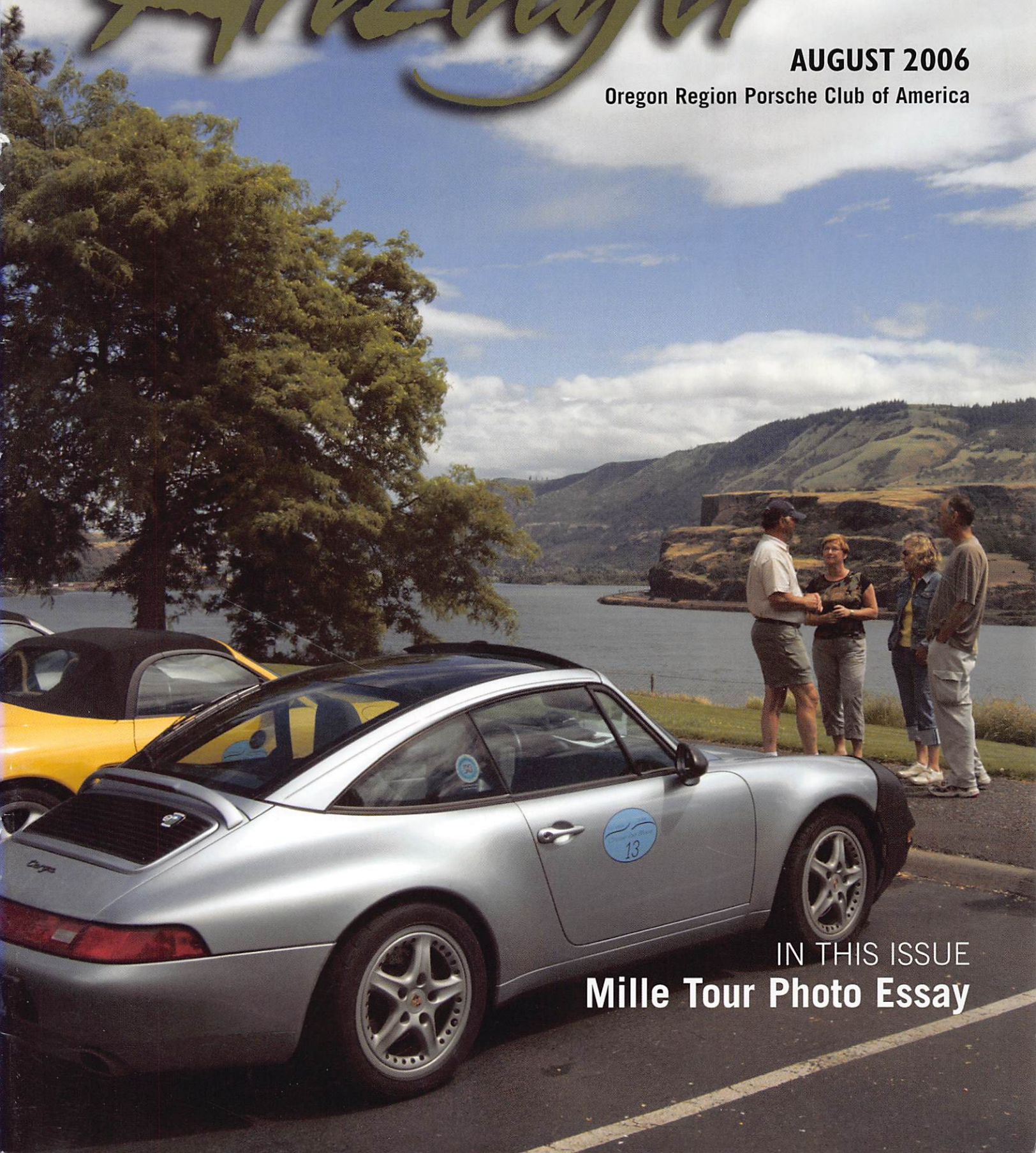




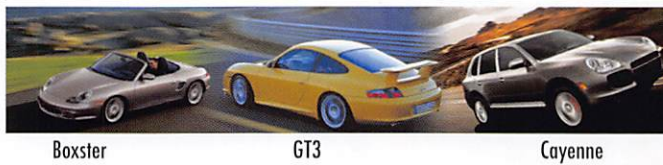
Anzeiger

AUGUST 2006

Oregon Region Porsche Club of America



IN THIS ISSUE
Mille Tour Photo Essay



Boxster

GT3

Cayenne

Pre-Owned

1981	911 Targa	Graphite Grey/Mocha and Black
1985	911 Targa	Guards Red/ Black
1987	911 Cabriolet	Diamond Blue/Marine Blue, Turbo Look
1987	911 Cabriolet	Guards Red/ Black/Black Top
1991	911 Cabriolet	Grand Prix White/Blue, Blue Top Tiptronic
1998	911 Cabriolet	Ocean Blue/Cashmere Beige
2000	911 Cabriolet	Zenith Blue/Metropol Blue, Blue Top
2001	911 Turbo Coupe	Speed Yellow/Black, Tiptronic
2003	911 Targa	Arctic Silver/Black
2003	911 Targa	Guards Red/Savannah
2003	911 C4 Cabriolet	Seal Grey/ Graphite Grey
2004	Cayenne Turbo	Titanium Grey/Stone, Steel Grey
2004	Cayenne S	Jarama Beige/Havannah and Sand Smooth Leather

New

2007	Cayman	Cobalt Blue/ Stone Grey
2006	Boxster	Guards Red/Black
2006	Boxster	Carmon Red/ Sand
2006	Boxster	Arctic Silver/ Black
2006	Boxster	Black/ Black
2006	C4 Cabriolet	Black/ Black
2006	C4S Coupe	Basalt/ Black
2006	Carrera Cabrio	Midnight Blue/Stone Grey, Tiptronic
2006	Carrera Coupe	Speed Yellow/Black , Tiptronic
2006	Cayenne Tip	Basalt/Black
2006	Cayenne Tip	Sand White/Havanna and Sand Beige
2006	Cayenne S	Basalt Black/Black
2006	Cayenne S	Titanium/Black
2006	Cayenne S	Pure Red/Black and Steel Grey Titanium Edition

**Latest Inventory, News and Events
from Carrera Motors:
www.carrera.porschedealer.com**



Anzeiger

(an' zī ger), noun, German

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

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 news and announcements:
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Anzeiger

Volume 46 No. 7

AUGUST 2006

FEATURES

- 8 Anzeiger Cover Contest
- 9 The Four-County Tour: July Arrive & Drive
- 11 Rose Cups 2006: And the Weather Cooperated!
- 13 Three Dogs Racing at the Rose Cup
- 16 Mille Tour Photo Essay
- 22 June Autocross Results
- 23 50th Anniversary of the Targa Floria, Part 2

COLUMNS

- 4 From the President: July Was Great for Events
- 4 From the Editor: It is All About Priorities
- 7 Still Plays With Cars: The Best Birthday Ever
- 14 Member Profile: Forrest and Bonnie Hatch
- 19 Amateur Wrench: A Triumph for Clink's Car
- 21 Rearview Mirror: Emerging Technology in 1981
- 22 Backfire
- 24 Welcome New Members
- 27 Resource Directory
- 29 Marketplace
- 30 Anniversaries

EVENTS

- 5 Oregon Region Events
- 6 DE Day
- 6 Autocross
- 8 Arrive and Drive
- 10 Sunriver Exotic Car Show
- 15 Otter Rock Weekend

ON THE COVER

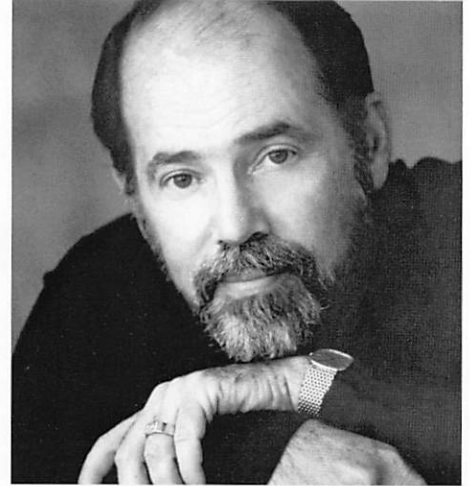
The Mille Tour offered many wonderful photo ops, including this stunner by Jim Ayers. Pictured on the Washington side of the Gorge are Kathleen Ellis, Bob Ellis, Bill Munson and Kate Ayers. More coverage on the Mille begins on page 16.

Summer offers multiple opportunities for great Porsche photography. Keep your eyes open and your camera handy! See page 8 for details on entering the Anzeiger Cover Contest and win a year's FREE membership!



**FROM
THE
PRESIDENT**
Jeff Gretz

July was a great month for Club events



July was a great month for Club events. We had beautiful weather for the Arrive & Drive on July 1 followed by perfect weather for Autocross on the 2nd. The Historic Races on the weekend of the 8th were attended by over 70 Club members and were followed by another great American Le Mans race on the weekend of the 21st.

