

Anzeiger

AUGUST 2005

Oregon Region Porsche Club of America

THREE DAYS OF DRIVING ADVENTURE

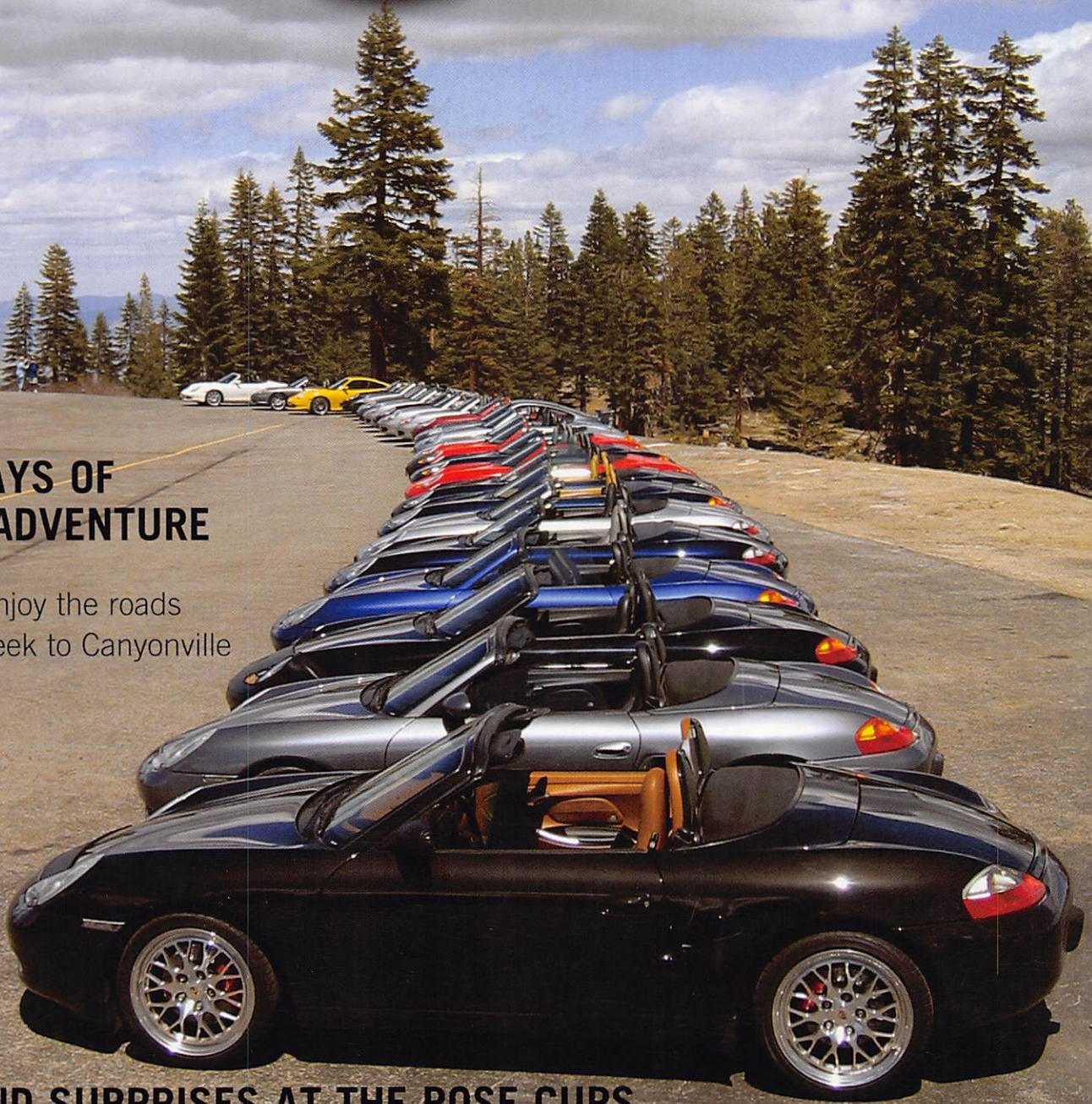
Mille-goers enjoy the roads
from Wolf Creek to Canyonville

SPEED AND SURPRISES AT THE ROSE CUPS

Special feature on Porsches at Formula Libre

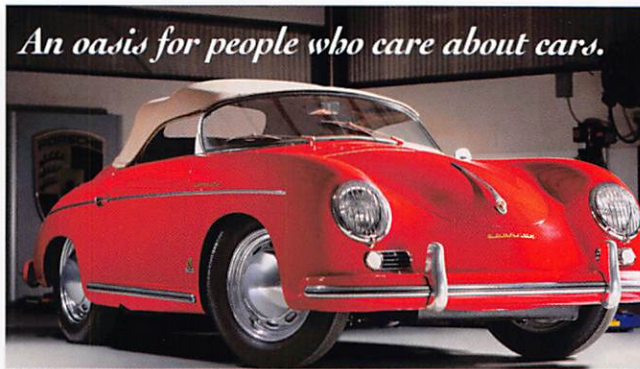
FUN, BUT NO SUN

Report on June Autocross



YOUR DESTINATION DEALERSHIP **RUF**

An oasis for people who care about cars.



Boxster

GT3

Cayenne

New

Boxster

- 04 Boxster S, Close Out Pricing Atlas Grey/Graphite
- 05 Boxster Guards Red/Black Sport Seats
- 05 Boxster Basalt Black/Black
- 06 Boxster Tiptronic, in production Seal Grey/Black Top/Black

Carrera

- 06 Carrera S Coupe, incoming Seal Grey/Black Full Leather
- 06 Carrera S Coupe, incoming Black/Black Sport Seats

Cayenne

- 05 Cayenne V6 Tip Titanium/Black
- 05 Cayenne V6 Tip Crystal Silver/Stone Grey
- 05 Cayenne V6 Tip Jarama Beige/Havanna Sand
- 05 Cayenne S Dark Sea Blue/Stone Grey
- 05 Cayenne S Black/Havanna Sand
- 05 Cayenne Turbo Silver/Black Smooth Leather
- 05 Cayenne Turbo Black/Sand Beige Smooth Leather

Pre-Owned

- 87 944 Turbo 16,000 miles Marachino Red/Cashmere
- 88 911 Targa 89,000 miles Grand Prix White/Black
- 03 911 GT2 3,000 miles Speed Yellow/Black
- 03 911 C4 Cab Tip Black/Black Top/Graphite Grey
- 04 996 Turbo Cab X50 2,400 miles Seal Grey/Natural Grey/Full Leather
- 04 996 Turbo Cab X50 5,500 miles Speed Yellow/Black

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from Carrera Motors:
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BMW



www.carreramotors.com Bend, OR 541.382.1711

Anzeiger

(an' zī ger), noun, German

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

MANAGING EDITOR
John Draneas
503.638.0396
ATR@oregonpca.org

MARKETING MANAGER
Cherie Oldenburg
503.690.0580
coldenbu@nortom.com

EXECUTIVE EDITOR
Kate Ayers
503.292.5743
editor@oregonpca.org

CONTRIBUTING EDITOR
Peter Linsky
503.644.2709
contributor@oregonpca.org

ASSISTANT EDITOR
Sue Hodge
503.518.9203
assteditors@oregonpca.org

TECHNICAL EDITOR
Jim Ayers
503.292.5743
techeditor@oregonpca.org

GRAPHIC DESIGNER
Nancy Scott, Engrafix Design
503.997.2230
engrafix@comcast.net

Board of Directors

PRESIDENT
Jeff Gretz
16799 SW McFee Pl
Hillsboro, OR 97123
503.628.6253
president@oregonpca.org

