

1960-2010



# Anzeiger

January-February 2010





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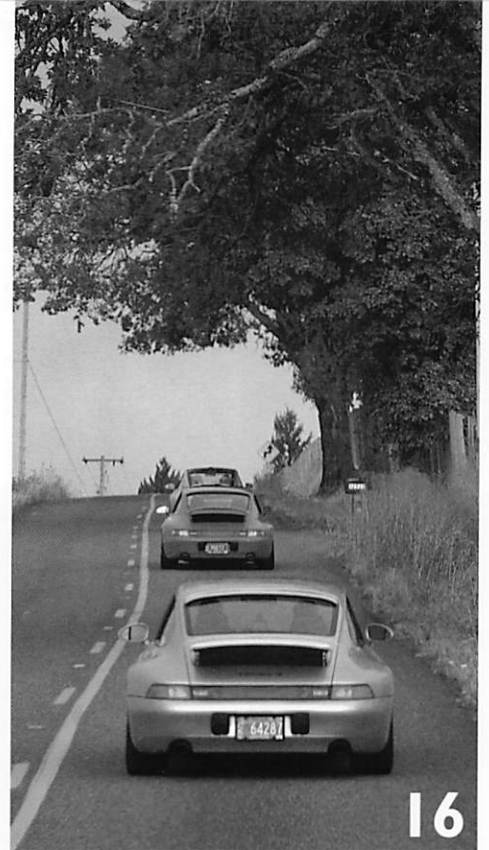
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# Anzeiger

Volume 50 No. 1  
January-February 2010



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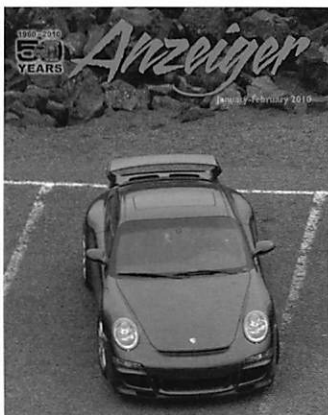
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## ON THE COVER

The blues at Crater Lake.  
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 page 6.

# Anzeiger

(an' zī ger), noun, German

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

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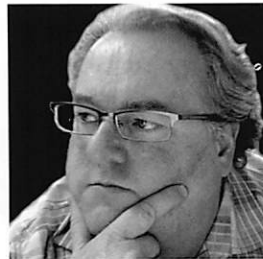
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## EDITOR'S NOTE Brett Laurila

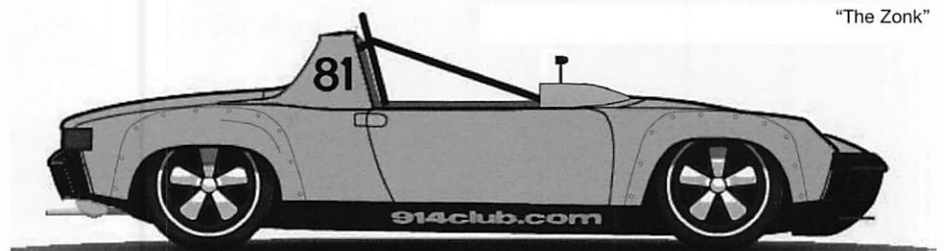
# W

inter is upon us.

The local ski resorts are happy to have it here early and with such fervor. I, too, am happy to see it arrive. You see, winter means long evenings in the shop working on my Porsche. Well, not really working. More like playing around and making a mess of things.

The "zonk" (named in honor of its weird yellow color akin to the old buttery sweet popcorn snack "Screamin' Yellow Zonkers") has been the focus of my attention for about three years now. Originally a black 1974 1.8 liter 914-4, it had been converted to an autocross specific use and painted its namesake before I purchased it. The previous owner removed its windshield, fabricated a roll cage and installed a number of suspension upgrades and front brake alterations, which gave me a head start on the "6" conversion "race car" that I wanted to create. Unfortunately, the school bus yellow and the hand painted "zipper" stripe are not my first choice in color and graphic appeal, but will remain so, at least for a while.

My plans for winter projects include: upgrade to polybronze bushings in the front suspension; installing new rear swing arms updated with new Boxster calipers, new bearings and polybronze bushings; paint and install a new "ginther" screen and to have the Weber carburetors rebuilt. The Weber rebuild will not be part of my personal repertoire as there are a number of very good mechanics that have infinitely more knowledge and skill than I, when it comes to carburetion. Besides, I would like to have the car running in time for the Spring Break Out event in March. Most of the other work is just wrenching, assembling parts, getting a little greasy, and don't require secondary degrees in Mechanical Engineering and Fluid Dynamics to accomplish. *(Continued on page 23)*



## Looking Ahead to 2010 Events

**W**elcome to the new year, 2010!

Twenty Ten has a special ring to it and I anticipate the year will be just that. The Planning Meeting generated lots of choices from different venues in which we may enjoy our cars and our fellow ORPCA members. With approximately 70 event days on the calendar it promises to be a busy, fun filled year.

Some events are new, some have a new twist. In the High Performance Driving Education arena, Don Clinkinbeard and his team continue to apply creative genius. Spring Break Out is on the calendar again this year to get our engines running! Don and his Team will be taking HPDE to Oregon Raceway Park for the second year and events are scheduled at

THIS YEAR IS OUR 50TH ANNIVERSARY. WE HAVE A HUGE CELEBRATION PLANNED. BE SURE TO CHECK OUT THE INFORMATION AS IT IS PRESENTED. THIS IS A ONCE IN A LIFETIME OPPORTUNITY, SO DON'T MISS IT.

PIR as well. What an opportunity we have as a club to be offered HPDE at TWO tracks, not just one!

Autocross is also on the calendar. As I write this, the dates for Autocross and HPDE are still being finalized, but the season proves to be full of opportunity to improve your driving skills and have oodles of fun at the same time. Do keep an eye on the Anzeiger, as there may also be a couple of other unique driving experiences provided under this venue.

Arrive and Drives are back, and will run May thru September. In addition to these, we have several day tours planned such as Andy and Margaret's Hill Climb and two Drive and Hikes. The destinations planned for the hikes include some great roads to get there and back and some fantastic views both on the trail and on the drive.

Extended day/overnight tours are on the calendar as well. Cabin Fever, Bill's Escape Tour and the Sunriver Festival of Cars. Save the first weekend in June for the Northwest Passage. This is our premier driving event and I expect that it will be super! If you are looking for an extended tour, check into the Escape 2010. The concept is relatively new and offers an alternative to the annual Porsche Parade. The Escape is held in a different part of the country, allowing club members an alternative if the geographic distance is too great. This is a multi day/multi region event in Sun Peaks, Canada and is well worth the drive.

This year is our 50th Anniversary. We have a huge celebration planned. Be sure to check out the information as it is pre-

sented. This is a once in a lifetime opportunity, so don't miss it.

Our driving events don't start until about March, due to the northwest weather. However, the Monthly Dinner



Meetings are always popular, with the first one being scheduled January 20th.

This is the first event of 2010. I hope to see you there.

I have mentioned several areas of interest, but there are other items on the calendar as well. Watch for your calendar in the mail and begin planning your 2010 driving/play season. Come and participate in some of these great events that our super group of volunteers have worked so hard to produce. Even better, get involved in the volunteer effort and become a volunteer. You will find the experience enriching and rewarding.

CU soon!

Kathleen ■



*50 years of fast friends*

*ORPCA 50th Anniversary Party  
September 25, 2010*

# Oregon Region Events



## *January, 2010*

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

## *February, 2010*

- 2 Board Meeting
- 17 Monthly Club Dinner and Social
- 20 Deadline for April *Anzeiger*
- 28 FOPIR Lapping Day

## *March, 2010*

- 2 Board Meeting
- 13-14 Spring Breakout
- 17 Deadline for May *Anzeiger*

## *April, 2010*

- 6 Board Meeting
- 10 Spring Clean
- 15 HPDE PIR
- 20 Deadline for June *Anzeiger*
- 21 Monthly Club Dinner and Social

## *May, 2010*

- 1-2 Cabin Fever Tour
- 4 Board Meeting
- 8 Arrive and Drive
- 9 Autocross
- 15-16 Lapping Day ORP
- 19 Monthly Club Dinner and Social
- 20 Deadline for July *Anzeiger*

## *June, 2010*

- 1 Board Meeting
- 3-6 Northwest Passage
- 11-13 Rose Cup Races PIR
- 16 Monthly Club Dinner and Social
- 17 HPDE PIR
- 20 Deadline for August *Anzeiger*
- 20 Autocross
- 25 Drive and Hike Mary's Peak

## *July, 2010*

- 4 Autocross PIR
- 6 Board Meeting
- 9-11 Portland Historic Races
- 10 Arrive and Drive
- 17 Drive and Hike Fort to the Sea
- 20 Deadline for September *Anzeiger*
- 21 Monthly Club Dinner and Social
- 24-25 Bill's Escape Tour
- 24-25 HPDE ORP
- 31 Summer Picnic

## *August, 2010*

- 3 Board Meeting
- 14 Arrive and Drive
- 14-15 Autocross Packwood
- 18 Monthly Club Dinner and Social
- 20 Deadline for October *Anzeiger*
- 21 Bob's Mystery Tour
- 24 HPDE PIR
- 29 Volunteer Recognition

## *September, 2010*

- 7 Board Meeting
- 9-12 Canada West Porsche Escape
- 11 Sunset Swap Meet
- 12 Autocross
- 15 Monthly Club Dinner and Social
- 17-19 Festival of Cars, Sunriver
- 18 Lapping Day ORP
- 20 Deadline for November *Anzeiger*
- 25 OPRCA 50th Anniversary Party

## ***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).

## ***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.

## ***Anzeiger Advertising***

Commercial advertising requests and inquiries should be emailed to [adsales@oregonpca.org](mailto:adsales@oregonpca.org). See page 29 for classified requirements and contact information.

