



Anzeiger

AUGUST 2007

Oregon Region Porsche Club of America

IN THIS ISSUE

**Running Wild in the Mille Miglia
45-year members Buck and Margo Peralta**





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Anzeiger

(an' zī ger), noun, German

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

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Anzeiger is the official publication of the Oregon Region of the Porsche Club of America, Inc., P.O. Box 5652, Portland, Oregon 97228-5652, and is published eleven times a year. Non-member subscription rate is \$30.00 annually.

Statements made in the Anzeiger are those of the authors and do not necessarily constitute the opinion of the Porsche Club of America, The Oregon Region, the Board of Directors or the editor. The editor reserves the right to edit, as necessary, all materials submitted for publication. Permission to reprint or reproduce articles may be granted by the editor or the respective author(s). Photographs may not be reproduced. Electronic versions of this document may only be distributed by the the Region's official web site of record. ORPCA is not responsible for any services and/or merchandise advertised herein.

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Anzeiger

Volume 47 No. 7

AUGUST 2007

FEATURES

- 14 A wet, wet May Autocross
- 16 One thousand miles of running wild: The full Mille deal
- 17 Brilliant sunshine, brilliant racing at 2007's Rose Cup
- 18 A goddess is your co-pilot: reflections on the Mille
- 19 Where the burrito runs

COLUMNS

- 4 From the President: Looking back, looking forward
- 4 From the Editor: Colorful changes
- 7 Still Plays with Cars: How much is your head worth?
- 9 Amateur Wrench: Grease and lube and oil, oh my!
- 11 Member Profile: Buck and Margot Peralta
- 13 Random Ramblings: When to leave the Porsche at home
- 23 In the Sixth Zone: The routes of spring
- 24 New Members and Anniversaries
- 27 Resource Directory
- 29 Marketplace

EVENTS

- 5 Oregon Region Events
- 6 Driver Education
- 6 Arrive & Drive
- 8 August Social and Dinner
- 8 Otter Rock Weekend
- 10 The Big Dogs Tour
- 10 ORPCA's first annual One Way Out Tour
- 12 Autocross
- 12 Wanted dead or alive
- 20 Sunriver Exotic Car Show
- 20 The Fall Tour

ON THE COVER

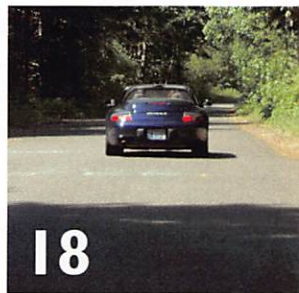
45-year PCA member Buck Peralta and his 356 Speedster back in Southern California, 1959. Rendering by Chris Rotvik.



14



17



18

**FROM
THE
PRESIDENT**
Chuck West

Looking back, looking forward



By the time you read this August column, more than half of our planned 2007 events will be “in the can,” so to speak. Don Clinkinbeard and his crew have put on some great driver education events this year, each with its own set of exciting moments. For the most part, the weather has been good enough to allow us to push our Porsches a little harder at each DE and develop a little more confidence in the process.

Autocross participation continues to grow, with anywhere from 40 to 60-plus drivers at each event. Boxsters are showing the biggest gains in both numbers that attend as well as their times. Older 914s and 911s are still holding their own but they have to work for it.

The ORPCA Board approved spending over \$8,000 on autocross equipment this year, in part to replace or add to existing equipment and in part to gear up for next year when Portland International Raceway should have the area on Broadacre paved and ready for us. Yee haa!

The monthly dinner meetings and the Arrive & Drives are very well attended and continue to be a great way for new members to get acquainted with the more social side of ORPCA. The variety of venues reflects our desire to provide a little bit of something for everybody.

Kevin Neary did an outstanding job at the Rose Cup for those Porsche drivers in attendance. With the exception

of an unannounced Ferrari being deposited at the perimeter of the corral, it was a nice show of Porsches. We even had a drawing for those in attendance.

As Parade is on the west coast, I had to go. Knowing ORPCA had 25 members attending, Mike O'Connor stepped up to the plate and volunteered to lead a tour down to San Diego. A lot of hours were spent examining routes with Mike Ashe, an avid tourer, and checking for hospitality and other essentials that make a tour successful. Other regions came to our Parade in *(Continued on page 21)*

**FROM
THE
EDITOR**
Jim Ayers

Colorful changes



I hope everyone is enjoying the added pages of color in the magazine. More color gives us a certain amount of flexibility with articles and photos and generally makes for a more pleasing presentation. There is one downside to more color: higher cost. If any member knows of a business looking to advertise in Anzeiger with either a half- or full-page color ad, please have them contact Tom Pavlik at tom.pavlik@comcast.net. I suspect we have some professionals in our membership who could use an ad.

Progress is a wonderful thing and technology has brought us a long way in the last 25 or so years. ORPCA has progressed as well through new tech-

nologies, one of which is going to impact our membership process. If you haven't paid your annual dues yet you'd better hop to it. Thanks to the wonders of computers we now pay our dues via a computer website, motorsportreg.com. ORPCA members need to go to this site and establish an account. After setting up the account they can then pay their dues and regis-

ter for upcoming events. For those who are either computer wary or just refuse to do any transactions via the internet, paper registration will still be available for events and annual dues can be mailed in. Hopefully all of you have paid your dues or you may not be reading this article. No dues, no magazine.

Club bylaws require the board of directors to annually announce any vacancies for the upcoming board and name the nominating committee. Two positions come open this year and I urge everyone to look at potential candidates and submit their nominations. Refer to the ad on page 5 in this issue for contact information. ■

Oregon Region Events 2007



August

- 2 Driver education (hosted by Gran Prix Imports[†])
- 3 Driver education (hosted by BMWACA[‡])
- 5 Driver education
- 5 Arrive & Drive (Sunday)
- 7 Board meeting*
- 15 Monthly social and dinner: Gran Prix Imports Barbeque
- 20 Anzeiger editorial deadline for October
- 24-26 Otter Rock Weekend
- 25 The Big Dogs Tour

September

- 1 Arrive & Drive
- 4 Board meeting
- 5-9 The One Way Out Tour
- 8 Sunset Imports' Porsche Swap Meet
- 14-16 Sunriver Exotic Car Show
- 16 Autocross
- 19 Monthly social and dinner
- 20 Anzeiger editorial deadline for November

October

- 3 Board meeting
- 6 Arrive & Drive
- 13 2008 events planning meeting
- 17 Monthly social and dinner
- 20 Anzeiger editorial deadline for December
- 20-21 The Fall Tour

November

- 6 Board meeting
- 14 Monthly social and dinner
- 20 Anzeiger editorial deadline for Jan/Feb

December

- 4 Board meeting
- 9 Charity auction and awards banquet

* All members are welcome to attend.
Please contact Chuck West for meeting location.

[†] Refer to www.gpimports.com for information

[‡] Refer to www.bmwacaportland.com for information

To be added or removed from ORPCA's e-mail event reminder service, please contact postmaster@oregonpca.org.

It's Election Time

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

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

If you want to nominate yourself or someone else, please contact Chuck West at greenweapon@comcast.net, (503) 720-2037; Jeff Gretz at gretz@omtool.com, (503) 528-6253; Don Clinkinbeard at drcbike@comcast.net, (503) 970-4848 or John Draneas at draneas@msn.com, (503) 436-1652 by September 1, 2007.



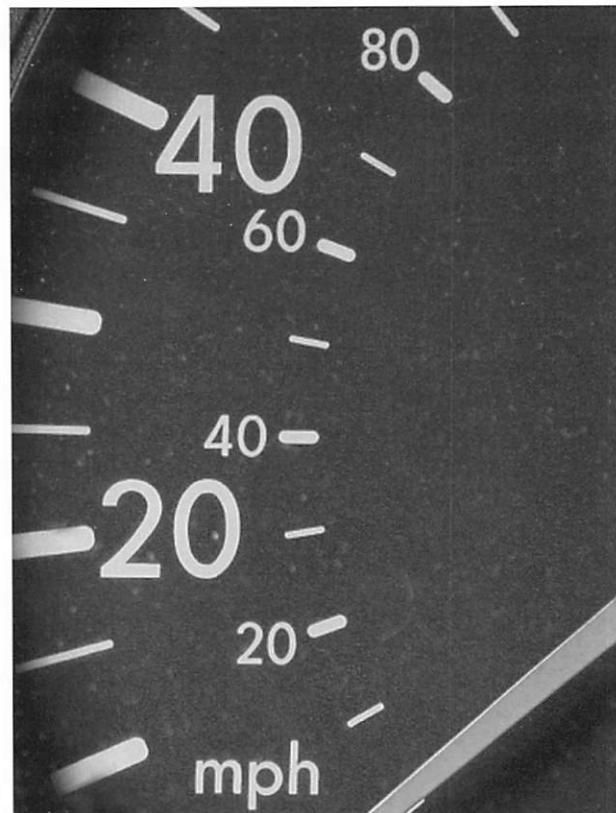
Driver Education

Sunday, August 5

Our final ORPCA Driver Education event of the year will be held on Sunday, August 5, at Portland International Raceway. This event starts and ends later than usual; registration and tech inspection begins at 10:00 am while the first car is scheduled to be on track at 1:00 pm. The fee is \$135 if you pre-register by July 29 or \$175 on the day of the event. Register at orpcamotor-sportreg.com and read about the changes we've made to the program this year at ORPCA's Driver Ed website. I look forward to seeing you at the track in August!