PAST PRESIDENT
Don Stroum
4040 Imperial Dr
West Linn, OR 97068
503.722.1350
pastpresident@oregonpca.org

VICE PRESIDENT
Chuck West
18973 Indian Creek Ave.
Lake Oswego, OR 97035
503.720.2037
vicepresident@oregonpca.org

BOARD MEMBERS AT LARGE
Bob Grasso
2506 NW 159th CIR.
Vancouver, WA 98685
360) 573-1405
robert.grasso@power.alstom.com

SECRETARY
Kathleen Ellis
503.720.0184
secretary@oregonpca.org

Sue Hodge
21000 S Mossy Rock CT
Oregon City, OR 97045
(503)518-9203
sghodge@bctonline.com

TREASURER
Faryl Ammon
503.635.9669
treasurer@oregonpca.org

PCA ZONE 6 REP
Linda Bein
porsha@bendnet.com

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Postmaster:
Send address changes to:
PCA/OR Membership Chair
Debbie Clinkinbeard
8659 SW Muledeer Dr.
Beaverton, OR 97007
membership@oregonpca.org

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news and announcements:
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Anzeiger

Volume 45 No. 7

August 2005

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- 10 Driver Education Day
- 12 Andy & Margaret's Hillclimb Version 2



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ON THE COVER

Our first photo contest winner. We'd love to give the photographer kudos for an amazing shot ... but Editor Kate Ayers' computer deleted the email that sent it. Isn't technology wonderful? We'll give the photographer full credit in September. Whomever you are, it's BEAUTIFUL!

**FROM
THE
PRESIDENT**
Jeff Gretz

Parade-goers enjoy new model unveiling

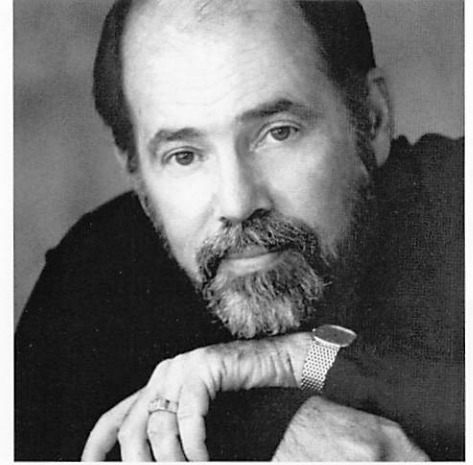
July was a great month for club events. I hope you had a chance to participate in many of them. We had beautiful weather for the Arrive & Drive to Mt. Angel on July 2, followed by a perfect day for Autocross where we set a club record with 59 drivers. We had 117 drivers at the June 24 Driver's Ed at PIR. Both of these track events just keep getting more popular. If you haven't tried Autocross or Driver's Ed, you're really missing an opportunity to learn how to drive your Porsche at speed in a safe venue. Come join us!

Our club events this month are:
Arrive & Drive on August 6
The Monthly Dinner & Social on August 17

In late June, 24 club members traveled to Hershey, Pennsylvania for the PCA's 50th Anniversary Parade. The

Parade was huge, the weather was hot and muggy, and everyone seemed to be having a great time. Porsche sponsored the Welcome Party where they announced a new model, the 911 Club Coupe (see page 14). This is a special version of the 997 Carrera S with 380 HP and special interior and paint. You have to be a PCA member to buy one of the 48 cars being sold by lottery. If you're interested, go to www.porsche.com/911clubcoupe for details.

There were over 800 cars at the Parade Concours broken into three groups: About 260 judged cars, an Historic display of over 100 special street and racing Porsches, and the remainder were there for display only. It was worth a trip to Hershey just to see the Historic display. They had one of just about every racing Porsche and some very unique and rare street Porsches.



We all know that *Anzeiger* is a great magazine and now it's been recognized as one of the very best in PCA. The *Anzeiger* won first place for regional magazines produced by regions with 400 to 799 members. There are 140 regions producing monthly magazines so it's quite an honor to win. Congratulations to Kate Ayers and her *Anzeiger* team.

Tuesday at Parade, I attended the PCA National Board meeting. The meeting began with Peter Schwarzenbauer, CEO of Porsche Cars North America, discussing the current state of Porsche in North America. In their 2005 fiscal year, which ends on July 31, they will sell 35,000 vehicles in the US and Canada, which is a new record. Sales of both
(Continued on page 22)

A proud moment at Parade

**FROM
THE
EDITOR**
Kate Ayers

Yes, it's true; *Anzeiger* took First Place in our class for the second year in a row.

This year, however, I was present in person at Parade 2005—along with my husband (your Tech Editor) Jim Ayers and Managing Editor John Draneas—to accept the plaque. At the awards banquet on Sunday night, in a room filled with well over 1,000 diners, honorees and speakers, the three of us heard “*Anzeiger*” called out when they announced the winner of Class IV. With huge smiles, we happily made our way to the front of the room to pick up the trophy. Along the way, congratulations were thrown our way by other ORPCA members, and by new friends we had



made during the one day we'd been in Hershey. What a rush! I want to thank the entire magazine staff—and all of you members who contributed stories, pictures and ideas—for making this victory possible. Now I'm going to go find a nail so I can hang up the plaque

because, even though it is a team effort, my name is etched on the front of it, I'm very pleased to say, so it's going on my wall. It really would look best, though, if there were three of them (at least), so let's win another in 2006, at Parade, right here in our own back yard.

Again, thank you all! ■

(Now, for an apology. To all of you whose photos are either credited wrongly, attributed to someone else, or simply not credited, my computer died and, while I managed to save the file containing the photos—including this fabulous cover photo—I lost all my emails identifying who sent them. Geez! So the mystery man who contributed this one has won a year's worth of ORPCA dues—as soon as I find out who he is, again.)

Oregon Region Events 2005



August

2 Board of Directors meeting

6 Arrive & Drive Tour
See page 6

17 August Dinner Gathering
See page 7

20 Anzeiger Editorial deadline for October

26-28 Canada West Region PCA Whistler Weekend
See page 8

September

- 3 Arrive & Drive Tour
- 6 Board of Directors meeting
- 11 Autocross
- 11 Sunset Imports Swap Meet
- 15 DE @ PIR
- 16-18 Sunriver Exotic Car Show
- 20 Anzeiger Editorial deadline for November
- 21 Monthly Social & Dinner

ORPCA has an e-mail event-reminder service for all members in good standing. If you wish to be added (or removed) from the list, please contact postmaster@oregonpca.org.

October

- 1 Andy & Margaret's Hillclimb
- 4 Board of Directors meeting
- 19 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for December
- 22 2006 Planning meeting
- 23 Autocross

November

- 4-6 Rainbonnet
- 6 DE @ PIR
- 8 Board of Directors meeting
- 16 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for Jan-Feb

December

- 6 Board of Directors meeting
- 21 Monthly Social & Dinner

ORCPA NEWS FLASH

From: Harry Danberg
Sent: Monday, June 27, 7:37 p.m.
Subject: Parade News Flash

Direct from Hershey ... It was just announced at Parade that, for the second year in a row, Anzeiger was chosen as the top region newsletter in its class. Congratulations to the entire Anzeiger team!

