



Anzeiger

October 2009





Carrera
MOTORS

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AUDI • BMW • PORSCHE • VOLKSWAGEN



CLUB CARRERA

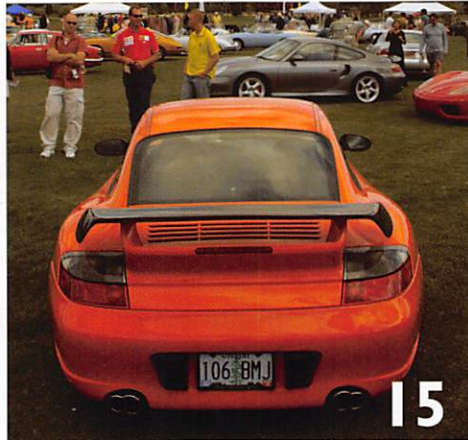
An International Haven
for the Auto Sports Enthusiast

Carrera Motors and Club Carrera,
a place for cars, an oasis for car people.

With expanded capacity for car storage and a vehicle marketing wing,
Club Carrera offers even more options for those who have something unique
or who wish to find the car of their dreams.

Anzeiger

Volume 49 No. 9
October 2009



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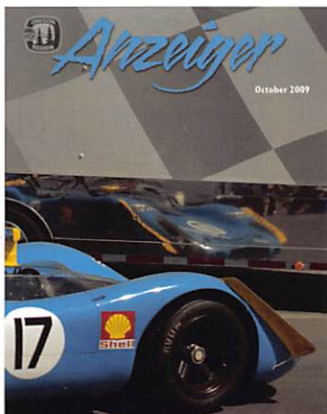
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ON THE COVER

Reflection of a 908-2 Spyder at Monterey
Photo by Peter Linsky

Cover Submissions

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

Anzeiger

(an' zī ger), noun, German

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

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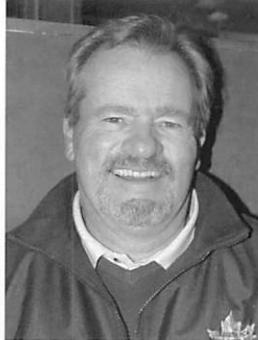
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<http://oregonpca.org/>



**EDITOR'S
NOTE**
Jim Ayers

The Torch Passes Again

Volunteering has a way of infecting some people: we have more than a few in this club. One problem though is that time is finite, the demands on time can be overwhelming, you know, little things like a family with four kids, an active law practice, membership in the Porsche club, and partaking of the other things in life. Brad Larson made a great contribution to the club with his witty writing and his position as Editor of the *Anzeiger*, unfortunately the time commitment required of the Editor cut into the other aspects of life. Brad will assume a new role as Club Historian, in which he will document our clubs history, an important job given we are entering our 50th year as a region. Some articles just didn't get written during his tenure as Editor, so keep a sharp eye for those forthcoming.

The November issue of *Anzeiger* will be the debut issue for our new Editor, Brett Laurila. Brett has a long and some say checkered history as a Porsche owner, racer, and aficionado. I don't want to steal his thunder so I will defer to him to present his credits. Suffice it to say if you are either involved in Driver's Ed or Autocross you have seen Brett's yellow 914 -6, similar but different from J.P. Stein's former car.

Please do all you can to help Brett in his effort to chronicle ORPCA's activities, members, and the marque by providing him articles and photos for use in the magazine. As always, it is our common passion for the car, the people and a good time that makes all of this worth while. ■



What were you doing
50 years ago?

1960-2010

FROM THE PRESIDENT Kathleen Ellis

The Driving Season has Heated Up!

It is late August as I write this and the weather and the driving just keeps getting better! On July 21st I spent the day out at PIR to watch the HPDE event. The weather was perfect and everyone seemed to be having fun. Even though I didn't drive, I got to watch lots of driving action and visit with friends as well. I had also planned on helping out some, but Don and his team had it so dialed in that there was not much for me to help with. Another great track day! Kudos to Don and his Team for making this event happen time and again!

IN THE MEANTIME, THE WINDING DOWN OF THE DRIVING SEASON IS APPROACHING. WE HAVE A FEW OPPORTUNITIES LEFT THIS YEAR, SO GET OUT AND ENJOY. I HOPE TO SEE YOU THERE!

August 7-9 was our big Autocross Event in Packwood, sponsored by the Seattle Region PNW/PCA and our region. This event had been in the planning stage for a while, but this year it became reality. The autocross site is at the Hampton Mills drying yard and is huge. The town itself is located at the base of Mt. Rainier with a population that ranges from 1500 to 3000, depending on the season. It is not uncommon to see local Elk grazing in some of the yards.

Friday, the opportunity was there to sign up and experience the Evolution Autocross School. For those who did, it was a super experience. Saturday and Sunday the competition picked up with each region going for points on their day and the 914 Shootout competing both days.

We arrived late Saturday and prepared to drive on Sunday. The morning started out misty, but warmed up as the day progressed, along with the drive times. What a blast! We got 8 runs each, improving our times along the way. I

was fortunate to have Tom Kotzian ride with me a couple of times. What a wealth of information he is, if only I could remember it all! He also drove Speedy once with me in the right seat. Now I know how much more time I should be able to shave off! Thanks to Gary and his Autocross Team for a great event well executed!

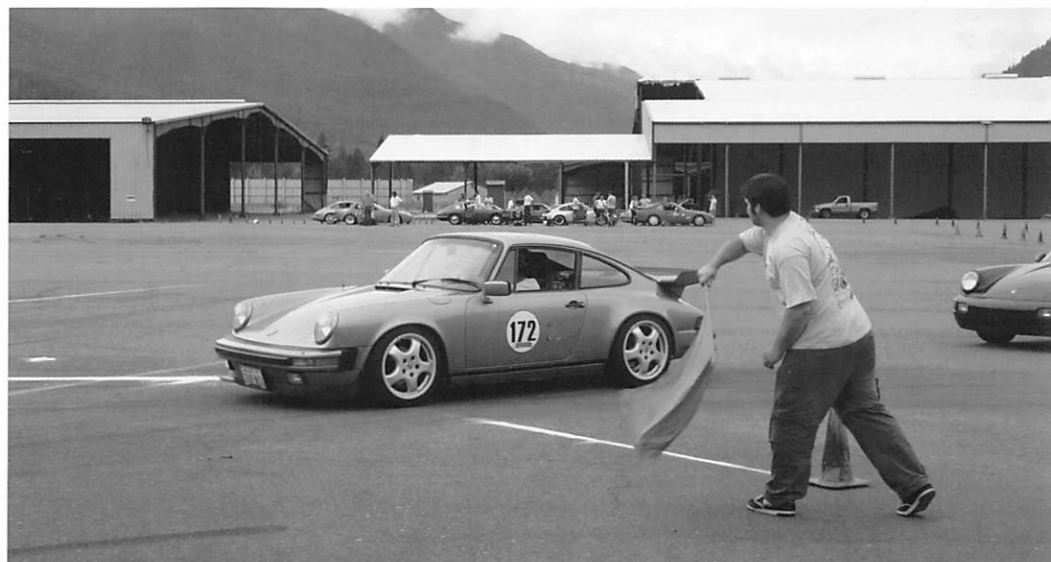
We left late Sunday afternoon and had a great drive back through Randle and Cougar along the Lewis River, driving portions of Hwy 131 and 503. Those roads feel so remote and I love cruising along with an open road in front of me!