For more information contact:

Don Clinkinbeard
ORPCA Driver Education Chair
(503) 970 4848
drcbike@comcast.net



Arrive & Drive

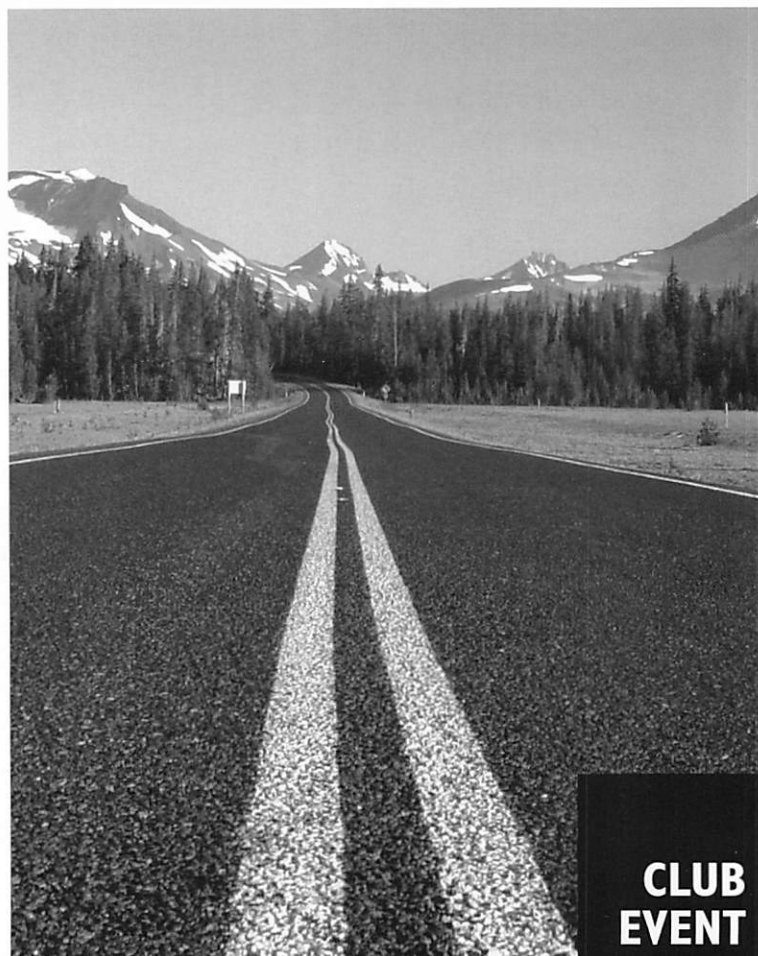
Sunday, August 5

Saturday, September 1

Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the first or second Saturday of April through October (Sunday in August), each tour is roughly 100 miles and three hours long. It's a fabulous way to kick off the weekend.

To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) at Miller's Homestead restaurant, 17933 SW McEwan Ave., Tigard, not later than 8:55 am. A brief meeting to cover the route takes place at 9:00 am, but many folks rendezvous at 8:00 am for breakfast (no-host). With 50 attendees or so being common, we typically break up into smaller groups rather than try to maintain one long convoy. The first group of cars will depart Miller's Homestead at 9:15 am.

Call Eric Freedle at (503) 384-0453 for details, or send an e-mail to mmooter@aol.com.



**CLUB
EVENT**

STILL PLAYS WITH CARS

Peter Linsky



How much is your head worth?

How much damage can your brain bucket sustain before it's unsafe to use? I spotted a useful bit of information in the *Los Angeles Times* this spring that's worth passing along. Motorcycle columnist Susan Carpenter responded to a question from a rider who had dropped his new Arai helmet onto a carpeted floor and wanted to know whether it should be replaced. Is that a silly question? The short answer: No. An Arai spokesman told Carpenter that a helmet can be damaged in either of two ways:

"One is a depression of the liner, caused by an impact where the liner does its job and absorbs the energy. If someone has had an accident where they hit their head, we always ask people to ship the helmet back to us for a tech inspection. We do it for free. All it really takes is very sensitive fingers and hands to feel a depression in the liner because it has no memory; it will not come back, so that area is compromised. The other reason would be that the shell has been delaminated to the point where the fiberglass is visible. In other words, you've scraped along the ground and worn through the clear coat, the paint, everything, including the primer, and you can see gray fiberglass. Normally, dropping it on to a sidewalk, although it looks bad, I don't know of a



case where that would destroy a good helmet. So falling onto a carpeted floor, even a wood floor, from four feet will not harm it." He didn't say anything about asphalt, but experienced racers know that it's risky to wear a helmet

that's been dropped onto a hard surface or whacked on a rollbar. They'll send it back for inspection, just in case there's a hairline crack. The bottom line: How much is your head worth?

same material and it costs just a couple of bucks per roll. Even better: I found a large roll of the same material at Interstate Tool in North Portland for just three dollars.

THE HEADLINE: A PORSCHE-BADGED HOT HATCH BASED ON THE VW GOLF MAY BE IN THE WORKS. THE NEW COMPACT POCKET-ROCKET WOULD HIT THE STREETS BY 2012.

Looking for an inexpensive and effective way to keep small hand tools from rolling around in your tool cabi-

The always-intriguing website autospies.com flashed June's cover of German enthusiast magazine *Auto Bild*. The headline: a Porsche-badged hot hatch based on the VW Golf may be in the works. The new compact pocket-rocket would hit the streets by 2012. Fact: Porsche now owns a controlling share of VW. Fact: Porsche plans to bring its new four-door sports coupe, the Panamera, to market within two years. With Porsche firmly committed to expanding its vehicle line, would it be a surprise to see a small hot hatch emerge from the company?

net? No need to buy the overpriced stuff from the specialty automotive houses—just drop by the kitchenware department at your variety store and pick up a roll or two of perforated anti-slip shelf liner or the stuff that prevents small rugs from slipping. It's exactly the

EXPERIENCED RACERS KNOW THAT IT'S RISKY TO WEAR A HELMET THAT'S BEEN DROPPED ONTO A HARD SURFACE OR WHACKED ON A ROLLBAR. THEY'LL SEND IT BACK FOR INSPECTION, JUST IN CASE THERE'S A HAIRLINE CRACK.

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Until next month, drive safely! ■

August Social and Dinner

Wednesday, August 15



Gran Prix Imports

25300 SW Parkway Avenue, Wilsonville

(503) 570-1019

6:00 - 7:00 pm Social hour

6:30 - 7:30 pm Dinner

August is made for barbeques and we have a hot one planned at Gran Prix Imports. Drop in at 6 pm to relax in the company of other ORPCA members, tour GPI's diverse array of exotics—including Spyker and Panoz—and enjoy their classic racing art, espresso bar and pool lounge. Dinner starts coming off the grills at 6:30 pm.

Volunteers are needed for set up, orchestrating an informal Porsche Corral on GPI's front lawn, and grilling. If you are able to help, please contact Chuck West at (503) 720-2037 or greenweapon@comcast.net.

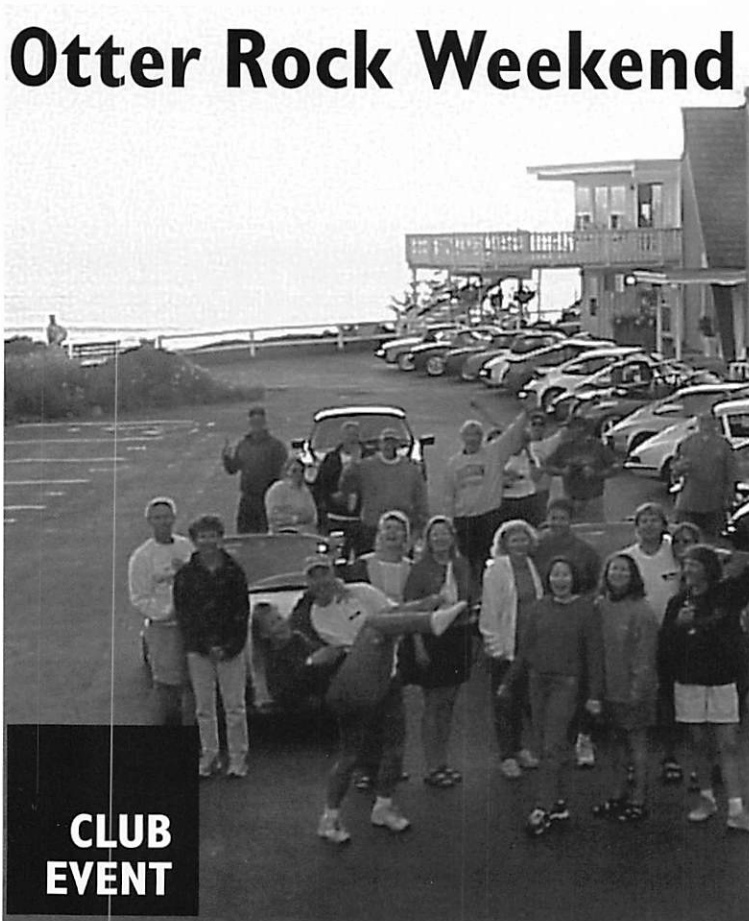
RSVP by Friday, August 10

to Nancy Herron

(503) 293-6714 or e-mail dinnermeeting@oregonpca.org

Otter Rock Weekend

August 24 - 26



**CLUB
EVENT**

An ORPCA tradition is back! Do not miss this chance to spend a great, low-cost weekend at the beach in our own private coastal lodging at Alpine Chalets. The lodging overlooks the Pacific Ocean and has a wonderful park-like setting with private access to Beverly Beach. There are 11 units that sleep 4 to 8 people; you may reserve your own private unit or plan to share with friends old and new. Pets are welcome in some units. To make reservations, please call Gigi at (800) 825-5768 and tell her you are with the Porsche Club. Or check out the chalets and make reservations on-line at www.oregonalpinechalets.com. A number of fun events are planned and there will be plenty of time to enjoy the beach and shopping.