From: Randy Stolz
Congratulations Kate! :)

From: Betty Lou Koffel
Congratulations ... Job well done. Thank you.

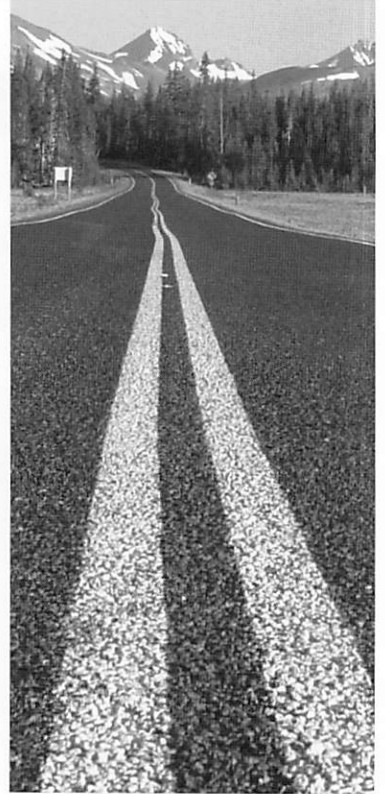
From: Andy Jacobson
Congratulations Kate

August Arrive & Drive Saturday, August 6

Miller's Homestead Restaurant,
17933 SW McEwan Road
Tigard, OR 8:00 a.m.

Join us on the first Saturday of each month through September for our very popular Arrive & Drive Tours. We rendezvous at Miller's Homestead Restaurant, at 8:00 a.m. for a no-host breakfast. Driving instructions begin at 9:00 and first car out is at 9:15. Each tour will be unique, conducted by a new tourmeister each month, and cover some of the best roads in the area. Mark these dates on your calendar, and get ready for some great driving experiences in your favorite sports car, along with 50 or more fellow enthusiasts.

SPECIAL NOTE FOR AUGUST: Our August A&D will venture into Clark County. Anyone who wants to pick up the tour in Clark County instead of driving to Miller's Homestead can contact Bob Grasso, information below.



AND MARK YOUR CALENDARS FOR FUTURE A&Ds:

September 3

**CLUB
EVENT**

Call Bob Grasso @ 360.573.1110 for details,
or send an email to rowbare47@yahoo.com.

First Annual **Porsches in the Park at Pittock Mansion** August 14, 2005

Time: Show begins at 11:30 a.m. Gates open for display car parking 9-11 a.m. (east end); gates close for vendor setup 10-11 a.m. (west end). Additional parking for members who are not displaying their portions will be designated at the south end of the carriage house.

Cost: \$25 per person: includes lunch, music, mansion access and tours. Event includes no-host wine vendor tasting and purchases. Advance ticket purchase advised; limited to 100 seats and parking slots. Ticket required for picnic lunch area, purchase of wine, and mansion tour.

Team Committee members: Tri...
Rogers, Chris Rogers, Rich...
John Draneas, Ken Blau...
Stroum, Jim Ayers, Don...
Jeff Gretz, Bob Grasso, C... west,
Kathleen Ellis, Gregg Hodge.

Email advance ticket requests to
Richard Puetz
RLP2CJP@aol.com

CHECK, VISA, MASTERCARD, AMERI-
CAN EXPRESS ACCEPTED

Come one, come all to this outstand-
ing event!

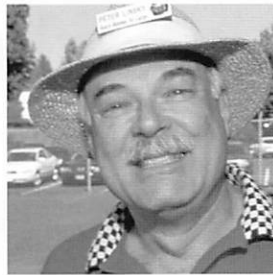
EVENT CANCELLED



**CLUB
EVENT**

STILL PLAYS WITH CARS

Peter Linsky



“Dirty” product attempts to outwit Constabulary

We’ve all read, seen, and heard criticisms in the automotive media about SUV owners who have never placed a tire in a dirty rain puddle, let alone actually dared to tread *off-road* and get their precious baby muddy, for heaven’s sake! We’ve also seen others who delight in wallowing in the dirt and then driving around town for the next couple of weeks with a filthy vehicle just to show the rest of us mere mortals that they’re real swamp-boggers and don’t you forget it.

So ... you can imagine my amusement when I happened across an article in the Financial Times of London back in June discussing a minor problem the Brits are having with their own SUV community. It seems that lots of four-wheel-drive owners do get off the paved stuff out in the country and get their Range Rovers, Beemers and Benzes good and muddy. It also seems that mud can be a friend as well, especially if it splatters all over their license plates. That’s especially convenient if it prevents photo radar cameras ... now increasingly common ... from snapping a picture of their speeding vehicle. If the constabulary can’t ID the car; the constabulary can’t write a citation.

Let’s take this a step further. What if you have a car or SUV that you really don’t want to take out in the muddy countryside but still want to drive quickly while avoiding a ticket? Why, you just buy a bottle or two of *spray-on mud* and squirt it on your wheels, up the sides of the car and, of course, all over the number plate! Yup, that’s the latest hot auto accessory in Jolly Old, and it’s all the talk of online automotive chat rooms on that side of the Pond. As the Queen would say, or in this case the aforementioned Constabulary, “We are not amused.” They threaten violators

with a sizeable fine, but they also have to prove intent, don’t they? Now, I like a clean car as well as the next yahoo, so

I’d never suggest that anyone who reads this attempt the same tactic. Intent, you know. ■



August Dinner Gathering:

Fun in the Sun!

Where: Island Cafe at McCuddy’s Marina
250 NE Tomahawk Island Drive
Portland, OR 97217
503.283.0362

When: Wednesday, August 17
6 p.m. Social hour (no host) on the deck
7 p.m. Order from menu

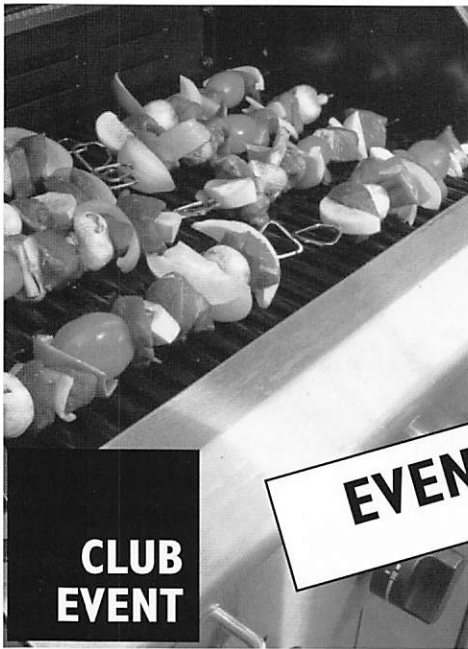
Dress: Very casual and cool! Pretend you’re on vacation.

Come and join us for fun in the sun at the best spot to eat on the river! We will have the whole deck to ourselves and the food is great.

LIMITED TO 45 PEOPLE

Please RSVP by Friday, August 12; call Nancy Herron at 503.293.6714 or email dinnermeeting@oregonpca.org

**CLUB
EVENT**



Win Casey Barbeque

Wednesday, August 17

This is your chance to kick back and meet old timers and new timers. A great gig! Bring your favorite item to barbeque and a side dish to share. Soft drinks, water, and place settings will be provided.

TIME: 5:30 p.m. until all are finished
 WHERE: [illegible]

EVENT POSTPONED

**CLUB
EVENT**

...ed just 40 feet to the East of his original house (toward the
 ... you arrive at his old house, you have gone one house too far.

