



Anzeiger

August 2008





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Anzeiger

Volume 48 No. 7
AUGUST 2008



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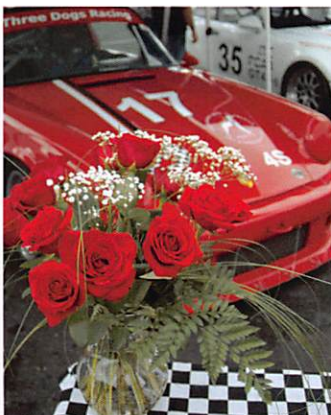
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ON THE COVER

Oregon's run for the roses. Photo by Kathy Jones

Cover Submissions

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

Anzeiger

(an' zī ger), noun, German

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

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Anzeiger, the official publication of the Porsche Club of America, Oregon Region, Inc., PO Box 5652, Portland, Oregon 97228-5652, is published eleven times a year. Non-member subscriptions are \$30.00 annually.

The ideas, opinions and suggestions expressed are those of the authors and no authentication is provided by the editors or publisher. Editorial contributions are welcomed. By the act of submission, the author expressly warrants that the submitted material is completely original, that all rights are completely available, and that the material in no way infringes on the rights of any other person. The editor reserves the right to edit all materials submitted for publication. The Porsche Club of America, Oregon Region, Inc., has not authenticated claims and guarantees as offered by advertisers in this magazine and cannot assume liability for any products or services advertised herein.

Postmaster:
Send address changes to
Oregon Region PCA Membership
605 NE 115th Circle
Vancouver, WA 98685

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<http://oregonpca.org/>

EDITOR'S NOTE

Jim Ayers

Keith Jones and I took an interesting journey to the hinter lands of Sherman County— We have all heard the talk— and I think at this point that is all it is, of a new track being constructed over in the Boardman area. At about the same time the Boardman project was floated, a similar project came up in Grass Valley, OR. I am not sure if anything is happening in Boardman, but Keith and I can verify a track is under construction, as you read this article, in Grass Valley. Where, you ask, is Grass Valley? South of Biggs Junction, South of Moro and North of Shaniko on highway 97. If you don't take the scenic route, it is about two and a half hours from northwest Portland. When entering Grass Valley from the north, you turn left onto North Road from highway 97; there is a school crossing overhead sign at the intersection. Mind you, at this point in time North Road is a gravel road. Nearly one and a half miles up the road you will see a "No Trespassing" sign at a gate on your left, with a sign for Oregon Raceway Park. Let me provide fair warning— the road is not paved. If you are driving your Porsche Boxster with the top down, don't turn onto the road. I am in the process of attempting to locate a commercial vacuum service to remove the flour like silt from my car. Jones and I surveyed the site and noted four or five earth-movers working on the track. Rumor has it asphalt should be down before winter. The first phase track is going to be 2.3 miles long and will have rental garages as well as owned garages for those who want to join the track's club. If you have an interest in the development of this facility check out information here: oregonracewaypark.com.

You may have noticed a lack of coverage for the Arrive and Drive events to date this year. The only event for which an article was submitted was April's, written by Jim Hosford. Jim has taken on the general duty of writing the A & D article, if he attends the event. Due to vacation and other issues he was not able to attend either May or June, hence he didn't submit an article. I suspect there was someone on the last two tours who could have penned an article ...don't you?

By the time you read this, I hope to have gotten all of the dust out of my car, changed air filters, and had the engine steam-cleaned. Here's hoping for no dusty trails for you. ■

Grass Valley Race Track.



GT3 Gets Rhinoplasty ... and a Passenger

I think most informed folks will agree that the Porsche GT3 is as good an “E ticket ride” as you will find, cost and availability notwithstanding. Sure, there are Carrera GT’s, GT3 RS and the new GT2 ‘s out there, but at what price and availability?

Problem is, the GT3 is sooooo good, you will keep pushing the limits in hopes that you get your thrills before a tire wall or Jersey barrier gets you. Fortunately, as some of you know, I did not do a high speed “get off” at PIR, but did manage to qualify for extended rhinoplasty at the hands of a mysterious young lady and her white four door cruise missile. By this I mean that she blew through a controlled intersection at a high rate of speed, leaving me (in the middle of the intersection)

I WAS APPROACHED BY A CUTE YOUNG BLOND. SHE INTRODUCED HERSELF AND IMPLIED THAT SHE WOULD LIKE A RIDE. I TOLD HER THAT I WAS NOT IN THE HABIT OF TAKING YOUNG LADIES FOR RIDES, AND...SHE DIDN'T CARE, LET IT BE KNOWN, AND PROMPTLY HOPPED INTO THE PASSENGER SEAT.

with two options: Option one was to let her hit me, at the two o'clock position, maybe extinguishing my life and certainly the life of my GT3. Option two was to light the tires, hold on, and hope for the best. I wisely chose the latter and survived to tell the tale. Unfortunately, even Michelin PS2's need a warm up before dumping the clutch in the middle of a turn if you expect to stay in control. I avoided the cruise missile, but in the process I managed to over-rotate the GT3 and as a result become intimate with two other vehicles. It took my insurance company just about 30 days to come back with an agreement to pay the claim. I had resigned myself to a long and tedious process of getting the GT3 back into pre-rhinoplasty condition, so I did not go ballistic at the slow claims process. I patiently waited as surgery progressed,

and am now happy to report that the surgery was a success. I will also admit that I took the back roads home after picking the GT3 up from the body shop; just a bit of paranoia going on there! The GT3 is perfect and I am a happy guy, but I am going to pursue the other driver in a diminished value lawsuit and it will probably get ugly.

In my euphoria at having the GT3 back, I decided to take a drive. I meandered here and there and ended up in Hillsboro for some reason. I guess it was my lucky day. I was out, walking about, and was suddenly approached by a cute young blond. She introduced herself in her own inimitable fashion and implied that she would like a ride in the GT3. I told her that I was not in the habit of



taking young ladies for rides, and...what would my wife say/think? She didn't care, let it be known, and promptly hopped into the passenger seat, and...I caved in!

A few screams and giggles later, her ride was over. She's thrilled—I'm relieved! After all, her name is Danika, and someone had to get her in the right car at a young age!

Later,
Chuck

Danika, the persuasive blonde. Photo by Chuck West



Oregon Region Events



August

- 2 Summer Picnic
- 5 Board Meeting
- 9-10 Bill's Escape Tour
- 10 Autocross
- 14-20 Sun Peaks Tour
- 17 Arrive & Drive (Sunday) **NOTE NEW DATE**
- 20 Monthly Club Dinner and Social
- 22-24 Pelican Flight Tour

September

- 2 Board Meeting
- 6 Sunset Imports Swap Meet
- 12-14 Sunriver Exotic Car Show
- 13 Arrive & Drive
- 17 Monthly Club Dinner and Social
- 18 High Performance Driver Education
- 20 Pro Drive Car Control Course (Tentative)
- 21 Autocross
- 27 Annual Planning Meeting

October

- 4-5 Fall Tour
- 5 High Performance Driver Education
- 7 Board Meeting
- 11 Arrive & Drive
- 12 Autocross
- 14 High Performance Driver Education
- 15 Monthly Club Dinner and Social

November

- 1-5 Wine Roads One Way Out Tour
- 11 Board Meeting
- 12 Monthly Club Dinner and Social
- 15 Tech Session

December

- 2 Board Meeting
- 7 Annual Charity Auction and Awards Banquet

Board Meetings

All members are encouraged to attend Oregon Region PCA board meetings. For the exact meeting time and location, please send an e-mail to secretary@oregonpca.org.