## ***October, 2010***

- 2 Planning Meeting
- 5 Board Meeting
- 9 Andy & Marg's Hillclimb
- 14 HPDE PIR
- 17 Autocross
- 20 Monthly Club Dinner and Social
- 20 Deadline for December *Anzeiger*

## ***November, 2010***

- 2 Board Meeting
- 17 Monthly Club Dinner and Social
- 20 Deadline for Jan-Feb *Anzeiger*

## ***December, 2010***

- 5 Holiday Party
- 7 Board Meeting

## STILL PLAYS WITH CARS

Peter Linsky



# The New Spyder: A Porsche for the Purist?

**Y**ou might recall some discussion a while back of a possible 928 replacement based on the new front-engine Panamera chassis. In late October, England's Autocar.co.uk website published a photo of what's purported to be the beast in question, and it was picked up by PorschePurist.com, where I spotted it. Of course, you have to take anything you see on the 'net with a large dose of salt, but it's an interesting concept. The coupe shown bears a slight family resemblance to the open-topped Panamericana concept that was constructed as an 80th birthday present for Ferry Porsche way back in 1989, combined with some lines borrowed from the Infiniti FX class. Its high stance suggests an all-wheel-drive platform, and PorschePurist.com's writers raise an interesting question: Might it actually have been constructed on a smaller VW AWD platform, such as the Tiguan, now that Porsche is a junior member of the VW franchise? At the same time, Autoweek published some "photo-illustrations" of something similar, but in four-door guise. Stay tuned.

By now you've certainly seen articles on on-line reports on the latest iteration of the Boxster, called simply the "Spyder," another attempt to tie the current model to the old 550. While the factory's news release waxes eloquent over the car's being a return to "the purist form of the Porsche sports car," some questions arise. The Boxster Spyder comes with a 3.4 liter engine of 320 hp, slightly more than than the Boxster S, a revised suspension, the PDK transmission, and Sports Chrono package. There's also a hard tonneau behind the cockpit with a couple of fairings. Porsche claims a curb weight of just over 2800 pounds, making it the lightest of all of its current production cars. It remains to be seen whether this is truly a



"lightweight" car for those who demand a "pure" Porsche sports car. If a prospective buyer can request that the factory delete such everyday niceties as electric windows and infinitely-adjustable power seats, getting the weight down into the mid-2700 pound range, perhaps the car will prove a nice surprise.

The factory's racing department has produced a new racer for international GT3 competition, replacing the old 911 GT3 Cup S with the new GT3 Cup R, bumped out to a full four liters of displacement. The new engine develops some 480 hp.

From the "You've gotta be kidding" department ... In October, Porsche AG's legal beagles filed suit against the manufacturer of a certain rubber outdoor shoe because its name—"Crocs"—infringes on Porsche's Cayman sports car! Some people have too much time on their hands.

Is Porsche back to being competitive in SCCA Club racing? It would seem so, at least in the GT2 category, where 996 GT3 Cup entries captured four of the top five slots at the 2009 National Runoffs at

Road America. Cuppers took 1st, 2nd, 4th, and 5th in class, split by a Nissan 350Z. Porsche's success in SCCA led to what many in the Porsche community felt were politically-motivated - performance penalties (extra weight, wheel size limits, etc.) that rendered most of the Stuttgart entries uncompetitive. That drove Porsche away from SCCA and led to the creation of Porsche Club Racing. Now let's see if the 2009 results prompt SCCA stewards to slow the Clubbers down again. Elsewhere, Porsches were scarce at RA. A lone 914/4 from Pennsylvania finished 17th in FP. A 911 was 6th in GT2, and a 914/6 finished a respectable 8th - pretty good for a 39-year-old chassis. Another 911 was 12th and a GT3 Cup DNF'd. The results did not list a single 356, 924/944/968, or Boxster/Cayman as competing.

Until next month, drive safely! ■

# January Social and Dinner

Wednesday, January 20, 6:00 pm

## THE OLD SPAGHETTI FACTORY

0715 S.W. Bancroft St., Portland, OR 97239

503.222.5375

**C**ome in out of the winter rain and join us for our fabulous annual pasta feast at the Old Spaghetti Factory! As in years past, we will be offering a choice of three entrees: spaghetti with meat sauce and Mizithra cheese, fettuccine Alfredo, and a platter with spaghetti, Italian sausage and meatballs. Please confirm your entrée selection when you RSVP. Dinner will include a salad with creamy pesto dressing, sour-dough bread and butter, and spumoni ice cream—drinks are not included. Dinner prices range from \$11 to \$15, which reflects an 18% gratuity.



DEADLINE: January 17, 2010

REGISTER VIA: RSVP via e-mail to:

CLUB CONTACT: Laura Larson  
dinnermeeting@oregonpca.org

**Club  
Event**

# February Social and Dinner

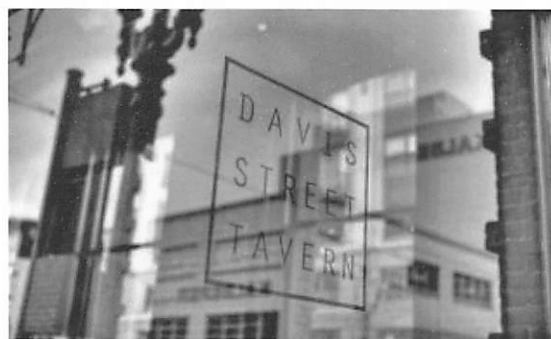
Wednesday, February 17, 6:00 pm

## Davis Street Tavern

500 NW Davis St., Portland, OR 97209 (attended lot parking available)

[www.davisstreettavern.com](http://www.davisstreettavern.com)

503.505.5050



**I**t's the month of hearts and roses so spoil your best beloved with a truly special treat: dinner at the landmark Davis Street Tavern. The chance to view this beautifully restored, historic building (think: sandblasted beams, original brickwork, gleaming wood) is worth the trip alone! Dinner will be \$48 per person, which includes gratuity and non-alcoholic drinks.

From 6:15 pm to 7:15pm we will share family style appetizer platters of: Mushroom & Mascarpone Phyllo Tarts, Seared Crab Cakes with Vanilla Corn Fondue, Grilled Flank Steak & Watercress on Crostini, Truffled Horseradish

Dinner service starts at 7:15. 1st course: Butter Lettuce and Spinach Salad with Grape Tomatoes, French Radish, Rogue River Blue Cheese and a Pink Peppercorn Cider Vinaigrette

2nd Course, Choice of: Seared Monchong (Hawaiian Snapper) over Butternut Squash and Pignoli (Pine Nut Puree) with sauteed Brussels Sprouts, Pancetta and Tarragon Buerre Fondue; Carlton Farms Double Cut Pork Chop with a White Bean Cilantro Puree, Toasted Cumin Slaw and Green Apple & Jalapeno Reduction; Seared Chicken Breast with Velvety Mac n Cheese, and Pancetta Broccolini; Autumn vegetable broil with acorn squash, fingerling potatoes, bosch pear, cana de cabra (goat cheese) and a port balsamic reduction.

3rd Course: Selection of desserts served family style—the truly intrepid will go to the website and send suggestions!