I am curious and have a question for you. When I first got the 911SC, it was great fun to wave or flash my lights any time I saw another gorgeous Porsche. Here lately, it seems like I am waving or flashing at another Porsche with no response. Is this tradition dying or are drivers so focused on the car ahead that they forget to watch for the marquee? Please let me know what your theory is regarding this. In the meantime, the winding down of the driving season is approaching. We have a few opportunities left this year, so get out and enjoy. I hope to see you there! ■

Our BOD meeting was held on August 11th. The Board continues to address Club business and discuss future events. With our Planning meeting coming up September 27th, discussions are beginning to turn to 2010. Items like our 50th Anniversary celebration are in the works.

Photo from Packwood Autocross by Bob Schatz



Oregon Region Events



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

- 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 editor@orpca.org at least two months prior to the event date.

CORRECTION

The cover photo for the September issue was incorrectly credited to Bob Schatz when in fact it was taken by Bob Ellis. Congrats Bob, you will receive your framed cover award.

Earl Green's name was misspelled in the byline and the last paragraph of his article was poorly edited, making it nonsensical. In addition, the correct winners order was Dave Cormier 1st, Chris Pallis 2nd, Jeff Gamroth 3rd. Earl we are sorry. ■

STILL PLAYS WITH CARS

Peter Linsky



Baxter Historics Draw Good Mix of Entries

What do we make of the newly-announced 911 Sports Classic for the 2010 model year? This strange very-limited edition (250 Worldwide, and none—zip, zero, nada—for the North American market, for which I am grateful) Carrera S coupe is an amalgam of hotter Carrera S engine and bigger brakes (Good), with different (“unique”) front and rear fascias, a double-bubble roof panel (!), wider rear fenders, special grey paint with twin stripes, and a little stub of a ducktail spoiler to remind us all of the iconic 2.7 RS. I am instantly reminded of the old “California Special” Mustangs of the later 1960s, which was strictly a make-the-dealers-happy marketing exercise. To add to the brain-strain, this new model even splashes its name across the engine lid. The announced price starts at L162,000, or well over \$200,000 ... Please, Porsche, just build a truly lightweight, U.S. street-legal, 4.0 Carrera with as few power-operated gee-gaws as humanly possible, and spare us the gimmicks.

SOME STATES ARE BEGINNING TO CRACK DOWN ON “LEFT-LANE CAMPERS”, THOSE MOTORISTS WHO BELIEVE IT IS THEIR GOD-GIVEN RIGHT TO DRIVE IN THE LEFT LANE OF BUSY MULTI-LANE HIGHWAYS AT THEIR OWN CHOSEN SPEED, NO MATTER IF THE GENERAL FLOW OF TRAFFIC IS MOVING FASTER.

Finally—finally! Some states are beginning to crack down on “Left-lane campers”, those motorists who believe it is their God-given right to drive in the left lane of busy multi-lane highways at their own chosen speed, no matter if the general flow of traffic is moving faster. In Europe, of course, it’s illegal to drive at all in the left lane unless actually passing slower vehicles, a practice that should have been mandated over here long ago. Traffic



Photo from 2006 Historics by Kathy Cosgrove

authorities have at last figured out that such passive-aggressive driving behavior only serves to aggravate other motorists, often generating “Road rage” on the part of the following driver, who usually winds

see if Oregon will start showing the same good sense.

Other than an uncertain mix of weather, this year’s Baxter Auto Parts-sponsored Portland Historic Races were very enjoyable. The turnout of headliner GTP cars was unfortunately very thin, but there was a good mix of production-based entries. Sunday afternoon’s drizzle frightened off all but the most courageous, and our own David Schroeder was able to tip-toe his way to a class win in the Big-bore production group. Almost without exception, the big-inch drivers chose discretion over valor and headed for their pits after their very tentative first lap. David, on slicks, drove his early 911 to an easy, if not relaxed, victory. Neil Shelton gave his dad’s 962 prototype a good run on Saturday, but came up short against a very quick Toyota GTP of the type that mopped up PIR back in the IMSA days.

Until next month, drive safely! ■



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)

Beach Day Tour, aka "Burrito Run"

Sunday, October 17

Last for the year!

Enjoy some of western Oregon's windiest roads as we weave our way from Tigard to Manzanita with less than 30 miles on Hwy 26!! With our spectacular fall weather, we will leave Miller's Homestead Restaurant, 17933 SW Mc Ewan Ave (right off I-5, exit 290) at 9 a.m. Those of you wanting the no-host breakfast prior, please arrive at 8am. The tour will end at Left Coast Siesta Mexican Restaurant, where you can join us for the no-host lunch and make your own way home.

This is a GREAT opportunity for new and potential members to get acquainted with PCA.

To attend, PLEASE RSVP to beachburritorun@gmail.com by October 15th (we need to give lunch count to restaurant) and arrive with a full tank of gas and, ideally, a navigator. There is no entry fee for this event.

DEADLINE

October 15

REGISTER VIA

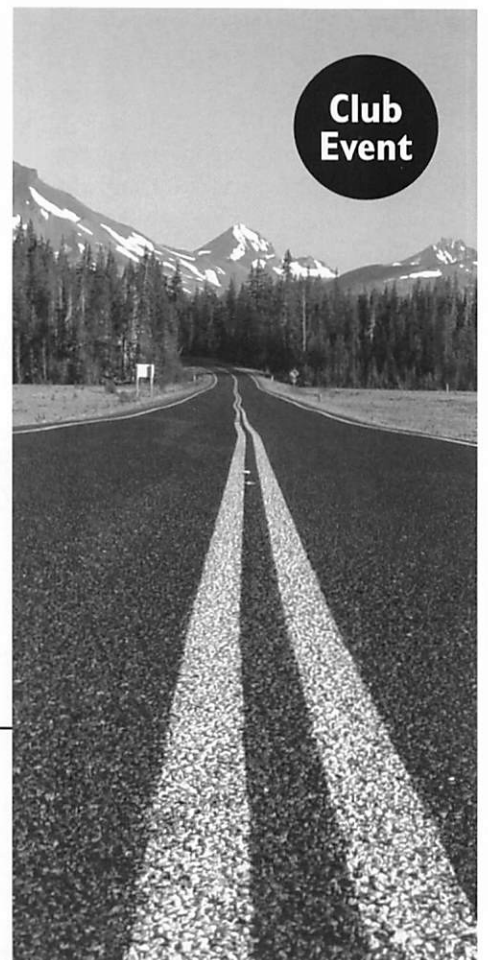
beachburritorun@gmail.com

CLUB CONTACT

Marlene MacEwan 503.936.9887

FOR MORE INFO

oregonpca.org (select Autocross)



