arrive and Drive

MEGHAN FANKHAUSER

I had the chance to experience my first Arrive and Drive on July 11th. I loved it! Fun people, beautiful scenery, and gorgeous cars. The gracious Porsche owner who relinquished his keys to let me experience the wind in my hair and the wheel in my hands mentioned that you have a magazine and might be interested in some of the photos I took.

(See Arrive and Drive article on page 9 for the photos, Ed.)



Wilkommen

Larry Werre
JoDec Werre
Milwaukie, OR
2002 911 Cab

Dan Joslin
Portland, OR
2006 Cayman S

Robert J Brown
Corrine Porterfield
Portland, OR
1996 911

Tom R Jackson
Boring, OR
2009 Carrera S

William A Johnston
Salem, OR
2002 Boxster

David M. Kennedy
Oyendrilla Kennedy
Beaverton, OR
2007 997
1971 911 T Targa
1971 911 T
1970 914-6

Jody D Leonard
Kyle Leonard
Portkand, OR
1995 Carrara

Matt G. Schultz
Michelle Schultz
Portland, OR
2005

Thiomas Whiteley
Brandon Whiteley
Forrest Grove, OR
1981 928

Joseph M. Zelayeta
Richard Zelayeta
Eagle Creek, OR
2001 Turbo

Jim Weidenbaum
Brian Weidenbaum
Portland, OR
1983 91SC

Joseph A. Sweeney
Jerome K Keluz
Glenden Beach, OR
2005 Boxster S

Anniversaries

5 Years

Scott A. Mills
Cherene Mills
Robert David Moore
Thomas R. Morton
Nancy S. Morton
Norbert Pawelzick
Lon Jackson
Dianne Jackson
Lou Jaffe
Kathy Jaffe

15 Years

Bill Glasser
Sue Glasser

20 Years

Bill Shores
Joyce Shores

30 Years

Craig Beck
Julie Beck
Rupert Koblegarde
Bobby Jo Koblegarde

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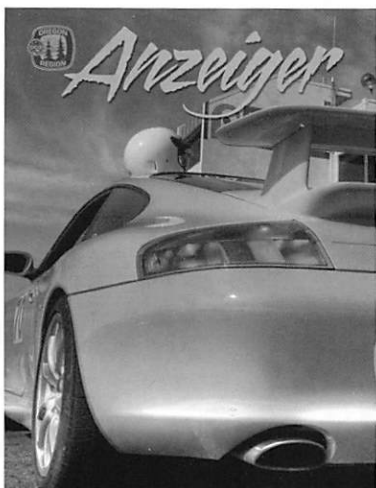
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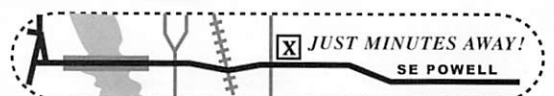
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Marketplace

■ CARS FOR SALE

911 and 912

1984 Carrera Targa SC, Burgandy,w/Blk int, 5-sp,AC(works), PW, 3.2 liter, 93,000 miles, stereo, great condition inside and out, runs great, well under Bluebook. I would like to sell the car for \$13995.00. Contact me at 360-910-3765.Chuck Hawthorne (7/09)

ESTATE SALE: I am selling my late husband's "Sunny Day Cruiser". It is a gorgeous 81 911 Targa SC with ONLY 97,000 mi. All work performed by Heckman and Thieman with all records provided. \$15,950.00 Call 503-358-7272 (7/09)

914

1972 914 Roller. Body panels good condition. Great parts car or perfect for autocross or race car project. \$500. Bill Glaser 360-281-3198,Carreraguy@aol.com. (7/09)

Classic "sunflower" yellow 914 2.0 L Porsche. Total * restoration, eight years. Body, cockpit, engine, paint, upholstery, name it; it's done. Stored eight years, a little over 2,000 miles on a well build stock 2.0L engine, masterfully done with hydraulics, etc. All records and receipts. \$11,000 in actual repair costs, not including personal time, schlepping. This car is absolutely immaculate. It is purposely "stock" except for webers,certain upgrades. Priced at \$14,000 & doesn't need a \$1,000 tune up every quarter.MINT condition,no disappointments & THANKS. Please Call me at 503 368-4481 or e-mail for desc/pics: wn0268@nehalem.net. Bill Wagner, Manzanita OR (8/09)

944

1987 944 Porsche For Sale, Original Owner, 58,000 miles, good condition, asking price \$5,750.00 White with burg.leather interior Call (503) 639-2527 (8/09)

993

1996 993 Targa. Rare Iris Blue with light grey interior. 36K miles. Factory options include Hi-Fi sound, supple leather seating and power seat package. Recent upgrades include Porsche european ROW suspension, tire pressure monitoring system, and Fabspeed exhaust. Almost new Yokohama S Drive tires. Have original exhaust. No stories and in excellent condition. Offered at \$39,500. More details available by email. bodyimager@aol.com or call. 503 806 3550. Brian Dunkley (7/09)

996

2002 996 Carrera 2 coupe. Artic silver metallic, black interior, full leather. 6-spd. Aero kit (Advanced Technic Package). Power seats. Bose premium sound; 6-CD changer. Xenons; 18" light alloy Carrera wheels. Michelin Pilot Sport tires. Non-smoker, always garaged. Pristine. 41K miles. \$31,900. Steve LaFranchi 503 636-4190 (W) 503 494-6430. lafrancs@ohsu.edu (7/09)

Boxster

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

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

Carrera

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

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1973 RS clone, white with black script, black trim and interior, sunroof, 2.7 built on 2.4 case, S cams and pistons, MFI, 5K miles on top end rebuild last year, front oil cooler, alloy calipers, strut brace, GT racing fiberglass front, rear and decks, steel flares, 7-inch and 8-inch fuchs, 7-inch and 8-inch cookie cutter track tires with BFG R1s, Recaro seats, Momo wheel, auto power bolt in, \$17,000. Pictures in January-February 2009 (page 14), and March 2009 (pages 14-15), Anziger articles on Oregon Raceway Park. Charles, (503) 222-6102 or cpdenkers@integraonline.com. (7/09)

■ PARTS FOR SALE

Porsche Turbo-Look wheels from '03-on 996 C4S. Car had only 7600 miles when wheels were replaced with HREs. Wheels are in excellent shape. Front 18x8. Rear 18x11. Call 503-720-4173 Rick Buisan (8/09)

Factory OEM Timing Belt Tensioning Tool including Calibration Bar, Balance Shaft Belt Gauge and additional rollers (P9201). Fits 944, 944S, 968, 924S. \$400. Kathleen Behrens, tsrp@att.net, 503.579.3423. (7/09)



Classified Advertising

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

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

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

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

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

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

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