Debbie and Don Clinkinbeard are hosting this event; for more information please contact Debbie at dmc993targa@comcast.net or (503) 356-1764



Grease and lube and oil, oh my!

Last month, while doing an under-car inspection, I found a bunch of grease sprayed around from a split boot around the CV (constant velocity) joint. We replaced the CV boots but as I was going through the CV joints I found that both joints on the right axle were worn significantly enough to warrant replacement. I ordered two new joints and received them the Tuesday before the June 22nd Tri-club driver education day. Well, the new CV joints, with 25 splines, did not fit my 33-spline axle. Porsche made these axles in two versions: one for normally-aspirated cars and the other for the Turbo, with a different number of spines on the axle for each. Otherwise, the shafts are the same length and diameter. I had replaced these axles in the past and it appears that I got the NA-style axles. When my parts supplier delivered the new CV joints they were, as ordered, the Turbo version. The short-term fix was to turn the old CV joints around so the thrust is borne by the area of the CV joint with minimal wear. It worked for us at the track while I wait for the parts that fit my incorrect axles.

By the way, I tried a new parts supplier this time around and I couldn't be happier with the service and knowledge of the owner. Dennis at Driving Source Northwest (<http://www.dsnwparts.com/>) took the



The 944's worn CV joints. Notice the wear in the cups, especially visible on the right-most joint.

quoted me the brake parts for the 911 too). He is located in Salem so the dollars stay local and I like that.

Getting back to DE prep, we got the car all tweaked, polished and spiffed up underneath. We worked on the align-

negative 3 degrees really improved braking stability. But with camber now about 2.8 to 3 degrees negative all around, the car felt a lot looser and tended to push (understeer) on corner entry and slip (oversteer) on corner exit. Tire pressures and temperatures were in line with past measurements but the grip was just not there. We'll take it in for an alignment and corner balance before the next DE day.

Randi Ledbetter and James and Shari Gregory joined us on the 22nd at PIR—a nice little group for our day. Old 65 ran very strongly from the get-go but the power steering pump (the original unit) let go in the second run session, the

(Continued on page 22)

IAN GOT THE CAR SLOWED DOWN FROM 130-PLUS ON THE BACK STRAIGHT BUT TURN 10 RESULTED IN A 450-DEGREE SPIN!

time to deliver my parts to my home as he was up from Salem on another errand. I am a happy camper. Not only did I get personal service and doorstep delivery but he stocks parts for our BMW, the 944 and the 914/4. One stop shopping and parts for all my cars (he

ment; the rears were running 4.6 and 4.2 degrees of negative camber (a little extreme), keeping the back hooked up around corners. The issue comes in under extreme braking: near the limits of adhesion, the back end tends to dance around. Reducing the camber to

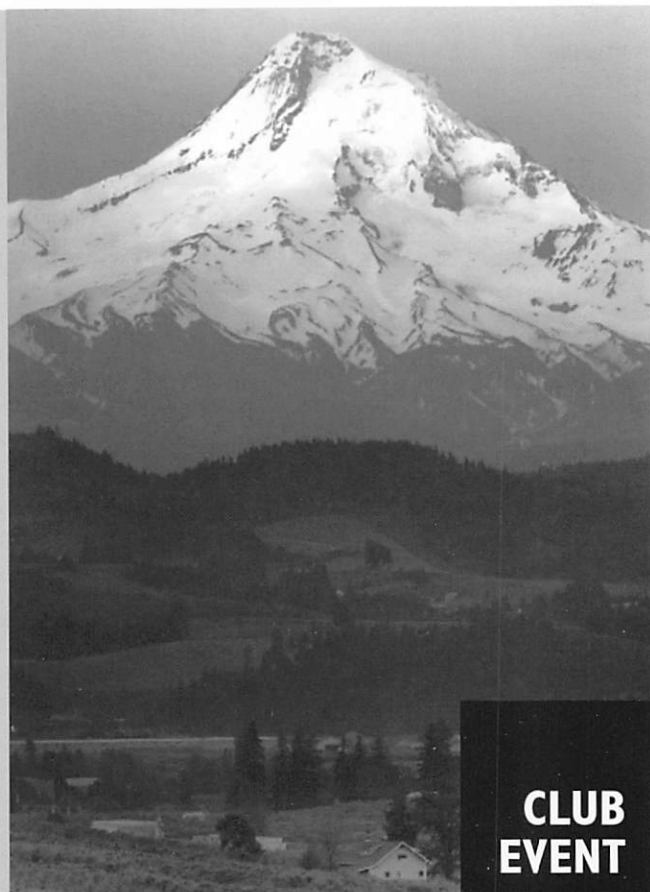
The Big Dogs Tour

Saturday, August 25

Great Porsche roads, a moving and inspirational ceremony, and great food! It's all included on August 25th when ORPCA members and their families are officially invited to attend the graduation ceremony for new guide dogs and their blind partners at the Guide Dogs for the Blind facility in Boring, Oregon. This will be a great opportunity to learn more about this wonderful organization, one of the main recipients of ORPCA's charitable donations. The state-of-the-art campus hosts clients from all over the US and Canada who receive their guide dogs after very intense training. The graduation ceremony is an uplifting and heart-warming experience held in a beautiful facility. A private tour of the campus will follow the graduation. After the tour we'll head up to Sandy for an early no-host dinner at Calamity Jane's, otherwise known as the best hamburger restaurant in Oregon!

The tour will start at the End of the Oregon Trail Interpretive Center in Oregon City at 11:30 am. Take exit 10 off I-205 and turn right at the 1st light. Look for the big covered wagon.

Please RSVP by August 15th to Jeannie Gretz, jeanniegretz@centricata.com or (503) 628-6253.



**CLUB
EVENT**

The first annual One Way Out Tour

September 5 - 9

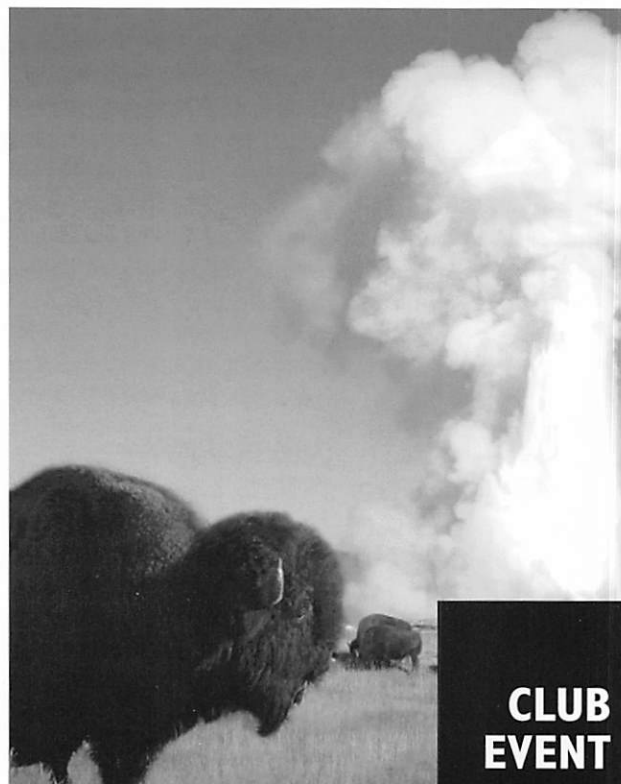
This year's inaugural One Way Out Tour, the last major tour of the season, offers up a unique style and destination: Tour meister John Johansen will guide us in a 3-day organized tour to Jackson, Wyoming and Yellowstone Park ... leaving the return route and timing open to your own personal whim.

The tour begins in The Dalles, Oregon, with check-in at 6:00 pm September 5th at the Comfort Inn. Room rates for the evening will be \$80 to \$90. On September 6th we'll drive Highway 12 through Walla Walla, Washington and take Highway 95 from Lewiston to McCall, Idaho and the Tamarack Resort at Osprey Lodge for the evening's dinner and overnight stay. The room rate for the evening will be \$189.

On the 7th we'll say goodbye to McCall, driving scenic backroads to Stanley and over Galena summit to the Sun Valley Lodge (\$249 for the evening's stay).

September 8th brings a choice of route for the drive to Jackson, Wyoming, and two nights at the Best Western Jackson Hole, with a room rate of \$160 per night. A more direct route is offered for those planning to tour Yellowstone Park on their own after our final overnight stay in Jackson. An optional long route passes through Yellowstone Park en route to our Jackson overnight. Both routes will provide a wonderful driving experience.

Tour cost is \$100. Contact John Johansen, event chair, at (503) 708-6046, john4pdx@aol.com.