September 12 Arrive and Drive

by Andrew Goh / Photos by Ben Brown

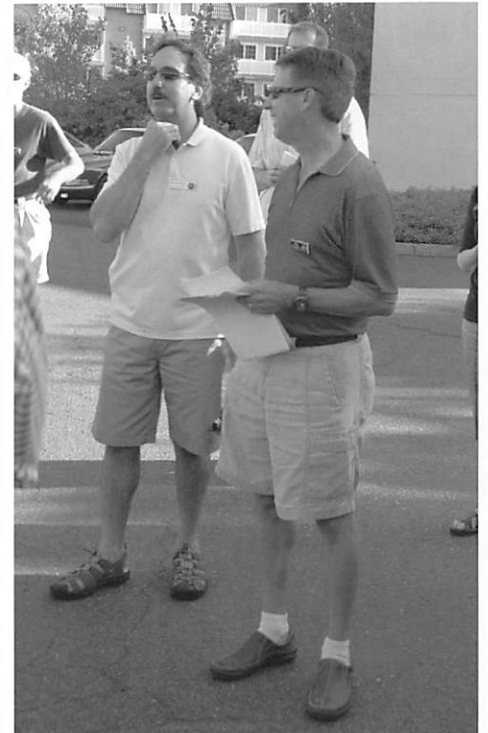
What a glorious day for an Arrive and Drive event to start the fall driving season! We could not have asked for better weather with clear blue skies to begin our drive from the Elmers Restaurant in Delta Park. Twenty-five cars (including a unique 1964 Lotus Elan righthand drive) showed up. We signed our waivers quickly in anticipation of the fun drive. A short briefing was held before we started our jaunt through Clark and Cowlitz Counties.

The caravan went northbound on I-5 briefly before we exited the freeway and meandered our way through the Felida and Ridgefield area. This section of the route was sprinkled with excellent views of Vancouver Lake. Traffic was fairly light as we wound our way to our intermediate rest stop at the Palace Casino in La Center with typical fun and spirited driving. A police patrol car dropped by within minutes of our arrival at the parking lot to say hi. Coincidentally, I saw a few of my Arrive and Drive mates disappear quickly into the Casino building. I believe they were merely taking a bathroom break or perhaps taking a quick stab at the slot machines. As far as I know, I don't think anyone was attempting to hide from the law or believed they were going to get a ticket!

We headed further north towards our final destination in Woodland. One of



my favorite moments of the drive was crossing the restored Grist Mill covered bridge. I had never been on a covered bridge in my life! Our enjoyable romp around the Lewis River area ended with a stop at the Lewis River Country Club. The Club management was kind enough to grace our arrival with a specially created parking spot for our cars. The arrival of our rolling car show created quite a stir of excitement among the golf club members. A few were seen dropping their hole-in-one aspirations on the greens to take a look at our cars. Folks ... I believe we may have prospective new PCA members in the not too distant future! We could not have asked for a nicer setting than to be able to end a pleasurable drive with a lunch at the patio of the club building



Top: What more could you ask for—a field full of Porsches. Middle: Tourmeister Neil Russell and V.P. Eric Freedle give the driver's meeting. Bottom: An electric Porsche, hmmm ...



overlooking the scenic Lewis River. What a great way to enjoy the company of friends and acquaintances!

This is the first Arrive and Drive event I have attended during which no car in the caravan got lost! I would like to extend my gratitude to our route planner extraordinaire and lead car driver, Neil Russell, for planning a wonderful drive for all to enjoy. Additional kudos to Ravi Rajaram and Ben Czisny for volunteering to be the driver and navigator in the "sweep car" to guide potential lost sheep along the way.

October Social and Dinner

Wednesday, October 21, 6:00 pm

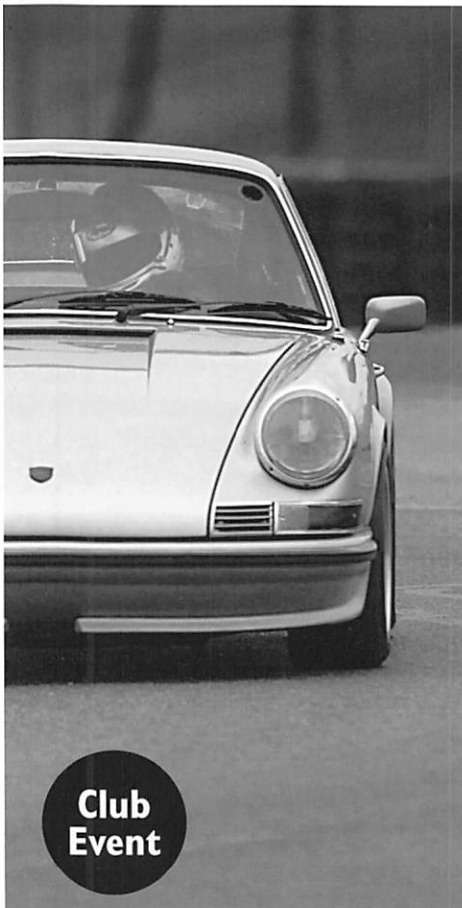
Trebol

4835 N Albina Ave

(503) 517-9347

Come join us for the last days of sunshine at Trebol—a chic and delightful tribute to the foods of Mexico. Trebol specializes in Oaxacan cuisine, using only local organic produce, and rare and unique Tequilas. We will be ordering off a limited menu of Chef Kenny Hill's signature dishes, which you can check out at www.trebolpdx.com.

DEADLINE:	Wednesday, October 17
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Laura Larson laura@larsonlawoffices.com



High Performance Driver Education

Sunday, October 25, 7:00 am

Here it's your last chance to get some track time in 2009. On October 25th we are offering the last HPDE of the year. This will be a fully instructed event with all levels of driver welcome from beginner on up. Please go to www.oregonpca.org and select HP Driver Ed to read about our program. Registration is online at the schedule link on the HPDE Schedule page. Participation is a bargain at \$165 for about 100 minutes of track time. If you are a novice driver we will provide you instruction and a ground school to help you through the event... Come on out and have some fun with us and your car.

CLUB CONTACT:	Don Clinkinbeard dechair@oregonpca.org 503 970 4848
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September 13 Autocross

Story and Photos by Bob Schatz

Another beautiful day for an Autocross, the skies were partly cloudy and the temperature was warm but not too hot. We missed being at PIR since the last race, in August, was held at Packwood. So it had been a full two months away from PIR's infamous asphalt.

The track design this month, called the Slalom Mania, was crazy with the curves which involved a lot of downed cones. Cars were eating cones like they were kids at B&R free cone day. I was noticing the fronts of several cars were going to need a bit of buffing to get rid of the cone guts left behind. I saw a corner marshal getting side cramps from running out there so much. The track was a quick lap, which allowed us to run a full 8 run heats! It seemed some of us took that as we had a lot of laps to get it right so we were going to hit cones in our quest for perfection.