Contributions Welcome

With the exception of December, the deadline for Anzeiger contributions is the 20th of each month. Please send contributions by e-mail to editor@oregonpca.org. Attach text contributions as a Word file and pictures in JPEG or TIFF format at the highest possible resolution.

Event Notification

To be added or removed from the Oregon Region's event notification service, please send an e-mail to postmaster@oregonpca.org.

Event Managers

We recommend advertising your event in the two issues of Anzeiger preceding the closure of event registration. To arrange for event advertising, please send an e-mail to editor@oregonpca.org.

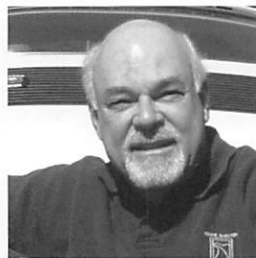
The ORPCA Website Is Up



The hard work of numerous volunteers has made the new ORPCA website a reality. Use your favorite search engine or type <http://www.oregonpca.org/> in to your address bar to check it out. Club updates are now a few keystrokes away. You will surely agree it was worth the wait.

Social event announcements can be sent to Joe and Ginny McQueen at joe.ginny.mcqueen@comcast.net for posting to the website. Stay tuned for further announcements regarding volunteers responsible for updating other areas of the site.

**STILL
PLAYS
WITH CARS**
Peter Linsky



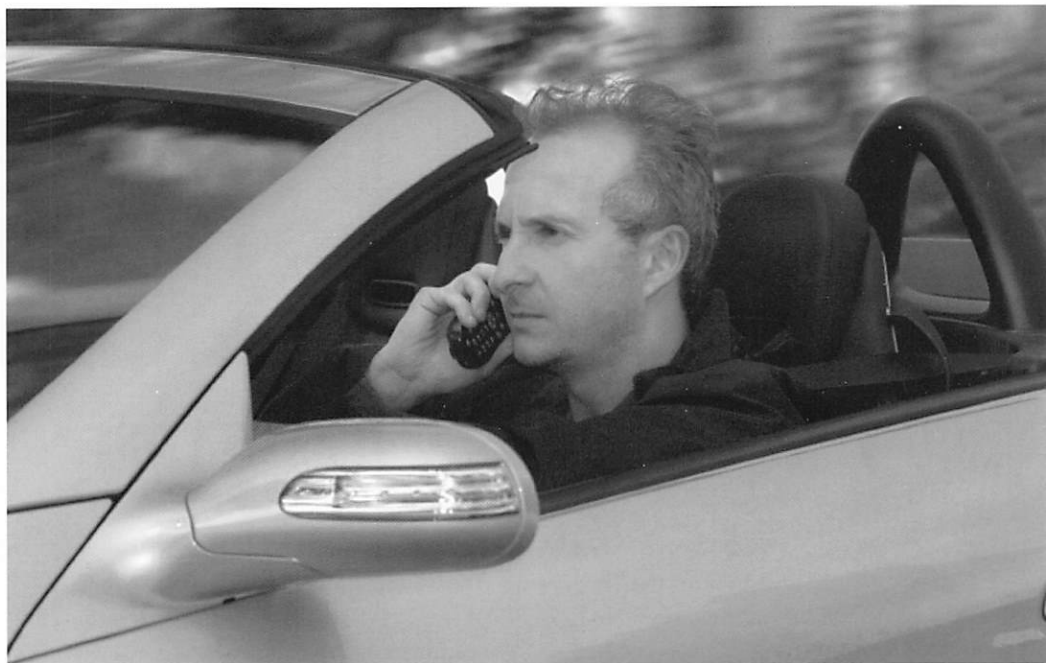
24 Hours of LeMons, and No Cell Phone Talk in CA

Here's some encouraging news: In early June, J.D. Powers placed Porsche at the top of its annual Initial Quality ratings for model year 2008. The survey of more than 81,000 owners of new cars turned up just 87 complaints (pro-rated per 1,000 vehicles) following 90 days of use, the best rating of any manufacturer. Porsche also won the title in 2007.

It's been a long time since I last raced a sports car. There are two reasons I stopped: (1) I usually wasn't that competitive, and (2) I couldn't afford to become really competitive. The first reason is directly tied to the second. My budget (Ha! Budget?) and work schedule were such that I couldn't run many events, especially those more than a few hours from home, so I never accumulated enough seat time to improve my skills. I finished most of my races and even won a few, but usually I was what those in the know politely call a "backmarker", especially if my class was the slowest in the fastest race group. It's always more fun when your class is the fastest in the slower

WHEN I RECENTLY CAME ACROSS A REALLY LOW-BUDGET RACE SERIES, IT CAUGHT MY EYE. IT'S CALLED "THE 24 HOURS OF LEMONS"; THE PLAY ON WORDS IS DELIBERATE. IN A NUTSHELL, IT'S AN ENDURANCE SERIES FOR BEATERS.

race group, passing instead of being passed. Thus, when I recently came across a really low-budget race series, it caught my eye. It's called "The 24 Hours of LeMons"; the play on words is deliberate. In a nutshell, it's an endurance series for beaters, and to keep costs within reason, entrants cannot spend more than 500 bucks on the car and its preparation. Do-