In between, there were some beautiful Porsches displayed at the Forest Grove Concours on the 16th and some wonderful Italian food and wine was consumed at our monthly social dinner at Ricardo's in Lake Oswego. I hope you had a chance to participate in some or all of these events.

Jeannie and I started participating in Autocross last year with our stock '97 993. We had such a great time that we decided to get a little more serious about it this year. Over the winter I installed a shock tower brace then took

the car to Gran Prix Imports where they installed a set of H&R progressive springs, which lowered the car a little over an inch, and then did a four wheel performance alignment. What a difference! The ride is not any rougher and the car really handles with much less push in the front end.

We then started looking for a set of wheels and Autocross tires. It took two months to finally find a set of real Porsche Cup wheels on eBay at a reasonable price of less than \$1,000. We then had A-n-T Tire and Wheel install a set of Yokohama A048 Autocross tires.

Of course, the first Autocross of the year in April was wet, so we couldn't play with our new wheels and tires. Even with street tires, the car worked really well and I had the 12th fastest time out of 60 drivers.

Jeannie decided she wanted to take some Autocross lessons so she signed

up for the SCCA Novice School in April. She sure learned a lot because, in the May Autocross, she was only one second behind me! She took another SCCA Autocross school in July and is really enjoying herself and posted great times at the June and July events.

We're both looking forward to the Parade Autocross where we have over 400 cars signed up. That should be interesting!

If you haven't tried Autocross you're really missing an opportunity to learn how to drive your Porsche at speed in a safe venue. Come join us!

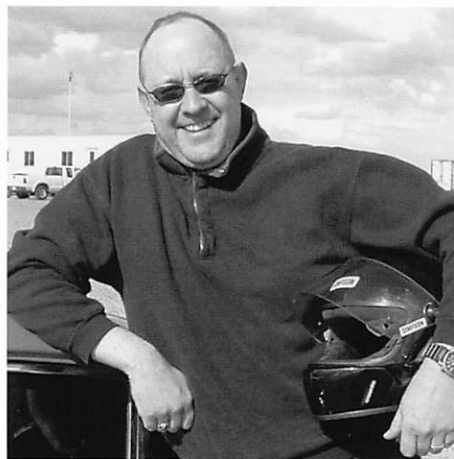
Happy Trails,
Jeff
president@oregonpca.org ■

**FROM
THE
EDITOR**
Kelly Dionne

It is all about priorities, in the summer

As summer comes into full swing, it reminds me of a saying, "You can live in your car, but you can't race your house."

Milles, historics and Le Mans are in our rear view mirror and Parade, exotics and hill climbs are just in front of us. The grass could be cut a bit more often. The weeds in the flower beds should be pulled. The deck



really needs a good scrubbing and staining. But I have to say, those new tires and wheels look incredible. A limited-slip differential is a must and I really

believe I can fit one more Porsche in my garage.

I guess you could say, Porsche ... it is all about priorities.

Mit Besten Grüßen,
Kelly Dionne
porsche@my180.net

Oregon Region Events 2006



August

1 Board Meeting

6-11 Parade Portland 2006

11 DE Day
(See Page 6)

12 DE Day
(See Page 6)

12 Autocross
(See Page 6)

20 Anzeiger editorial deadline for October

27 Autocross
(See Page 6)

September

9 A&D
5 Board Meeting
17 Sunset Swap Meet
15-17 Sunriver Exotic Car Show
20 Anzeiger editorial deadline for November
20 Monthly Social & Dinner
24 Autocross

October

3 Board Meeting
7 A&D (Andy & Marg's Hillclimb)
13-15 Otter Rock Weekend
18 Monthly Social & Dinner
20 Anzeiger editorial deadline for December
21 2007 Events Planning Meeting
22 Autocross

November

7 Board Meeting
15 Monthly Social & Dinner
20 Anzeiger editorial deadline for January/February

December

5 Board Meeting
9 Charitable Auction & Awards Banquet

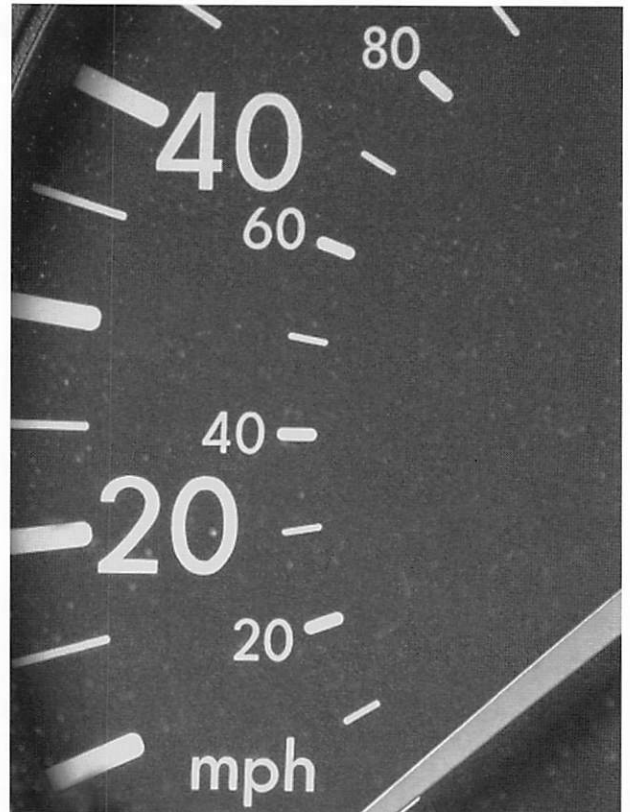
ORPCA has an e-mail event-reminder service for all members in good standing. If you wish to be added (or removed) from the list, please contact postmaster@oregonpca.org.

Driver Education Days

August 11 and 12

We are excited to present an ORPCA Driver Education event in conjunction with Parade Portland. The DE Days will be held on Friday, August 11, and Saturday, August 12 at PIR with gates opening at 7 a.m.

The pre-registration fee for these events is \$125, and the fee is \$175 for walk-in registration. We have implemented an online registration system we are using this year. You can access it by navigating to www.driverregistration.com, or better yet go the Driver Education page on the ORPCA website and read all about the program (there are links to the registration site there). We have made a few changes to the program this year and you should know about them.



For more information contact:

Don Clinkinbeard
ORPCA Driver Education Chair
503.970.4848
drcbike@comcast.net

**CLUB
EVENT**

Autocross 2006

An autocross is a (relatively) slow-speed, timed event, where a solo driver competes against the clock on a course marked out with a set of orange cones. The course is designed by experienced autocrossers to provide opportunities to improve your driving and car handling skills, and to test the cornering, braking, and performance limits of you and your car in a completely safe environment. The course is laid out in a large, open "parking lot;" there is nothing to hit, and only your ego to bruise. Speeds are kept down, generally below 50 mph with most of the critical action in first or second gear and at low speeds.

Saturday, August 12

Sunday, August 27

Additional dates:

Sunday, September 24

Sunday, October 22

All events begin at the PIR South Paddock.

For morning events, gates will open at 7:00 a.m. Registration and Tech begin at 7:15 a.m. All cars must be through registration and tech prior to 8:30 a.m. Mandatory drivers meeting at 8:45 a.m. Course walk at 9:00 a.m. First car on track at 9:15 a.m.

Loaner helmets available for first time drivers.

Instructors available.

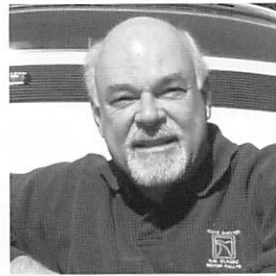
Cost: \$25/driver.



**CLUB
EVENT**

STILL PLAYS WITH CARS

Peter Linsky



Memories of the greatest birthday, and CGT update

When my birthday popped up again a few months ago, I paused for a few moments to think about which birthday has meant the most to me.

In terms of framing the kind of person I am today, it was probably my 16th. My dad suggested we hop into my mother's car—a gray 1951 Ford coupe—to run some errands, and somehow we wound up at the Department of Motor Vehicles so I could take my California drivers' license exam.

I knew I could pass the driving part; my father taught me to drive in his old 1941 Buick sedan, straight-8 and column shift, so I had that nailed. The Ford was an automatic, no problem there (I had a lot of miles driving that car, including some "secret" outings long before I had a license, or even a learner's permit. A

I WAS A LITTLE WORRIED ABOUT THE WRITTEN EXAM, BUT I MANAGED TO PASS THAT PART OF THE EXERCISE AND IN A COUPLE OF HOURS, I WAS A NEWLY-MINTED, COMPLETELY LEGAL, MOTORIST. IT WAS A GREAT BIRTHDAY PRESENT ...

busybody across-the-street neighbor squealed, and that quickly ended.) I was a little worried about the written exam, but I managed to pass that part of the exercise and in a couple of hours, I was a newly-minted, completely legal, motorist. It was a great birthday present.