RSVP: Win Casey 503.297.4049
 Carol Beutz 503.521.9413

Whistler Weekend 2005

August 26-28

Canada West and PNW Region's Premiere Event



Whistler Weekend is a combined effort between Pacific Northwest Region and Canada West Region and is the second largest multi-region destination event in the PCA.

The entire event will be held in and around the Fairmont Chateau Whistler, which is the most prestigious hotel property in Whistler. All registered participants will have access to accommodations at the Chateau at special prices.

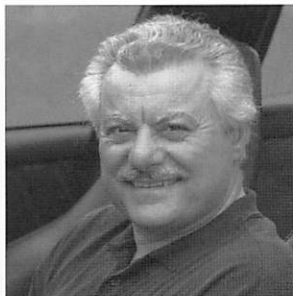
The Whistler Weekend is about people, Porsche and fun events including a full Parade rules Concours for 356s, all 914s and 1973 and older 911s; a Whistler Light Concours for the rest of the field, mountain high autocross and a walking rally. The car and its owner who perform best in these events will go home with the prestigious Colby Cup at the conclusion of the weekend.

Check www.whistlerweekend.org for the latest information. Due to space limitation, we will be capping the number of registered cars at 200.

If you have questions, you can also contact Kathleen Ellis, ORPCA Secretary at 503.720.0184. We are planning a two-day drive to the event, leaving Portland Thursday and arriving in Whistler on Friday afternoon. Participants and route suggestions are welcome!

AROUND THE REGION

John Draneas



PCA's 50th anniversary celebrated at Hershey Parade

About 20 ORPCAers just returned from Parade in Hershey, Pennsylvania. It was the biggest Parade ever, and celebrated PCA's 50th anniversary. It was an unbelievable week of homage to the Porsche marque, and highly successful. As next year's Parade chairman, I had to close it out with a talk about what we were planning to do

pole, the ageless **Monte Shelton** was as surprised as the chicane crowd when the second and third place cars short cut turn 2 and moved ahead of him on the opening lap. But Monte recovered quite nicely, and quickly regained the lead and cruised to the win in his new Porsche 962.

for offenses ranging from speeding to reckless driving at 126 miles per hour. The State Police had to use a "rolling roadblock" on I-5 in Clark County to stop the offenders.

Since this happened on the same weekend as our own 750 Mille, I received several calls the next day from friends wondering if I was among the group of lawbreakers. That got me to thinking about comparing the two events to see who's really having the most fun. Here are the key points:

The Player's Run costs \$9,800 for five days; the Mille costs \$500 for three days. They drive I-5 and similar roads. We drive awesome, out-of-the-way twisty roads. They put lots of garish decals all over their cars; we place tasteful door signs on our cars. They have to carry a bail bondsman on the route; we made it without anyone getting stopped by a police officer.

I'd say the Mille is clearly more fun, and a far better bang for the buck—actually, downright cheap, as most of our Club events are if you consider the alternatives. So if you didn't participate this year, better get it on your calendar for next year.

Our condolences to **Jim Ayers** on the death of his mother. ■

NOW WE ARE IN "EXECUTION MODE" WITH OUR PARADE. I MADE MANY COMMITMENTS ABOUT WHAT WE ARE GOING TO BE DOING NEXT YEAR ... IF YOU ARE WILLING TO HELP, PLEASE CONTACT ME AND I WILL FIND JUST THE RIGHT SPOT FOR YOU.

in Portland next year, and why everyone should come. My summary was very well received, and many said they are looking forward to coming to Portland. Chief among them was the 2005 Parade committee, which can't wait to come to a Parade they can enjoy without having to work their tails off!

Our region met with quite a bit of success in Hershey. Top of the list, Anzeiger once again was selected as the best newsletter among regions our size. That's two years in a row, proving we've got the hang of this thing. Help us get over the top—we'd love to win the overall award next year at our own Parade.

Other notables were Tech Quiz placements for **Gordon Ledbetter**, **Jeff DeRoos** and **Nancy DeRoos**. And, I was quite pleased to win Best in Show in the Art Show's Killer Garage competition.

Now we are in "execution mode" with our Parade. I made many commitments about what we are going to be doing next year, and now we have to make them all happen. Next August is going to come pretty quickly, and we have to get going fast. We still need some more organizational help. If you are willing to help, please contact me and I will find just the right spot for you.

It was Porsche on the podium at the 2005 Rose Cup Race. After winning the

Monte was still beaming from his record-setting win when I saw him later that afternoon. When I congratulated him, he responded, "It's great to see a Porsche win again. Put those Chevies back on the truck!"

In case you're interested, Monte also says that the 962 is not an easy car to drive, and requires a very experienced driver. It feels poor and the steering is quite heavy if you drive it at 7/10. But once you push it harder, the steering gets quite light, the car feels very stable and solid, and becomes an unbelievable ride.

MONTE WAS STILL BEAMING FROM HIS RECORD-SETTING WIN ... WHEN I CONGRATULATED HIM, HE RESPONDED "IT'S GREAT TO SEE A PORSCHE WIN AGAIN. PUT THOSE CHEVIES BACK ON THE TRUCK!"

Our own **David Seigneur** has successfully made his first foray into politics, winning election to the Oak Lodge Sewer District Board of Directors. Maybe once he gets a little experience, he'll consider a run for the ORPCA Board?

By now, you've probably heard about the Player's Run rally that started in Seattle and resulted in 12 drivers getting busted by the Washington State Troopers

Andy & Margaret's Hillclimb

Version 2.0 Saturday, October 1

Join your Porsche Club as it leads a day tour through beautiful SW Washington. We'll snake our way up SR 14 through Stevenson, then north into the hilly country for views of Mt. St. Helens and the beautiful Lewis River Falls. After some time with nature, we'll move on to the Mommy Bear Lodge of Andy and Margaret Jacobson where we'll enjoy spectacular views of Mt. Adams and Rheinland-like forest.

Please bring \$5 cash per person for lunch to be served at Mommy Bear Lodge. Soft drinks will be provided.



Itinerary:

- 8:30 a.m. Rendezvous @ Beaches Restaurant
1919 SE Columbia River Dr., Vancouver, WA
- 8:45 Tour meeting - collect lunch money
- 9:00 Depart Beaches
- 9:45 Pit stop at Pilot Rock
- 10:45 Mt. St. Helens Observation point
- 11:15 Lewis River Falls
- 12:30 p.m. Andy & Margaret Jacobson's
"Mommy Bear Lodge"

Return home at your leisure.

RSVP and questions
to Bob Falleur:

bobs_toys@comcast.net
503.653.7691

*Come one, come all to this
outstanding event!*



**CLUB
EVENT**

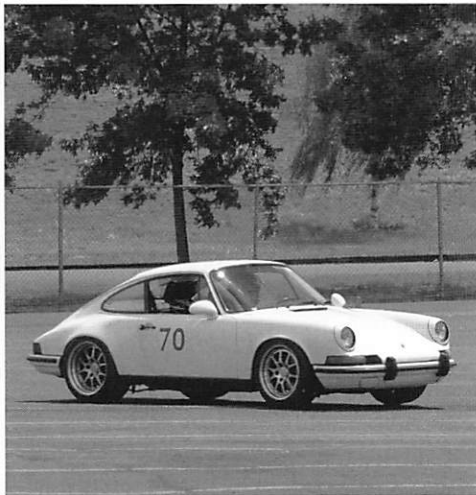
Where is the sun? June Autocross

by Jim Ayers

We all know that we live in the Northwest, even those of us who have just moved here from some sunny location. We have all heard the rumors that you never get sunshine before the end of Rose Festival or, worse yet, the 4th of July. Living in the Great Northwest is truly a love/hate relationship if you are a car person. Last month, I bemoaned the fact the first two autocross events of the year had endured both rain and dry conditions. June's event wasn't any better. The early class drivers had wet conditions followed by a drying trend for the late classes.