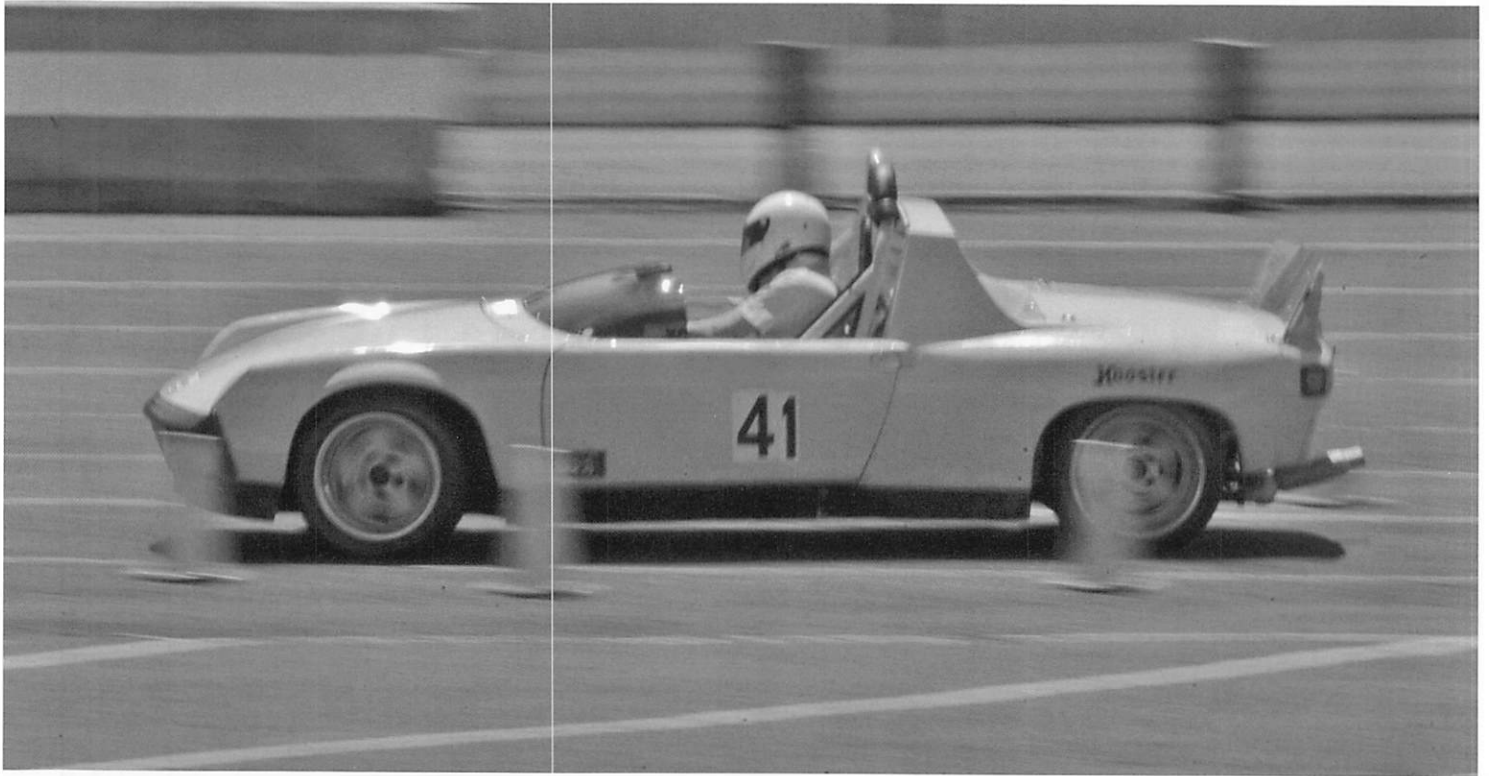
it-yourself labor doesn't count, but every buck you farm out does. Each team must have at least four to six race-licensed drivers, who each pay a \$100 entry fee. Pit groupies pay \$75 each. Costs of mandatory vehicle safety equipment, which includes a proper roll cage, belts, a fire bottle, brakes, and DOT-legal street tires

are not included in the total, nor are the costs of personal safety equipment. You have to be able to document what you spend. To weed out cheaters, it's a claiming race; in other words, the organizers have the right to buy your entry at any time for \$500. What's more, if the car is really a rat, the other entrants and Pit Pass holders choose — via a blind ballot — one car per event to be destroyed. The

owner gets half an hour to yank whatever good stuff he wants to keep, and then the car is toast. It's not all bad news; there is prize money. All good clean fun. There are races in California, Ohio, South Carolina, Connecticut, and Texas this year. Just reading the rules (24hoursoflemons.com) is a hoot, and prompts thoughts of "How would I do this?" Still, this is real racing, and you can get hurt. A Volvo driver was killed earlier this year.

Head for California anytime soon? Be aware that as of July first, a new state law takes effect prohibiting the use of cell phones while driving — unless the driver is using a hands-free device. The CHP cites the cell phone as the number one cause of distraction for drivers, leading to many accidents, some of them fatal. Y'all have been warned.

Until next month, drive safely! ■



May 11 and June 8 Autocross

by Barry Cogut

Our club's third event, the May 11th autocross, was held on a cool, overcast morning. The course had no intersections and ran very smoothly, allowing for multiple cars on course with the first run group getting 10 runs. Toward the end of the second run group, it started to rain lightly so they only had seven or eight dry runs. This was probably pretty fair karma since the second group usually gets the drier, warmer and cleaner tarmac.

Scott Mills, P4-Barry Cogut, P5-Jeff Gretz, I1-Richard Averitt, M1-Doug Skinner, and NP-Brian Clemons.

Event #4 was held on June 8, which turned out to be a beautiful day. The course was a very long one that essentially ran around the perimeter of the tarmac twice. This layout didn't allow for multiple cars on course at the same time, except for a short period, and runs were limited to four per group.

This puts us half of the way through our ORPCA autocross season. If you have not participated, please feel free to come out and try it. Experience is not necessary, and new drivers will be provided with an instructor. It is a great way to learn car-handling skills. Registration is done online at motorsportreg.com. Try to register at least two weeks before the event, as registration is opened to non-Porsches and the public one week before the event, and it fills quickly. ■

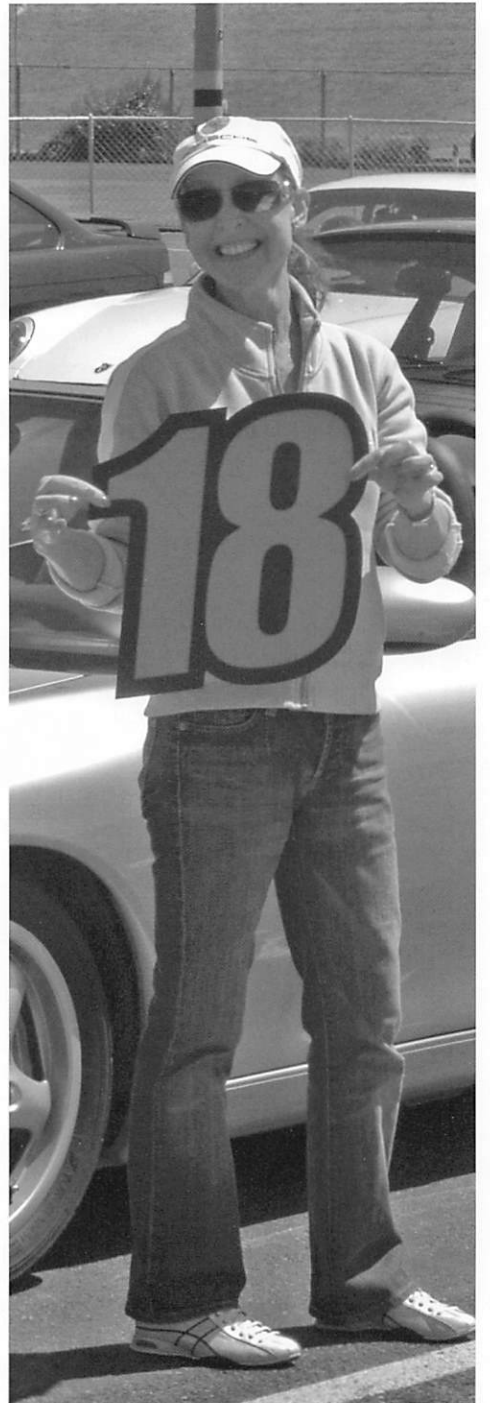
THIS PUTS US HALF OF THE WAY THROUGH OUR ORPCA AUTOCROSS SEASON. IF YOU HAVE NOT PARTICIPATED IN ONE, PLEASE FEEL FREE TO COME OUT AND TRY IT.

The top time of the day went to Doug Skinner, followed by Britain Smith, Brian Clemons, JP Stein and Chuck West. Chuck, due to an accident, has been without a car this season and drove Doug Skinner's 1973 911 for the first time. He looked like he was as much at home in it as in his old white 911. The top women's time went to Kathy Smalley. The class winners were S1-Gordon Emrey, P3-

The five best times of the day went to Britain Smith, Doug Skinner, James Paulson, JP Stein and William Thorpe, in that order. Class winners were S1-Gordon Emrey, S2-Pete Sherland, P3-Scott Mills, P4-Bill Hanel, P5-Jeff Gretz, I1-Jim Ayers, M1-Britain Smith and NP-James Paulson. The top women's time again went to Kathy Smalley.