DEADLINE: February 15, 2010

REGISTER VIA: RSVP via e-mail to:

CLUB CONTACT: Laura Larson  
dinnermeeting@oregonpca.org

**Club  
Event**

**AMATEUR  
WRENCH**  
Don  
Clinkinbeard

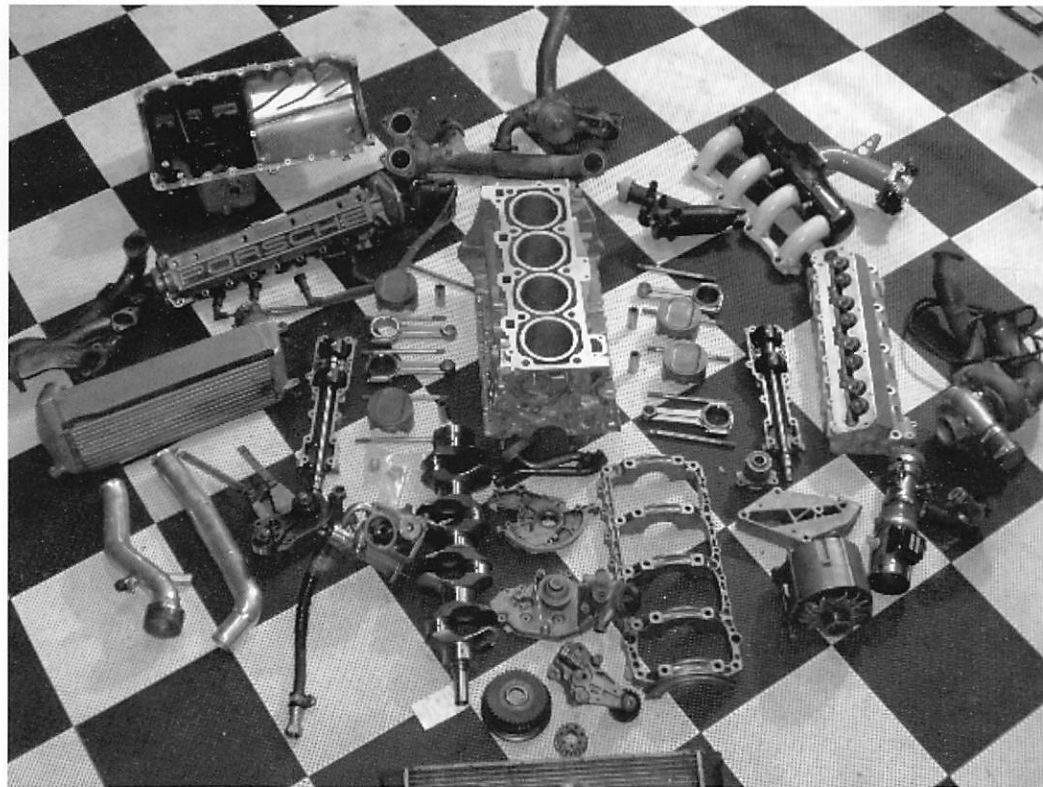


## The 944 Comes out of Storage for a Motor Rebuild

**W**ell the Chump Car Race has come but not quite gone. Reliving the experience in my mind is still fun and exciting. You can read all about it elsewhere in this issue.

**G**ot the 944 out of storage this past week along with all the car parts and moved it to our home. That was a lot of work. Now I am ready to get started on the 944 Turbo motor. As you can see from the photo there are a lot of parts to put together to build the turbo power plant up from scratch. Over the coming months I will be writing about the rebuild. Trying to get back to the root of this column for a while.

**H**oo Ya! We got our track dates from PIR and ORP and the preliminary schedule is included here, subject to change—so watch the web page for updates.



**I** am very excited about the Spring Break Out. The program is coming together nicely and is looking similar to the first one with improvements based on input from last years participants. This year we are enhancing the instructor's clinic by bringing in Ross Bentley. Ross is a Professional Racer, Driving Coach and Author. He is responsible for the creation of the Speed Secrets line of books...In addition to the clinic, Ross will be the Friday Dinner Speaker and will provide some paddock coaching as well as personal coaching at the Saturday HPDE. Cindi Lux will also be returning to us for this event and will be providing personal coaching. Look for these opportunities in the registration system. There are only a few personal coaching slots available and this is a first come first served kind of deal. Based on my experience, you will get

far more speed out of a coaching session than the best go fast gadget you can buy for your car ... We will again host the TRTSS and DSC along with two days of

Autocross. What a great way to get the season started!

All for now,  
-drc- ■

### 2010 Track Days

Event	Date	Location
Spring Break Out	March 12-14	PIR
HPDE	April 15	PIR
Lapping Day	May 15-16	ORP
HPDE	June 17	PIR
HPDE	July 24-25	ORP
HPDE	August 24	PIR
Lapping Day	September 18	ORP
HPDE	October 14	PIR

# Panamera: Functionally Justified

by Johnny Speed

**C**lear road, let's go" the walkie-talkie squawked. It was Thomas, our lead driver.

The five 997 Carrera 4S's and our Panamera 4S dutifully accelerated away.

My wife and I were in the back of the group enjoying the leisurely drive through the rolling pasturelands, admiring the light brown cows with their bells. I switched the PDK to "manual" mode. The road we were on went up through the Alps toward Austria and has been used in numerous movie chase scenes, due to its "zig-zag"/switchbacks pattern.

This was going to be fun.

The 997's pulled away a bit from us and I began pushing the new Porsche Panamera 4S through the "twisties" (German translation for road with many sharp corners and turns)

I locked the tension on my seat belt, engaged the "Sport Plus" feature and "double tapped" the PDK putting the engine into its power band.

I started easy, adding more throttle on each short straight and braking later and more aggressively into the corners. The harder I pushed the car the better it handled. I quickly became confident accelerating assertively on the short chutes and braking later into the tight bends, down shifting, then back on the throttle past the apex of the corners. The car seemed to say "I have more, push me harder!" I responded.

I drove even more aggressively, threshold braking into the corners, down shifting just before turn-in then right back on the throttle, feeling not only the rear tires, but the front tires as well grabbing the last bit of traction the asphalt had to offer, crushing the accelerator into the carpet and up shifting as the tach needle closed in on redline.

The harder I pushed the car, the cleaner and crisper it responded. It literally seemed to transform into a small light powerful sports car!

By now we were right behind the black 997 Carrera, where we stayed to the top of the pass. We took a break at the top and



the husband and wife in the black Carrera said they were impressed how well the Panamera 4S had kept up with them. I did not have the heart to say it had more to offer and I reflected on the days preceding this drive.

Our trip started several days before with a tour of the new Porsche museum where many historical racing Porsches as well as prototypes and historically significant Porsches are on display without ropes or rails around them.

After seeing the museum, we were waiting outside for our tour of the Porsche factory to begin, when two brand new 997

formed the more redundant precise procedures best done by machines, such as windshield installations.

Months earlier, when Peter Sontag from Fast Lane Travel asked what model of Porsche we wanted to drive, we requested a Panamera—knowing it was highly unlikely we would get one since it had not yet been released for sale in Europe.

I will admit to wondering if a Porsche sedan was an oxymoron. A quote came to mind; "To be truly aesthetic, truly timeless, any design must be functionally justified" (Dr. Ferry Porsche)

I WILL ADMIT TO WONDERING IF A PORSCHE SEDAN WAS AN OXYMORON. A QUOTE CAME TO MIND; "TO BE TRULY AESTHETIC, TRULY TIMELESS, ANY DESIGN MUST BE FUNCTIONALLY JUSTIFIED" (DR. FERRY PORSCHE)

GT3 RS's (with their distinct rear wing) drove by on their way to the shipping area; WOW!

We toured the Porsche factory, finding it to be clean, quiet and modern with unmanned motorized tugs moving part bins in and out of the assembly areas fulfilling the "just-in-time" requirements of the assembly line.

The factory utilizes both men and women to assemble components where a human touch is required. Robots per-

The following day our group boarded a bus to Ludwigsburg where the Porsches we would be driving for the next week sat waiting for us. There in the line of nearly new, freshly detailed Porsche 997's sat a Basalt Black Panamera 4S with our name on the dash. We loaded our bags and familiarized ourselves with the new Porsche Sport Sedan.

A voice from a walkie-talkie sitting in the cup holder asked if we were ready to

depart. I looked at my wife, smiled and started the big 4.8-liter V8.

Ready for departure!

We left the delivery area and quickly found ourselves on the German Autobahn heading south toward Austria.

Few things will ignite the passion of an automotive enthusiast like entering the German Autobahn. Here in the USA we feel good when we can enter the freeway and accelerate up to 65 mph, (70 or 80 mph if we dare). In Germany if one enters the Autobahn at one of the many sections without a speed limit, 65 goes by like 30 mph. My wife notices the landscape moving quickly by and I ask her "guess how fast?"

"How fast?" she responds.

"217 km/h (135 mph) and the accelerator is still against the carpet" I stated as her eyes widened!

Our trip proceeded over a wide variety of roads and highways ranging from



dling or comfort going to be the dominant trait of the vehicle? Once that decision was made the springs, torsion bars, sway bars, struts and other suspension components were designed to favor either firmness for better handling or softness to

THIS SYSTEM CONSTANTLY ADJUSTS THE LEVEL OF SOFTNESS/FIRMNESS AT EACH INDIVIDUAL SHOCK ABSORBER, AIR "SPRING" AND ROLL BAR TO MINIMIZE BODY ROLL, EVEN WHEN DRIVEN VERY HARD. DOES IT WORK? YES!