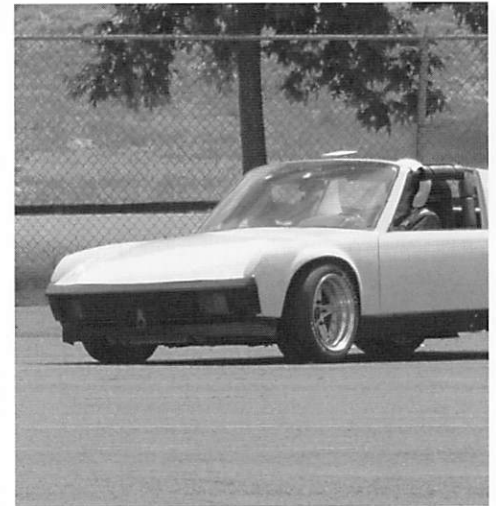


Left: Chuck West. Above: Bob Grasso. Right: JP Stein's Battle Ax. Photos by Trevor Rice



J.P. Stein finally presented the new and revised version of the battle ax 914. Bright yellow and stickier than ever before. Problem being, now that it isn't street legal (like it really ever has been), he has to trailer it. What the heck, it looks pretty cool on a trailer and makes the driver look like a real racecar guy. If you think I sound envious, I probably am.

Times were quick for J.P. but Joel Siegersma had the opportunity to drive J.P.'s newly revised ride and set a much faster time with it. Most of us think it has something to do with Joel's age. Younger guys just seem to be faster. ■



Autocross Results*

| Pos. | Driver | Car Model | Raw Time | | | | |
|------|------------------|----------------|----------|----|-----------------|----------------|--------|
| 1 | West, Chuck | 1970 911 | 52.468 | 24 | Grasso, Bob | 2000 Boxster | 61.600 |
| 3 | Stein, JP | 1974 914-6 | 53.592 | 25 | Rinehart, Larry | 1977 930 Turbo | 61.616 |
| 4 | Nance, Dave | 1985 911 Cab | 53.987 | 26 | Hall, Gale | 1973 914 | 62.207 |
| 5 | Siegersma, Joel | 1966 911 | 54.793 | 28 | Mills, Scott | 1982 911 SC | 62.789 |
| 6 | Edwards, Chad | 1974 911 | 55.034 | 31 | Zenger, Dennis | 2003 Boxster | 65.719 |
| 7 | Freedle, Eric | 1986 911 | 55.054 | 32 | Ellis, Kathleen | 2002 Boxster | 66.447 |
| 8 | Germany, Steve | 2000 996 | 55.855 | 33 | Danberg, Harry | 1973 911T | 66.447 |
| 10 | Rice, Trevor | 1974 914-6 | 56.672 | 35 | Mills, Mark | 1982 911 SC | 69.589 |
| 11 | Ayers, Jim | 1976 911 | 56.918 | 36 | Greenleaf, Jim | 1979 930 | DNS |
| 15 | Thompson, Nicole | 1973 914 | 58.590 | | | | |
| 18 | Chambers, Jim | 1970 914 | 59.770 | | | | |
| 22 | Ellis, Bob | 2002 Boxster S | 60.844 | | | | |

*Porsche results only

Exclusive 911 Club Coupe Honors PCA Golden Anniversary

Porsche Club of America Press Release

ATLANTA, June 27, 2005 - In recognition of the 50th Anniversary of the Porsche Club of America (PCA), Porsche has created an exclusive 911 Carrera® S Coupe model featuring a distinctive exterior color, unique interior styling and commemorative touches, and a more powerful and higher performing engine. Limited to an exclusive production run of just 50 cars initially made available to eligible PCA members, the 911 Club Coupe was unveiled this past weekend at PCA's 50th Annual Porsche Parade in Hershey, Pa.

The 911 Club Coupe's most visual exterior feature is its distinguishing Azurro California color. This paint color is a modern interpretation of azure blue, a color made popular on Porsche 356 sports cars when the PCA was founded

THE COUPE FEATURES A DISTINCTIVE EXTERIOR COLOR, UNIQUE INTERIOR STYLING AND COMMEMORATIVE TOUCHES, AND A MORE POWERFUL AND HIGHER PERFORMING ENGINE.

50 years ago. The rear portion of the standard center console is also painted in Azurro California. As an option, the backs of the sport seats can be painted in this striking metallic blue color, as well.

In addition to sport seats, the 911 Club Coupe's standard interior features include black instrument dials and a sport steering wheel and gear shifter. Stainless steel doorsills incorporate the 911 Club Coupe logo, and each car bears a badge on the driver's side door trim indicating its individual number in the series of 50 cars.

The Club Coupe is the first in the current generation of Porsche 911 sports cars to be equipped with the X51 Powerkit. This feature increases output of the 3.8-liter, flat-six cylinder Carrera S engine from 355 to 381 horsepower and peak torque from 295 to 306 ft. lbs., making it the most powerful non-turbocharged engine yet offered in a



The exclusive 911 Carrera S Coupe, honoring the 50th Anniversary of the Porsche Club of America. Photo courtesy Porsche Club of America

Porsche 911 production car for North America. Distinguished by its carbon fiber air cleaner housing, the X51 Powerkit boosts performance through a

series of engine enhancements including a larger throttle body, optimized intake airflow, cylinder heads and exhaust manifold modifications, changes in the control unit, and the inclusion of a sport exhaust system. The result pro-

duces a 0 to 60 mph time of a quick 4.4 seconds and a top track speed of an impressive 186 mph.

ENHANCEMENTS INCLUDE A LARGER THROTTLE BODY, OPTIMIZED INTAKE AIRFLOW, CYLINDER HEADS AND EXHAUST MANIFOLD MODIFICATIONS, CHANGES IN THE CONTROL UNIT, AND A SPORTS EXHAUST SYSTEM.

duces a 0 to 60 mph time of a quick 4.4 seconds and a top track speed of an impressive 186 mph.

Like the Carrera S, the 911 Club Coupe is equipped with 19-inch wheels and tires, Porsche Stability Management (PSM), and Porsche Active Suspension Management (PASM) for optimal handling. The Sport Chrono Package Plus system is also standard equipment, while Porsche Ceramic Composite Brakes (PCCB) is available as an option.

Manufacturers' suggested retail pricing for the 911 Club Coupe begins at \$99,911 US and \$145,911 CDN. It is anticipated that PCA members will purchase all 48 cars offered for sale. Due to their exclusivity, the purchasing process for these cars will be initiated through a special website

(www.porsche.com/911clubcoupe) that is dedicated to the model. The offer to eligible U.S. and Canadian PCA members for the 48 Club Coupes that are available for purchase will be open until August 15, 2005. On or about this date, all of the remaining 48 Club Coupes not

purchased by eligible PCA members may be made available to the general public.