Porsche ended production of its Carrera GT supercar May 6, according to a factory statement. In all, 1,270 cars were manufactured; about half of those landed in North America. The total fell well short of the planned 1,500-unit run, and that's a bit surprising, given the car's enthusiastic initial response. The handful of local owners



seem to take their cars out and exercise them at track days, but I'd bet that a good portion were simply tucked away into private collections. It's interesting to note that while the CGT established new performance—and pricing—benchmarks for the company, several of its much less-costly 911 variants such as the GT2 and GT3, offer nearly as much bang for a lot fewer bucks.

My thinking is that the CGT program allowed Porsche to create a high-performance development platform for its latest engine and chassis technology. Look for future production Porsches to offer increased use of carbon fiber, as one example, and that V10 powerplant is all but certain to pop up in the new

Panamera four-door. Will Porsche ever offer another street exotic with a \$440,000 pricetag?

This issue of Anzeiger will hopefully reach you before Parade Portland begins August 5, and I hope that if you weren't among those who registered, that you'll at least come out to see what all the fuss is about. We'll have as many, if not more, Porsche lovers here than attended the 50th Parade at Hershey last year, and we'll break some new ground in the way we present traditional activities. There's been a sense in recent years that Parade had become, shall we say, hide-bound and a bit boring. The old-timers liked things they way they've always been, but waning participation in certain events suggested newcomers were looking for a fresh approach, and so we're looking to the future.

Until next month, drive safely! ■

Announcing the Anzeiger Cover Photo Contest!

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."

The fame: Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are.

The fortune: If we use your photo on the cover, you will receive one free year of Oregon Region dues.

Send your entries to Kelly Dionne, editor@oregonpca.org



September Arrive & Drive Saturday, September 9

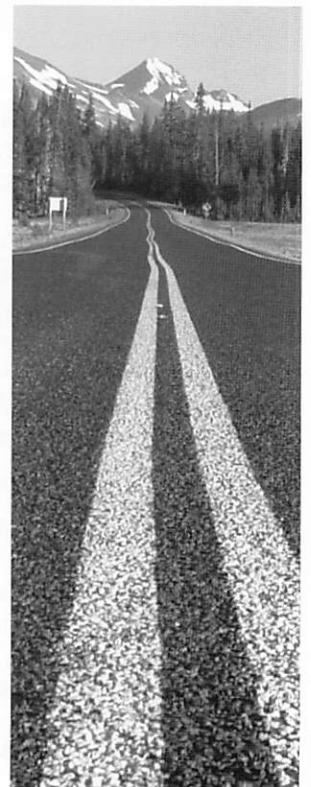
Miller's Homestead Restaurant,
17933 SW McEwan Road
Tigard, OR 8:00 a.m.

Join us on the first or second Saturday of each month during the driving season 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, last about three hours in most cases, cover about 100 miles on pavement, over some of the best drivers' roads in the five-county 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. And bring a navigator; trying to read route instructions while driving can lead to missed turns! Our tour group is always too large to ensure a single, uninterrupted convoy!

AND MARK YOUR CALENDARS FOR FUTURE A&Ds:

October 7 (Andy & Marg's Hillclimb)

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



**CLUB
EVENT**

The four-county tour: July A&D

Story and photos by Jim Hosford

Jim and Kate Ayers not only provided us with a fun tour, they gave us the best driving weather anyone could ask for. We had a great Arrive & Drive turnout on this Fourth of July weekend, even though a lot of folks were out of town. We counted about 30 Porsches at the start of the tour.

When we left Miller's Homestead Restaurant at 9 a.m., the temperature was 63 degrees and the sky was bluer than Sally Carrera's paint job. Needless to say, all the Cabriolet drivers had their tops down enjoying life in the fast lane; well, not that fast while cruising through Tualatin.

Once the group made it through Tualatin's holiday traffic, the pace picked up. After 13 miles of listening to that great sound of my flat six-cylinder Boxster engine pushing the Porsche through the turns, we were at the first pit stop. Oh yes, all that coffee at breakfast makes this a very popular stop on our tour.

By the time I pulled into the pit stop (Magness Memorial Tree Farm), Jim Ayers was already standing outside his Boxster taking pictures of the rest of us pulling into the parking lot. If you have never been to the Magness Memorial Tree Farm, I suggest you drive out there



Above: Driving through Yamhill County. Below left: Dan and Janie Sheehan, Sunset Park, Banks.

Below right: Our envious new friend in Sunset Park.

and take a look. It is a really beautiful park with log cabins and hiking trails.

After the pit stop, we headed north through some narrow, twisty country roads working our way to Parrett Mountain Road. Parrett Mountain Road was part of the Five-County Tour we took last summer. It is a great Porsche drive that takes you up and over Parrett Mountain and down again towards Highway 99. I am really glad they includ-

ed Parrett Mountain Road in this tour—it made for some good driving.

After travelling briefly on Highway 99, we headed west on some country roads between Newberg and Chahalem Mountain. The scenery at this time of year is beautiful, at least that is what my navigator told me, I kept my eyes on the road—and, of course, on Ron Gotcher's Cayman S in front of me. I did not want to bump his car and have to buy him a new Porsche. *(Continued on page 12)*



Sunriver Exotic Car Show

September 15-17



This event has become one of the favorites of the year. Don't miss it! Once again, the Sunriver Chamber of Commerce has invited the Porsche Club to participate in one of the most fun car club events of the year. Join the Jaguar, Ferrari, Mercedes, Corvette, BMW and other marque clubs at one of the best vacation resorts in Oregon.

Friday. Join the optional tour that leaves Portland at 9 a.m. with stops for lunch and then at Carrera Motors in Bend, where their detail shop will be available for cleaning up our cars beginning at 1 p.m. Or, get to Sunriver on your own. Either way, registration will be held at the Sunriver Village Courtyard.

Saturday. Put your Porsche in the Sunriver Exotic Car Show, held in the courtyard of the Sunriver Mall. Relax, it's not a concours, just a shine and show. Your choice of the traditional relaxed judging or display only.

After the show, come to the hosted Beer, Wine and Cheese Party. It's the ultimate block party, with all the available parking taken up by exotic machinery. Bring a camera.

Finally, enjoy a great meal at the banquet held in the Sunriver Resort Pine Path Room. Cheer on the winners of the car show and various other undisclosed competitions, in a very unconventional form of presentation where the audience always gets into the act.

Sunday. Cap off the weekend with the legendary Sunriver Sunday Dash. It's a two-hour or so romp through the woods, letting our cars do what they were meant for—being driven spiritedly!

Finish it all off with a fantastic lunch at the end of the Dash. Then take your favorite route home.

Lodging Choices. Rent a room from the Sunriver Lodge, get a small group of friends to share a rental house for the most economical alternative, or let our rental agents group you with other car enthusiasts in a shared rental home.

Event cost will be \$75 per person.

To register, call the
Sunriver Chamber of Commerce, 1.877.669.3378.

For more information, contact
John Draneas, 503.638.0396 (evenings),
or draneas@msn.com

**CLUB
EVENT**

Rose Cups 2006: And the weather cooperated!

by Sue Hodge Photo by Jim Ayers

Under beautiful June skies, we had another great Rose Cup weekend this year. The daunting thing about this event is the many classes, both Regional and National, grouped together to compete in this event. Some of it still doesn't make sense to me. I have been attending this race and following certain drivers for years, and I'm still learning. So every year I come to the track, pick up the entry lists or the previous day's qualifying results, and look for the people I know. Then I know which races I need to watch. Not too technical, but it works for me.

This year, in addition to the Porsches in competition, I wanted to make sure I caught the Vintage and the Spec Racer Fords. Don Crawford, who is a club member, is also a Vintage racer competing here and in other Historic races up and down the West Coast. John Draneas has been driving in the Spec Racer Ford competitions for years. You know, a car guy is a car guy—not always limited to Porsches!

On Saturday I caught most of the Porsche Cup practice, and found out that one of the guys to watch in this group was going to be Peter Wong out of Vancouver BC. After lunch was the Festival Trophy race. The featured marque this year was the Spec Miatas. The

ONE OF THE CARS CAME AROUND IN FRONT OF US WITH HIS BUMPER HANGING IN THE REAR—CONNECTED ONLY ON THE LEFT SIDE AND SWINGING BEHIND HIM ... I WAS AMAZED THEY DIDN'T CALL HIM INTO THE PITS.

race was entertaining for an unusual reason, however. Not too many laps in, one of the cars came around in front of us with his bumper hanging down in the rear—connected only on the left side and swinging behind him as he went around the turns. I was amazed they didn't call him into the pits. He just continued to go around like that: I don't think he missed a lap. I'm guessing he was determined to finish the race just for the points ...