German Autobahns to narrow Italian city streets (Panamera Parking Assist doubles as Driving Assist in Italy, see photos). The assortment of roads helped exhibit the level of high tech engineering that went into the Panameras' suspension and chassis.

Not long ago, car manufactures had to make a choice when engineering the suspension of a new automobile. Was han-

enhance ride quality. The car could not have both. Generally a compromise was made.

Today, if a manufacture has the engineering capability and is willing to make the commitment, the technology that inflates the air bags at the onset of a crash will adjust suspension components while the car is being driven.



The same automobile can be both smooth and comfortable for the Autobahn and firm and planted for the "twisties."

The Panamera my wife and I had was equipped with air suspension and PDCC (Porsche Dynamic Chassis Control). This allowed me to set the ride quality and performance level with the push of one button. This system constantly adjusts the level of softness/firmness at each individual shock absorber, air "spring" and roll bar to minimize body roll, even when driven very hard. It also controls ride height and regulates the rear differential lock!

Does it work?

Yes! It is amazing how the characteristics of the car can change depending on which one of three suspension settings is chosen. The Panamera is still a fairly large  
*(Continued on page 12)*

Above: A new use for the parking assist: clearance. Right: The "Road." Below: The author and his wife.



# PANAMERA: FUNCTIONALLY JUSTIFIED

(Continued from page 11)

automobile and the laws of physics are still in play, but this car bends those laws marvelous well.

On the Autobahn the Panamera quickly settled into a nice pace of around 125 to 140 mph and when traffic allowed, sprints up to 165 mph were taken in stride.

As the speeds increased the car became very sure footed, tracking straight without the annoying small movements that other cars often exhibit at high speed. Curves and bends came and went without fan fare and my wife who is not a "lets see how fast we can go" person, quickly became very comfortable with the high speeds.

The feed back through the steering wheel and seat were excellent, keeping me the driver informed with what the tires and chassis were being subjected to, yet the chassis effectively dampened out annoyances while maintaining a high level of comfort, road feel and minimal sound levels.

Living with the Panamera over the course of a week and covering a little over 1,500 miles I appreciated why the engineers designed the rear of the car in the manner they did. The rounded back-end allows for a high roofline over the back seat with outstanding headroom for the rear occupants, while keeping the overall

length of the car reasonable. The rear seats fold down, substantially increasing an already good-sized trunk.

As our trip came to an end and we returned the black Panamera 4S to Porsche, I asked my wife what kind of animal best reflected the car.

She considered the question and responded "a Black Panther"

I thought a moment; a Black Panther? Sleek, fast, agile, able to chase down a smaller animal with ease, and oh yes, functionally justified, she was right.

Ferry Porsche would be pleased. ■

## Spring Break Out

March 12 -14

### A Track and Autocross Junkies Kick Start to the Driving Season

**B**y mid-March, my car has been sitting the garage longing to be set free for almost four months. Let's help our prancing steeds get some aerobic exercise to begin the driving season. Join us for the second annual installment of this event in 2010 on March 12-14 in Portland.

The program will begin Friday afternoon with an instructors seminar led by Ross Bentley author of the Speed Secrets Book series, Professional Driving Coach and Racer. This will be followed in the evening with a buffet dinner and a talk by Ross about his experience driving over the years with some Q. and A.

Saturday will feature a HPDE that will include the opportunity for Novice drivers

to gain some track experience with an instructor guiding you around the track. Ross Bentley will be involved in some paddock coaching sessions for the run groups. Come and have your driving questions answered. For the intermediate and advanced drivers you can schedule a personal coaching session with Ross. We will also hold the annual Driver Skills Clinic in the morning followed by an Autocross in the afternoon. Dinner will be a buffet followed by a Dinner Speaker

On Sunday, our annual instructors certification clinic will be held along with a lapping day (no Novice Drivers or instruction) on the track. Professional Race Driver and Driving Coach, Cindi Lux will be joining us and you can schedule some personal coaching sessions with her. In parallel with the lapping session will be the Tire Rack Teen Street Survival School

(TRTSS) in the a.m. followed by an Autocross in the afternoon.

Our DSC and the TRTSS is geared toward handling abrupt emergency type maneuvers needed on the highway. This will make you a better driver on the road without question. Our afternoon autocross is a timed competition designed to put those skills to practice in a challenging driving situation. Cars are classed so you will compete with other cars like yours. We generally see between 6-8 runs for each driver. The speeds are fairly low but it does feel fast as the course is generally very tight. At the finish line we always see adrenaline induced big smiles after every run.

Registration will be online at [www.motorsportsreg.com](http://www.motorsportsreg.com) beginning January 15th. The cost is variable provided by a menu of the various event selections so you can choose when and what you want to do.

Please check the ORPCA website ([www.oregonpca.org](http://www.oregonpca.org)) as we develop this event through the winter. if your questions are not answered the these outlets, please contact:

**Don Clinkinbeard, ORPCA HPDE Chair, [Dechair@oregonpca.org](mailto:Dechair@oregonpca.org), 503.970.4848; or Gary Chapman,**

DEADLINE:	March 5
REGISTER VIA:	<a href="http://www.motorsportsreg.org">www.motorsportsreg.org</a>
CLUB CONTACT:	Don Clinkinbeard, <a href="mailto:dechair@oregonpca.org">dechair@oregonpca.org</a> Gary Chapman, <a href="mailto:drchapman@chapmansmiles.com">drchapman@chapmansmiles.com</a>

**Club  
Event**

# Tire Rack Street Survival School

Saturday, March 14

## IT'S NOT JUST ABOUT DRIVING ... IT'S ABOUT LIVING

Last year, 5,000 teenagers died in motor vehicle crashes, the leading killer of Americans ages 16 to 19, accounting for more than 40% of fatalities in that age group. To reduce this number, Tire Rack Street Survival® has developed a non-profit, driver education program aimed at teaching teens the skills they need to stay alive behind the wheel.

## TEEN DRIVING PROGRAM COMING TO PIR ON MARCH 14, 2010

On Sunday, March 14 in the Pro Pits of Portland International Raceway, the Oregon Region Porsche Club of America, with sponsorship from the BMW Club of America Foundation and the SCCA Foundation, will hold a Tire Rack Street Survival® School. Oregon was the first PCA chapter in the country to sanction a Tire Rack Street Survival® event. Supporting this event is a terrific community contribution for the Club.



## TEENS LEARN REAL WORLD DEFENSIVE DRIVING SKILLS

Tire Rack Street Survival® School is NOT a speed event; cars will NOT be driven on the race track—this class is 100% focused on teaching young drivers car control techniques for safer street driving. Participating students will gain valuable skills to improve their driving techniques. Students will be driving their own cars through real-world exercises, with an instructor in the next seat providing feedback. Classroom time provides insight into defensive driving techniques and allows time to discuss in-car learning.



Photos from 2009 Survival School by Bob Schatz

## LIFE SAVING EDUCATION FOR ONLY \$60

Due to the generous sponsorship of the Tire Rack, the BMW Club of America Foundation, and the Sports Car Club of America Foundation – along with 100% local racing community volunteer instructors—the total out of pocket cost to a student is only \$60! Licensed drivers aged 16-21 are eligible to participate. Students with valid learning permits and a minimum of six months driving experience are also allowed to participate. Students must supply their own vehicle in safe, running condition, along with proof of insurance, and a valid driver's license. Any make/model of car is welcomed; SUV's, trucks, and vans must be equipped with electronic stability control.

Spaces are strictly limited and past events have sold out. Please sign up soon at <http://streetsurvival.org>; follow the link to School Schedule/Registration. You do NOT need to be a PCA member to participate. E-mail questions to Harry Danberg at [harry@danberg.com](mailto:harry@danberg.com), Gary Chapman at [drchapman@chapmansmiles.com](mailto:drchapman@chapmansmiles.com) or Jim Weidenbaum at [streetsurvivalpdx@hotmail.com](mailto:streetsurvivalpdx@hotmail.com). Qualified HPDE or autocross instructors interested in volunteering, please send a brief note to [harry@danberg.com](mailto:harry@danberg.com).