As part of the PCA's Golden Anniversary recognition, one of the 50 911 Club Coupes will be randomly given away to a lucky PCA member. Sweepstakes rules and eligibility are found on the same website referenced above. No purchase necessary to enter the Sweepstakes. The Sweepstakes is open to eligible U.S. and Canadian PCA members until Sept. 12, 2005. ■

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Mille musings: Three days of driving adventure along incredible roads

by Jim North

Driver's education and autocross were the two primary reasons I originally joined the club about 10 years ago, as I wanted to enhance my driving skills and exercise my car. What I soon learned was that the 750 Mille events gave me the added dimensions of not only aerobic driving but also social interaction with drivers and non-drivers alike combined with fine wine and food at the end of each driving day. Not a bad combination.

This year's event started in Eugene at the Residence Inn. (Judy and I had cleverly made reservations well in advance in Salem based on the tentative hotel schedule last January.) We arrived early

and secured a two-bedroom suite, as that was all they had remaining. John and Carlyn Draneas came in later with a confirmed reservation but were not able to secure a room. Sometimes life is not fair. In any case, after a quick exchange of

THE 750 MILLE EVENTS GAVE ME THE ADDED DIMENSIONS OF NOT ONLY AEROBIC DRIVING BUT ALSO SOCIAL INTERACTIONS ... COMBINED WITH FINE WINE AND FOOD AT THE END OF EACH DAY.

wine and currency, we afforded them our extra bedroom instead of leaving them to sleep in the Lotus.

We enjoyed a welcome party and appetizers along with a slide show of

past Mille events accompanied by Porsche racing sounds. The hotel offered wine and several folks headed downtown to dine out at restaurants in Eugene.

After complimentary breakfast in the morning, we drove south along 101 from Waldport to Bandon. Many of us had never had the chance to enjoy the southern coast of Oregon. This was a treat with terrific driving roads alongside crashing surf. We had a fine lunch in Florence at the International Seafood Company and were invited to sample coffee and cookies at Art Like a Wheel gallery, which featured automotive art.

There was plenty of time after lunch to either hike the seashore parks or ride dune buggies along the beach. Warner Lowe likened the guided dune buggy ride to a ride in a high performance aircraft as it traversed the mountains and valleys of sand. That night we had our best meal of the trip at the Lord Bennett Restaurant in the Sunset Oceanview Hotel in Bandon. The restaurant's location overlooking the water gave us an





Clockwise, from far left top: It's not a Porsche, but it takes the dunes really well! Photo by Don Clinkinbeard. Center: The group gathers before another great day of driving. Photo by Don Clinkinbeard. Below: Devil's Churn. Photo by Gregg Hodge. Below center: The Art Like a Wheel Gallery in Florence. Photo by Gregg Hodge. Bottom left: Tom and Phyllis Williamson, life in the slow lane. Photo by Gregg Hodge.



unforgettable sunset view. Wine was provided by Brandborg Vineyards.

On Saturday, we drove south to see the California redwoods along Hwy 199. Many had not been to this area since they were youngsters. Some of the trees appeared to be in slight decline and I thought that disease might be the culprit. Don Clinkinbeard suggested that it could be simply old age since many of the trees are over 300 years old!

Lunch was at a lovely historic inn called the Patrick Creek Lodge. That evening, we stayed at the Seven Feathers Casino and enjoyed dinner, fine wine provided by Dobbles Family Winery, a fun Rhinestone Cowgirls Revue, and gambling into the night.

On Sunday, we discovered a secondary logging road that had good blacktop and was great fun to drive. This gave us a view of the Willamette Valley that will not be forgotten. The delicious lunch at Iovino's in Corvallis fortified us for the slog home through the only rain showers of the trip. Our final destination was Beaches restaurant in Beaverton.

Once again, Gregg and Sue Hodge did a terrific job this year of putting the route together. The quality and the remoteness of the roads made this experience very unique and enjoyable for drivers and passengers alike. John Johansen was our capable trail boss who, along with John Draneas, Richard Puetz, Don and Debbie Clinkinbeard, put together another well-run event that just gets better every year.





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West Hills Wander: June Arrive & Drive

by Betty Lou Koffel

Drivers, passengers and at least one “breakfast only” member met at Miller’s Homestead Restaurant in Tualatin on Saturday, June 4. All were eager to enjoy breakfast and a tour. Many were wishing that they had been able to enjoy that weekend’s longer drive, the 750 Mille Miglia, but none were disappointed with the Arrive and Drive organized by Earl Green.

At the drivers’ meeting, Earl described the options he had planned. Each would choose either a self-guided photo rallye or the guided drive. For John and me, the choice seemed simple. Would it be a good idea to attempt a rallye when the navigator had just finished working for 24 hours? Probably not.

Off to the Raleigh Hills Safeway, where Earl distributed the photo instructions. With just a brief glimpse at the instruction photos, I was sure we could manage to find our way. I recognized three of the nine photos on the first page. This would be easy, even in my sleep-deprived state. Turned out that wasn’t exactly true.

No doubt many of you also recognize the location depicted in photo #1. Unfortunately, we (and others using the rallye photos) messed up on “straight at stop” photo #2. Instead of taking Talbot directly to Council Crest Park, we irritated walkers and joggers on Fairmount. Great views and interesting homes, and other Porsches—going both ways on this popular exercise location in Southwest Portland. At first, we thought the Porsches coming towards us meant



Tour group lines up at Council Crest for a great view.

we were going in the right direction ... wrong. When that became clear, an extra turn or two and we were back on course to Council Crest Park. At least we didn’t have to backtrack to get there. Nonetheless, we reached the loop after those cars that were following Earl. Oh, well.

We passed the group as they paused for stragglers in Washington Park. No U-turns for us; we were doing much better now. I was sure we had made the left shown in photo #3. I had lost my confidence by the time the “observe” in the next photo appeared. It was followed immediately by the right onto Fischer Lane as depicted in the ensuing instruction photo. I started to minimize my earlier concern.

As we roared past a pair of hikers, we realized that the couple was Jim and Nancy Neidhart. We stopped, got out and

chatted. Our timing was perfect; nobody else saw them and they had not seen any other Porsches. They recalled their success in the same—or so they thought—West Hills Wander last year, run as a timed rallye, and were quite sure they had not driven on Fischer Lane during that one! Another moment or two of uncertainty ensued, but then each subsequent photo appeared as expected. Besides, we were really in our home territory now. Thus, we arrived at Godfather’s Pizza after most of the group. Concerns regarding marital harmony were expressed but all was well.

Most of the group proceeded to Helvetia Tavern for lunch but there were others, like us, who chose to get on with the day’s necessities. Great drive, good company and lots of fun. Thank you, Earl. ■



Photo #1



Photo #2

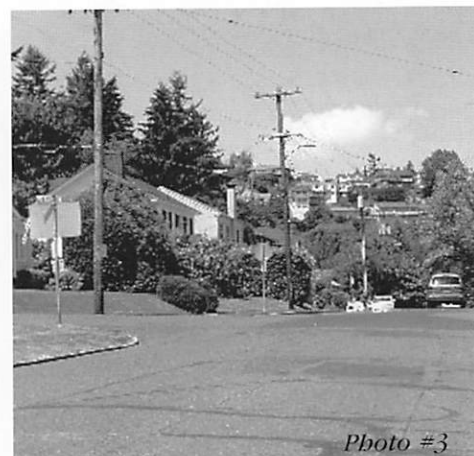


Photo #3

It was a Pot Luck Pig Roast and Blitz from a keg in 1975

Funny how some things seem to be the same over the years. In the July, 1975 *Anzeiger*, in his Pole Position article, ORPCA President Dennis Phelan comments, "The calendar says it's July; the weather says it's February." I am writing this article on June 22, 2005, and wondering if it isn't early spring. The weather didn't seem to "dampen the spirits" as was demonstrated by a group of 50 members who attended a Pot Luck pig roast at the home of Dennis and Karolyn Yates and consumed two full kegs of Blitz (yuk) beer.