**CLUB
EVENT**

MEMBER PROFILE

Jim Ayers

What James Dean inspired: Forty-five years of PCA with Buck and Margot Peralta

Member profiles are a great way to learn about people we may have met on occasion but really don't know that much about. And they can have surprising histories, as is the case with Buck and Margot Peralta.

Inspired by the actor James Dean, Buck bought his first Porsche in 1959—a 356 Speedster with a 1500 Super engine. A typical SoCal kid, Buck had grown into a motor-head, progressing through old flathead Fords, '50s Chevys and even driving in NASCAR's Grand National West series. In 1974 he had the race of a lifetime, running against Cale Yarborough, Bobby Allison, Benny Parsons and others from NASCAR's premier Winston Cup Series, in the Tuborg 400 at Riverside International Raceway. Finishing 11th in a '73 Ford Gran Torino, Buck pocketed \$1,250 for his effort.

At the time Margot was living in Tualatin, raising her young daughter and working for Bob Roseta at Riviera Motors. Single and picky, Margot would only date guys who drove sports cars. And Buck, having recently moved to Oregon and into the same apartment complex as Margot, owned an orange Porsche 912 garaged directly across from Margot's apartment. But every time Margot had seen Buck he was driving a big green Buick. Aware of her mother's penchant for sports car owners, Margot's daughter pointed Buck out, saying he had a really cool car. Margot dismissed this, thinking her daughter must



Above: Buck and Margot Peralta receiving their 45-year PCA membership plaque from Chuck West (right). Photo by Jim Ayers. Below left: The Peralta's current pride and joy, a tastefully-updated 1971 911T. Below right: Buck placed 11th in this '73 Ford Gran Torino at 1974's Tuborg 400.

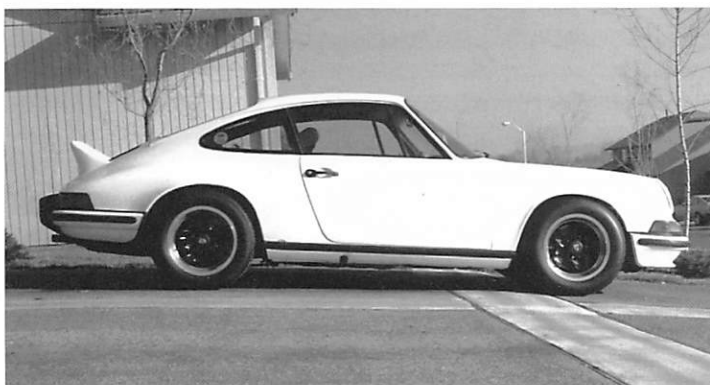
be confused—she was only three at the time. As fate would have it, one morning Margot left her apartment just as Buck opened the garage door, exposing the 912. The rest is history.

The couple's garage currently contains a 1971 911T purchased in the '80s. Repainted in its original Ivory White, the 911 has been updated to look like an RS. Aside from this, they've only had to update the chain tensioners and rebuild the transmission.

Margot previously owned a 1979 924 Sebring special edition—the one with the checkered interior. She liked it as it matched an outfit she owned. Her only problem with the car? It seemed every

time she drove it she got stopped by the police. She thought it might have had something to do with being a young blonde in a red sports car—she never got a ticket. A yellow 914 also spent a period of time with the Peraltas and it now looks like a Boxster might come into their lives as a more civilized car for Margot. Civilized, but with that great handling quality of the old 914.

Forty-five years as a PCA member has left Buck with numerous memories of places visited, races run and people met. Margot, while somewhat less tenured than her husband, shares the pleasure of club activities and cars as well. ■



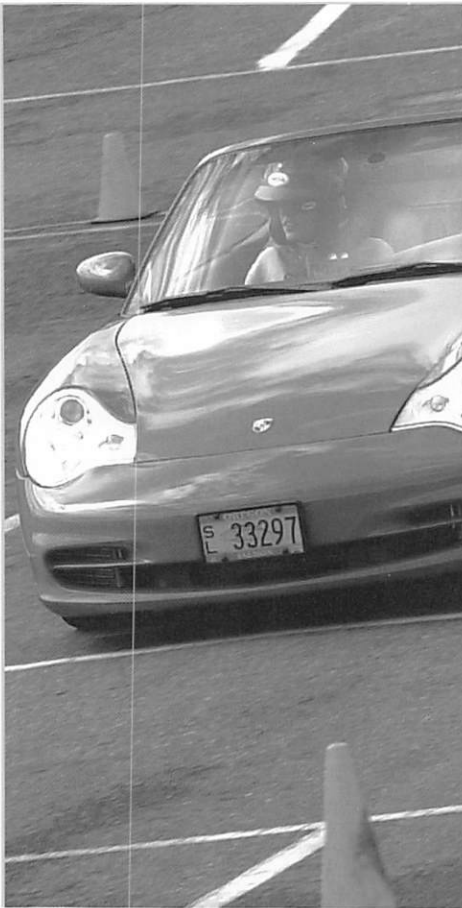
Autocross 2007

Sunday, September 16

Autocross is a great way to have fun, improve your driving technique, discover your car's cornering and braking limits, and gain confidence. You'll race solo against the clock over a temporary course, marked by traffic cones, designed to test your car handling skills and the limits of your car. With most of the course being taken in first or second gear, speeds are kept down, usually below 50 mph. Come to set a personal best time, or just to watch.

The cost is \$30 if you register in advance at orpca.motorsportsreg.com. All events take place at Portland International Raceway's south paddock. Gates open at 7:00 am for walk-up registration (\$40) and technical inspection. All cars must be registered

and inspected by the mandatory 8:30 am drivers meeting. Helmets are available for first-time drivers and instruction is available for anyone. For the full details, please go to www.oregonpca.org.



Wanted, Dead or Alive

Preferably Alive

Unknown person who knows what the letters HTML stand for and how to use them. Someone with more than a passing understanding of Microsoft FrontPage and how to properly apply it to our website. Be the one thousands wish they could be: ORPCA webmaster.

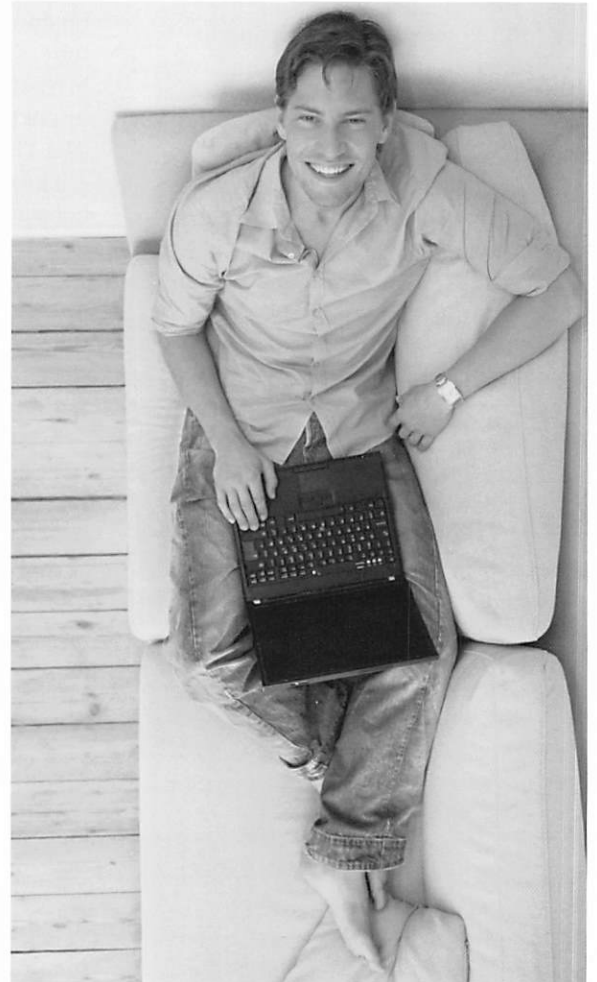
Compensation:

Nothing at all, unless you consider seeing your name listed in *Anzeiger* and on the website as compensation. You might also be invited to the annual volunteer recognition party.

Hours and work environment:

Flexible hours in the comfort of your own home

Interest parties contact Kathleen Ellis, (503) 720-0184
vicepresident@oregonpca.org



RANDOM RAMBLINGS

Tom
Pavlik



When to leave the Porsche at home

In May I explained why I thought the crazy astronaut would have been better off if she had a Porsche. Well, a local resident has given us an example of where it would be in your best interest to drive *anything* other than a Porsche. On March 20th, Brian Perry of Oregon City decided to use his aqua blue 911 to transport a painting just stolen from the Clackamas County Public Services building (see http://www.kgw.com/news-local/stories/kgw_032607_news_art_heist_clack_43c9799.html for the full story).

Want to get somewhere fast? Drive a Porsche. Want to cruise stealth-like in Oregon City? Drive an F-150. And you can fit a lot more loot in a pickup than a 911.

Brian not only left the scene in what might be the most noticeable vehicle in the city but he also drove past the security cameras—*twice*. While they didn't get a photo of his license plate, a quick database search for blue 911s helped the



dinners. I have been attempting to change that by attending recent dinners. April's dinner, at Thirst Wine Bar and Bistro, gave me a chance to enjoy two of

to the autocross and driver education folks—try to attend the next dinner on August 15. While we have a ton of fun at the track, what really makes for a great club are the people. The more members you know, the more rewarding the club. August's dinner has the bonus of being held at Gran Prix Motors. Not only will you share laughs and food with fellow club members, you'll also get to drool over some crazy cars.

