

THE SMUGGLER'S BOX opened by Randy Stolz



New Cars and New Events in the Nineties

The 1990s reshaped Porsche—and the Oregon Region PCA right along with it.

Against the backdrop of a world-wide recession in the early '90's, Porsche was struggling with high costs, aging models and declining sales. The fabulous racing Porsche 962, though still winning, was in its sunset years. Porsche's Indycar effort faced challenges from a premature introduction, a rudderless PCNA program (after the death of racing director Al Holbert) and the declaration of being "unsafe" by the political cabal that was CART. The program was ended in late 1990 with just a single victory to its credit.

At the end of the Cold War and the dissolution of the USSR in 1991, the US and World economies began a rapid expansion and a rise of global cooperation. Along with this, the internal family struggles at Porsche began to wane as a new CEO (Wendelin Wedeking) initiated new manufacturing methods and new model designs while preserving the 911. The front engine cars were discontinued but the lessons learned from those cars ushered in the world of low-emissions and higher performance

through water-cooling.

In 1996 Porsche made its first profit in four years. In '98 Porsche won LeMans for the 16th time using the now iconic, water-cooled, 911 GT1.

CLUB GROWTH & TRADITIONS

In 1990 Oregon Region PCA celebrated its 30th Anniversary. For the club, the 90's saw a time of solid continuation of our programs. Along with a rise in membership and another Parade, there were new events. Many of the established traditions such as Rainbonnet, the Past President's Rallye, Progressive Dinners, Driver Education Days, Rallies and Autocross still held sway. After a two- year hiatus, the Otter Rock Weekend returned and Win Casey's BBQ continued. Club member racing continued with a mix of the front engine cars, 914s, and 911s at locally sanctioned events. Under presidents Doug Muzatko, Dennis Brookshire and Michael Ashe ski trips, golf tournaments, and chili cook-offs continued while raising funds for our then charity, Raphael House; a home for battered women.

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THE ANZEIGER

Our monthly newsletter went through several facelifts over the decade. Starting with a black and white newsprint issue, we changed to heavier glossy paper. Then a color banner on the front page appeared while upping the printing quality. In 1995 editor Russ Lindborg won a first place with the PCA National Newsletter Contest. Things really got professional-looking towards the end of the 90's with member Chris Greenwood, our first professional graphics designer/editor.

Along the way were many memorable features. Beginning with tech articles by Sunset Imports technician Dave House, to the Dr. Rennsport column assembled by then-editor Christian Broadwell; The columns "At the Limit" by Jeff (914) Butts, "Years in the Wind" by Michael Ashe, "Flight of the Flamingos" by Mick Michaelson (so named because Mick had a pink plastic flamingo yard ornament attached to the engine lid of his car) and "Rearview Mirror" by Peter Linsky all provided a kaleidoscope of that world and cars through stories we identify with. These columns and event articles by many members give us a rich history of that time.

In 1996, Club communications had its first peek into the future with the creation of ORPCA's first homepage on the internet and published e-mail directory but 20 years would pass before the *Anzeiger* would be online.

NEW ACTIVITIES

Tangential to Club events were no less equally-significant events. The 1990 "Pit" BBQ at the Rose Cup races initially hosted by Ric Tiplady and later by Dennis Brookshire and Jeff Gamroth provided a gathering point for members at the races.

Members with older cars were treated to the first of many Sunset Imports (now Porsche of Beaverton) swap meets. The Northwest Classic Rally originated by Dale LaFollete and sponsored by Monte Shelton for the March of Dimes proved popular with club members along with a new vintage race weekend at PIR sponsored by Norm Thompson. In 1995, Gary Emory moved "Parts Obsolete" from Costa Mesa, California to McMinnville, Oregon and the first Emory Campout was held.

Another event that gained a following in the '90s was the "Whistler Weekend" put on by our friends up north in Canada West Region. 1996 would see the first Sunriver Exotic Car Show/Weekend (now the Oregon Festival of Cars) headed by soon-to-be club president John Draneas. John followed that in 1998 with the first "Half a Mille" tour (now Northwest Passage). Also in '98 was the first of four Braille Rallies benefitting sight-impaired kids chaired by Peter Linsky.

MOTORSPORT EVOLUTION

At the beginning of the decade, the Club's autocross (AX) involvement with WOWASC was continuing but our own program was still a part-time effort. While an AX at say Tillamook was a refreshing change from more urban venues in Portland, finding a consistent venue seemed important. Consolidated Freightways was there for us for a while but after struggling to find available parking lots around Portland, we eventually migrated to PIR, where our pylon parties continue today.

Racing activities were still much like the 80's with the added incentive of BBQs, club centered events, and support for our own club racers. We turned out for the big race weekends (Rose Cup, IMSA etc.) and local events to cheer on our member racers. "Porsche Hill"

THE 1995 PARADE

It had been 10 years plus since our first Porsche Parade in 1980. Enthusiasm for the San Diego Parade in 1992 led us to declare our intent to vie for the Parade in 1995, and so under the direction of Presidents Dennis Brookshire and Michael Ashe committees were formed and got to work. Our Parade Chairman was Chuck Hervey. In 1993 we won the privilege of doing it and spent the next two years in preparation.

Headquarters for the Parade was the Red Lion Inn at Jantzen Beach. The Concours was held at Central Vancouver Park. PIR hosted three days of AX, a display of historic cars, and for the first time, PCA Club Racing. Most unusual was the AX banquet held at the Oregon Zoo. The rallye was held west of Portland, culminating at Rex Hill Vineyards. The Welcome Party featuring "Johnny Limbo and the Lugnuts". The banquets, awards, Tech Quiz and more can be found in the October 1995 edition of PANORAMA online at PCA.org

overlooking Turn 2 was a popular gathering spot.

Rallies by George Baker, Mark Fisher, Dave Palmer, and John Joyce continued though other clubs also started dedicated programs.

Driver Education (Track days) was very consistent. We had as many of these if not more than AX events for many years

THE AFTERGLOW

While it's easy to see that the Club could have been very well "spent" in 1996, President Sandra Gottardt followed the tough act above. Taking suggestions and building consensus on "what's next", she kept the momentum of Parade going until personal reasons and a move required an early resignation. Vice-President Jeff (911) Butts stepped up and finished '96 and '97 and John Draneas closed the decade

seeing new highs in membership participation. You just couldn't give John a reason not to do something.

With the funds from Parade the Club formed a charitable trust.

Along the way, we remembered Porsche's 50th Anniversary, the introduction of the new water-cooled 911 (996) at PIR with nationally famous Porsche pilots Hurley Haywood and Andy Pilgrim. In 1997 members Monte Shelton and Jeff Gamroth finished 4th in class and 13th overall at Daytona. That same year, Dale Rhoney picked up the first Boxster (986) delivered to Sunset Imports and the beginning of a new era and new century was at hand. Five years later, yours truly joined ORPCA.

If you would like to contribute to the history of the club please contact me at historian@oregonpca.org . ■

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