PCA was holding its annual Parade in Seattle during the latter part of July and first part of August, 1975. The hue and cry was still going out for people to

help with the various functions. (Sound familiar?)

I noted with some interest that the calendar of events shows a wine-tasting party to be held on August 9, 1975 at the Merrills' home in Lake Oswego. Admission charge was one bottle of wine, maximum purchase price \$3.00, plus \$1.00 per person. I know you could buy Annie Green Springs and Boones Farm for about 99 cents at that time; I am not sure what \$3.00 would get you. I hate to say it but it might have been some reasonably decent cabernets and merlots. (Pinot hadn't been discovered yet.) I also noted that most of the events on the calendar included some statement as to the availability of a keg at the function. Hmmm.

The classified ads had some great deals, including a set of four 5J x 15, four bolt 914 rims, in excellent condition, for \$8.99. This was a price reduction from a whopping \$15.00. The ad also included the codifier "make me an offer I can't refuse!" Let's see, *The Godfather* came out when? ■



Announcing the Anzeiger Cover Photo Contest!

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Grab your camera, and take your best shot. Send in your best Porsche-related photo, and maybe it will appear on an upcoming cover of *Anzeiger*, the Oregon Region's award-winning magazine. Enter as often as you like.

Details:

Picture Format: Remember that the cover is vertically oriented. That's Portrait if you are a technical type. If you aren't, that means turn your camera sideways.

Film Pictures: Send any size print, but the bigger the better. If you want us to return it, write your name and address on the back—in pencil.

Digital Pictures: Most digital cameras and software compress the image so much that it becomes unprintable when we try to blow it up to usable size. To not waste your time and perfect photo, please follow these guidelines:

- Before taking the photo, set your camera for its highest resolution. That's the one that uses the most memory.

- E-mail the photo to us directly from your camera, without saving it to your disk first. That is, when you load the photo and your computer asks what to do with it, choose "e-mail," not "save."

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Send your entries to Kate Ayers, kateayersis@comcast.net.

Rose Cup weekend includes exciting Formula Libre

Story and Photos by Peter Calhoun

Being an avid Porsche owner of a beloved 1987 black 911 Targa Carrera, I was perusing the activities for the Rose Festival and happened upon something called a Formula Libre race (for Porches of all ages) at PIR on Saturday, June 11. I learned that this kind of race was one where the slowest qualifier started first and the fastest last.

Theoretically, if all cars ran at the same speed as their qualification times, all competitors would cross the finish line at the same time. So, at the appointed time, I journeyed down to PIR on a showery Saturday morning to view the goings-on.

Traipsing through the paddock area with camera in tow, I had the opportunity to view a variety of Porches of many persuasions: GT2s, GT3s, an RS America, a 914 and one 1979 white Carrera Targa. I enjoyed a brief conversation with the owner of the RS America as he prepared to leave the paddock; he being from Seattle and the car a dedicated track car (and what a beautiful machine!).

Originally, 28 cars had qualified but, due to a downpour of biblical magnitude at the commencement of the race, many of the owners decided to opt out rather than risk damage to their cherished chassis. So I believe only 18 vehicles actually started.

The 1979 Targa, being the slowest qualifier, started first with a 1.49 head
(Continued on page 26)



PRESIDENT'S MESSAGE

(Continued from page 4) the new Boxster and 911 are up, but Cayenne sales are down about 2%. North America is Porsche's largest market with about 45% of worldwide sales. Germany is next with 13%, followed by the UK with 10%. Next year, they expect to sell almost 1,000 cars in China!

Peter also officially announced that Porsche will return to racing with an LMP2 car which will be campaigned by

Penske Motorsports in the ALMS series. It will run in two races this year (10/1 at Road Atlanta and 10/16 at Laguna Seca). In 2006, it will run the full ALMS series so we'll be seeing it at PIR next July.

Overall, I thought it was a well-organized Parade with activities that everyone seems to enjoy. In preparation for hosting the 2006 Parade next August, we had meetings with the national PCA parade staff, the organizers of the Hershey

Parade, Porsche AG, Porsche Cars North America, national sponsors, and members of the Porsche family.

John Draneas and his 2006 Parade team have a big but rewarding job ahead of them. Please contact John and volunteer to help put on Parade Oregon 2006. Our region hosted Parades in 1980 and 1995 that PCA members still talk about today. Let's make this one even better—volunteer! ■

MEMBER PROFILE

(Continued from page 9) Joe had followed the Boxster story since the car was introduced in 1997. Suddenly, the 300ZX "got too heavy and I didn't like the Targa style top." Ginny and Joe could afford a new Boxster, so they purchased a '98 Schwarz Metallic one. Then last year, they found the '04 550 Anniversary Model Boxster S irresistible and one was purchased. Joe comments that "the

Boxster S is everything the (first) Boxster was and everything it lacked."

Joe and Ginny currently attend many of the monthly socials and the Arrive and Drives, and have volunteered to work on the 2006 Porsche Parade in Portland. They plan to continue with these activities and more tours as they find time. Joe may autocross their Boxster S when he feels it is "no longer new." ■

(Want to be profiled? We seek a representative mixture of subjects! New members and seasoned members. Local yokels and imports. Active and more passive members. Spring chickens and old codgers. All we need are some interesting words and a decent picture, and you could be in an upcoming issue! Look for Gregg and Sue Denning at club events, or contact us at gregg@equest.us or 360-896-5885.)

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Our Porsches sparkle at Spring Clean

Story and Photos by Chris and Tricia Rogers

The first attempt at the annual Spring Clean Event at Autobella was rained out. However, it was rescheduled and held on a dry weekend day—May 28.

As usual, the event was a hit! Even though it was Memorial Day weekend, we had quite a number of cars (some dirty, some already looking spotless). Tom Rennie, the owner of Autobella, provided wonderful food and beverages for all of the Porsche owners.

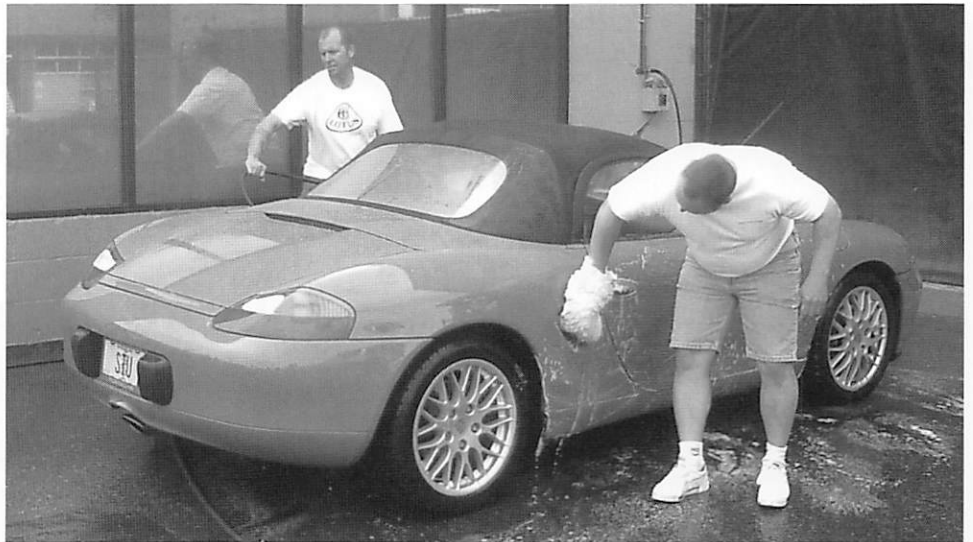
Don Stroum amazed the car-loving crowd by showing up in his black A.C. Cobra, which, if it rained, would have stayed at Autobella.