I also need to be more active in our tours. I plan on leaping into it with what might be our longest tour: the inaugural One Way Out Tour (check it out on page 10). I have always wanted to explore this part of the country and now I have a convoy to guide me! I might go solo from Yellowstone to seek out Mount Rushmore. Anyone care to join me?

Remember, I need your feedback! Please shoot me an e-mail with your thoughts and comments. Until next month, enjoy the ride and always pay it forward! ■

WHAT REALLY MAKES FOR A GREAT CLUB ARE THE PEOPLE. THE MORE MEMBERS YOU KNOW, THE MORE REWARDING THE CLUB.

Oregon City Police solve this case in less than 48 hours.

Porsche ownership usually means a high income. That doesn't always correlate to a high IQ. Even if Brian committed this crime in *The Simpsons'* Springfield, Chief Wigam would have solved this one between donut stops. The next time you feel like going on a crime spree, leave the Porsche at home. Especially you speed yellow and aqua blue guys and gals!

I'm pretty active in our club but historically I haven't attended many ORPCA

my passions: wine and ORPCA. The May dinner was at La Provence Bakery and Bistro, a restaurant I've been wanting to explore. Whenever I go I have a good time but always notice how few attendees I know. When at PIR I know pretty much everyone. It's almost as if we have two different clubs.

Don Clinkinbeard showed a few PIR videos during May's dinner and mentioned how much fun it is, suggesting everyone at dinner should show up at the track. I couldn't agree more and I also want to toss out the same challenge

A wet, wet May autocross

by Barry Cogut/Photos by Bob Schatz

With 30 percent chance of rain in the forecast, only 42 of the 46 drivers who pre-registered—and only 32 Porsches—showed up for May's ORPCA autocross (our April event had 54 competitors). The day turned out to be a really wet, at times raining very hard, keeping the track surface wet—with a lot of standing water—for the entire event. The course workers for the first run group got so wet and cold that the number of runs was trimmed back to four.

I had gambled and put on my Hoosiers the night before in hope that Sunday morning would be dry. Getting up, even though it was wet, it was way too early for changing tires so I left them on. I hadn't used R-compound tires in the rain before and have heard that they would be really slippery if there was any standing water. I am pretty happy with the traction of the Hoosiers in the rain, although they did slide a lot, but I am confident street tires would have not done any better. I had previously dreaded the thought of racing in the rain but it was a lot of fun and great experience.

The event ran smoothly and we were done fairly early. We were able to use vir-



Above: A beautifully-prepared early 911 takes to the water like a frog. Below left: In hopes of avoiding a two second penalty, Ryan Sauer took the evidence with him. Below right: Eric Freedle sends water flying.

tually all of the paved area for the course—which was clearly laid out, a very nice configuration and a lot of fun—since relocating the grid in April for safety reasons. I would like to see the course used again on a dry day.

James Paulson posted the best time of the day in a 2006 Subaru WRX STi.

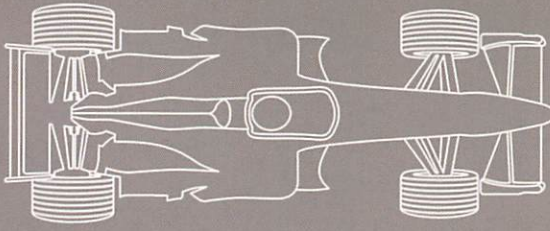
Douglas Skinner came in second overall with his 1973 911, 2.168 seconds down, and just edged out Gary Chapman's 914/6 for the win in the modified (MO1) class. Other class winners include Scott Mills (PO3), Barry Cogut (SO2), Chris Bekooy (SO1), Dick (Richard) Thomas (PO4), Larry Rinehart (PO2), Matt Ring (IO1) and Jeff Gretz (PO5). Final results are printed on page 21 of this month's *Anzeiger* and year-to-date championship points are posted at www.oregonpca.org, thanks to Pamela Chapman. Congratulations and thanks to all who participated. It was a great day.





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One thousand miles of running wild: The full Mille deal

Story and photos by Jim Ayers

Ten years in the making, the 2007 Mille Miglia (“thousand miles” in Italian) achieved a milestone as the first true Mille in club history. Sure, we had the Half-Mille and the 750 (three quarter) Mille but somehow they just didn’t ring true with the concept. Any way you look at it, a Mille Miglia isn’t a Mille unless it is 1,000 miles long. And 1,000 miles over four days opens up a whole lot more geography for exploration.

The Mille committee—chaired by John Johansen and composed of Lainey Johansen, Don and Debbie Clinkinbeard, Richard and Claire Puetz, Bill and Peggy Munson, and Rupert and Bobby Jo Koblegarde—did an excellent job of transitioning from 750 miles to 1,000. Routemeisters Bill and Peggy Munson probably traversed three times that mileage finding interesting, to say the least, roads to travel.

The route included a series of US Forest Service roads from Summer Lake to Bly, Oregon, nearly 35 miles of open range. For those not from cattle country, open range means the cows run free and may be encountered at any time in *(Continued on page 22)*



Top: 2007’s Mille Miglia drivers and navigators take a much-needed break from first-class roads, wine and cuisine. Above: Gregg Denning (center) revisits the day’s drive with Jeannie and Jeff Gretz outside Steamboat Inn on the North Umpqua River, Oregon. Below: Oregon’s State Troopers have deployed a new tactic to calm traffic: moo-ving roadblocks. It seemed to have the opposite effect on a certain ORPCA member.



Check out more reflections on the Mille on page 18



Brilliant sunshine, brilliant racing at 2007's Rose Cup

by Peter Linsky/Photos by Peter Linsky and Bob Ellis

Well, how about that—an opening Rose Festival weekend without rain! Under brilliant sunshine and temperatures in the mid-80s, more than two dozen die-hard PCA racers rolled onto Portland International Raceway's pre-grid spoiling for a fight. They were offered two Porsche Cup contests during the weekend to scrap it out amongst themselves, as well as a mixed-bag Festival Trophy Race on Saturday and the eponymous Rose Cup race plus another class race Sunday afternoon. Bottom line: some terrific wheel-to-wheel battles amongst some very closely-matched machinery, a thrilling chase that saw an old 911 nearly bag a 500-plus horsepower Corvette at the finish, and more bitching and moaning. It wouldn't be the Rose Cup without a line in front of the protest table and the legality of a certain locally-owned Porsche 962 was being challenged. Its owner scrambled back to his shop to grab the written decision by SCCA to allow said 962 to run in the SCCA's Super Production category for the purposes of Rose Cup. Unfortunately, last year's rules had some new supplements and by late Saturday the 962 had been relegated to paddock eye-candy. Monte Shelton had planned to have son Neil take the wheel and take a crack at the top podium position Monte has captured many times. "If they didn't want us to run, they should have just said so," fumed the senior Shelton. Also disallowed was Greg Pickett's ex-ALMS LMP1 Lola from last season's Dyson team. The LeMans series spyder lurked

in Pickett's transporter, just in case. A two-year-old Lola against a 26-year old Porsche prototype—that would have been an interesting match-up.

Saturday's feature was a 30-minute race for the Festival Trophy. Unfortunately, on-track problems moments after the green flag meant the race had to be shortened by 10 minutes to allow for the clean-up, a decision that put paid to Jeff Gamroth's attempt to run down pole-sitter Nick Fluge's small-block 427 'Vette. Starting well back in the field, Gamroth worked his way through traffic like a surgeon wielding a scalpel, closing to within a few car lengths at the checker. "Just not enough time," he said, as an appreciative audi-



ence cheered. Scott Daiger's Porsche was third.

The first of the weekend's two Porsche Cup sprints saw the monster twin-turbo 911 lightweight of Loren Beggs, with its GT1-like roof intake and air-management strakes all over, qualify on the pole only to lose something in the driveline on the opening lap. Canadian Peter Wong, in his Gamroth-prepared GT3, inherited the lead and held on to take the flag in a tight contest that saw Redmond, Washington's Jim Walsh just edge out ORPCA veteran Jay Culbertson.

Sunday morning's Porsche Cup encore saw a somewhat smaller grid, with a

Top left: Wicked. Simply wicked. Photo by Peter Linsky. Top right: Lined up for Sunday's club race. Alka-Seltzer, anyone? Photo by Peter Linsky. Below: Scott Daiger gets over-exuberant in the Festival Curves. Photo by Bob Ellis.



A goddess is your co-pilot: reflections on the Mille

by Jeannie Gretz

Testosterone isn't the only hormone in play during ORPCA's annual Mille Miglia. Granted we've got dozens of alpha dogs testing their driving skills in German-made road toys, carving mountain road apexes, flying happily down long straightaways, back-slapping and hoopin' and hollerin' when they catch up to each other at rest stops.

But let us not forget the ever present estrogen levels along for the ride, clinging to the seats, manicured nails cracking under the pressure, seat belts imprinting sweaty Ts, eyes glazed, praying for a potty stop, some about to hurl from the attempt to read instructions while trying to maintain equilibrium. Oh please, make it stop.

The truly courageous women of the Mille are the ones who choose to be full-time passengers. It ain't easy slamming from side to side. Or trying to visualize your dinner outfit from the contents of a teeny tiny overnight bag in the teeny tiny trunk. And they take a lot of personal flak if the route directions snafu'd themselves.