Top Left: Wait a minute, Don Clinkinbeard at an AX.
Left Center: J.P. Stein tries to best Britain. Left
Bottom: By golly, Don Clinkinbeard remembers how to
drive AX as well. Right: Jeannie Gretz shows off her
new hot pink #18.





Summer Tour & Picnic

Saturday, August 2

Join us on Saturday, August 2 for what is sure to be a great time. Our Summer Tour & Picnic starts off Saturday morning with a driving tour that begins in Beaverton and weaves through some of our favorite wine country routes in Yamhill County. We will be stopping at Adea Winery where we will enjoy a wine tasting from Adea and Cancilla Cellars, two small family-owned wineries in Gaston, OR.

Following the wine tasting, we will enjoy a catered gourmet picnic lunch at ADEA Winery in a picturesque setting.

The day will begin at a designated tour starting point on the west side at 10:00 am and the day concludes at the vineyard by 2:00 pm.

Reservations must be made in advance no later than July 20th. The event is limited to the first 40 cars so sign up soon so as not to miss out!

For more info or to sign up, please contact Chris or Tricia Rogers at (503) 642-4809 or tricia@dsl-only.net.

DEADLINE:	July 20
REGISTER VIA:	tricia@dsl-only.net
CLUB CONTACT:	Chris and Tricia Rogers 503.642-4809 tricia@dsl-only.net

Bill's Escape Tour

Saturday and Sunday, August 9 - 10

EAST SIDE CANYON AND PALOUSE EXCURSION

If you were unable to attend either the Cabin Fever Tour or the Mille Miglia, then here is your third chance to tour Eastern Oregon and Washington. This tour will take the roads less traveled, line up as many canyons as possible, and finally drop out onto the Palouse in Eastern Washington. Saturday night will be at the Victorian style Weinhard Hotel in Dayton, Washington (<http://www.weinhard.com/>).

Sunday morning you can use the route map to tour the Palouse and drive some more canyons on the way back to Portland, or map your own route back via Walla Walla.

We will launch from The Dalles Saturday morning for a full day of driving.

Hotel accommodations limit the tour to 15 cars.

Mention the Porsche Club when booking your room at the Weinhard Hotel (509) 382-4032.

For further details and/or questions email: drive2escape@gmail.com

DEADLINE:	July 15
REGISTER VIA:	drive2escape@gmail.com
CLUB CONTACT:	Bill Munson
MORE INFO:	drive2escape@gmail.com Weinhard Hotel 509.382.4032



Autocross

Sunday, August 10, 7:00 am

Next event September 21



Photo by Greg Heinze

Autocross is a great way to have fun, improve your driving technique and gain confidence. You'll race solo against the clock over a course designed to test your skill and the limits of your car. Much of the course is taken in first and second gear so speeds are fairly low, usually below 50 mph. Come to set a new personal best or just to watch.

All events take place at PIR's south paddock, with gates opening at 7:00 am for registration and tech inspection. All cars must pass tech inspection by the mandatory 8:30 am drivers meeting.

The cost is \$35 when you register in advance at orpca.motorsportsreg.com or \$40 the day of the event (non-member costs are \$40/\$45). Helmets are available for first-time drivers, instruction is available for everyone and spectator entry is free.

DEADLINE	One week in advance of the event
REGISTER VIA	orpca.motorsportsreg.com
CLUB CONTACT	Gary Chapman drchapman@chapmansmiles.com
FOR MORE INFO	oregonpca.org (select Autocross)

Arrive & Drive

Sunday, August 17 **NOTE NEW DATE**

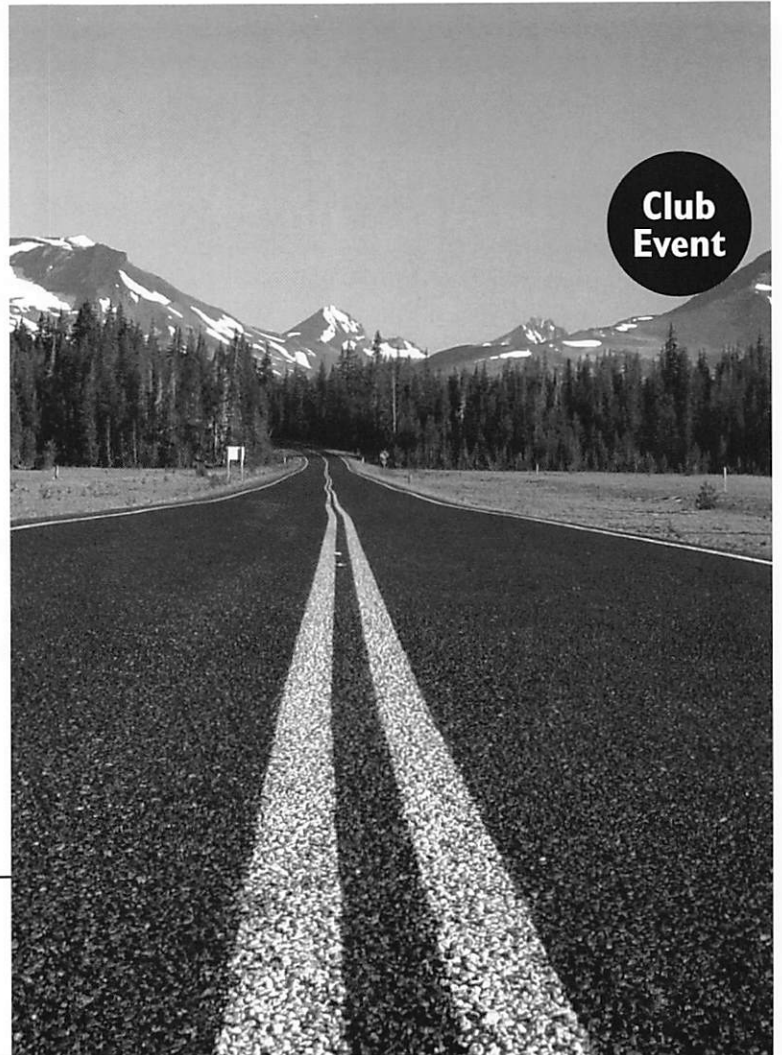
Next event Saturday, September 13

Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the 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 and a great way for new and potential members to get acquainted with the PCA.

To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) not later than 8:55 am. **NOTE: NEW NORTH DEPARTURE SITE AT ELMER'S ON 8948 N. WHITAKER ROAD, PORTLAND, 97217. I-5 EXIT #306. TURN RIGHT AND YOU'LL SEE ELMERS ON YOUR LEFT.** 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 at 9:15 am.

There's no advance registration and no entry fee. Just arrive & drive.

CLUB CONTACT	Eric Freedle 503.384.0453 mmooter@aol.com
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August Social and Dinner

Wednesday, August 20, 6:00 pm



Hai Du Seafood Restaurant

5846 NE Sandy Blvd.
503.288.0629

Our utter devotion to our fellow club members prompted Brad and I to take the bullet and try this place for lunch first. Our plan was to come up with a fun, low-cost event for August. Well, it worked. This absolutely delicious Chinese seafood restaurant will offer us a full menu of no-MSG delicacies ranging in price from 6 (tofu) to 25 (fresh lobster) dollars. And they serve made-to-order Dim Sum. All day. Sigh...