The Saturday Porsche Cup race was great. I missed a few people that used to provide a lot of the action in past races—there was no scrappy 110-pound woman named Kim battling Jeff Gamroth for the win. That was some aggressive driving! This year there were

several Rothsport-sponsored cars in the competition, however, including the very fast car driven by Peter Wong. Also, the #86 Porsche that has always been driven by a Culbertson was driven very well by a guy named John Crosby this year. And the battle this year was between Peter Wong's #28, Crosby's #86 and another guy named Wong (Joe) in his #12. Fifteen minutes in there was a

full-track yellow flag. The incident was on the other side of the track, of course. The order was 12, 86 and 28 through most of the race. At nearly the end of the race, the order changed when Crosby overtook and passed Joe Wong, right in front of us at the Festivals. Crosby's driving was so aggressive that Wong's #12 car almost didn't make the turn there. Great Porsche driving!

On Sunday, I made sure to arrive to watch the race Group V Qualifying. Results from the practice session on Saturday showed Don Crawford in 6th place overall and third in his class. And I noticed another club member and long-time racer, Gordon Ledbetter, was in this group as well, in fourth place overall and second in his class. Here's where I confess I don't get some of these groupings. For example, Don's car is a small, open-top Vintage racecar called a Haggispeed. Gordon was driving his Signal Yellow, *(Continued on page 20)*

Check out another Rose Cup Race story
on page 13

ARRIVE AND DRIVE

(Continued from page 9)

Farmers were irrigating their crops throughout the valley with huge sprinklers. At mile 47, a farmer had his sprinkler right next to the road. With a slight wind the overspray of the sprinkler cooled down the drivers with their windows open, it was especially exciting for the cars that had their tops down.

The temperature outside was now around 75 degrees and heading for the mid-80s, so any help to keep us cool was appreciated. Not sure if Jim Ayers paid his farmer friends to spray us or not, but that was the rumor going around at the next pit stop.

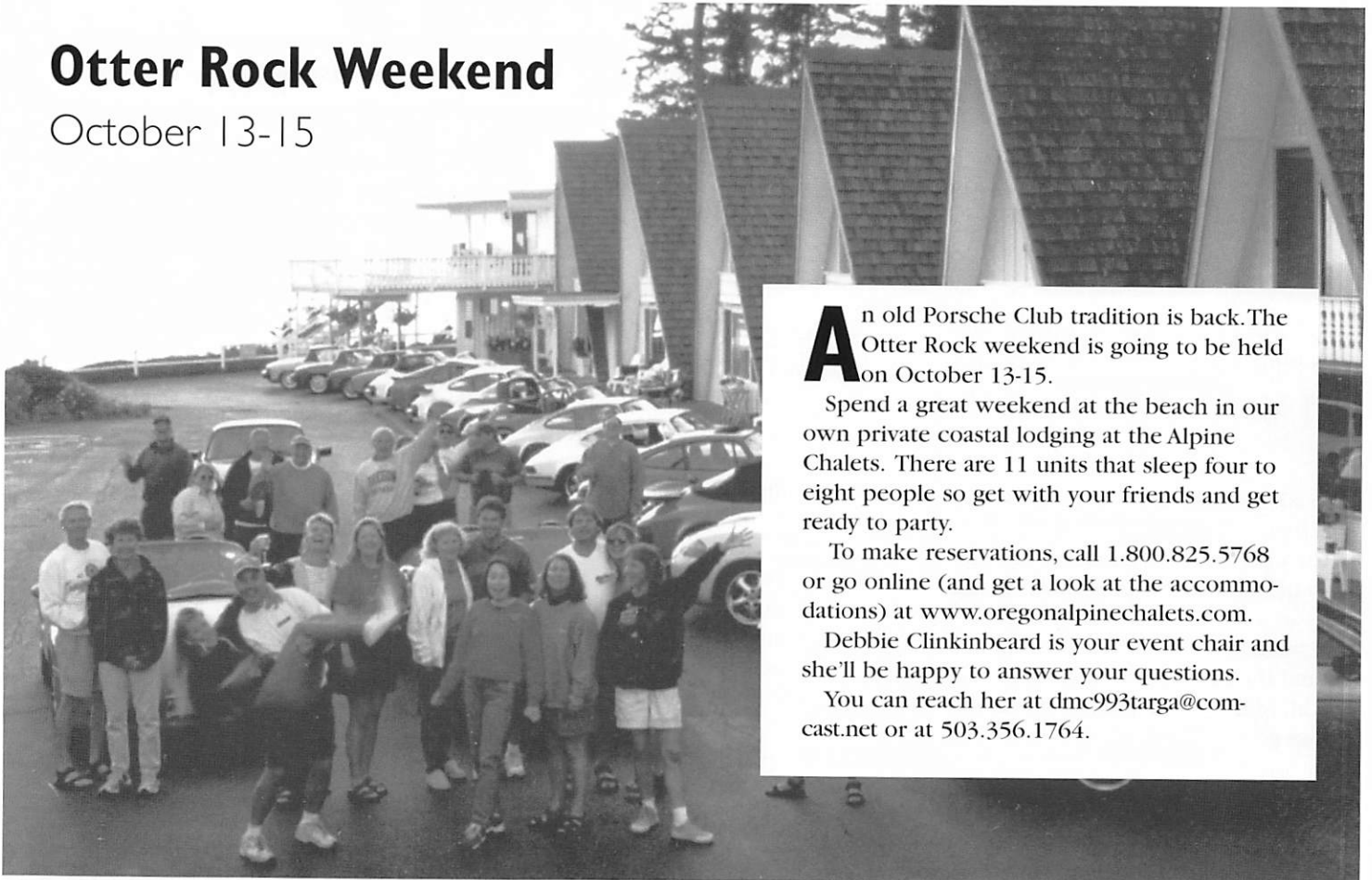
For the next few miles we wound our way through North Valley Road heading towards Gaston. The road carved through many cornfields. Just so you are totally informed, the corn is right on schedule, knee high by the *(Continued on page 20)*



Top: The gang relaxes at the Log Cabin Restaurant.
Bottom: Magness Memorial Tree Farm.

Otter Rock Weekend

October 13-15



An old Porsche Club tradition is back. The Otter Rock weekend is going to be held on October 13-15.

Spend a great weekend at the beach in our own private coastal lodging at the Alpine Chalets. There are 11 units that sleep four to eight people so get with your friends and get ready to party.

To make reservations, call 1.800.825.5768 or go online (and get a look at the accommodations) at www.oregonalpinechalets.com.

Debbie Clinkinbeard is your event chair and she'll be happy to answer your questions.

You can reach her at dmc993targa@comcast.net or at 503.356.1764.

Three Dogs racing at the Rose Cup

Story and photos by Jim Ayers

Greyhounds at Portland's premier auto racing event? I suspect stranger things could be envisioned, hmmm, maybe not. Actually it was one Italian Greyhound, one Whippet and one big, "old yeller dog," quite a team. Seems local ORPCA members Dan and Julie Jesse and Keith and Kathy Jones decided to go just a bit beyond Driver's Ed days and form a racing team. Kathy and Keith had the two Greyhound style dogs and Julie and Dan had the loveable "old yeller" guy, a little food and who knows how much of the demon spirit lead to a team name "Three Dogs Racing." Kathy being a bit crazy and possessing an artistic bent, began designing the team's logo: hats, tee shirts and visors as well as a banner for their pit area.

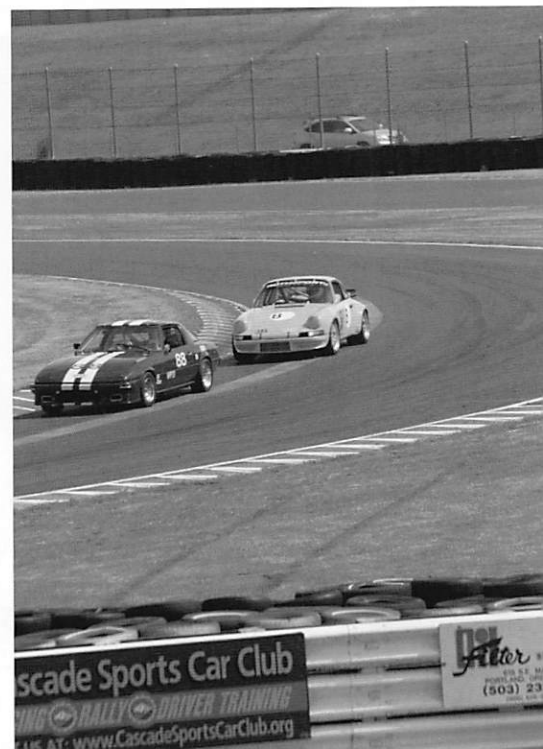
Friday practice became a nightmare for Keith when the left rear wheel hub sheared off and damaged the axle. Burning the night oil with Jeff Gamroth saved the weekend race for Keith. Dan's car ran flawlessly through practice and qualifications. The pit crew for the weekend consisted of Kathy Rose Jones, Julie Jesse, Kim Friedman, Liz Green, Earl Green, and Monte Curtis.