Kate Ayers says "red and blue lights look the same in the passenger's rearview mirror as the driver's. They give the passenger the same nasty thrill that they give the driver. They are spectacular, however, when they pass you by after you've pulled over. Moral here: Always use a bright yellow Ferrari for bait." Another perspective: "I figure if Jim has control of the steering wheel, I get control of the heating system." Kate knows her stuff.

THE TRULY COURAGEOUS WOMEN ARE THE ONES WHO CHOOSE TO BE FULL-TIME PASSENGERS. IT AIN'T EASY SLAMMING FROM SIDE TO SIDE, OR TRYING TO VISUALIZE YOUR DINNER OUTFIT FROM THE CONTENTS OF A TEENY TINY OVERNIGHT BAG IN THE TEENY TINY TRUNK.

During one of my personal passenger-seat shifts, Jeff and I were making spirited time alone, down a forest road. We'd passed the only acceptable gas-station potty several miles back. "Honey, stop there." "No, there'll be another one up



Top down and foot to the floor in a Carrera 4. Life doesn't get much better than this. Photo by Jim Ayers

the road." "Honey, stop here." "No" You know the drill. Then, about 10 miles into the forest, our Immobilizer Malfunction light starts flashing. Just in case you

come across any Martian robots, you want your Immobilizer to function, dang it! While careening through desolate forest roads I managed to locate, read and understand the cryptic owner's manual

instructions for Immobilizer function repair, but that's another story.

Personally, I like to drive part of the time. As does Denise Peterson, whom all of us driving-Mille-women admire for her ability to keep up with the boys in her new C4S cabriolet. Denise says "The Mille is enjoying beautiful scenery, wonderful twisty roads, good friends, wine tasting, and not having to cook for 5 days ... the only difficult task is deciding who gets to drive first, Don or me!"

I do enjoy taking the wheel for a while every day. I think autocross has made me a more confident driver. On one awesome twisty road, I had the wheel of our 993 and was keeping a pretty good pace, following Tom Jewett, with Jim North close on my heels. Up, down, round and round we went until Jim blew by me. I said to Jeff "Judy's not happy in there" and sure enough, when we got to our destination Judy got out of the car and said "I was so happy and relaxed just following Jeannie until Jim took off like a bat outta hell. I was so relieved when we'd get behind a farm truck and I could relax for a bit."

Peggy Munson loves the Mille. She says "The Mille has provided us with ample opportunity to exercise our cars to their fullest. But when we told one of our family members about the wonderful twisty roads that we take, their only comment was 'Why don't you take the freeway, it's straighter and more direct?' They just don't get it!"

Before I sign off, I've got to add an amusing little cattle guard anecdote. You know cattle guards—those metal pipe rows over the road that intimidate cows—bovines won't cross them. To save money, some counties simply paint fake cattle guards at some locations and it works! The cows are fooled. Well, apparently they fooled us too as most drivers not only slowed way down for the real cattle guards, but the painted ones too. Funny.

So, another memorable Mille Miglia is in the books and the Mille ladies persevere. Whether as driver or passenger, enjoying the cars, the roads and the camaraderie, it wouldn't be the same without us! ■

Where the burrito runs

by Steve Lyon/Photos by Jim Hosford

When Edie and I volunteered to lead this Arrive & Drive, the Burrito Run, we thought *been there, done that. Easy.*

Just three weeks before the run Eric Freedle advised us that Highway 202 was too rough—Edie and I had to find another route. There are only four or five major roads to the northwest coast from Portland; Highway 30 and US 26 are both slow and boring and 26 would be the typical return route from the planned lunch in Manzanita. With 202 off limits there would be little time left to drive “Porsche roads” and still arrive in Manzanita for lunch no later than 1:00 pm.

One week before the drive, Left Coast Siesta (the Burrito Run’s traditional desti-



Above: New Arrive & Drivers Dennis and Becky Huckle with their 911 Turbo. Becky left her Cayman S at home to be Dennis’s navigator. Left: Since it’s June, we added a Le Mans start to the Arrive & Drive.

nation) called to let us know they would be closed due to employees graduating from high school. Okay, Manzanita no longer had to be the destination. But how to get to the coast? Where are the fun roads?

A number of us commiserated during May’s Arrive & Drive that there were few interesting roads from Portland to the coast. Oregon’s western valleys are becoming increasingly congested with agriculture and winery traffic. Someone suggested a more southerly route so I picked out my first exploratory run: the Nestucca River from Carlton to Beaver on Highway 101. It’s a fabulous “take you back to the fifties” Sunset Magazine drive with small old-fashioned camps right next to the river! Smallish and curvy with 50-plus markings, the road was empty! (Of course! This is Monday!) This was a rallye road. But stuck in the middle was 2-1/2 miles of unpaved, potholed road, spoiling it. After a fuel stop for French Silk at the Creamery and wine at Nehalem Bay, I headed home on Highway 53. A familiar and occasionally fun road (when empty), but US 26

beginning at Necanicum Junction is rough surfaced and all too familiar for the lengthy ride home. I am again realizing the Willamette is a long way from Manzanita.

For my next exploratory run I encouraged (threatened?) Edie to come along and assist. Did she not volunteer us? Didn’t she just tell me today that she was going to Baltimore the week of the run?! Mmmmgurgle. We made a wonderful day of it and she got to have her tour after all with coffee in rustic Vernonia. And the valley roads on the way to Banks are fantastic. Let’s see, we’ve got 9:15 am to 1:00 pm minus two or three breaks at 20 to 30 minutes each ... that leaves 2-1/2 hours for driving ... or less ... or more. We’ll get it together.

Okay, on my next run I check out the Banks area. Those roundabouts on Cornelius and Verboort can be hairy! Through Banks, good, found toilets at the ballpark, good, continue to Vernonia, another rest stop but not the best, and a decent lower 202 to 203 finishing on 26

(Continued on page 24)

Sunriver Exotic Car Show

September 14-16

Once again, the Sunriver Chamber of Commerce has invited us to join the BMW, Corvette, Ferrari, Jaguar and Mercedes clubs in one of the year's favorite events held at one of the premier resorts in Oregon. Don't miss it!

Friday Join the optional tour that leaves Portland at 9 am with stops for lunch and then at Carrera Motors in Bend, where their detail shop will be available for cleaning our cars. Or make your own way to Sunriver.

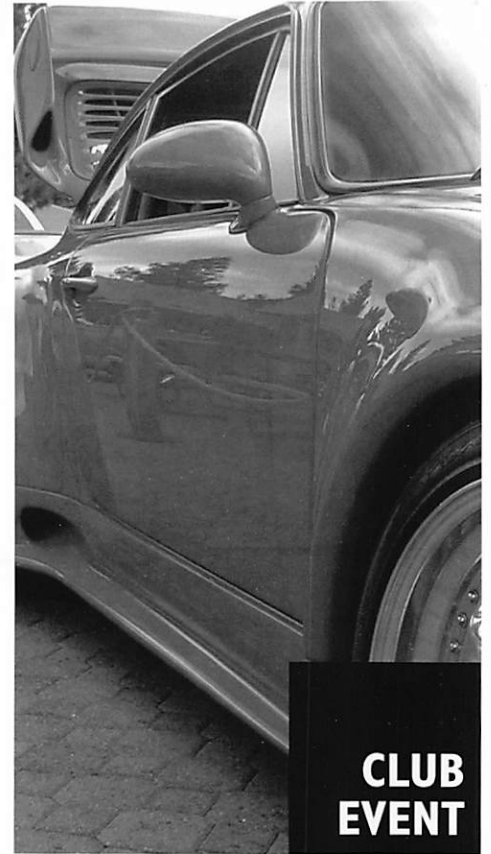
Saturday Put your Porsche in the Sunriver Exotic Car Show, held at the Sunriver Resort. Relax, it's not a concours, just a shine and show, with your choice of the traditional judging or display only. This year we will be hosting lunch at the concours. Finally, enjoy a great banquet held at the Sunriver Resort. Cheer the winners of the car show and other competitions in a very unconventional 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, doing what our cars are meant for: spirited driving! Finish it all off with a fantastic lunch at the end of the Dash, then take your favorite route home.

Lodging Rent a room from the Sunriver Lodge. We've negotiated a special rate so be sure to mention the Collector Car Show when you register. You can also get a rental house with a small group of friends (our rental agents group can assist in matching you with other car enthusiasts).

Event cost is \$75/person.

To register contact Barbara Grayson at
barbara@consolidatedautoworks.com or (503) 246-8477



Traverse the Columbia River Gorge via the scenic highway. Visit the newly-refurbished Vista House at Crown Point State Park (www.vista-house.com). Stop for a no-host lunch at Multnomah Falls Lodge (www.multnomahfalls lodge.com). Opt for a spa treatment before dining and retiring to your room for a restful night at the Bonneville Hot Springs Resort and Spa (www.bonnevilleresort.com). Come morning, drive on to Maryhill Museum (www.maryhillmuseum.org) for a spe-

cial tour, boxed lunch and visit to Maryhill's Stonehenge memorial before making your way back home.

We'll meet at 9:30 am at the Columbia Gorge Premium Outlets parking lot in Troutdale and depart at 10:15 am. \$100 per person includes dinner at the resort, admission to and lunch at the museum, and a special gift for the fall season.

Reserve your spot on the tour at motorsportreg.com. Rooms at the Bonneville Hot Springs Resort and Spa

are at a reduced rate of \$169 with your choice of one King or two Queen beds.