DEADLINE:	August 15, 2008
REGISTER VIA:	RSVP via e-mail to:
CLUB CONTACT:	Laura Larson laura@larsonlawoffices.com

High Performance Driver Education

Thursday, September 18, 7:00 am

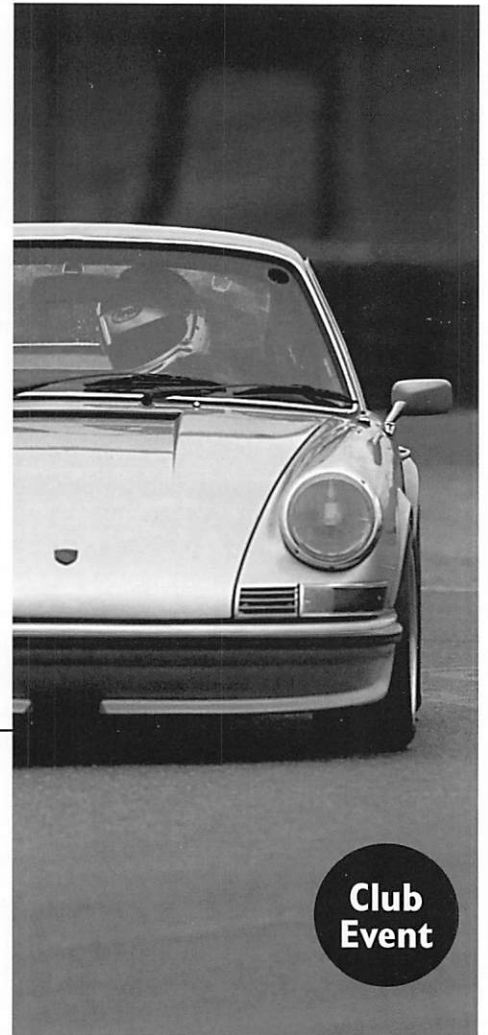
Next event October 5

We provide the asphalt, instruction and support team. You supply the automobile and a desire to learn. You'll spend about 80 minutes on track learning to drive your car near its limits. This will be a great time for all, so come on out and enjoy the challenge and the camaraderie at the track

Our HPDE season also includes these dates:
October 5, 11:00 am October 14, 7:00 am

All events take place at Portland International Raceway. Register in advance at orpca.motorsportsreg.com. The early-bird registration fee is \$135, \$150 for the remainder of advance registration and \$180 the day of the event.

Before you head out to the track, please take some time to get to know our program. Navigate to oregonpca.org and select Driver Ed; it contains a wealth of information you need to know before participating.



DEADLINE:	One week in advance of the event
REGISTER VIA:	orpca.motorsportsreg.com
CLUB CONTACT:	Don Clinkinbeard 503.970.4848 dechair@oregonpca.org
FOR MORE INFO:	oregonpca.org (select Driver Ed)

Portland, PIR and the Rose Cups

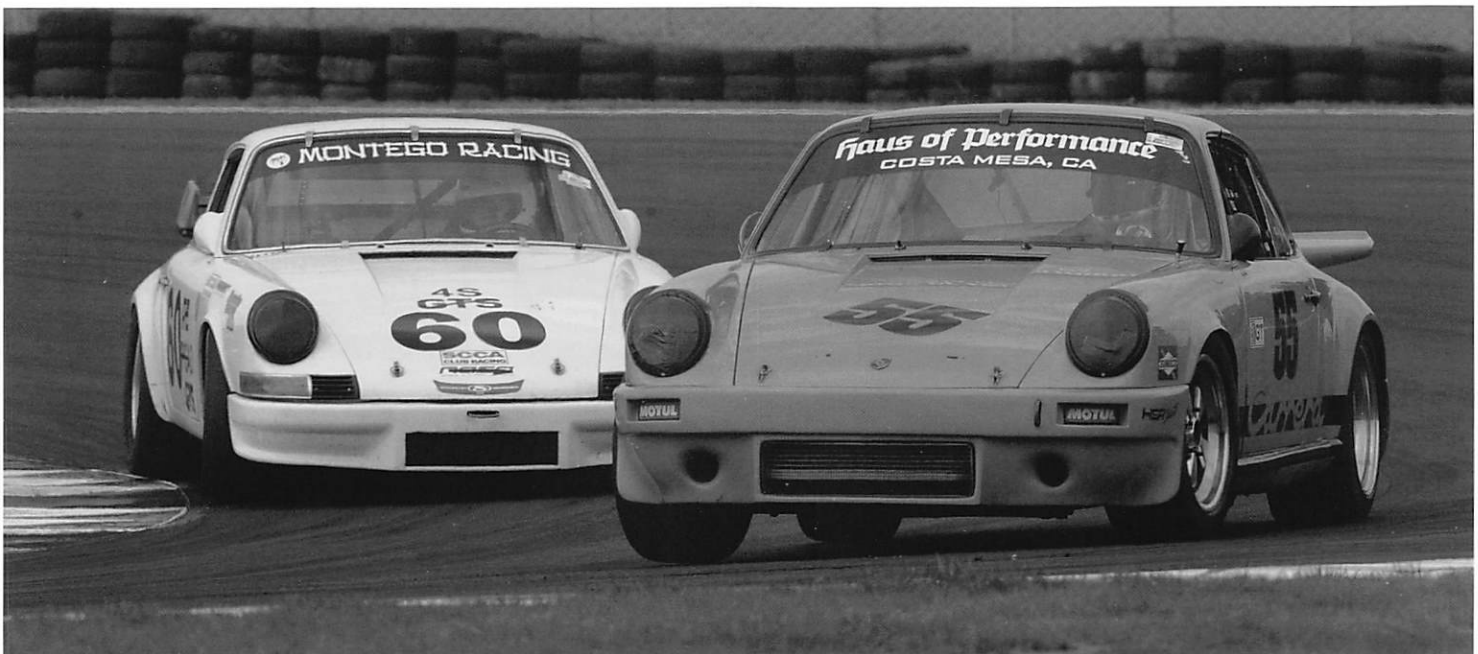
by Jim Ayers / Photos by George Dwinell

Since the original Rose Cup race, held in 1961, at then West Delta Park, Portland has had a love/hate relationship with both the facility and the event. For a number of years attendance at the Rose Cup ran in excess of 10,000 people. Off-duty Portland Police officers were brought in by the Rose Festival to provide security for the large crowds. The Oregonian ran insert supplements and the Rose Festival association ran an extensive advertising campaign. The sports page of the Oregonian actually had coverage of the races and listed all of the various run groups and times.

At some point a lot changed, 10,000 people... not likely, neither the Rose Festival association or the Oregonian seem to have much interest in advertising the event, or for that matter, providing much in the way of coverage. A small but vocal group of neighbors, few if any of whom lived in the area when the track was created, have stirred up a fury over the noise generated by the events at P.I.R. and have the ear of Portland's incoming mayor. Portland purchased the former site of Vanport from the Army Corps of Engineers in 1960, and created the Delta Park complex of parks. Vanport most of us
(Continued on page 22)



Top: Earl Green leads Darrin Brandt through turn 12. Middle: Jay Culbertson's tail. Below: #60 Monte Curtis chases down a SOCAL car.