Sunday's Rose Cup Race was a true "dog fight" between Dan and Keith who were duking it out for second and third place in their class. Keith led the way for nearly half the race while Dan, doing like most dogs, was sniffing Keith's tail pipe. A minor bobble on Keith's part allowed Dan to take the lead over his team mate and gain about a two second margin. When the dust had settled and the race was over both drivers returned

to their mutual pit where they were presented with second and third place trophies in their first ever big time race. Plans are already in the works for races at Thunder Hill, Infineon and Mazda Raceway Laguna Seca later this year.

While you may not be able to teach old dogs new tricks, they sure take to racing. ■



**MEMBER
PROFILE**
Jim Ayers

Forrest and Bonnie Hatch

PCA members for nearly four decades,
with eclectic interests and extensive collections

Anyone who has watched Speed Channel has seen Barry McGuire's Car Crazy. Barry has, to date, missed a golden opportunity to visit with two of the worlds greatest "Car Crazy" people. How can one pass up the chance to talk with a person who has raced La Carrera Pan America a total of five times, placing first in class on one occasion driving a 1965 Porsche 912. In addition to participating in the La Carrera Pan America, Forrest and Bonnie have driven the Copper State Rally, La Carrera Nevada, the Colorado Grand, California Mille and attended all nine of ORPCA's Milles.

Those of us who share a passion for cars usually tend to have more than one important vehicle at any given time. Forrest and Bonnie have been the proud owners of up to 20 cars at one time and over the years have owned too many great cars to count. Forrest began his passion with cars in 1968 when he purchased a 1961 Porsche 356 B, since that time he has owned a number of marques including Ferrari, Viper, Austin



Forrest and Bonnie Hatch

Photo by Jim Ayers

Healy and a truly rare 1934 Austin 7 Competition Special.

Forrest worked for General Electric Corporation for 32 years as a Mechanical Engineer, Registered Nuclear Scientist

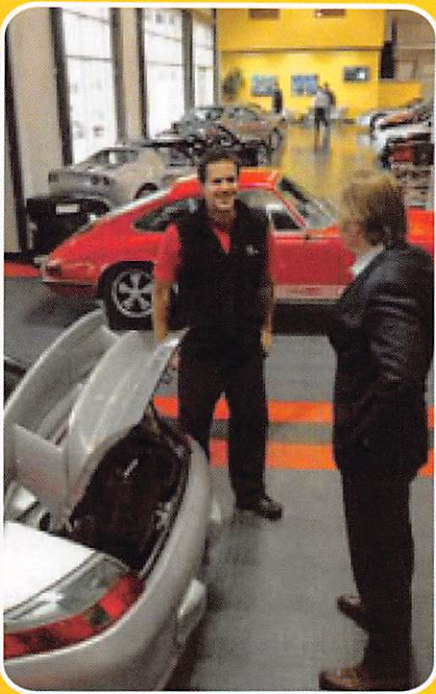
and finally as a Manager. As a result of his expertise in nuclear science he traveled the world for GE dealing directly with a small, select customer base. Bonnie Jean was an Executive Secretary for the Vice President of Litton Industries and met Forrest at GE. Bonnie says she has never said no to a car he has chosen, he however has said no to a couple cars she thought he would like. Seems he is not a big fan of old Corvettes. Members of PCA for nearly 40 years, this family is a rare resource to ORPCA.

Forrest suffered a serious heart attack shortly after the 2005 Mille. During an extended recuperation he took up memorizing poetry. Not small every day poems but epic poems such as The Ballad of Sam McGee. During his recovery Forrest and Bonnie sold off a number of cars from their collection, but have since begun rebuilding it. Forrest has also taken up basket weaving, specializing in Nantucket Light Ship Baskets. ■



"I believe in luck, but luck doesn't just happen.
You have to work at it."

Michael Schumacher



Give your Porsche new 'LEGG'S' at Gran Prix Imports

Gran Prix Imports in Wilsonville is pleased to announce the addition of Joe Leggs, a Porsche Master Technician with broad-based racing experience, to its highly experienced staff of service technicians.

Joe recently moved to the Portland area from San Diego, where he worked for more than 12 years with the area's leading Porsche and exotic car dealers, as well as independent shops specializing in restorations and road racing. Joe obtained his formal training while working as a technician for more than six years at Pioneer Porsche in San Diego. Prior to that, he worked for Alan Johnson Racing as an apprentice and jack-of-all-trades. It was at Alan Johnson Racing that Joe got seriously interested in racing and building engines for both the street and competitive events.

He built on the experience he gained with Porsche while working for two-and one-half years at Symbolic Motor Cars of La Jolla, one of the country's leading exotic car dealerships. At Symbolic, Joe expanded his base of knowledge by working on other exotic brands, including Ferrari and Lamborghini. He also was part of Symbolic's Race Crew, traveling in the U.S. and

Europe in support of the Tour Auto Races.

Joe describes himself as a "purist at heart" when it comes to Porsche. "The factory does an excellent job of creating the total package," Joe says. At the same time, he has done some serious rebuilds on Porsche engines, including a 3.8 RSR with 380 horsepower, and a 3.8 993 twin turbo with a whopping 675 horsepower. "The cars are great to work on, and I especially enjoy working with customers who want to get more out of their cars, either for every day use or on the track," Joe adds. "My job, whether it's a straight service job or a complete engine rebuild, is to make the customer's vision a reality."

Gran Prix Imports: Your Porsche Performance Resource in Portland

Gran Prix Imports is dedicated to meeting the needs of Porsche high-performance enthusiasts in the Greater Portland area.

The dealership has the staff and in-house capabilities to make performance repairs to your Porsche, and to perform the necessary pre-and post-track day inspections for those who participate in road course and autocross activities at Portland International Raceway.

Sign up for one of Gran Prix Imports upcoming events including upcoming sponsored track days – and while you're here get to know Joe Leggs, our new Porsche Master Technician.