Britain didn't make it to this AX so it left room at the top for a new leader which Jim Pileggi and Gary Chapman were both racing to grasp. It was a tough battle with the quickest time going back and fourth and quick times being snatched away with the announcement of yet another cone tagged and by the end of the day Gary pulled it off with top time, but only by 8/100ths of a second.



Another tight category race was in the P03 class where Scott Mills in his 1982 911 SC beat Alan Wizeman in his 1984 911 SC by 3/100ths of a second. Very close racing! In my race, the P05 class, Jeff Gretz beat me by 1/10th of a second (I'll get you next time!). We both drive a 2001 Boxster S. The Ladies who came out to race are also having fun with some great times with Pamela Chapman having the third fastest time of the day, Kathy Smalley the 13th fastest and Jeannie Gretz 27th fastest time of the day!

We had a total of 56 drivers with a breakdown of 24 Porsche drivers and 32 NP drivers. The faster half of the field

consisted of 11 NP and 17 Porsches and further up the speed chart 11 of the fastest 15 drivers were Porsche so it seems we are in the clear for good club representation.

We have one more race this season and it is going to be held October 11th. After that we just dream about when the rain will stop so we can race again. See you at the track! ■

Check out complete Autocross results on page 13



Left: What ever it was it must have been funny. Right: If I can just miss the next seven cones I can get a clean run.





Escape to Vancouver, USA: Holiday Party

Sunday, December 6



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

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

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

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

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

RSVP by November 27th

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

Name(s) _____

Guest Name(s) _____

Number of reservations _____ @ \$65/ea = \$ _____

Telephone _____ Email _____

Meal Choice(s)

Salmon Qty _____

Chicken Qty _____

Top Sirloin Qty _____

Special Needs Qty _____

(Please provide explanation: _____)

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

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

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

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

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

All cancellations must be in writing.

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

ORPCA Autocross Results Portland International Raceway, Sept.

Pos.	Class	Driver	Vehicle	Time
1	M1	Gary Chapman	1970 Porsche 914-6	35.860
2	NP	Jim Pileggi	1995 Mazda Miata	35.944
3	M1	Pamela Chapman	1970 Porsche 914-6	37.375
4	NP	Josh Voigt	1991 Mazda Miata	37.695
5	NP	Jared Still	1993 Mazda RX-7	37.743
6	M1	Bill Thorp	1986 Porsche 944T	37.852
7	P3	Scott Mills	1982 Porsche 911 SC	37.875
8	P3	Alan Wizeman	1984 Porsche 911	37.910
9	P5	Jeff Gretz	2001 Porsche Boxster S	37.962
10	P5	Bob Schatz	2001 Porsche Boxster S	38.096
11	S1	Gordon Empey	2006 Porsche Cayman S	38.154
12	NP	Tim Hill	2006 Mitsubishi Lancer Evo	38.160
13	M1	Kathy Smalley	1986 Porsche 944T	38.252
14	P3	Eric Freedle	1986 Porsche 911	38.342
15	P4	Jim North	2000 Porsche 911 C4	38.427
16	NP	Michael Chen	2007 Subaru WRX	38.619
17	M1	Chuck West	1974 Porsche 914-6	38.732
18	NP	Barry Cogut	1999 Mazda Miata	38.741
19	M1	Brett Laurila	1974 Porsche 914	38.858
20	NP	Jeff Peterson	1987 BMW 325i	38.899
21	NP	Bryan Brock	2002 BMW M3	39.189
22	NP	Randall Rowland	2004 Mazda RX-8	39.211
23	NP	Mike O'Conner	1993 Mazda Miata	39.381
24	NP	Doug Pierce	1991 Mazda Miata	39.567
25	I1	Jim Ayers	1976 Porsche 911S	39.576
26	NP	Hilario Cruz	1995 Honda Del Sol	39.605
27	P5	eannie Gretz	2001 Porsche Boxster S	39.727
28	NP	Jerard Noriega	2002 Subaru WRX	39.840
29	S1	Chuck Jarvie	2004 Porsche Boxster S	40.050
30	NP	Wryann Vanriper	1991 Honda CRX	40.151
31	NP	Stephen Brooks	1995 Dodge Neon	40.210
32	S1	Chris Sherland	2001 Porsche Boxster S	40.313
33	NP	Michael Pinto	1983 Mazda RX-7	40.326
34	NP	Stepan Ryabinin	1974 Datsun 240z	40.475
35	S1	Bob Ellis	2002 Porsche Boxster S	40.789
36	NP	Justin Self	1990 Nissan 240sx	40.989
37	NP	Lincoln Wilcox	1995 Mazda Miata	41.167
38	NP	Kathy Averitt	1992 Honda CRX	41.372
39	P3	Harry Danberg	1973 Porsche 911T	41.541
40	NP	Bryan Tsai	2008 Subaru WRX	41.585
41	NP	Trevor Takaro	1996 Dodge Neon	41.837
42	S1	Kathy Ellis	2002 Porsche Boxster S	41.985
43	NP	Mary Chase	1993 Mazda Miata	41.997
44	NP	Mallory Bloomfield	1991 Honda CRX	42.009
45	NP	Chris Ruge	1990 Nissan 240sx	42.040
46	NP	Veronica Brock	1999 BMW Z3 Coupe	42.068
47	NP	Jorge Lara	2003 Honda S2000	42.485
48	I1	Richard Averitt	1984 Carrera Coupe	42.721
49	NP	Tim Tunnermann	1994 Mazda Miata	42.840
50	P3	Jamie Nowlin	1969 Porche 911E	43.080
51	P4	Jim Sanford	2009 Porsche Carrera	43.249
52	NP	Zachary Bloomfield	1979 Toyota Corrolla	44.020
53	NP	Kimberly Beck	2006 Mazda Miata	44.989
54	NP	Richard Brown	1979 Porsche 911SC	45.373
55	NP	Austin Schatz	2005 Scion XB	45.900
56	P3	Michael Wilfing	1979 Porsche 911	46.541



The Stars were the Cars: Sunriver Festival of Cars

by Kathleen Ellis / Photos by Bob Ellis

The opportunity presented itself to spend a weekend in Central Oregon and we were able to schedule our visit in such a way as to also attend the Sunriver Festival of Cars on Saturday. In prior years we had participated in the event when it was known as the Sunriver Exotic Car Show. Time being short, we had not entered a car this year, so we went to view and visit.