REGISTER VIA: [streetsurvival.org](http://streetsurvival.org)

CLUB CONTACTS: Harry Danberg,  
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Gary Chapman,  
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# Chump Car Inaugural Trick or Treat 24 at PIR

by Don Clinkinbeard / Photos by Don Clinkinbeard and Bob Schatz

**W**e were nearly 18 hours of driving into this race. Rasta Monsta is behind the wheel of Chumpy doing the last stint. We are watching him pass the pit box and he is slowing down! Suddenly the call comes on the radio: "Can't get it in gear." Oh no, the race only has about 45 minutes left to go. While we wait for Safety 1 to bring him in on a flat tow we brain storm what could be wrong. Team consensus is that the typical failure

THE WOULD-BE RESCUER GIVES UP AND TAKES HIS BATTERY WITH HIM, LEAVING THE FIVE GALLONS OF NEW FUEL IN CHUMPY'S TANK TO EVAPORATE AND TURN TO MORE SLUDGE IN THE BOTTOM. TWO MORE YEARS WILL PASS BEFORE C-REV RESCUES HER FROM HER MUDDY RESTING PLACE..

mode is the 10mm linkage bolt on the gearbox backs out of the lever arm and then it just rotates on the shift shaft. Okay, great—we think we can get 'er fixed pretty quickly. The car rolls into the drop area and we are ready to push her down to our paddock space. We run the whole way, get under the car only to find ... that the entire lever arm has slipped off the shaft and is flapping around. The bolt is still there (that is a good thing). It takes three of us to finally get it back on the shaft and get the bolt tightened. When we are done there are only three operational gears, 1st 3rd and 5th. We get Chumpy back out to the pits and she reenters the fray. Rasta's lap times are on par with the fast end of the field despite the missing gears. Wow, was that fun.

But let's use the Flux Capacitor to take a step back in time to the beginning of the story ... It's 1983, and Chumpy rolls off the assembly line at the Audi factory, new, shiny and white. She has a good service life of 20+ years with only a little abuse and ran well up until around five years ago when she stopped. She is parked in a field and sits patiently waiting for three years before someone comes and tries to rescue her. Unfortunately, the rescuer brings fuel and a battery and some parts but does not clean out the gas tank. Chumpy ingests a bunch of very sorry gas

that will not burn. The would-be rescuer gives up and takes his battery with him, leaving the five gallons of new fuel in Chumpy's tank to evaporate and turn to more sludge in the bottom. Two more years will pass before C-Rev rescues her from her muddy resting place.

*C-Rev:* After four fun years of HPDE days with the BMW, Audi, Team Conti and Porsche clubs, I wanted to step-up my game and get a dedicated track car.

Perhaps driving an SUV as your daily driver does that to you? My budget was somewhat tight, with two young kids, and I wanted to get my hands a little dirty. For awhile, I considered obtaining a classic muscle car (Gen 1 Firebird) and putting modern suspension components on it.

ERIC NOTICED A VERY BEAT-UP 944, WHICH WE'D LATER NAME "CHUMPY." IT WASN'T RUNNING, AND WAS ABUSED IN MANY WAYS. ERIC SEEMED CONFIDENT HE COULD GET IT RUNNING , AND WE TOWED IT AWAY TO HIS HOUSE.

However, my tie to the German auto community was just too strong.

One day I noticed the Chump Car event on the PIR website, and was instantly motivated to do it. I contacted a few friends on various auto boards and email, and got some great responses. Eric and Darren were the first, and were clearly the heart and soul of the team. They helped source other drivers, crew, and had a wealth of experience. Eric and I looked on Craigslist for some time. Finding a \$500 car that you'd want to track isn't an easy task. We almost had a track-prepped RX7, but someone beat us to that one. One day, Eric noticed a very beat-up 944, which we'd later name "Chumpy." It wasn't running, sat for years, and was abused in many ways. Eric seemed confident he

could get it running and it was a good candidate, so towed it away to his house.

*Rasta Monsta:* Earlier this fall, I got a call from a buddy of mine, Eric Schwenter, an ICSCC racer who I have gotten to know pretty well over the last couple of years working with Cascade Sports Car Club and their HPDE program. Eric told me he was getting together drivers for a "Lemons" style car race, and that a beater 944 had been located. Before he finished his sentence, I was in! Hello, SafeRacer.com? What can you tell me about fire suits?

*Donny Ray:* I got an email from Rasta inviting me to drive on the team. Sounded like fun. Debbie said I was a go ... Yahoo!!! Racing for the first time in a 24-hour enduro. This is going to be fun. Hey, this event supports the Community Transitional School. Let's work the Club for some donations ... we would eventually raise about 12% of the \$12,000 in charitable donations to that organization.


## Chumpy comes to the shop

Seeing how four of the drivers and our Crew Chief, Wipeout (Darren Lloyd) all own various 944-series cars, the '83 944 seemed like a no-brainer. Five guys who have taken 944s apart and put them back together? How hard could this be?! Turns out it was a lot harder than we thought. Once we got the car to the shop, we started ripping out the interior. Rules for the race required all glass except the windshield be removed; so all the carpet wouldn't do us much good anyway. While the interior was made more spartan (and random holes for speakers were discovered), other team members performed basic service on the engine, transmission, and drive-shafts. Race rules allowed for new brake  
*(Continued on page 20)*

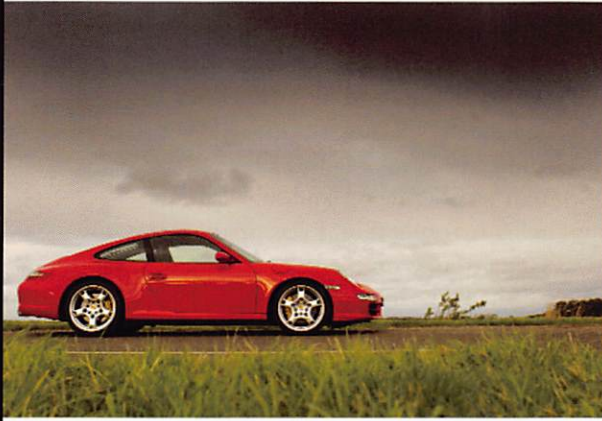


Below: L to R Greg Scott (Lateral G), Cliff Cayer (Uncle Cliffy), Don Clinkinbeard (Donny Ray), Debbie Clinkinbeard, Chris Reavis (C-Rev), Harvest Schwenter, Eric Schwenter (Schwank), Shari Gregory, James Gregory (Rasta Monsta), Darren Lloyd (Wipeout) and Chumpy (Save the Tatas).





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## Arrive & Drive Burrito Run to the Coast

by Tim Merrihew / Photos by Paul Kennington and Jody Leonard

**T**he *Oregonian* weather report highlight Friday, October 16, 2009: “Heavy rain rolls inland tonight and Saturday.”

The *Oregonian* weather report highlight Saturday, October 17, 2009: “Heavy rain stalls over NW Oregon. Rainfall amounts may push five inches in the mountains. Astoria may get a good share of October rainfall.”

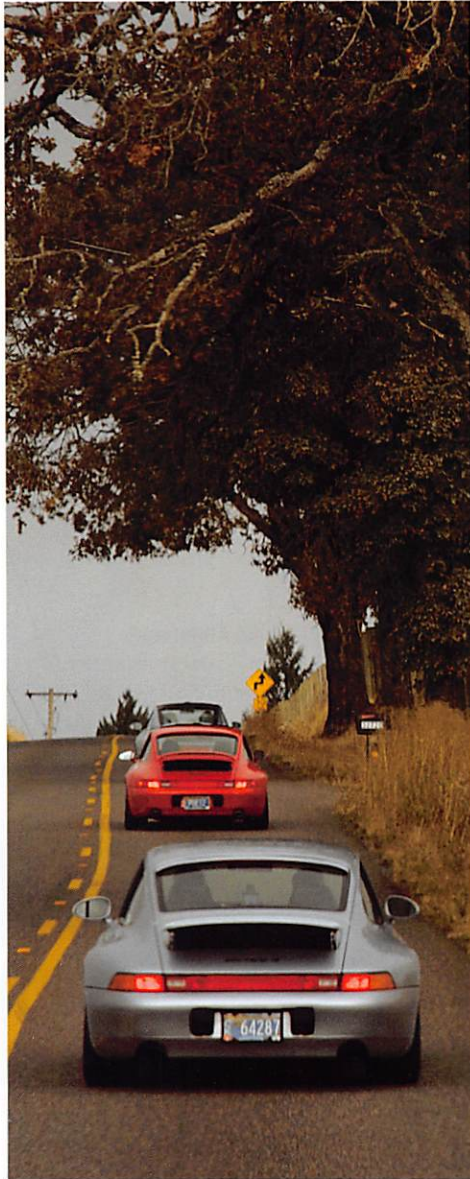
What are the prospects of a planned driving event for Saturday, October 17, 2009 with minivans—let alone Porsches—having much of a turn out for an event advertising “spectacular fall weather?” With that weather report and the fact that my Pirellis are really thin, I was pretty sure I was going to pass on the last Arrive & Drive of the year. In addition to that I had had dinner with a past president of ORPCA the night before, who drives a black Boxter but shall remain nameless, who was not going to go because “It would get the underside of my car dirty.” It was settled, I wasn’t going to go. At this point, my guilt started to fester. I had spoken with an ORPCA member, Paul Kennington, who lives in LaGrande and attends most of the Arrive & Drives earlier in the week, and he told me he was coming. Thinking about how far Paul was



coming, and the fact that my engine doesn’t even reach operating temperature from the time I leave home until I reach the starting point at Miller’s Restaurant, I decided to go after all.