Reserve your room by calling (866) 459-1678 by September 15.

Make your reservations by going to motorsportreg.com.

Questions? Call Jim Ayers at (503) 292-5743. ■

**CLUB
EVENT**

ORPCA autocross results Portland International Raceway, May 20

Pos.	Class	Driver	Vehicle	Time	23	PO2	Larry Rinehart	63.044
1	NP	James Paulson	2006 Subaru WRX STi	54.082	24	SO1	Bob Schatz	2001 Porsche Boxster S 63.247
2	MO1	Douglas R. Skinner	1973 Porsche 911	56.25 3	25	PO2	Chuck Jarvie	1994 Porsche 968 63.699
3	MO1	Gary Chapman	1970 Porsche 914/6	56.913	26	MO1	Pamela Chapman	1970 Porsche 914/6 63.709
4	NP	James Shepard	Toyota MR2	57.332	27	SO2	Tony Calvert	2001 Porsche 911 Carrera 63.807
5	PO3	Scott Mills	1982 Porsche 911SC	58.117	28	IO1	Matt Ring	1987 Porsche 944 Turbo 63.983
6	NP	Owen Christy	1997 Mazda Miata	59.135	29	PO5	Jeff Gretz	2001 Porsche Boxster S 64.021
7	SO2	Barry Cogut	2004 Porsche 911 Carrera	59.402	30	SO1	Kathy Ellis	2002 Porsche Boxster S 64.512
8	MO1	Trevor Turner-Rice	1974 Porsche 914	59.93 9	31	PO2	Nick Rinehart	65.374
9	NP	Joel Barsotti	1993 Nissan Sentra	59.958	32	PO5	Jeannie Gretz	2001 Porsche Boxster S 65.479
10	MO1	Britain Smith	1974 Porsche 914/6	60.058	33	IO1	Jim Ayers	1976 Porsche 911S 65.496
11	SO1	Chris Bekooy	2001 Porsche Boxster S	60.171	34	SO1	Michael Frommlet	2003 Porsche Boxster 65.896
12	PO3	Ryan Sauer	Porsche 911	60.699	35	PO5	Donald Peterson	2002 Porsche Boxster 66.241
13	MO1	Steve Lougee	1998 Porsche Boxster	61.306	36	PO3	Peter Douglas	1971 Porsche 911E 66.246
14	SO1	Kevin Neary	2006 Porsche Cayman S	61.532	37	NP	Brett Laurila	MINI Cooper 66.324
15	PO3	Jim Brown	1969 Porsche 911T	61.569	38	NP	John Gonzalez	2005 Dodge SRT-4 66.907
16	PO3	Harry Danberg	1973 Porsche 911T	61.782	39	SO1	Randy Stolz	2003 Porsche Boxster 68.141
17	SO2	James Prouty	1995 Porsche 911 Carrera	61.947	40	PO3	Brita Douglas	1971 Porsche 911E 71.19
18	NP	Nick Barsotti	2004 Mazda Miata	62.145	41	PO5	Jerry Smith	1979 Porsche 928 75.135
19	NP	Orfi Sanchez	2006 BMW	62.344	42	NP	Carmen	
20	SO1	Bob Ellis	2002 Porsche Boxster S	62.414			Balaciamu-Dearge	2006 Acura 81.105
21	PO3	Eric Freedle	1986 Porsche 911 Carrera	62.518				
22	PO4	Dick Thomas	2001 Porsche 911 Carrera 4	62.751				

Best-in-class times are shown in bold

PRESIDENT'S MESSAGE

(Continued from page 4)

tour fashion so I thought this would be a winner. Apparently our region is an independent lot, as nothing our planners had worked on came to fruition and the organized tour down to Parade was cancelled.

Why did Parade have to be in the same time frame as the Historics (July 6 - 8)? We sold out of our special club tickets to the Historics in June, showing that there is a lot of club interest in things old. Monte Shelton told me that he would have his Porsche 962 there and mentioned that Ernie Spada's 962 would be there as well. What other rabbits could these guys pull out of their hats? A lot of local Porsches take to the track and put on a great show. I hope you had the chance to see it!

Being an aviation junkie of a sort, the club picnic was a blast. I do love things that punch holes in the sky! The Evergreen Aviation Museum gave me a needed fix and the winery allowed me

to wind down. That's *not* being manic-depressive, is it?

For our volunteers committing many hours of their time and energy, our cruise in August is the best way the board of directors could think of to say thanks for all of your hard work in planning and directing the events you have been involved in. You are all very much appreciated!

Bill Shores is working with Todd Harris of Pro Drive (<http://www.pro-drive.net/>) to schedule another skid car course before the end of the year. Coordination with Portland International Raceway will be one of the determining factors in setting a date, as PIR has an aggressive track renovation scheduled from mid-September on. Stay tuned for this one.

Our event calendar tapers off after September but we still have the Fall Tour that will be enjoyable (and before the yearly drizzle sets in). October 13th is the date for our annual planning meet-

ing. All club members are welcome and a pizza lunch will be provided. This is the best time there is for members to have their say and get involved in setting the club's direction for 2008. **Please** put this date on your calendar; it's your club and your input is crucial.

Believe it or not, the charity auction and awards banquet is coming up fast. Sue Denfield is chairing this year's event and she, along with Eric Freedle and myself, is putting in the time to assure that this event is the best ever. To assure that the food is "Parade quality" we have enlisted the aid of JD, *the* JD, John Draneas. I'm sure that those of you who attended Parade 2006 will agree that our banquet food was the best in recent memory; John was very involved in creating the Parade menu and has volunteered to help create the same level of quality for our December 9th party.

More later,
Chuck ■

AMATEUR WRENCH

(Continued from page 9)

pump impeller separating from the input shaft. The pump seal worked itself out and dumped lubricant on the right tires, radically reducing traction. A bit of a slide in turn five was followed by a big slide in six; we headed off the track surface onto the turn eight crossing road so we were out of the way. After a flat-tow in, we drained and disconnected the power steering pump.

Ian and I raised the boost one psi per run session. Increasing boost to 16 psi produced a lot more mid-range grunt and 132 mph at the end of the straight versus 122 mph at 14 psi.

After each run we always check for leaks and drips. At the end of the first

post-lunch session there was more oil on the bottom of the engine. We speculated that it was power steering fluid being pumped out of the rack as we turned the car. Wrong. It was actually engine oil and, while not a lot, it was starting to bother me. On Ian's next run the engine really sprung a leak and oiled the right side front and rear tires. Ian got the car slowed down from 130-plus on the back straight before oil got on the tires but turn 10 resulted in a 450-degree spin! Luckily, there was no damage but it's a good lesson not to let leaks go as they can rapidly turn into failures and the result could have been far more serious.

The next day brought a car show at the Elks Lodge in Orenco. Debbie had committed me to bringing the '65 car out, running or not. It was up on the trailer so Ian and I took it to the quarter car wash and cleaned the liberal coating of oil off the engine parts, the interior of the engine compartment and the underbody. We got the car cleaned up pretty well and it looked great for a beat-up track car with over 100k miles. Debbie took home a trophy for the 911 while I brought home a nice sunburn on my legs (I took a nap in the sun, having forgotten to put sunscreen on). All in all a nice weekend. ■

MILLE

(Continued from page 16)

the middle of the road. They might even be involved in pursuits of passion in the middle of the road. You have no idea how angry a bull can become, or the nasty looks a heifer can make, when a car horn interrupts the fun ... sorry!

With temperatures in the mid to upper 80s, three of the four days found every cabriolet running topless. While traversing the route between Summer Lake and Klamath Falls, a few errant thunderstorms caused a bit of concern for the top down set. Just prior to arrival at the Running Y Ranch every drop top had been put up due to a major cloud burst. Thunderstorms are more or less the norm on hot days in Central Oregon; unfortunately for anyone who had planned on playing

a bit of golf at the Running Y, the lightning zapped that idea.

Central Oregon is also noted for having massive quantities of bugs. It is a documented fact that any Oregon State Trooper can testify as to the speed of a car on the basis of the length of a single bug splatter on that car's windshield. Radar is only used to prevent troopers from having to stop every car to measure splattered bugs. Fortunately for Jim Neidhart, he had cleaned his windshield prior to being stopped by four officers of the law. Jim and his friend Jill had only been going 30 mph when they were stopped in Bly by two Deputy Sheriffs, one State Trooper and a US Forest Service officer; had he not cleaned the windshield no doubt he would have received a least one citation.

In Oregon, you can count on a hot day inland bringing fog to the beach. Count on it we did as we left Klamath Falls and headed to Bandon for our final night's stay. Unlike the prior days arrival at Running Y, the topless crowd was able to keep the top down until we arrived at the Sunset Oceanview Motel. The fog certainly didn't stop anyone from enjoying dinner and wine tasting at the Lord Bennett Restaurant. Saturday's fog hung around into Sunday and the roughly 110-mile drive up Highway 101 was a bit slow; you could see that the fog ended about a half mile inland. Cutting back toward the valley at Reedsport meant more top-down driving for the last day of the Mille and the end to a great four days. ■

ROSE CUP

(Continued from page 17)

couple of cars that suffered mechanical woes the prior day having packed it up for the weekend. Walsh took the lead from the pole and held on to win, followed by Culbertson and Bend's Mark Powell. Following a lunch break, the Rose Cup field moved off the grid and again a big Corvette took the honors, this time the \$240,000 Fluge-sponsored Derhaag version with ProDrive instructor Todd Harris at the wheel. Despite having to worry about the potent Jaguar XKR of TransAm expert Pickett alongside at the start, Harris pulled away

steadily and scored a comfortable victory in what was a fairly uneventful race. Jim Walsh was the best-placing Porsche, back in 7th place overall. It would have been fun to see what Begg's fire-breathing 911 could have done against that pair.