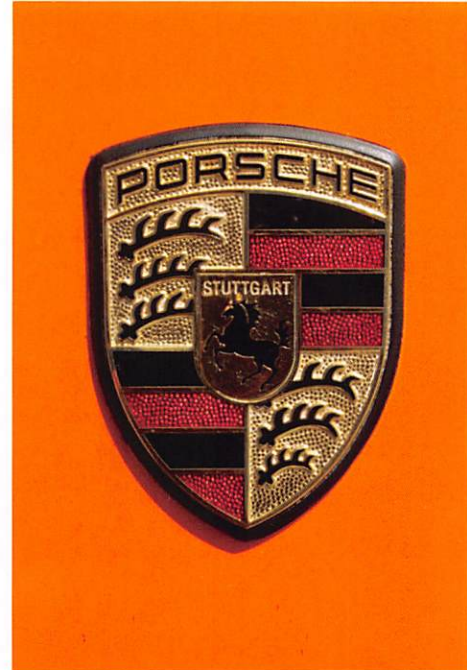
viewing cars and socializing. The theme this year was Sports Cars of the Sixties and a multitude of marques were represented. I think I counted 14. Of course, my passion is Porsche and I always enjoy seeing the different models, such as the 356s, 911s, 914, GT2 and GT3 and the 928. Some of the other marques represented were Ferrari, Jaguar, BMW, Mercedes and Maserati to name a few. The car that won the 'Jay Audia People's Choice Award' was

THE CASCADE MOUNTAINS PROVIDED A SPECTACULAR BACKDROP, WITH GORGEOUS CARS PARKED ON THE GREEN GRASS, BANNERS FLYING AND VENDOR TENTS PROVIDING WHITE PUNCTUATION POINTS ... PEOPLE WERE MILLING ABOUT, VIEWING CARS AND SOCIALIZING.

We arrived at the Sunriver Lodge and could see the Festival on the Meadows Golf Course. The Cascade mountains provided a spectacular backdrop, with in excess of 130 gorgeous cars parked on the green grass, banners flying and supporting vendor tents providing white punctuation points. As we got closer, music by Smudge, of Bend could be heard, setting the tone. People were milling about,

a silver 2009 Mercedes SL65 AMG Black Series car. Look that model up on the web. It is really impressive!

This venue gives you the opportunity to see a variety of somewhat unique cars in one location. In addition, souvenirs, food and drink were available for purchase. Then there was the chance to socialize! It was fun to visit with various owners and learn more about their cars.



We also got to see and chat with several friends, both ORPCA and others.

After a late lunch we returned to Bend. The next day was weather perfect and we drove back over the Old McKenzie Pass and Tombstone Summit. Meeting Model A's and T's on the Old McKenzie was a special treat as well. They were moving at a slower pace, but fortunately they were headed East and in Speedy, we were headed West! I was glad we had visited the Sunriver Festival of Cars. The event is growing each year and is well worth the time spent to observe or participate. ■





Something old
Something new
Something borrowed—hope not
Something blue





Monterey 2009

Story and photos by Peter Linsky

With Porsche the center of attention again at the Monterey Historic Races, members of both Oregon Region and Pacific Northwest Region of PCA were among the thousands of Porsche enthusiasts who descended upon the lovely Northern California coast in mid-August to soak up the atmosphere and see racing machines that rarely, if ever, find their way to the West coast.

Monterey Car Week is a prime example of there being more things to do and see than having time available to do it, so one

MONTEREY CAR WEEK IS A PRIME EXAMPLE OF THERE BEING MORE THINGS TO DO AND SEE THAN HAVING TIME AVAILABLE TO DO IT ...

must be somewhat selective in how to choose what's on the schedule. The "Week" is actually more than a week long, beginning with the "Pre-Historics at Laguna Seca, sort of a warm-up for those who have been accepted into the main event a week later, or just a chance to play on that world-famous circuit for those whose cars didn't make the cut. Our own

Dave Schroeder entered his vintage early 911S, the "Electric Banana", and performed very well. Dave drove to an easy win in his race at the Portland Historics—he was the only one willing to drive fast on a wet track—and was looking for some competition. "They put me into the race group that included 934s and 935s, so I knew I didn't have a chance of running up front," he said; but Schroeder, who was quick enough to finish on the podium driving a GTU 911 at Laguna Seca back in the 1980s, managed to qualify in mid-

pack and hold his own, even against much more modern and powerful competition. Well done, Dave!

Tuesday brought the Carmel Concours on the Avenue, again heavily populated with beautifully-restored or original Porsche entries. This free (for spectators) charitable fundraising event gets better every year, and I bumped into members



John Mitchell and former PIR manager Dale LaFollette. Denis Wheary and daughter Lily were also there. Tony Singer's ever-popular Automobilia show pulled in a good crowd—vintage photo vendor LaFollette and book
(Continued on page 20)



Top Left: Porsches at the Carmel Concours on the Avenue. Top Right: The Horch departs Carmel on the Pebble Beach Tour. Right: Bruce Canepa's cars back from Monterey. The red 917/10 won its class at Pebble Beach. Center: This Moby Dick 935 graced our cover last year. Above: The ex-Jean Behra 550 Spyder.

Escape Tour 2009

by Stephanie Hamberg / Photos by Kaylene Kirchem

Escape we did! The morning was clear and sunny as a nice variety of Porsches gathered at the Clackamas Elmers for the departure of the Escape Tour. A quick drivers meeting and we were off. Heading out to Estacada the Clackamas River crystal clear and sparkling in the morning light as we cruise on by, the fishermen were out early some even standing up on their boats to give us a wave as we near the river's edge.

The old growth forest shades our road with bright spots of sunlight warming those brave enough to 'drop the top'. Great campgrounds line the Clackamas River, but that is for another time. Our first pit stop brings us to the Ripplebrook Ranger Station where we park rally style for some good photos, but really an out-house, Bill please. Although the day is scheduled to be a hot one, not yet. We enjoy a morning of winding alongside a



beautiful river in and out of forest with the smell of campfire in the air. The day does warm up nicely as we climb the back roads up to Detroit Lake, the lake busy with boaters. We are greeted with waves and smiles as we pass the Corvette Club in Detroit, really a great day for a drive.

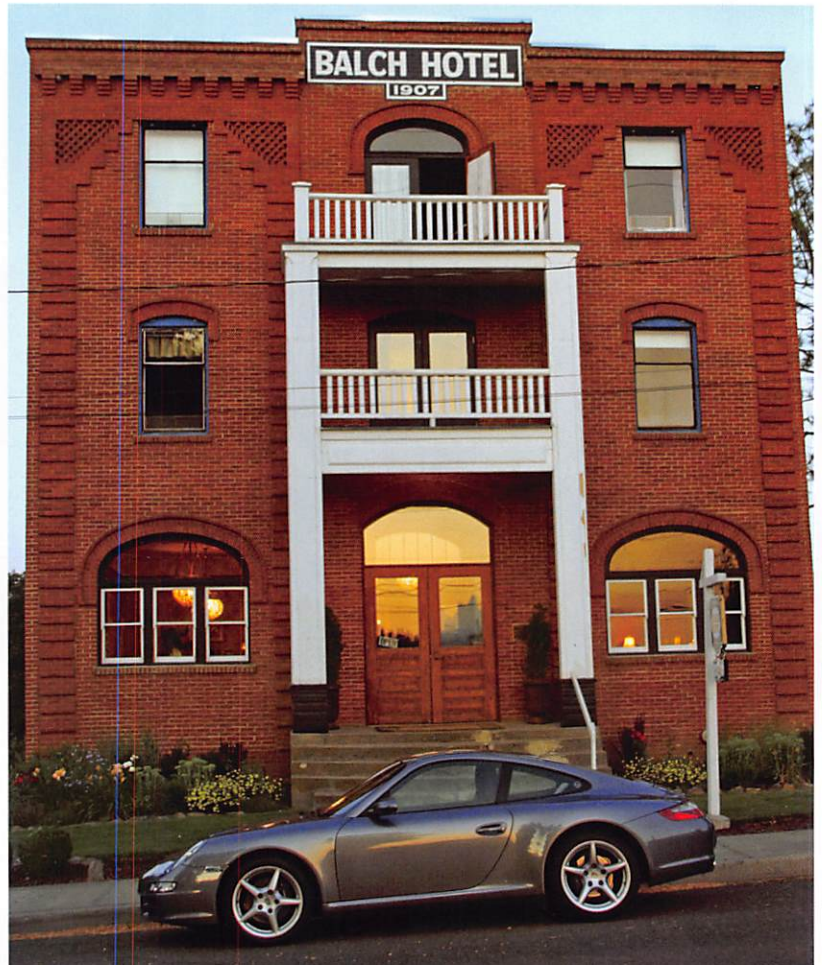
Out of Detroit we have a nice hill climb as we wind our way to Sisters for lunch. We enter the Deschutes National Forest passing Suttle Lake and the temperature begins to rise as we smell the scent of sage in the air, yes we are on the Eastern side of Oregon now. We dine al fresco on the