Gran Prix Imports Events

Sundays in July
Exotic Cars & Coffee 8am

Wine Rally - August 19



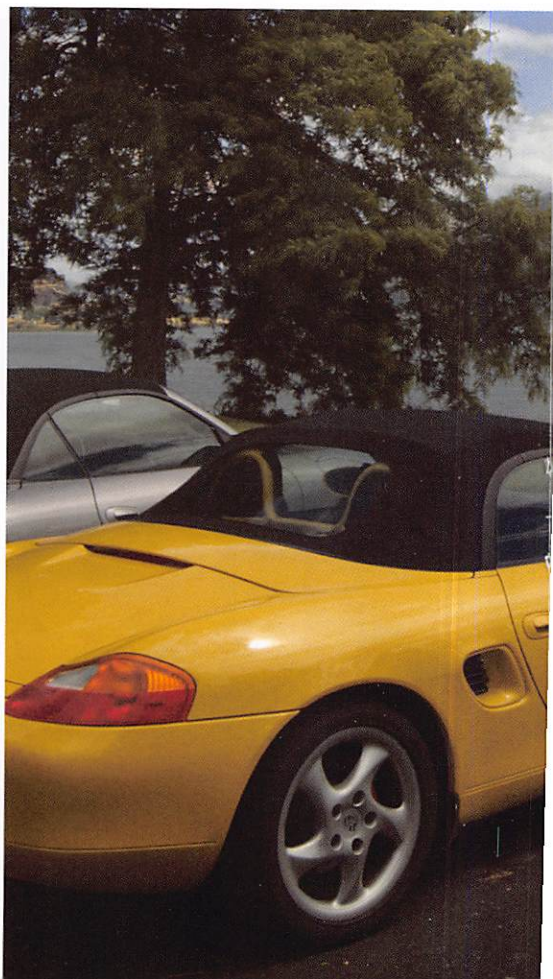
gpimports.com

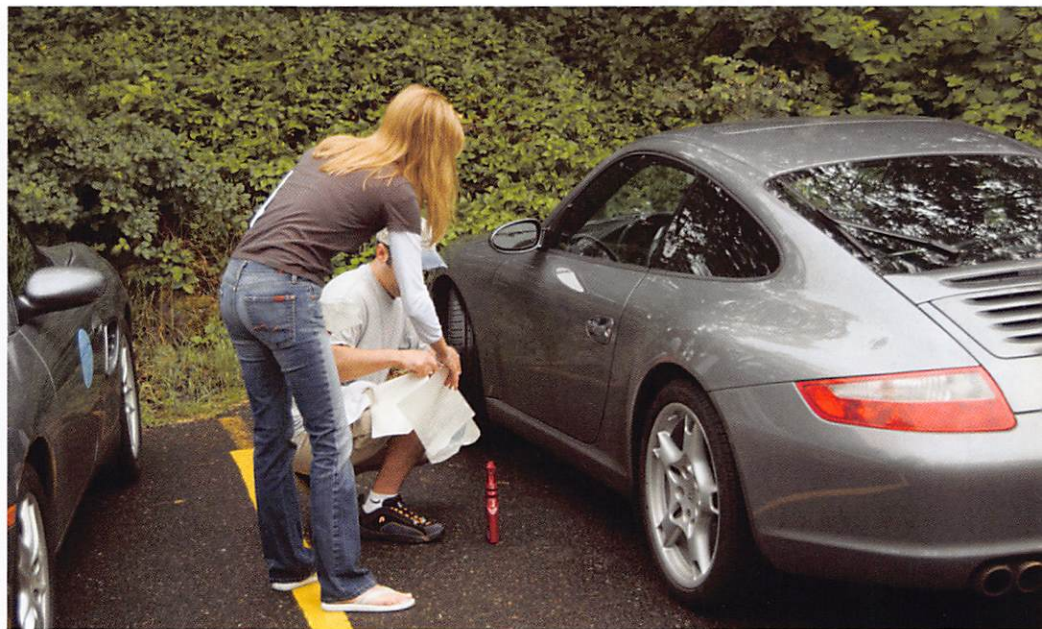
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Mille Tour Photo Essay

We met in the Gorge for the 9th annual Mille tour. This year it was called "Cruise the Blues." It was 40 cars, 965 miles, rain, mud, slippery roads, sunshine, rock chips, new and old friends, nine meals, custom logo baseball caps and tire track diamond bracelets. Porsches, Corvettes, Ferraris, a WRX, Porsches, a Mercedes, a BMW, a Ford GT, Porsches, an Aston Martin, a Jaguar and more Porsches traversed rural roads in Oregon and Washington. Departing from the Columbia Gorge

Hotel to Condon for coffee, and on to Heppner for lunch and finally to the Geizer Grand Hotel in Baker for a sumptuous dinner and overnight lodging. Saturday brought lunch in Joseph, dinner at Anthony's in Richland and overnight at the Shilo before racing through the Rock Creek Canyon for lunch in Goldendale on Sunday. From there it was on to Portland and an early supper at the Edgefield Manor in Troutdale. Just wait until next year! ■





Top left: Nothing like a cattle drive in a rainstorm to slow things down. Photo by Dorothy Moleski & Terry Sturgeon. Top Center: Finally, top-down weather! Photo by Kathleen Ellis. Top Right: Registration evening in the Columbia Gorge Hotel. Above: "Don't tell me to read the instructions, their aren't any!" Photo by Jim Ayers. Bottom Center: View from the Washington side. Photo by Jim Ayers. Bottom left: The road was all ours. Photo by Kathleen Ellis. Middle left: "Did anyone say this was a camping trip?" Photo by Jim Ayers.



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AMATEUR WRENCH Don Clinkinbeard



Tri-Club DE Day proves triumphant for Clink's car

It's a beautiful Sunday morning; the sun is rising over the horizon with nary a cloud in the sky. It's going to get hot later. I am sitting in the backyard with the cat this morning, feeling very good about the events of the weekend.

First, after replacing the oil galley seal (freeze plug), the engine again ran very well at Tri-Club Day. While the day did not go without problems, the issues we encountered were not ones that would sideline us for the day (as they did in the past).

I ran the car at about 10.5 lbs of boost. This is close to the stock boost setting for this car. The great thing about this is at 10.5 lbs of boost was that I was staying with Monte Curtis in his RS Clone.

Monte and I have been playing together for several years, and before this engine, it took running the car at close to 15 psi of boost to stay with Monte on the track. Looks like this motor may be a little stronger than the last one, assuming he has not lost any power.

As an added treat, Gordon Ledbetter was out playing with us too, and the three of us had a great time chasing each other around the track.

The issue I encountered was not particularly surprising. The power steering pump pivot bolt gave out, and we had to disconnect the belt after the first run session. I had already fixed this once using a heli-coil system. The aluminum pump body with the heli-coil was just not strong enough to stand up to the stress encountered at high RPM, I guess, as I drove it to work all week without any problems.

The car has power steering for a really good reason. It's very heavy in the front end (at least compared to a 911), with a nearly 50/50 weight balance. In addition, I have very large front tires (275



40/17's on 9.5 inch wheels) to help with the breaking and turning chores.

Once you get the car rolling, turning the wheel becomes somewhat easier. Running on the track took quite a bit more effort than usual. My chest muscles are complaining today ...

I am so stoked about the car running a whole DE day. As a matter of fact, it ran for six run sessions, since Debbie got in and ran two in addition to my four. This is the first time in the last year or so that

we actually had to add fuel during the day.

I got a new trailer—one that will go up my driveway without scraping the concrete. It's a nicely built unit and the manufacturer has given me great service. I had it custom-sized to fit in my garage with the car on it. I can fit the trailer beside the 911, so we can keep them clean and dry all year long.

A big benefit is that the new trailer *(Continued on page 22)*



ARRIVE AND DRIVE

(Continued from page 12)

Fourth of July. (This does not apply to Linda Jewett or Karen Hosford; they both think the saying is waist high by the Fourth of July.)

Our second pit stop was Sunset Park in Banks. The park is located across the street from the Banks' US Bank, no kidding. We were of more need of a restroom than an ATM, so Sunset Park worked out just fine. A maintenance worker pulled his tractor next to our Porsche group and just wanted to join in with the fun. He checked out the fine machinery and wished his tractor were a new Porsche Turbo. Well we all have dreams, and he did say he slept last night at a Holiday Express.

Most of us thought the next destination was Highway 6, but we were wrong. We headed for Kansas City—Kansas City Road, that is. More sprinklers but not much spray, just a cool smell of summer and burning Porsche tires going around the corners.

We made it to Highway 26 and headed west. I thought most of the folks who lived in or near Portland were already at

the beach for the long holiday weekend. Obviously I was wrong; there were a lot of cars on the Sunset Highway headed toward the coast.

Fortunately we didn't stay on the Sunset Highway very long. We turned west on Timber Road. Most of the cars were pretty much grouped together as

Timber Road for a weekend drive to test your new high performance tires. Or just take your time and enjoy a nice cruise looking at the great scenery.

Most of the tour stopped at the Log Cabin Restaurant and had lunch. They had put tables together so all 30-plus drivers and navigators could dine together.

THERE ARE SHARP CORNERS GOING UPHILL AND DOWNHILL HEADING TOWARD HIGHWAY 6. THE ROAD IS IN EXCELLENT CONDITION, AND I RECOMMEND TIMBER ROAD FOR A WEEKEND DRIVE TO TEST YOUR NEW HIGH PERFORMANCE TIRES.

we headed towards the Log Cabin Restaurant in Glenwood.

This was the final 22 miles of our morning's tour, and most of us made the best of it. Timber Road connects the Sunset Highway to Highway 6, a great Porsche drive. You can really test your Porsche suspension system on these curves. There are sharp corners going up hill and sharp corners going down heading toward Highway 6. The road is in excellent condition, and I recommend

We talked about our morning's drive and how much fun it was getting together and driving our cars through Clackamas, Yamhill, Washington, and Columbia Counties.

Most of us are anxiously waiting for the next Arrive and Drive fun and excitement. Thanks to Jim and Kate Ayers for putting in so many hours and miles on their car to give our club a great Fourth of July Arrive and Drive weekend. ■

ROSE CUP RACES

(Continued from page 11)

1973 RSR 3.0 liter MFI Replica. Some of you may remember the story behind this car as related in another write-up I did for the Rose Cups a few years ago. This has been a labor of love for Gordon and Randi Ledbetter and it's great to see it out there and competing so well. However ... you couldn't call the Porsche vintage, by any means. The connection between these two cars is not clear to me, but I'm sure it's got something to do with what's under the hood. At the end of this esoteric group's qualifying session on Sunday, Don was still hanging on to that 6th place in the field of 34 cars, and Gordon was able to better his standing to 1st in his class while holding on to the 4th position overall. Unfortunately, I didn't get to stay and watch the race for this group on Sunday.

I did catch the regional Group E (the Spec Racer Fords) on Sunday, and enjoyed watching John Drneas doing some of the most aggressive, competi-

tive racing I have seen him do and also some of the most entertaining competition of the weekend. Frequently the competition is not for the first, second and third positions but something in the groups just behind. That was the case on Sunday. John and two other cars were in a battle throughout most of the race. John was in 7th place through the first 14 laps, but really challenging for 6th place. It was great fun to watch this competition each time they came around. This is what good racing is all about—it's why us race junkies come out every year. So, in the last three minutes, John almost made the pass in Turn 3. On the last lap (in sight of the checkered flag) he made one last attempt to pass and lost his position when he went off into the grass. After all that effort he lost his 7th position, and ended up in 9th at the end of the competition.