Arriving at Miller’s Restaurant, I found tourmeister and club Treasurer, Marlene MacEwan, outlining the days events. Marlene can be described as organized,

efficient, enthusiastic and friendly—squared. I had not RSVP’d as requested because of my last minute decision and Marlene was doing roll call for those who had. I know that some special arrive and drive events such as the visits to Andy and Margaret Jacobson’s Trout Lake Home, the RSVP’s are critical so, I figured I might  
*(Continued on page 19)*



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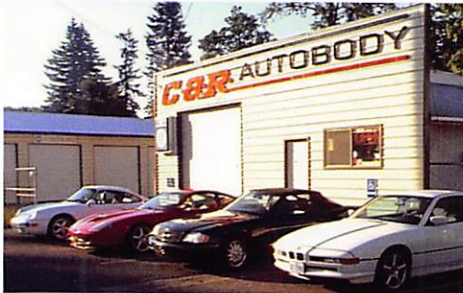
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# BURRITO RUN

*(Continued from page 16)*

be eating lunch at Taco Bell instead of the Left Coast Siesta Mexican Restaurant but it all worked out.

I was glad to see our club VP, Eric Freedle, who oversees the Arrive & Drive program, is always up for a good cause and he didn't disappoint this time by doing his part to acknowledge October Breast Cancer Awareness month by wearing a BRIGHT pink shirt.

After driving instructions were finished, insurance forms signed and cars counted, we had 32 cars and nearly 60 people who don't read the Oregonian or watch the weather channel. A handful of these were members who were here for their first arrive & drive.

Contrary to the weather report, as we stitched our way through mostly southern and western Washington County, the weather was perfect. The trees showed their autumn colors of gold, yellow, red and green and traffic was minimal. At the second mandatory pit stop in Gaston, the weather made good on its promise. To my knowledge, we had only one car turn back. If this had been the aforementioned minivan tour, most would have left. Within a short period of time, the weather let up and we continued through Gales Creek, the Wilson River Hwy. and NW Timber Road to Hwy. 26. A county sheriff coming towards me on NW Timber Road flashed his headlights at me, probably to let me know that he liked the 993 in front of me better than my car. The part of the route on Hwy. 26 was limited to 25 miles or so until we turned onto



CONTRARY TO THE WEATHER REPORT, AS WE STITCHED OUR WAY THROUGH MOSTLY SOUTHERN AND WESTERN WASHINGTON COUNTY, THE WEATHER WAS PERFECT. THE TREES SHOWED THEIR AUTUMN COLORS OF GOLD, YELLOW, RED AND GREEN AND TRAFFIC WAS MINIMAL. AT THE SECOND MANDATORY PIT STOP IN GASTON, THE WEATHER MADE GOOD ON ITS PROMISE.

Hwy. 53. Hwy. 53, the Necanicum Hwy., reaches the coast a short distance from our final destination, Manzanita, for lunch. This winding, two-lane road passes a number of small farms that were cut out of the coastal forest range. At one of these farms, a large flock of wild turkeys ignored

our Porsches as we passed. When we arrived at the coast, we were greeted by the classic, picturesque, fall coast weather, clouds, wind, white caps and some rain.

The Left Coast Siesta Mexican Restaurant was busy when we arrived but we all managed to be seated prior to getting too wet. I would encourage those members, who haven't taken advantage of these Arrive & Drives, to try to attend one, as they are missing a great social opportunity, particularly those with a planned lunch stop. EVERY TIME I go, I make new acquaintances that I thoroughly enjoy, such as the two couples I shared a table with at this arrive and drive. You will find out what an inclusive group the ORPCA is. We even happily let a couple in a red corvette, who aren't even members, and some guy in a BRIGHT pink shirt driving a silver Mercedes come along, no questions asked! ■



# CHUMP CAR

*(Continued from page 14)*

pads and brake rotors, so those were also replaced. Every maintenance item we could think of was done—after all, this was a car that hadn't run in nearly five years! Eventually the car needed to head to the cage shop for its roll cage for about a week. This gave us a chance to prepare our remaining checklist items. Once we got the car back, we still had tons to do! The biggest item on the list? Get the car to run. The previous owners had thrown lots of parts at the fuel system in an attempt to diagnose a no-start issue. We drained several gallons of what once was gasoline from the tank, but even fresh fuel wouldn't get it to start. After much head-scratching, we replaced the reference sensors and had ignition ... one week before the race! Most of the team pitched in on getting the car ready. Shari was seen turning wrenches and working on some of the prep tasks.



the car, rain and cold could play seriously into the driver fatigue equation. We had wrangled the loan of a nice RV from a Porsche Friend, Diana Skelte and Uncle Cliff brought a generator to power it. Team members, Shari, Harvest and Debbie had been cooking up a storm. We setup a pop-up behind the RV and on

WE DRAINED SEVERAL GALLONS OF WHAT ONCE WAS GASOLINE FROM THE TANK, BUT EVEN FRESH FUEL WOULDN'T GET IT TO START. WE REPLACED THE REFERENCE SENSORS AND HAD IGNITION ... ONE WEEK BEFORE THE RACE!

Getting it started was only the tip of the iceberg—we still had to make sure the charging system worked, that we had lights, install a battery cutoff, seats, belts, radios for communication to the pits, and make sure we could at least drive it around the block. This meant long nights for all of us. For some it even meant long nights upside-down under the dash as the fuse panel had a serious corrosion issue. The first test drive revealed a need for a new brake master cylinder. This was noticed about two miles from the shop when the brakes failed on Schwank. Not real good. This was Tuesday before the race. Long hours of work the last three days, but by Friday the car was trailered up and ready to go, or so we hoped.

Friday dawned overcast and very wet. After loading up the truck with all the necessary stuff and headed out to the track we were all wondering if we would be racing for 24 hours in Oregon's liquid version of sunshine. With no windows or heater in

Saturday put out several crock pots of various hot foods and a coffee maker to keep all of us warm for the next 24 hours or so. The rest of the team setup the paddock workspace on the inside of the Pit wall. Two pop-ups tables, tools, parts lights, a space heater, and drinks. We had a pretty nice setup where we could attend to Chumpy's needs as they evolved over the next day or so.

AT THE START THE CAR WAS SKITTERING AROUND LIKE IT WAS ON ROLLER-SKATES, THE BRAKES WERE A BIT DICEY, THE CLUTCH RELEASED AT THE VERY TOP OF THE TRAVEL, AND THE CAR WAS DOWN ON POWER. WE DROPPED BACK TO DEAD LAST.

On to the race. Lateral G was the first driver out. At the start the car was skittering around like it was on roller-skates, the brakes were a bit dicey, the clutch released at the very top of the travel, and the car was down on power. We dropped back to dead last and I was getting passed by

everything except the kids out trick-or-treating, and they were trash talking me over the radio. Then it started to rain, and that was the best thing that could have happened for us. That slowed down the big cars, and our car was getting better and better every lap. The motor just needed time to break in, the brakes just needed time to bed, and the tires just needed time to wear down a bit. At the end of my two-hour stint we were 4th (out of 40).

Donny Ray took over for the last stint in the pre-party section. This was my first lap in my first race and my first time in the pilot chair of Chumpy. By the time I got in, the car was driving nicely. Prior to my stint I was watching all the other competitors from the wall putting on the brakes at the five hundred foot marker. I already know that Chumpy could do better than that, even with the not quite track tires that were on her. The first few laps in a new car are always a little exciting and Chumpy was no different. The brake bias was hosed up with the rear hatch and wing removed tending to lock the rears up first at the threshold, so even though she stopped very well I could not use the brakes to their full potential. Handling was amazing for a car with street tires, worn out dampers and very light weight anti-roll bars in her. About 45 minutes into my stint I was heading into turn one out-braking a slower car and setting up the inside pass. Everything went well until I got off the brakes and nailed the gas pedal. The engine died and the car coasted to a quick stop right in the exit path for turn two. Not the best place to get stuck. I signaled the turn workers for a tow and wait-

ed to see if another driver would hit me. Fortunately they did not and I got a tow back to the paddock as we spent the next two and a half hours fixing the fuel pump.

*Rasta Monsta:* My time had finally come to drive. By all reports, Chumpy was *(Continued on page 21)*

# CHUMPY CAR

*(Continued from page 20)*

running well, handling okay (considering her complete lack of dampening and slightly bent unibody), and braking excellently. The mad adrenaline surge I had been expecting was not there ... I was excited but calm. I have 1000+ laps under my belt at PIR in very similar cars, but none at night, and none in competition. I felt confident in my understanding of racing, and in my ability to handle the car and deal with traffic, but was I being over-

THE MAD ADRENALINE SURGE I HAD BEEN EXPECTING WAS NOT THERE ... I WAS EXCITED BUT CALM. I HAVE 1000+ LAPS UNDER MY BELT AT PIR IN VERY SIMILAR CARS, BUT NONE AT NIGHT, AND NONE IN COMPETITION.

confident? I was strapped into Chumpy for my first stint.