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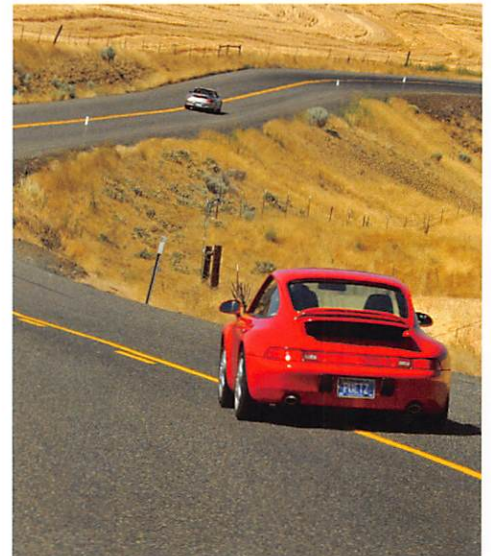
deck of the Coyote Creek Cafe in Sisters. The afternoon takes us out of Sisters thru the cattle ranches and farms to the town of Madras for fuel, water and ice cream helps us carry on. We thank our route master for once again taking us to the curves of Shaniko this time up the hill, what fun. One more ice cream stop in Shaniko with various colors of ice cream enjoyed by one and all.

Our nice day of driving comes slowly to a close as we cruise into Dufur. Our resting place for the evening is the Balch Hotel, a historic hotel just oozing with charm. Our group unpacks and regroups on the patio for a nice evening of reminiscing of the days events.

We must thank Susie for organizing a catered dinner that we all enjoyed in the hotel dining room. Oh but the night is young, as we all join in a lively game of Bocce Ball, no winners were declared, but

fun was had by all. The next morning we all enjoy a hot breakfast at the Balch Hotel followed by a photo shoot on the front steps.

We enjoy a morning of great roads that take us up and down the hills of fruit growing country outside The Dalles where the roads are lined with orchards of cherry, apple and pear trees. Our lunch stop is the Full Sail Brewery where we have a panoramic view of the Columbia River and the Gorge. Sunshine and blue skies were with us on our fun filled Escape Tour. ■



Top Left: Beautiful country roads. Bottom Left: Beauty enhances Beauty. Above: Say Cheese! Above Right: More twisties. Right: Who's that in my mirror?

MONTEREY HISTORICS

(Continued from page 16)

vendor/ORPCA member Logan Gray had adjoining booths - and on Thursday, the Pebble Beach Tour made its annual run around the peninsula, stopping for lunch in Carmel so everyone could get up close and personal with a majority of cars entered in the Pebble Beach Concours. A magnificent silver Horch cabriolet stunned everyone, and instantly became a favorite for Best-of-Show, which indeed it captured a few days later. It was a repeat honor for the owner, who also picked up the top award a few years ago with a gigantic black Daimler that I thought was one of the most beautiful cars I'd ever seen. Still photos don't do the Horch justice; but here's a good place to look: <http://www.sportscardigest.com/1937-horch-853-voll-ruhrbeck-sport-cabriolet-photo-gallery>

Friday started early out in Carmel Valley with The Quail, a limited-spectator Concours that always draws some fine machinery. I skipped the two competing Italian car shows, Concorso Italiano and the new La Dolce Vita. Our John Draneas showed his Alfa at Concorso. The jury is out as to whether the town is big enough for both shows. I didn't make any of the half-dozen auctions, either. Later reports suggest sales were still pretty strong, with market prices still holding up for top-quality cars. Gooding sold 129 cars for more than \$50 million. Russo and



for \$139,000 and a pair of 356C cabriolets sold for \$86,500 and \$66,600 respectively.

Credentials in hand, I was out at Laguna Seca all three days of the big weekend. The Porsche museum shipped over just four cars: the F2 and F1 open-wheelers, the W-RS flat-eight spyder, and one of the 911GT1 98LMs. I'm guessing that all the financial and political turmoil in Stuttgart prompted the factory to keep a tight grip on its spending for the moment. A fleet of new Panameras was on hand for close examination and test drives/rides (Be still, my heart!) at several events during the week, and several were turning impressively quick laps around the track. The museum's racers, along with dozens of privately-held cars, also made exhibition laps,

ry in the Collier Collection's 1971 908/3. Mike Connor, Eric Freedle, Dennis Torgeson, and Bill Helzer stopped to say hello, and I also found PNWR friend Jim Bell and his son enjoying the day.

On Sunday, six Porsches appeared at Pebble Beach: Jerry Seinfeld's ex-Steve McQueen 917K and 1970 Targa Florio-winning 908/3; Bruce Canepa's CanAm 917 and 962C, an early 356, and an unrestored 1956 Carrera that had raced at Pebble Beach when brand new. Honorary Judge Sir Stirling Moss and his wife paused for an early 80th birthday sing-along. While several of his old racing cars were on display, I was a bit surprised that there were no Porsches in the group, since "Ol' Stirl", as David Hobbs likes to call him, indeed drove a 550 back in the day. Standout displays included a dozen Ferrari 166 MM Touring-bodied barchettas, all four TR59 Fantuzzi Spyders ever built, a herd of old racing Bentleys, and a wonderful line of Silver Arrow Mercedes and Auto Union GP racers.

On the way back to San Jose airport on Monday, I stopped at Canepa's new restoration shop and museum, crossing paths with PNWR members (and former Portlanders) Bill and Cheryl Rogers. We had a pleasant lunch, and they sent their best wishes to everyone. Canepa's shop is worth a visit; call ahead to make arrangements.