Winding Roads and Starry Nights

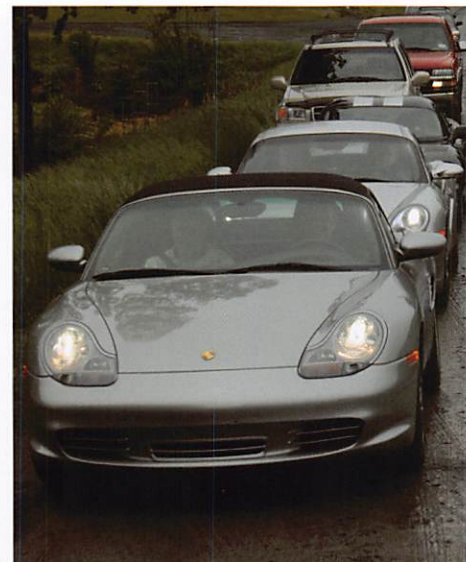
by John Johansen, Mille Chairman / Photos by Ron Gotcher

It seems everyone who participated in the 2008 Mille agreed that this truly was the best one yet. The event was spread over five days, six days for some of us if you count the drive back from Seattle, including four days, 1,000 miles, over some of the best roads in Central and Eastern Washington. We found the winding roads. Starry nights were a little bit more elusive, until Leavenworth on Saturday night.

Our routemeisters were Bill and Peggy Munson. They chose an absolutely great combination of roads. Our goal is to stay off well-traveled highways and explore the side roads.

Thursday morning, the route took the group north off the Columbia River to the
(Continued on page 23)

Above: How many people does it take to make a Mille? Below: Dreams come true in parking lots. Bottom Left: Lunch at the Good River, Mosier. Bottom Right: Paved road, my ...



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Rose Cup 2008

Another Shelton Brings Home the Silverware

Story by Peter Linsky / Photos by Peter Linsky and George Dwinell

Portland's Neil Shelton claimed his first Portland Rose Cup trophy on the first day of June, piloting his father's still-potent 1986 Porsche/Fabcar 962 prototype to the overall win at PIR. Shelton, starting from the pole on a damp and cool afternoon, allowed the Corvette of the number-two qualifier, defending champion Todd Harris, to pull away at the green flag. But as his car's tires warmed to the task, Shelton soon caught up with Harris' Derhaag-built Trans-Am racer and moved past at the start of lap eight. The two swapped positions several times in the ensuing laps as they dealt with slower traffic, but when Joel Seigel's orange Dodge Viper spun exiting turn four and bounced

Shelton opened a comfortable margin and held it to the end, winning by about 2.5 seconds. On the podium, an elated Shelton raised the big silver cup and traditional spray of roses, then helped Harris, the owner of PIR-based Pro-Drive, and third-place finisher Ted Anthony Jr., driving a Porsche, shower one another with champagne. Neil's father Monte, who finished 10th overall in his longtime mount—the old, but highly-modified twin-turbo 934 clone nicknamed “Old Blue”—had stayed fairly close to the leaders for the early part of the race. The 74-year-old Porsche ace, winner of seven previous Rose Cup titles, said afterward that his car apparently didn't like idling around

THE IDEA WAS TO CROSS-POLLINATE, EXPOSING THE VARIOUS INTEREST GROUPS TO OTHER ACTIVITIES. RESULTS WERE MIXED. WHAT HAS HAPPENED TO THE STRONG SUPPORT PORTLAND RACING FANS ONCE SHOWED FOR OUR HOME CIRCUIT?

onto the tire barrier, the race was stopped to allow corner workers to extricate the damaged car. When the pack restarted,

behind the pace car after the Viper incident, fouled a plug, and wouldn't run cleanly after the restart. For those who



keep track of Porsche trivia, add this bit: The Rose Cup win becomes the most recent victory for a 962, almost two decades after this model's last-officially-recorded win in international racing. 962s utterly dominated IMSA and FIA Prototype grids in the 1980s.

Also of interest was the pair of Porsche Club races, which featured not only cars up to and including the modern 3.8 RS's and Cup models, but a smaller group of spec racers that run in the “Porsche Racing Club” series up and down the west coast.





These 911 coupes are restricted to close-to-stock tubs with 3.0 SC engines and 915 gearboxes. Body and chassis mods are severely limited to help equalize the competition, and they always put on a good show. Ed Anthony from Kenmore, Washington was the overall winner of both Saturday's and Sunday's races, with Jeff Gamroth and Earl Green winning the 911-spec class events. Earl nipped past Keith Jones to grab his first win as Jones ran out of gas on the last lap.

The Portland Rose Festival Association tried something new this year. Eager to get

more warm bodies through the gate, organizers created a multi-user event, inviting drag racers, street rodders, and motorcycle road racers to join the usual crowd of SCCA and PCA racers and supporters. The idea was to cross-pollinate, exposing the various interest groups to other activities. Results were mixed. What has happened to the strong support Portland racing fans once showed for our home circuit? ■

See page 19 for more impressions from the Rose Cup Race



Left: Race Sponsor Jay Culbertson leads the way. Photo by George Dwinell. Top Center: Neil Shelton chases down Todd Harris. Photo by George Dwinell. Top Right: One and two on the pre-grid, that's how they finished. Right: On the podium- Todd Harris, Neal Shelton, Ted Anthony. Above: The old pro - Monte Shelton.



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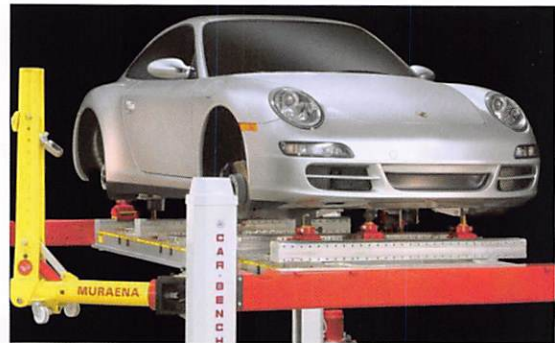
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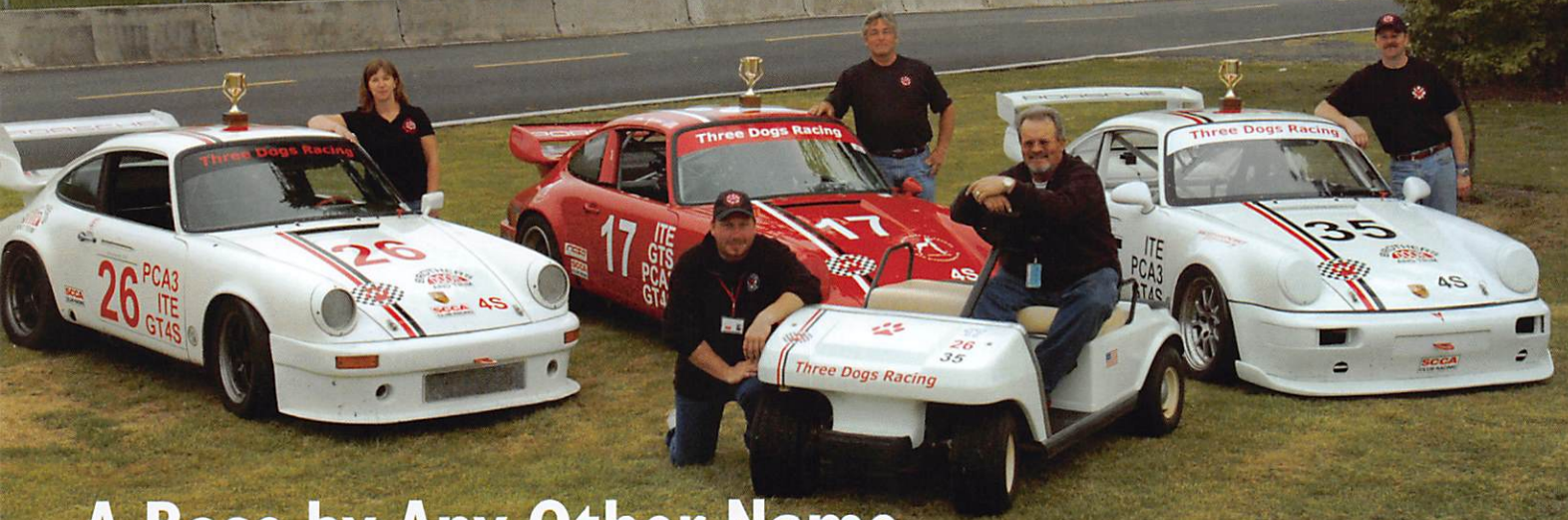