I pulled out of the pits, under the well-lit main straightaway. I was the first driver out after the 6-8 break, so I took it pretty easy ... our sticky tires were dead cold. I cleared the chicane, and entered the west end complex in heavy traffic ... and there it was. I was scared shitless. What was I doing? There were cars all around me, and the west end was pitch black. I approached turn 7 with trepidation ... it is a tricky area that requires a few seconds of threshold braking and a precise turn-in. Where was the apex? I couldn't see anything, and had to rely on memory and timing. Just as I turned in, I was torched on the outside by a Nissan Spec-R, with the head of R2D2 protruding from the rear deck. My heart pounding, I made my turn in, and throttled out of 7, kissing the exit curbing with my left rear tire. Somehow I had made the treacherous 7 blind, and would need to do so many more times during the night.

As I became more comfortable with the darkness, my lap times began to drop, and I began executing contested passes on other cars. I out braked my first victim in Turn 1, finishing him off as he hesitated in dealing with a slower car in front of us. That same lap, more hesitation in the west end, as a line of cars was held up by a slower driver. I floored Chumpy, passing two cars on the inside of Turn 5, and five

more on the outside of 6. I was laughing as I radioed Wipeout in the pits "I JUST PASSED SEVEN CARS!"

*Uncle Cliffy:* I take some downtime, need to rest a bit for my stint. Going to be odd driving PIR in the dark. Chumpy arrives for my stint ... she has battled thus far, new fuel pump, a couple of lawn mowing events, little mud here and there but she is ready and willing. I shoe horn myself in, belt up and take off. I take the first few laps to get acquainted with my chariot. This is the first time I've driven

Chumpy ... and Chumpy leans ... I mean *really* leans in the corners ... not a feeling I'm used to while on track. Oh and it is dark and the two candles we are using for headlights don't really do a good job of illuminating the race course. Turn 7 is dark, look for the single cone and turn in ... I'm sure the track is there, really. Now Chumpy doesn't have the straight line speed of a lot of the cars on track, ok most cars on track. However, Chumpy can lean through the corners with the best of them,

I HAVE A BLAST SITTING IN FOR DARREN, AND ALTHOUGH IT IS 4:30 A.M. NOW, WE HAVE REPAIRED CHUMPY FROM THE WATER BUFFALO ATTACK AND I AM TIRED.

and Chumpy can stop. So well if fact I find any corner is great for passing and the festival corners is great for overtaking under braking. I settle into my stint, shift at 5k, preserve Chumpy for the daylight hours ... however, it wouldn't all be that easy. While setting up a pass of a certain gray RX7 coming through turns 10, 11 and 12 ... some of my favorite, the RX7 spins off drivers left. Catches the pavement on the hot pit entrance and comes back on track. Now remember how Chumpy leans... well when Chumpy is all leaned over and in the corner, Chumpy doesn't like a quick change in direction. To avoid the RX7, I have to give Chumpy a quick stab to the right, more so than

Chumpy would like, so we spin off to the inside of 11 and 12. We don't collect each other, Chumpy gets a little muddier but we are all okay. Quick spin through the pits to check Chumpy and we are back out. Now I settle into a rhythm and eat away my time, short shift Chumpy and realize 5th gear is really useless.

I'm out of Chumpy after 2 hours and on a high ... it is cold out the fog is starting to set in. I give Darren relief as crew chief, which is a lot of fun. Providing info to our drivers, getting info back from them if they spin, hit water buffalo and basic info on how Chumpy is running. I have a blast sitting in for Darren, and although it is 4:30 a.m. now, we have repaired Chumpy from the water buffalo attack and I am tired. The race is red flagged due to fog, our expert driver Greg continues to talk about how he knows where the track is supposed to be but simply can't see it. Shut-eye time, racing has stopped.

For Donny Ray this was my first time driving on a track in the dark, let alone racing. Wow what a rush. Good thing I know PIR better than the back of my hand. The headlights on Chumpy were DOT legal. This means they didn't light anything. Fortunately by this time the clouds had shuffled off to the east, and the

waxing gibbous moon (thanks James and Shari) lit up the track pretty well as long as you looked past the headlight pool in front of the car. I was having a good run. The car was running very well for a \$500 Crap Can. I was amazed at the traction we were getting out of the tires in the cold evening. I had found what I thought to be a good passing opportunity heading into the temporary chicane over the last 30 minutes of the run session having nipped 4 or 5 cars under braking into the chicane. For the last several laps I was chasing the La Familia Fiat X19. I would gain on the straights and under braking but loose that ground in the turn. Gradually I was  
*(Continued on page 22)*

## CHUMP CAR

(Continued from page 21)

getting the cornering speeds equal. Finally I thought I was ready to jump this guy in my chicane passing spot. I nailed the gas on the exit of 7 and started to close the distance. For some reason I was not gaining as fast as I had in the previous laps but was not to the point of giving up on the pass.

All of a sudden I was past and as I looked ahead to the chicane I saw three cars hard on the brakes and going maybe 50 mph. Chumpy was already hovering around 80 to 90. I nailed the brakes and the back wheels locked up on me. It quickly became obvious that I was going to hit the car in front of me if I did not take evasive action. Since the back wheels were already sliding I figured that hitting the barriers would be the least painful of the three options available (concrete wall, car in front, or water filled plastic barrier) so I flicked the wheel to the left and got the car into a broad slide with the passenger door leading the way. I was watching the barrier when I hit it. It was impressive watching several huge fountains of water rising up through the air. It turns out that Gary Bockman was driving the Fiat and he subsequently told me that he hit the brakes when he saw the slow cars to let me by. Then he watched the left wheels of Chumpy lift about three feet up in the air as I hit three of the barriers. He thought I was going to roll the car. Well, I didn't. I got it re-fired and drove it around the remains of the barriers and headed into the paddock. I was sure that Chumpy was toast. She was making nasty noises as I drove her. I radioed the pits and let them know that I was coming in. When I got there we moved her right to the paddock and got to work cutting broken stuff off the car. After interim repairs I got back out on the track for a while with a little more conservative driving style ... I didn't need to pass into the temporary chicane anymore as I had reduced it to plastic bits.

Lateral G got back in the car a bit later, the other guys in the driver rotation did a good job and we moved up to 18th for my next stint behind the wheel. Night racing is always an adventure, but things didn't get really crazy until about 3 a.m., when dense fog settled in. Visibility was



nil. At turn in, the apex wasn't visible. Corner stations were using lights (vs flags) so we could see if a corner was on yellow, but even if it was, we couldn't see where the incident was. Turn 7 was the worst. The track was covered with mud, so coming out of the corner we could not tell if we were headed for the dirt, headed at the wall, or pointed down track. It was drive by memory, and the fog made the curbing slick so even a minor error had big downside. Around 4 p.m. they red flagged the race. I had moved us up to 14th. The racing was over until 8 a.m., by which time visibility certainly improved.

*Uncle Cliffy:* Chumpy is fueled and I'm strapped back in for my last hour. Chumpy is running well, it is daylight and although chilly the track is dry. Time to make tracks. I settle into my rhythm and begin to drive the car a bit harder, howev-

SINCE THE BACK WHEELS WERE ALREADY SLIDING I FIGURED THAT HITTING THE BARRIERS WOULD BE THE LEAST PAINFUL OF THE THREE OPTIONS AVAILABLE (CONCRETE WALL, CAR IN FRONT, OR WATER FILLED PLASTIC BARRIER).

er, not going above 5k for my shift. Eric and James are to drive still. We need Chumpy to survive, we have come a long way and I don't want to let the team down. I let Darren know Chumpy needs more power and better suspension ... the tranny is starting to feel really sloppy ... There is a reason. I end my session with a huge smile on my face, although I have to get out of the car, and know my racing is done for this event, I feel completely satisfied. Chumpy isn't a rocket, Chumpy leans and rolls through corners, and when

you think of a race car Chumpy won't come to mind. However, the fun we had with Chumpy during the night and the morning has made me a fan. Chump Car is onto something here, it is a blast!

Schwank gets in and sets some great times, he is flying and Chumpy is living large. Only a couple of hours to go. Will we make it? Chumpy wants to make it, but like all good stories, the drama is not over. Schwank's drive is fantastic, and we continue to claw our way up the board.

*Rasta Monsta:* The sun had been out for an hour or so when my final stint, and the final stint of the race, began. It was a beautiful fall day, and not a cloud in the sky. Memories of last night's fog fest seemed like a dream. Was this really the same place?