It will probably be a while before we see Porsche return to Monterey as the featured marque, so save your pennies and keep your ears perked for news of the next Rennsport Reunion back east. ■

A MAGNIFICENT SILVER HORCH CABRIOLET STUNNED EVERYONE, AND INSTANTLY BECAME A FAVORITE FOR BEST-OF-SHOW, WHICH INDEED IT CAPTURED A FEW DAYS LATER. IT WAS A REPEAT HONOR FOR THE OWNER, WHO ALSO PICKED UP THE TOP AWARD A FEW YEARS AGO WITH A GIGANTIC BLACK DAIMLER ...

Steele sold about \$5 million worth, including a 1961 356B Carrera 2 cabriolet reputedly owned by Dr. Porsche for \$330,000, a 1956 Speedster for \$154,000, a 1957 for \$137,500, a 1951 1500 split-windshield coupe for \$100,000, and a record-setting \$302,000 for a fully documented 1973 Carrera RS from Germany. Bonham's sold another RS for \$232,000, and the ex-Brundage steel-bodied 1953 America Sports Roadster went for \$529,500. A 1990 C4 lightweight went

but the stars were the old Porsches that showed up for some serious competition. Besides the usual 356s, 911 derivatives and 914-6s, there were crowd-pleasing grids containing 550s, RS60s, 904s, 906s, 910s, 907s, 908s, and 917s. The race for old group C cars - mostly 956s and 962s - took me back to the great IMSA years at PIR. The older prototypes were lots of fun to watch, and old hand Brian Redman showed that he still has what it takes, trading paint with a 917 on his way to a victo-

backfire

Cyclist responds to Arrive & Drive Article

JIM HORTON

I am writing in response to the recent "July 11 Arrive and Drive" article. I feel it necessary to provide an alternative view to some of the views expressed in this article.

First, let me thank the contributors to the "Anzeiger". As an all-volunteer magazine, I know that it must count on submissions from members in order to put out an issue.

Let my start by stating that my Porsche credentials are solidly in order. I have owned a 911 since 1978; in fact it was the first car that my wife and I bought together out of college. A second one joined it in the garage two years ago. These aren't any garage queens, either. Both cars are driven like the Good Doctor intended them to be, and often. But; I am also a hard-core bicyclist.

I also am not the first person you would point to as Politically Correct. Just ask my wife; I am sure she will support me on this one. And as a long-time Libertarian, you will not see me "demonstrating in favor of motorist-funded bike paths", nor for "the right to ignore each and every traffic sign or signal". I assure you, I very carefully follow traffic laws while on my bike, as it is the best way that I can protect myself from motorists that fail to recognize my presence or refuse to accept my legal right to use the road.

For most of my adult life I have commuted by bike, for much if not all of the year. There are several reasons for this. It is more enjoyable than sitting stuck in traffic. As long as I have to spend time commuting, I might as well get some exercise. But I also do this as a statement of personal responsibility. Everyone complains about the congestion and air pollution caused by rush hour traffic. I remove 100% of my

potential contribution to this problem when I bike commute.

Do other drivers, such as the author of this article, thank me for this contribution? Sometimes, but not often. I am frequently the target of things hurled my way, occasionally more solid than just a harsh word. Drivers will play chicken with me, seeing how close they can get without actually hitting me.

I have been involved in three serious accidents with autos, none of which could reasonably be described as my fault. One of these incidents involved a driver who, apparently on purpose, veered into a large group of riders and

ARTICLES LIKE THIS HELP CREATE THE MENTALITY THAT BIKE RIDERS ARE JUST AN ANNOYING ROAD HAZARD. I AM NOT AN "IT", I AM ANOTHER HUMAN. I PAY MY ROAD-USE TAXES JUST LIKE YOU DO ... I DO NOT DESERVE TO BE TRIVIALIZED OR RUN OVER FOR MY CHOICE.

then sped off. Twelve bicyclists were hurt in that one, some seriously. In the most recent accident I was hit from behind by a driver while I was riding legally in a well-marked bicycle lane. As I am standing there with the right side of my body dripping blood, looking like hamburger, my neck throbbing from what turned out to be a ruptured disc, what was the driver concerned with? That I had put a long gouge down the

side of the car where she hit me! She was more concerned with what the police were going to do to me regarding her car than the fact that I was obviously injured! It was only when the investigating policeman pointed out to her the position she was in did it seem to dawn on her that maybe, just maybe, she was in the wrong.

I am sure that the author was just trying to be humorous, to write a "cute" article. However, when you start making comments such as "blood leaves its brain entirely", "what would you do with a cyclist once you bagged one?" and "unlike deer, there is no open sea-

son on cyclists", you have veered solidly from humorous into "irresponsible". Articles like this help create the mentality that bike riders are just an annoying road hazard. I am not an "it", I am another human. I pay my road-use taxes just like you do, I try to share the road responsibly with other users and I have a right to use the road with my bicycle. I do not deserve to be trivialized or run over for my choice.



RSVP

by Jim Ayers

RSVP? No it does not mean “Really Special Vehicle Porsche”; it actually comes from the French “repondez s’il vous plait” or in English, “please respond”. Years ago when many of us were growing up, Emily Post or Miss Manners were the source of information related to manners and good behavior; I am not sure there is anyone out there carrying on the tradition today. Manners and proper behavior seem to be optional in today’s society, too bad.

I bring this up because we as a club seem to have a problem with RSVP. Event chairs spend a significant amount of time developing a broad spectrum of events for the membership to enjoy; some of the events require an RSVP in order to

arrange for enough food for the attendees, lodging accommodations, or head counts for events. Imagine yourself, the host and hostess for a lunch after an Arrive and Drive, having cooked enough food, bought enough buns, paper plates, etc for 50 people only to find 80 people have come to the event. Did the food last? No. Did the hostess feel mortified because of the lack of food to feed the crowd? Yes! Or how about the September Dinner Meeting at the Skyline Tavern, when approximately 20 people who had given a RSVP, didn’t bother to show up and didn’t bother to notify the host and hostess in advance they would not be coming. Problem, enough prime rib had been purchased to feed the extra 20 people, plenty of smoked

salmon, loads of potato salad was available and left over, as well as homemade muffins, etc. Brad and Laura Larson worked very hard to make this event happen, when the weather turned a bit cooler and damp apparently a few members decided to be no shows. Sorry folks but this event cost a lot of money, which came out of the Larson’s pocket. Nearly \$400 was the amount of the shortage to repay their outlay. In either of the related cases, good manners would have helped.

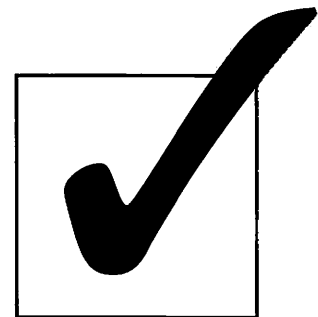
The unfortunate side to this is the club will end up having to use Motorsportsreg.com in the future for events like these to insure no one is either out of pocket for the expense or overwhelmed by the crowd. ■

It’s Election Time

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

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

If you want to nominate yourself or someone else, please contact Chuck West at greenweapon@comcast.net, 503.720.2037; Jeff Gretz at gretz@omtool.com, 503.528.6253; Don Clinkinbeard at drcbike@comcast.net, 503.970.4848 or John Draneas at draneas@msn.com, 503.436.1652 by October 15, 2009.