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A Rose by Any Other Name

by Jim Ayers

Racing is one of those things in life I find to be totally exciting; it is something I have always wanted to be involved in. Many years ago, a formula super vee car was trying to nudge its way into my garage. Having little kids was a convenient reason for the super vee to stay a dream.

After becoming a member of ORPCA, I ventured out to watch an autocross and became instantly hooked. Affordable racing and a load of fun to boot. Over the years my sedate little 911S has morphed into a car my wife refuses to ride in. Through autocross, I met Dan and Julie Jesse, who have since moved on to form Three Dogs Racing with Keith and Kathy Jones. Dan and Julie initially shared one racecar, and Keith had his own. Kathy was moral and personal support to the team, but not really into doing brake jobs, tire changes and all of those other “icky” things.

Somewhere along the line, a year or so ago, Three Dogs Racing’s drivers decided they needed assistance in the pits. Mind you, this was a divine revelation. Racing is tiring work, and if you have only enough time between race groups to add gas, change tires and check pressures, you don’t have time to rest up for the next run. In addition, Dan had gotten a new racecar for himself, which put the team at three cars.

I am not sure after which race it happened, but I know it was on a Sunday night after dinner and the wine was
(Continued on page 22)

Above: Drivers left to right, Julie Jesse, Keith Jones, Dan Jesse ; Crew L - R Dave De Ford, Jim Ayers. Photo by Kathy Jones. Below: Teamwork. Photo by Kathy Jones. Bottom: Jones leads Gamroth before running out of gas. Photo by George Dwinell.



The Fall Tour

Saturday and Sunday, October 4 - 5

Take a fall tour on the historic Columbia River Highway. It may be a historic highway but it never gets old. It is a beautiful time year to enjoy the golden autumn leaves and spectacular waterfalls. Bring your cameras for great photo opportunities.

We will stop for a no-host lunch at the old Multnomah Falls Lodge (www.multnomahfalls lodge.com), wind our way to the Western Antique Aeroplane and Automobile Museum (www.waaamuseum.org) at the Hood River Airport, finishing our day with cruising the scenic Hood River Loop to Timberline Lodge (www.timberlinelodge.com) for a great relaxing dinner and night at the lodge.

We will meet at 9:30 am at the Columbia Gorge Outlets parking lot in Troutdale and depart at 10:15 am. \$100.00 per person includes dinner at the lodge, admission to WAAAM, and a special gift for the fall season.

Rooms at Timberline Lodge are at a reduced rate of \$195 (Timberline rooms) to \$275 (Fireplace rooms). Reserve your room by calling 1-800-547-1406; must mention Porsche Car Club.

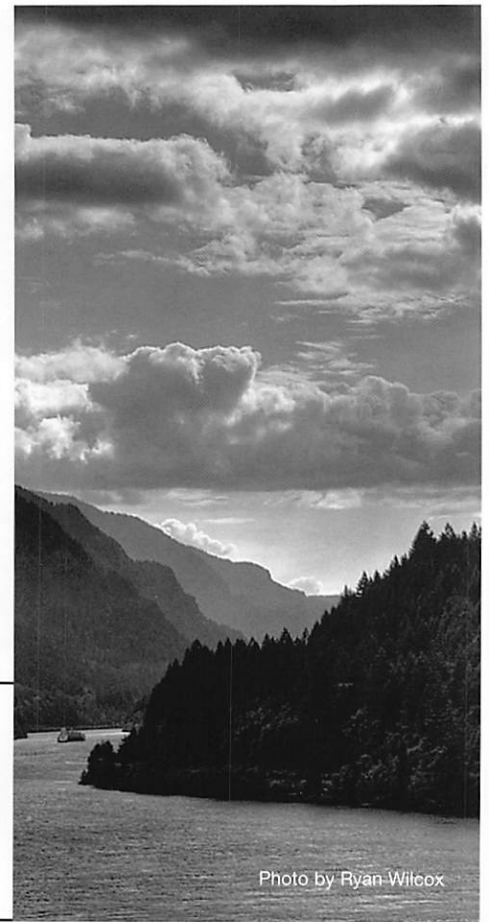


Photo by Ryan Wilcox

DEADLINE:	September 1
REGISTER VIA:	motorsportsreg.com
CLUB CONTACT:	Jim Hosford, 503.645.9675
MORE INFO:	www.timberlinelodge.com



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November 1 - 5



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Registration is limited and includes wine makers dinners at Amphora Winery and Lambert Bridge Winery for two, six commemorative wine glasses and route book. Register early for best room choices.

Cost: \$370 per couple.

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**2008 feature:
supercars**

PORTLAND, PIR AND THE ROSE CUPS

(Continued from page 13)

will recall, had been a housing project built to support the shipyards during World War II. Floods in 1948 wiped out the city but left the old city streets. Cascade Sports Car Club convinced the city and the Rose Festival association to hold races on the old Vanport streets. Cascade sanctioned the races until 1969 when SCCA took over as the sanctioning body. Over the years the Rose Cup began taking second place to a host of larger

national race groups. Initially it was Trans – Am from 1972 through 1977, then IMSA GTP races from 1978 through 1983, and finally CART from 1984 through 2007. Relegated to second place behind the national series races, the Rose Cup races fell out of focus with both the Oregonian and the Rose Festival association. Perhaps the demise of CART, with no Indy Car race to replace it, will generate a resurgence of interest in the Rose Cup.

Jay Culbertson (ORPCA member), through his company Temp Control Mechanical, has sponsored the event for the past few years with Carrera Motors sponsoring the Porsche Cup race which is a part of the weekend. Both Jay and the folks at Carrera deserve a hearty thank you from all motorsports fans in the region. ■

A ROSE BY ANY OTHER NAME

(Continued from page 19)

flowing. Keith looked at me and asked if I was interested in being the pit crew for the team. I saw a golden opportunity to enjoy racing at someone else's expense.

Rose Cup 2008 provided all of the team, which has added additional pit crewmembers, an opportunity to confront numerous mechanical issues. Dan Jesse's car #35 had to have the motor pulled twice during the weekend in order to repair a shift fork on the transmission, followed by the throwout bearing the second time. Members of Rothsport's support team and Three Dogs pit crew got the car up and running for the races.