It was great to get the final drive, but it soon became apparent that the dicing I had so enjoyed earlier in the event was over. Drivers cruised around the course, no longer pushing their cars, and waved Chumpy by whenever she approached. Apparently, the final hour was dominated by thoughts of finishing ... as was radio traffic into my helmet!

Of course Chumpy will finish! She's our baby! We saved her from rotting, and delivered her to racing glory! She wouldn't let us down now, would she?

I charged into Turn 12, braking hard and blipping the throttle for my downshift into third, my eye on the car in front of

me, wanting to be sure I stayed close for my next Turn 1 pass. The shifter went slack in my hand ... nothing there. I called the pits, and told them to get ready to raise the rear of the car, and that we would need a 13mm socket to retighten the rear portion of the shift linkage. My momentum carried me into the chicane, where I slipped into a gap in the wall to protect myself from getting rear ended. The Cascade safety truck was there quickly, (Continued on page 23)

## CHUMP CAR

(Continued from page 22)

and I was soon back in the paddock, with 20 minutes left, and my teammates under the car struggling to work on the hot gear-box.

Got it! Back out on track, traffic seeming even slower ... “racing” is definitely over. It’s time for the final parade laps of Chump Car 2009. Chumpy rolls across start finish under the checker, and the hot pit wall is lined with cheering spectators, drivers, and crew. A great moment for me and all the competitors ... history has just been made.

After Chumpy had returned to the pits, the high fives given, the photos taken, I looked back at her, parked against the hot pit wall. During the race, her radiator had developed two small leaks, and there was a small puddle under each of her headlights. After years of neglect, and the prospect of a certain death in that muddy field, Chumpy had been brought back to life, and raced in a historic event.

Were those tears of joy?

*Wipeout:* Once the last car had gone down the front straight for the last time and James brought the car back into the pits, the enormity of what we’d just done started to set in. We’d just taken a car that should have been crushed or in pieces and raced it for 24 hours ... and we did it without major failures. So, once James had jumped from the driver’s seat to the hood and then did a victory leap, out came the celebratory beers to toast our personal victory of finishing. Beers in hand, we headed to the awards ceremony. Teams won

## FROM THE EDITOR

(Continued from page 2)

There are a number of other “little” items to do, but I won’t bore you with the details. If you want to know more, feel free to look me up in the Membership Directory, give me a call and stop by for a little wrenching, some story telling and a little libation. Besides, I’ll need to write about something next month.

You may have noticed that we have a new logo on the cover. It was created by a club member in honor of the clubs



CHUMPY HAS FOUGHT HARD, CAME BACK FROM THE SCRAPES AND BRUISES TO FINISH THE RACE. ALTHOUGH WE DIDN'T WIN THE RACE, WE DID WIN. WE WON THE RESPECT OF EACH AND THE PRIZE IS FRIENDSHIP—BONDED BY AN OLD PORSCHE 944.

awards for best theme, most spins, most driver changes, etc. Thanks to Don’s contribution in the wee hours of the morning, we received the “Most Philanthropic Donation to Portland Community College Award” to cheering and thank you’s from the assembled teams. We took home two sections of the wrecked barrier as well as souvenirs—after all, we did pay for them!

*Uncle Cliffy:* Chumpy finished the race in fine style, albeit a bit beat up and missing a couple of parts here and there, but a gladiator nonetheless. Chumpy has fought hard, came back from the scrapes and bruises to finish the race. Although we didn’t win the race, we did win. We won

the respect of each and the prize is friendship—bonded by an old Porsche 944, found covered in mud, misguided by previous owners, yet loved by each of us during that 24 hours and beyond. Chumpy brought together ten Porsche lovers for a 24 hour race of fun and excitement. My wife said it was the best car race she has ever been too. I have to agree. Chumpy, your mission was accomplished.

The #00 Team would like to thank all of our supporters from ORPCA and Matrix engineering that helped us achieve our dream. ■

50th anniversary and it will appear each month throughout the year. Additionally, each month we will have an item or two related to the club and its history. Further, a two-day celebration is planned in September with a number of exciting events and gatherings. Check your membership calendar and keep an eye out here for more information.

Set your calendars for March 12-14 for the Spring Break Out event. This marks the second year in a row that the

weekend includes HPDE track days, an autocross and the Tire Rack Teen Survival School. Last year my oldest offspring and I worked the event and had a great time. This year I hope to be enjoying the track (weather permitting) and having my son participate in the school. If you are the parent of a teen driver (as I am) these programs are the best value for your dollar in effective driver education. ■

# 2010 ORPCA Board of Directors

## Kathleen Ellis, President



It has been a pleasure to serve as President of ORPCA in 2009. I am excited to have the privilege to continue on as President for 2010. The enthusiasm of the club members I have

met is infectious and the cars are exciting. The combination 'fuels' my energy and I look forward to another fun and busy year. I fully expect that 2010 will be a banner year and that ORPCA will continue to grow and thrive.

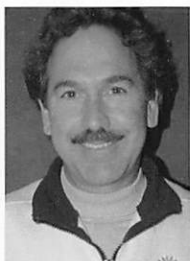
## Jim North, Vice President



I have been a member of ORPCA for over 10 years and my experience to date on the board has been two years as Treasurer and the past year as Secretary. My goal as Vice President will be

to provide more of a leadership role than I have done in the past. I will always continue to focus on prudent financial management of club resources but at the same time I aspire to loosen the purse strings a little more to facilitate fun and memorable events. By accomplishing this I hope we can provide a better quality experience for members and volunteers. I also plan to informally encourage more participation by a significant number of members of this relatively large and fast growing club that have not been active in past years.

## Eric Freedle, Secretary



I have been involved with ORPCA for over 10 years and have really grown to not only enjoy the marque, but the people who own and drive them.

Serving on the board has allowed me to see how the club really operates. The combined effort of the board and all of the volunteers who contribute, makes for an enjoyable experience all that attend the numerous events throughout the year. I will continue to assist the board and all of those who are attending the Rose Cup races, Historic races, and the ever popular Arrive & Drive events. Looking forward to a great 2010 and seeing a lot of new faces at the events.

## Marlene MacEwan, Treasurer



I have been a member of ORPCA since 2000, when I joined with my late husband, Bob. It wasn't until Bob's death in 2004, that I became an active member. I have been self-employed as

a Tax Accountant for the past 29 years, which comes in handy! I started 2009 as "Treasurer in Training" and took over as "Treasurer" in June.

I am proud to be a member of the HPDE staff and participate in the DE days. I take pleasure in being involved in other ORPCA activities as well, such as Arrive and Drives and tours, monthly dinner meetings, Summer Picnic and the Holiday Party. I enjoy getting to know old and new members.

It is an honor and a privilege to serve on the Board of Directors. I look forward to continuing to serve this club that I love.

## Andy Jacobson, Board Member at Large



Born Jan 22, 1942 in Chicago Illinois. Grew up on a farm in Iowa, and then later moved to a town called Centerville, (Iowa) where I graduated from High

School, and completed my first year of Community College. I later attended and graduated from the Art Center College of Design in Los Angeles (now it's located in Pasadena) as an Automobile Designer. I worked for Ford Motor Co. for 31+ yrs, and was located in Dearborn Michigan, Melbourne Australia, Koln Germany, and Dunton England, living a total of 13+years overseas.

I retired in '97 and my wife and I moved to Trout Lake Washington, where we built our Log home. We have 3 (grown) children, and 8 grandchildren. We have a 2000 Boxster S, a 2001 Turbo and an Ariel Atom, that I use for track events. I also have a few motorbikes, and am a self-confessed bike and car enthusiast. I am also one of the Co-CDI's for our HPDE events.

I look forward to my new position as a "Board Member at Large", and hope to make a positive contribution to our club.

## Susie Groover, Board Member at Large



Hi, My name is Susie Groover and I have been a Porsche driver and ORPCA member since 2008.

I have met many club members and am looking forward to the opportunity of meeting many more. I love the social and driving events. I am honored to have been elected to the Board, as Member at Large. I am excited to help in any way I can. Hope to see you on the road.

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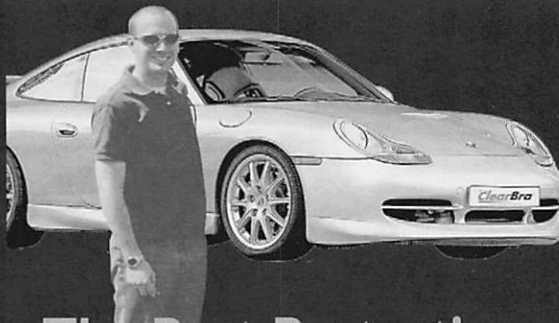
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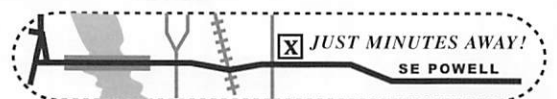
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