Gran Prix Imports Tech Session

Saturday, November 7

This event has been cancelled; watch the calendar for a rescheduled event.

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event
cancelled**

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Oregon City, OR
1974 914

Michael Brohoski
Portland, OR
1985 911

Thomas Falk
Sandy, OR
2000 996

Shamus K. Hannan
Jennifer Hannan
Dallas, OR
1991 911

Diane M. Levinthal
David Levinthal
Portland, OR
2003 Carrera C4

Carlos E. Noriega
Diane Noriega
Sandy, OR
2006 Cayenne

Scott D. Perry
Hood River, OR
2008 911

Steven T. Schroedl
Happy Valley, OR
1999 911

William R. Stewart
Lorena Stewart
Portland, OR
1969 912

Greg Harvey
Portland, OR
2005 Boxster S

Karl E. Schneck
Devyn Schneck
Medford, OR
2006 Cayman S

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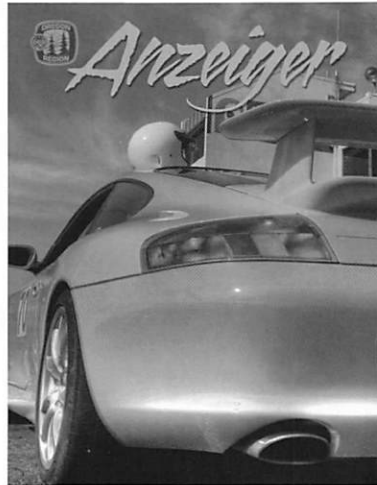
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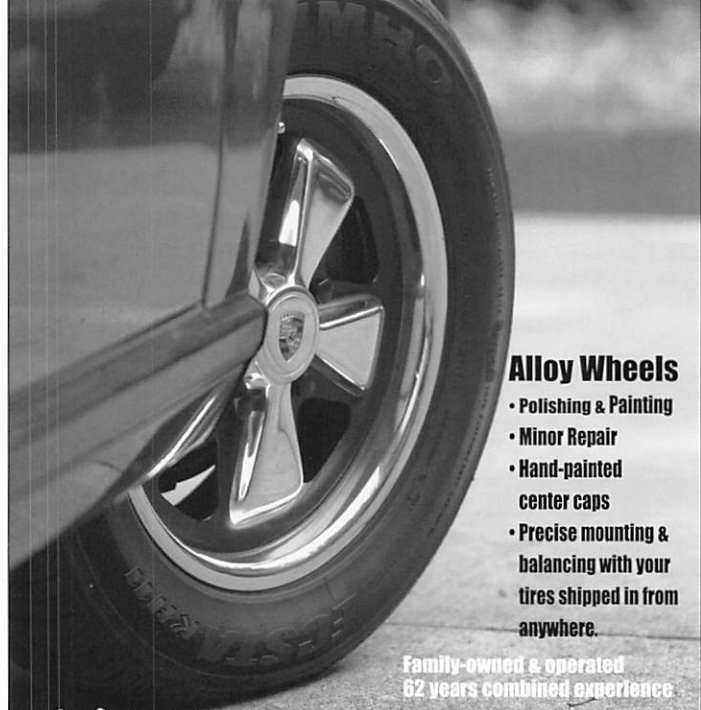
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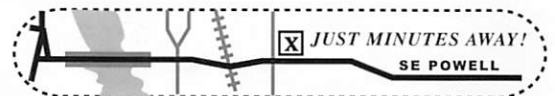
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1984 Carrera Targa SC, Burgandy,w/Blk int, 5-sp,AC(works), PW, 3.2 liter, 93,000 miles, stereo, great condition inside and out, runs great, well under Bluebook. I would like to sell the car for \$13995.00. Contact me at 360-910-3765.Chuck Hawthorne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

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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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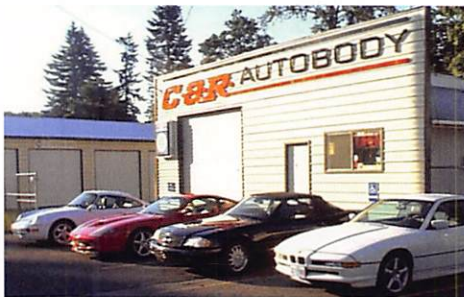
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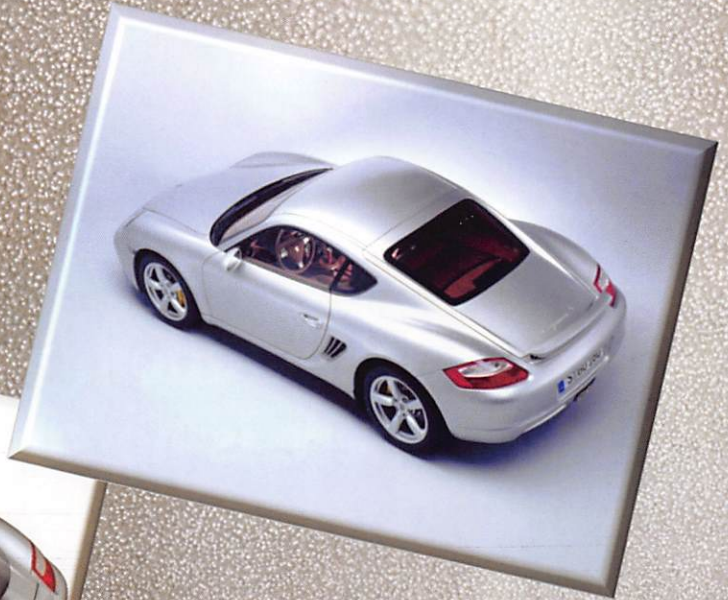
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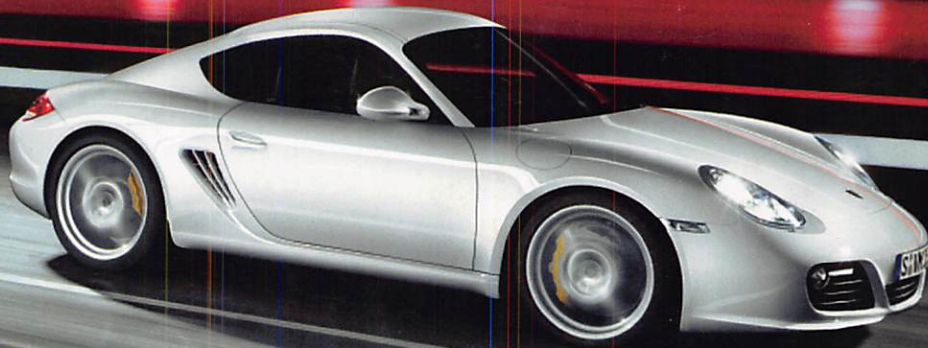
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