The Rose Cup Race was relatively predictable again this year with most of the usual suspects providing the entertainment. There were a couple of folks that some of you might recognize that were new to me—Matt Crandall was out there representing Gran Prix Motors and Jay Audia, that some will recognize as the Sunriver connection for the Exotic Car show in September, were both competing in this race. Monte Shelton shows up every year—driving different cars from one year to the next just to throw us off. However he has landed on one option that seems to work well for him and this year he was really holding his own until the last few laps of the race when the car coasted to a halt right in front of us. What a shame! It seems no matter how much experience and expertise a driver has, a certain amount of it is left to chance in this competition. I guess that's the challenge and the fun of it all. ■

Emerging technology in 1980

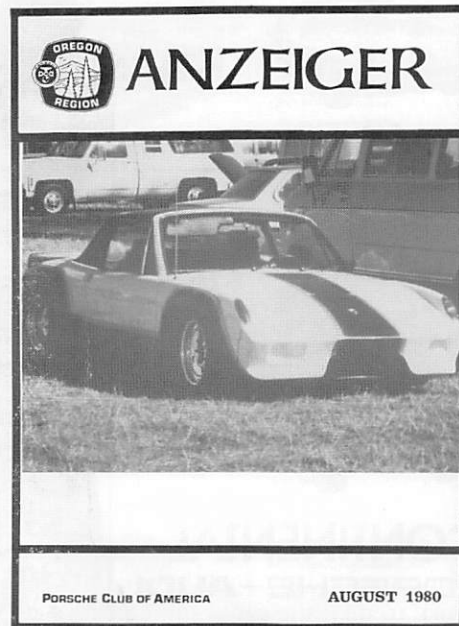
Funny how time flies; we often lose sight of how much we all take for granted the ease of using computers. Very few people today are afraid of computers; most of us have been using them for years.

Parade 1980 was attempting to be on the cutting edge of technological advances. Bill Shores, ORPCA President, lamented the Parade Board had finally and reluctantly given up on using a computer to store, compute and kick out information on entrants and workers. I suspect the registration staff must have been near mass suicide back then.

Desktop home computers were a very new animal at that time. Remember having two 5 1/4" floppy disc drives, and if you were really advanced, a 1 MB hard drive? RGB monitors and dot matrix printers—now that was living high.

Database programs were really not user-friendly; you had to create your own command system and usually spent weeks trying to develop a simple file system. It really is too bad the staff couldn't work out the computer issues; no doubt they would have been much happier and a whole lot less harried.

Nancy Kneisel, travel agent, was featured in the Member Profile. Could this be our one and only Nancy Herron? I



thought it was. Pictured standing next to her "ambergine" 911 (actually it was aubergine, a nice deep purple, the color of a great Cabernet). Nancy described the car's color as being better suited for a lady.

Nancy had been a teacher of English and French, an airline stewardess and was helping run her father's travel business. Nancy was active in the club leading up the Parade golf and tennis tour-



naments, the area tour and the fashion show.

Today, Nancy Herron arranges the monthly dinner meetings and is the Parade Portland Banquet Chair.

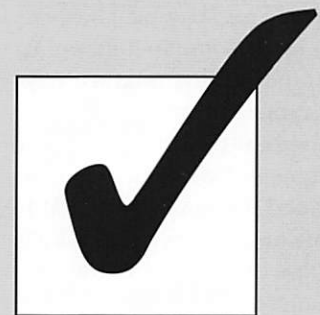
Although she is in the travel business, she says she has never owned either an "ambergine" or aubergine Porsche. So much for me thinking I had found some details about her earlier life. ■

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 Jeannie Gretz, ORPCA Nominating Committee member, at 503.628.6253 or jeanniegretz@centricata.com by August 20, 2006.



June Autocross Results*

Pos.	Driver	Car Model	Raw Time				
1	Chuck West	1970 911	53.890	18	Brian Brock	2000 Boxster S	59.652
2	Britain Smith	1974 914-6	54.009	19	Jim Chambers	1970 914	60.148
3	Tom Karwin	2005 Boxster	54.291	21	Trevor Turner-Rice	1974 914/6	60.870
4	Chad Edwards	1974 911S	54.338	22	Joel Siegersma	1966 911	60.952
5	Scott Mills	1982 911SC	54.493	23	Cassidy Bolger	1973 914	61.070
7	Eric Freedle	1986 911	55.057	24	Bob Tuzik	2002 Boxster	61.391
8	Gary Chapman	1970 914/6	55.650	25	Pamela Chapman	1973 914	61.896
9	Tom Pavlik	2001 Boxster S	55.851	26	Veronica Brock	2001 Boxster S	62.839
11	Mike Wilfing	1974 911	55.979	27	JP Stein	1974 914-6	63.363
12	Mark Mills	1982 911SC	56.269	32	Lon Jackson	2000 Boxster s	DNS
13	Bob Schatz	1977 911S	57.034	33	Lon Jackson	2000 Boxster S	DNS
14	Bob Grasso	2000 Boxster	57.240	34	Barry Cogut	2004 Porsche 996	DNS
15	Larry Rinehart	1988 951	57.723	35	Jim Prouty	1995 911/993	DNS
16	Harry Danberg	1973 911T	58.409	36	Keiran Haggerty	2004 Nissan 350Z	DNS
17	Orfi Sanchez	2002 Boxster S	59.622				

*Porsche results only

AMATEUR WRENCH

(Continued from page 18)

only weighs around 1,700 pounds. The tilt-bed trailer I had last year weighed in over 2,400 lbs and I couldn't get it up the driveway without scraping. Once I load the car up and the truck with my tools etc., the whole rig weighs in at roughly 11,000 pounds.

Well now, on to next steps. Well I have a new power steering pump coming from my favorite part recycler, Parts Heaven. The whole banana only cost me \$135 and installing it should take less than an hour.

Once I get that sorted out I am going to take it over to a local dyno shop and do some characterization; I plan several runs. The first is to baseline the car to see how it's performing. I suspect I will need to make some fuel mapping adjustments to ensure the mixture stays in the correct range and we have optimized it to get the best power available. The last time I dyno'd the engine I artificially constrained the maximum RPM to 6000. This time around I want to take it up to the redline of 7200. Next I want to take power curves at 10, 13, 16 and 19 PSI of boost to see how the power changes with pressure. This should give me a pretty good idea of what the motor is capable of overall. I'm hoping to con-

vince my son Ian (shouldn't be too hard) to pilot the car at the ET Drags at PIR on Wednesday during Parade to see what kind of 1/4 mile time we can get. I may even fire up my GTech meter and see if the power numbers agree with

the Dyno numbers. In any case if I can get through the two day Post-Parade DE I should be in pretty good shape for another track trip to California that we are trying to setup in October.

All for now ... ■

backfire

My Point of View

JIM AYERS

I have heard this magazine referred to as the Donzeiger, the Jimzeiger and a few other names. My only response would be that it is OUR ANZEIGER, without the Dons, the Jims, the Kates, Johns, the Peters, it wouldn't be the Anzeiger. I know you can pickup a copy of the magazine and say, well here we go another article by so and so, boring. Okay, step up to the plate, if you go to an event and enjoyed it, write an article and submit it. I, for one, can tell you I would appreciate it.

We, your magazine staff, still have to fill a certain number of pages. If you choose to write an article it would give a broader point of view and take a lot of stress off those who month in and month out fill these pages. Was it JFK who said "Ask not what your country can do for you, but what you can do for your country"? This is your club, do what you can do for it! Tough words from a staunch Republican. The fact still remains, without you we wouldn't be a club, with your support we will be a better club, and with your input we will be a great club.

If you have the time to complain, you have the time to write an article. If you are worried about your skills as a writer, don't; the editorial staff will make you look like a wonder.

Celebrating the 50th anniversary of Targa Florio victory

(Part 2 of a 2-Part Series)

By Andy Schuback

Furthermore, for the Stuttgart sports car manufacturer, it was the first time they took part in this legendary race because, at the time, the Targa Florio—from which the name Targa originated for many Porsche model designations—was seen as the home turf of larger-engine sports cars from Italy. Maglioli completed the 720-kilometer route without changing drivers in a time of 7:54.52 hours—and thanks to the reliability of his Porsche, only pulled in to the pit stop to refuel.