Mike O'Connor and Mary Chase brought their very clean yellow Boxster RS, which looked even better after the use of the warm water pressurized hose. Tom was able to remove an undesirable mark left by a bird from the hood of Eric Freedle's 911 that previously had refused to completely go away.

John Mazmanian showed up in his C4S, ready to shine the Arena Red even more.

Cherie Oldenburg brought her cherished black 911, washed it, and then scheduled a detailing appointment at Autobella.

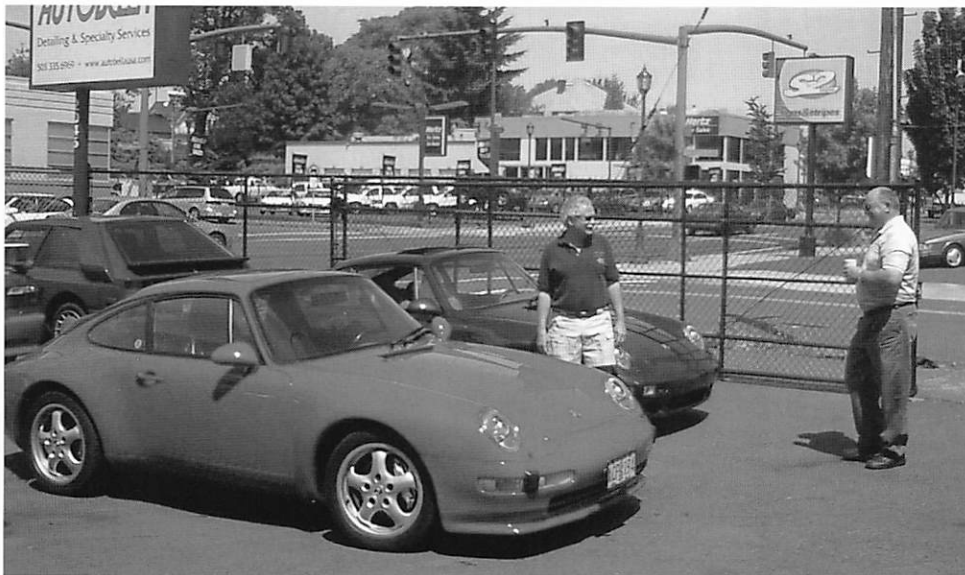
Raymond McNamee prepared his red Targa for the upcoming Mille.



Tricia and Chris Rogers showed up with the Cayenne S, and Tom tackled the problem of awful brake dust.

Additionally, there was a beautiful bright blue Boxster, a red C4, and a number of other cars. Everyone walked away with tips and products to keep their beloved cars shiny and clean—thanks to Tom.

If you missed it this year, we hope to see you at next year's Spring Clean. ■



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968

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Boxster

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356

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■ WANTED

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Include a check made payable to Oregon Region PCA with the ad text. Placement of non-member classified ads depend on the availability of space after all member ads have been included. All ads must be submitted to the classifieds editor by the 15th of any given month. Please mail payment to the club Treasurer as listed in the back of the magazine, but e-mail the text of your ad to the address above.

Please send all classified ads to:
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classifieds@oregonpca.org



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John F. & Katy Hubbard
Portland OR 1989 911

Jon & Susan Wika
Portland OR 1967 912

Joe V. Barnes & Bo Barnes
Salem OR 2005 911 S

Liz Javier-Funk
Vancouver WA

Ronald G. & Tammy Witcosky
Portland OR 2005 911

Erik E. & Kelly Bergstrom
Portland OR 1988 911

Dennis A. & Traci Jenkins
Clackamas OR 1990 944

Takahiro Yamada
Portland OR 2003 911

Patrick & Karen Carey
Portland OR 2003 Boxster

Jan Andrew & Christopher Kooning
West Linn OR 2005 911

Donna Rocco
Lake Oswego OR 1998 Boxster

Hari C. & Debby Galanopoulos
Portland OR 2004 Boxster S

Gregory T. & Gretchen Nelson
Portland OR 1986 911

Matt & Nick Baldwin
Beaverton OR 2001 911 Turbo

Raymond P. & Elizabeth Gleason
West Linn OR 1985 944

Roger Saulson
Lake Oswego OR 1997 911

Mark Sabitt
Eugene OR 1997 C4 S

Anniversaries

5 Years

Pedro Garcia
Robert Briggs
Mary Jo Briggs
Brian Winter
Cynthia Winter
Michael S. Peters
Paul Morgan
Michelle Morgan
Manuel Quiogue
Deborah Quiogue

10 Years

Edwin L Greenwood
Chris Greenwood

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Terry Labrousse
Tyson Labrousse
Robert W. Ditsworth
Darlene Ditsworth

15 Years

Gerald Knudsen
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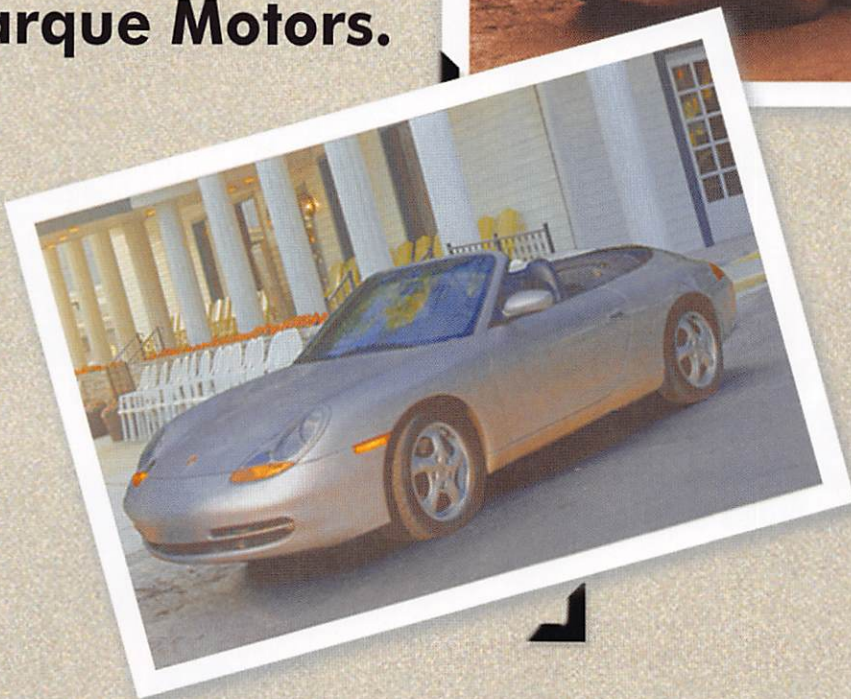
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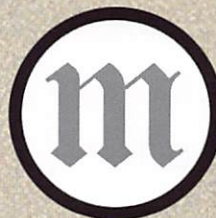


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