Thanks to Temp-Control Mechanical for its seventh year of Rose Cup race sponsorship and Chris's German Auto Service for its support, this included good-looking Rose Cup t-shirts for all who parked in the Porsche Corral. The reserved parking area was ably managed by Kevin and Carol Neary with assis-

tance from PCA Zone 6 representative Linda Bein and her husband Jack. Despite competition from several other popular events, including ORPCA's annual Mille Miglia and monthly Arrive & Drive, the Porsche corral was well attended, with many of the arrivals sporting Washington license plates. Everyone went home with a nice goodie bag and Kevin awarded several \$100 vouchers for Shell gasoline. Sunday drew an even larger Porsche contingent. If you stayed home, you missed some great racing! ■

IN THE SIXTH ZONE

Linda Bein



The routes of spring

It was a distinct honor for Zone 6 to host the PCA's Executive Council spring meeting and the multi-cultural city of Vancouver, British Columbia was the perfect spot to meet. Canada West Region members made sure that we sampled one of Vancouver's most fun restaurants and proved that Canadians are a very friendly lot. And with its annual Crown Isle Retreat, the Vancouver Island Region once again scored a victory. PCA Vice President Kurt Gibson and his wife Angie were featured guests and judging by the smiles on everyone's faces—six regions were represented—it was another well-run event.

Washington's Yakima Valley, with a significant share of that state's five hundred wineries, was the destination for the Inland Northwest Region's annual Wine Country Tour. Again, members from six regions were in attendance and all were careful to follow the rules regarding wine tours. Another multi-region event, the Silver Sage Region's famed Bogus Basin Bacchanalia saw no snow this year! The Bacchanalia offered blue skies and warm temperatures to members from five regions attending the hillcross, rally, mystery event, and golf. And with 16 cars making the trip, the Cascade Region enjoyed a better than usual turnout for its April drive to a glass blower's studio in Sixes, Oregon. Members had an up close look at the art of glass-blowing, followed by a great dinner with lots of laughter and fun.

With enormous help from the Pacific Northwest Region, the Oregon Region hosted June's PCA Club Race at Portland International Raceway. This marked the first time a Porsche corral was set up for the Rose Cup Races, attracting members from all over the Pacific Northwest. Both regions were instrumental in obtaining local sponsorship for the goodie bags given to racers and corral attendees alike.



The Porsche corral at PIR's Rose Cup Races, thanks to the Oregon and Pacific Northwest Regions. Photo by Peter Linsky.

Entitled "Street Smart," the High Desert Region, the Autocross Club of Central Oregon, and Carrera Motors have launched a project in central Oregon to provide teen drivers and their parents a way to learn their limits in a safe environment, using their own cars, while also experiencing the joy of autocross. Street Smart is an excellent example of how the PCA can engage local communities in a very positive way.

As I write this, Parade 2007 San Diego is in our sights. Over two hundred Zone 6 members will be enjoying such wonders as Sea World and the USS Midway, along with meeting and greeting other PCA members from places far and wide.

Please check the Zone 6 region websites often to see what is happening in our very special corner of the world. We have a lot of great events coming up this summer, so get in your Porsche and have some fun!

May we drive safely forever,
Linda ■

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BURRITO RUN

(Continued from page 19)

near Elsie and 53. Could be workable—if there wasn't continuing bridge work on 202. Back to the drawing board, er, map.

Back at it once again (did Frodo feel like this?), we're stuck in Forest Grove traffic. But I'm getting great navigation notes from my 90-year-old mother. She's very happy for the drive, but couldn't I slow down? So many cows nearby! Persevere we did, onto Highway 6 to see what is on the side of the road (the real task of "routing" is finding rest stops that are paved!). A nice drive to Tillamook and back on 53 (have I been here before?). Sure, there are other ways to do this run but there is nothing like checking out roads all day, going home feeling like a truck driver and then hearing you have to go the coast the next day to inspect a project. Urrgh.

Saturday it is, and 33 clean and shiny cars are rarin' to eat road. What a gorgeous day! After exiting the congested Sunset Highway for a warm-up loop on Mountain Dale Road, we came up on a tractor with watering hose-laden trailer on the very first rise—all 16 feet wide of him! I, being the leader, and Tom Pavlik raced around at the first opportunity but the greater mass of 33 cars got stuck. If ever we needed a second or third group leader it is now. We waited at the ramp back onto 26 for several anxious minutes! We encountered two more "full width" tractors, along with what seemed like a million bicyclists, on the remainder of the Banks run. I leave the forest run and remainder to your imagination.

I heard many appreciative thank you's and "great roads!" and a "how did you do this?". The best part is being Tourmeister (German for "I'm first!"). All that open road!

Groups of eight or ten would have been better and somehow if each driver could lead, if only for a leg or so. Next time, back-up leaders to assist! Next time? How about a "Crab Cruise"? There is no substitute for an Arrive & Drive.



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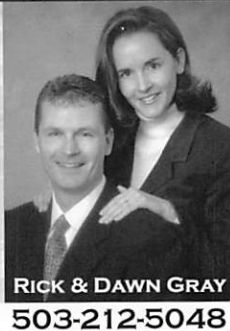
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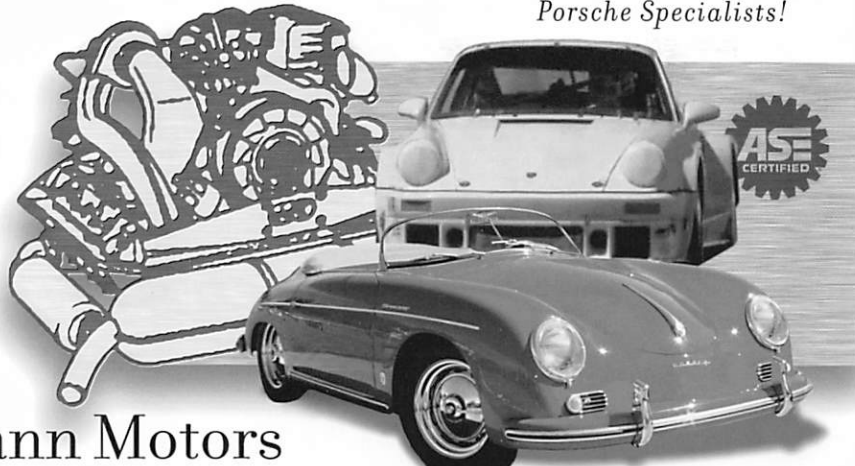
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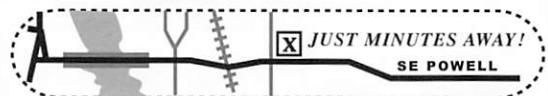
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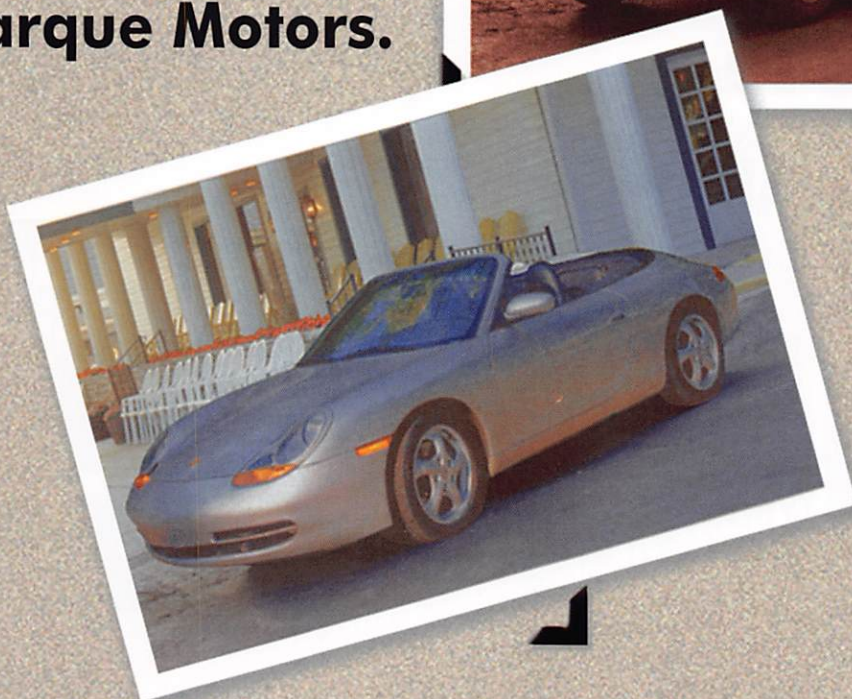
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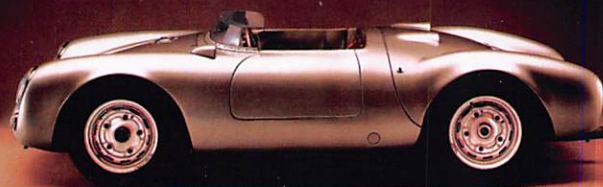
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