Yet even before this overall victory, the Targa Florio was closely associated with the name Porsche. First sponsored by the Italian Count Vincenzo Florio, the Sicilian Madonie, with its 6,000 curves and countless hills, was one of the greatest challenges in international motor sport for many decades. In 1922, the small Sascha model designed for Austro-Daimler by Ferdinand Porsche confidently won the 1100-ccm cylinder class. This was followed in 1924 by the overall victory of the Mercedes 2l Targa Florio race car developed at Daimler-Motoren-Gesellschaft under the technical supervision of Ferdinand Porsche. Umberto Maglioli's victory in 1956 marked the beginning of a unique success story for the Stuttgart sports car manufacturer. After Umberto Maglioli's astonishing victory in 1956, driving a Porsche 718 RSK Spyder, the duo of Edgar Barth and Wolfgang Seidel brought the second overall victory at Targa Florio home to Stuttgart-Zuffenhausen. In 1960, Joakim Bonnier and Hans Herrmann won in a Porsche 718 RS 60 Spyder. In 1963, the Porsche 718 GTR, driven by Joakim Bonnier and Carlo Abate, emerged victorious. A new era in racing began for Porsche in 1964 with the 904 Carrera GTS designed by Ferdinand Alexander Porsche. Racecar drivers Antonio Pucci and Colin Davis left all the competitors' prototypes in the dust driving a standard 904 model and, in April 1964, took home the fifth overall victory.

The introduction of the Porsche 911 in 1964 also heralded a new era in racecar engineering. With the six-cylinder engine based on the Porsche 911, the



Porsche 906 Carrera 6 only proved to be unbeatable, and not just in the 2-liter sports car class. At the 50th Targa Florio in 1966, Herbert Müller and Willy Mairesse won in the racecar fitted with a space frame and plastic chassis. The Porsche team entered the Targa Florio in May 1967 with a fleet of six Porsche 910 prototypes. The race ended with a triple victory as Rolf Stommelen and Paul Hawkins crossed the finish line in their Porsche 910-8 ahead of two 910-6 model racecars. Porsche managed a hat trick in 1968 with the victory of Vic Elford and Umberto Maglioli in a 907-8. As a result, the coveted Coppa Florio trophy finally landed in the hands of Porsche AG and earned a place of honor in Ferry Porsche's office. In 1969, Porsche responded to a new Brand World Championships regulation with the development of the 908/02 Spyder; out of six Porsche 908/02s that entered, four finished in the first four places. The overall victory was taken by Gerhard Mitter and Udo Schütz, who set a new course record with a time of 6:07.45 hours. Porsche sent the light and agile 908/03 Spyder to the start of the 1970 Targa Florio and this race also ended with a Porsche double victory (Jo Siffert/Brian Redman, Pedro Rodriguez/Leo Kinnunen), which was crowned by Kinnunen's record lap with an average speed of 128.57 km/h. In 1973, it was Gijs van Lennep and Herbert Müller, who drove into the history books in the historic long-distance race with a Porsche 911 Carrera RSR, the grandfather of today's Porsche 911 GT3 RS production car. By the final staging of the race as a World Championship in 1973, Porsche was the most success-

ful automobile brand with a total of 11 overall Targa Florio victories. ■

Porsche overall victories at the Targa Florio

1956	Umberto Maglioli Porsche 550 A Spyder
1959	Edgar Barth/Wolfgang Seidel Porsche 718 RSK Spyder
1960	Joakim Bonnier/Hans Herrmann Porsche 718 RS 60 Spyder
1963	Joakim Bonnier/Carlo Abate Porsche 718 GTR
1964	Colin Davis/Antonio Pucci Porsche 904 Carrera GTS
1966	Herbert Müller/Willy Mairesse Porsche 906 Carrera 6
1967	Paul Hawkins/Rolf Stommelen Porsche 910-8
1968	Vic Elford/Umberto Maglioli Porsche 907-8
1969	Gerhard Mitter/Udo Schütz Porsche 908/02 Spyder
1970	Jo Siffert/Brian Redman Porsche 908/03 Spyder
1973	Gijs van Lennep/Herbert Müller Porsche 911 Carrera RSR

Porsche major wins and championships (overall):

World Championship of Makes (Teams): 14
European Hill-climb Championship: 20
Formula 1 World Driver's Championship: 3
Formula 1 Wins: 26
Le Mans 24 Hours: 16
Sebring 12 Hours: 17
Daytona 24 Hours: 20
Targa Florio: 11
Monte Carlo Rally: 4
Paris-Dakar Rally: 2
FIA-GT Championship: 2

Welcome New Members

Cassidy J. Bolger Leslie Jones Portland, OR 1973 914	Michael V. Magauran Portland, OR 1999 911
Darin E. Brandt Beaverton, OR 1985 911	Jack L. and Candy Marion Portland, OR 1965 356
Michael R. Bowen Portland, OR 2001 Boxster S	Darris D. Miller Vancouver, WA 1996 911
David K. and Liann Chan Camas, WA 1983 928 S	Steve Ness Portland, OR 2004 911
Joseph V. Chaplik Portland, OR 2002 Boxster S	Scott E. Paskill Portland, OR 1969 912
Craig E. and Lorie Coleman Portland, OR 1987 944	Allen Paulson Lee Machado Portland, OR 1989 911
Scott and Bonnie Elliott Beaverton, OR 1987 911 1995 911	Cheryl V. Pulliam Portland, OR 2003 911
Gordon B. Empey Portland, OR 2006 Cayman S	Michael J. and Erin Reagin Portland, OR 2006 Boxster
Mark L. and Amie Fiedler Beaverton, OR 1974 911	Troy Reichlein Portland, OR 2000 911
Elaine and Jon Friesen Portland, OR 2005 Boxster 2006 911	Jeffrey J Reid Vancouver, WA 2006 911
George Huffman Washougal, WA 1996 991 1986 944 Turbo	John Rowland Sherwood, OR 2000 Boxster
Claudio and Lupita Innsaurralde Brush Prairie, WA 1987 911	Richard Tomczyk, Jr. Portland, OR 1999 911
Derek C. Jevning Portland, OR 1982 911	Robert W. Wolcott McMinneville, OR 1988 911
Christopher Jury Portland, OR 1967 912	Brian M. and Susan Scott Beaverton, OR 1972 914
	John M. Bates Lake Oswego, OR 1978 911

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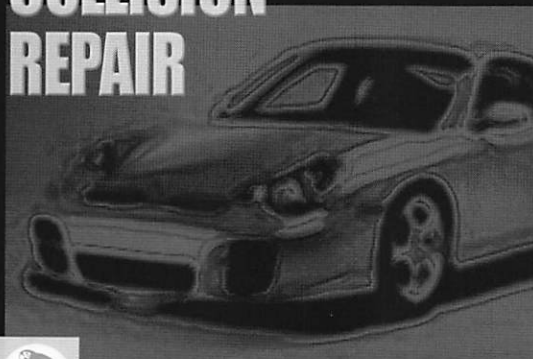
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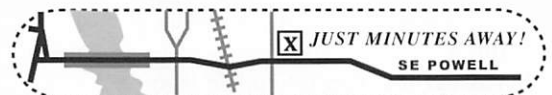
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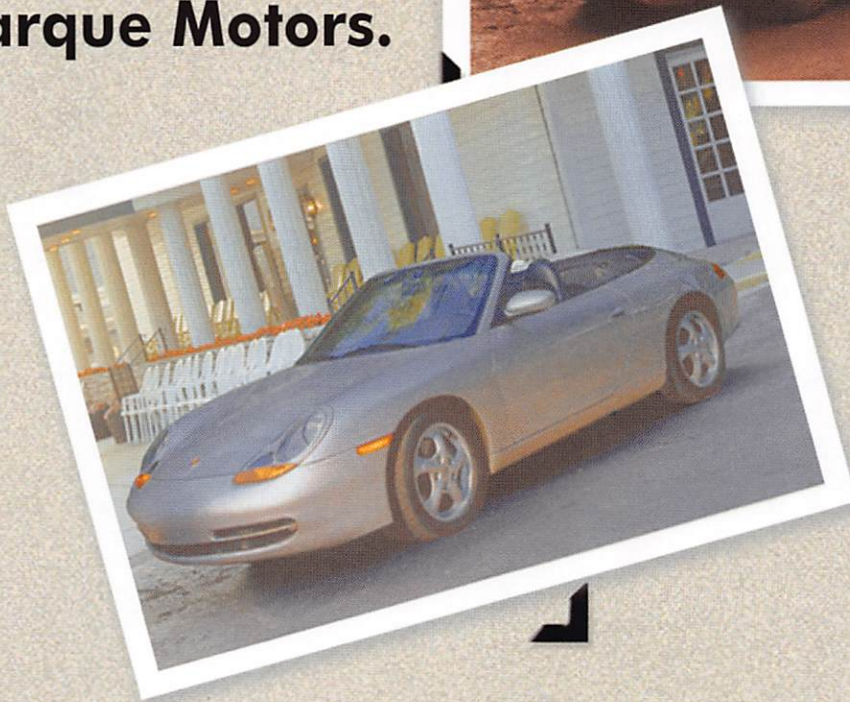
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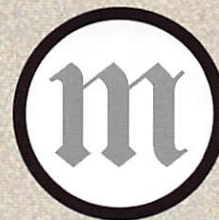


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