Upon arrival at the track on Sunday morning, I noted one of the rotors on the

left front brake on Keith's car #17 was cracked through. Not good. Keith noted another issue on the right front brake; the brake line had sprung a leak. We set to work replacing both front rotors, and Keith and Dan fabricated a new brake line. With four minutes to go before the start of the race, Keith was able to make it to the grid and had to start the race from the back. The pit crew had made its way down to the chicane to watch the race.

Jones worked his way up from the back of the pack to take the lead, which he maintained until one lap from the finish when coming through the chicane again, the crew noted he was zig zagging the car an obvious— sign he was out of gas. Keith and I both thought the car had been gassed the night before... wrong. One thing is for sure; we will use a check off board at the next race. ■

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Jim Enger

WINDING ROADS AND STARRY NIGHTS

(Continued from page 14)

high plateaus and deep canyons. In the afternoon, we followed a winding canyon road through northeast Oregon before ending at the Marcus Whitman Hotel for wine tasting and a banquet dinner. Rupert Kobelgarde is our wine guy and dinner planner. His choices were very good. A little wine and rousing good times with friends apparently brings out the kid in many of us. Dinner ended with a food fight, with left over rolls sailing through the room.

A big advantage of expanding the tour to a full 1,000 miles is that it allows us to include areas we have never been able to visits. Friday's drive was the start of a new route. It began by following an outstanding ranch road without cars or people, and continued through wheat fields and hills on the way to Lewiston, Idaho. Leaving Lewiston, and moving out of the Snake River canyon, Bill and Peggy chose the Spiral Highway, a fitting home for a road full of switchbacks going straight up the mountain. In the afternoon we passed through small farming towns between Pullman and Spokane, then stopped at the new Porsche of Spokane dealership.

Friday night was the high point of luxury. We stayed at the Davenport Hotel in Spokane. This historic hotel was built in 1914 and fully restored in 2002. It is truly a grand hotel of the Gilded Age and the nicest hotel our group has ever stayed in. If you visit Spokane, try it out. Between Spokane and Leavenworth, we traveled



Above: Who says you can't improve on natural splendor? Photo by Ron Gotcher.

through the dry empty spaces of the Columbia River country. We ended the day for a real German experience at the beer garden in Leavenworth.

Sunday, some of the group traveled south to Portland and finished with a party in Vancouver. The rest of us continued to Seattle, staying in the Edgewater Hotel on the water and dining at the Metropolitan Grill, Rupert's favorite steak house in Seattle. On Monday, our sixth

day, we were on our own for the return trip or continuation of the adventure.

The Mille team members are Chairman John and Lainey Johansen, Bill and Peggy Munson, Richard and Claire Puetz, Don and Debbie Clinkenbeard, and Rupert and Bobby Jo Kobelgarde. For the team, planning the event is as much fun as participating. We take turns throughout the year with dinner parties at our houses where partying happens as much as planning. We have fun. ■

2009 Events Planning Meeting

Saturday, September 27

Please plan to join us Saturday, September 27 to help define and refine the Oregon Region's 2009 events.

This meeting is our planning kick-off for all of our 2009 club events and the input of all members region-wide is needed.

If you attended ORPCA events in 2008, we'd like to hear your thoughts about what you liked as well as what you didn't.

And if you haven't attended any ORPCA events recently, we'd like to hear what you'd like to see to get you more involved in the club.

Watch for meeting details in September *Anzeiger*.

Wilkommen

Rob Hausner
Portland, OR
2008 997 C4S

Martin Coogan
Lake Oswego, OR
2004 911 C4S

Abdelrahman El Assel
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Beaverton, OR
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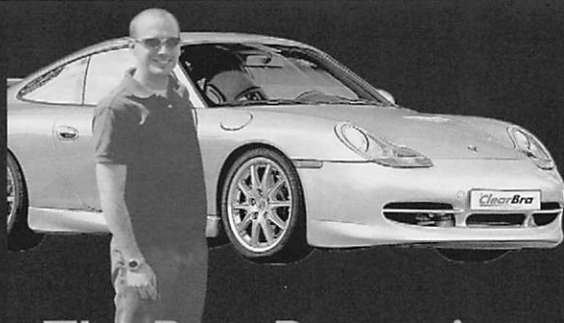
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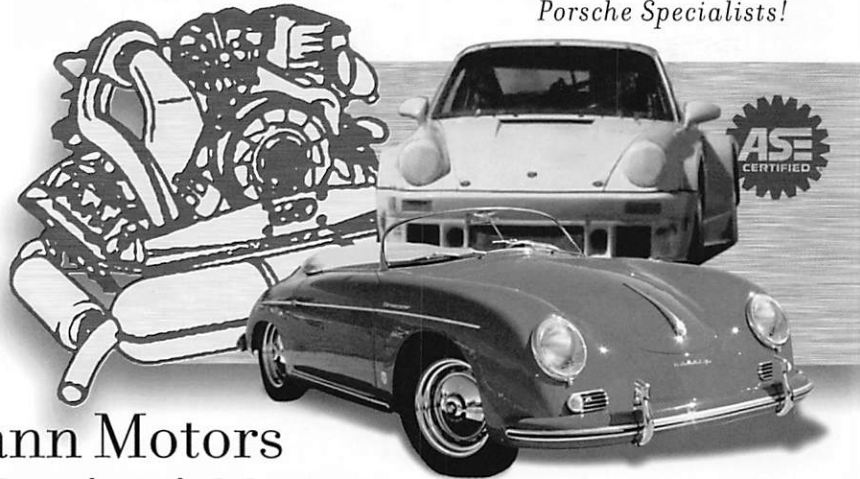
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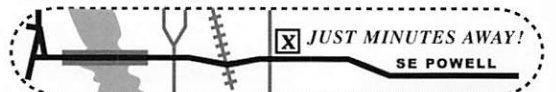
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■ WANTED

1994 Speedster. Prefer low miles, no paint work, no tips. 993 factory sport seats in excellent condition. Cash buyer, Dave Mc Cart, (503) 723-6146 dave.mccart@alliedsystems.com

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Classified Advertising

Classified ads are a free service provided to Oregon Region Porsche Club of America members.

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 20th of the month will be included in the issue of *Anzeiger* dated two months hence. For example, ad copy received by June 20 will be included in the August issue, reaching readers on or about August 1. Please note that *Anzeiger* is published 11 times per year; ad copy received after November 20 will reach readers in the March issue.

Each item is limited to 50 words. When selling a complete car, submit copy in this sequence: year, model, body style, additional features, mileage, price, your name, phone number and an optional e-mail address. Each ad may be accompanied by a single photograph; however, inclusion is subject to the availability of space.

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise. Display advertising space at nominal rates is available in *Anzeiger* for commercial products and services.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

Oregon Region Porsche Club of America reserves the right to reject or edit any ad, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.



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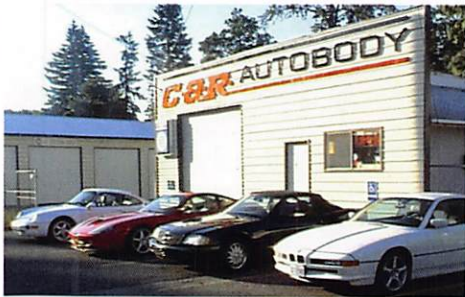
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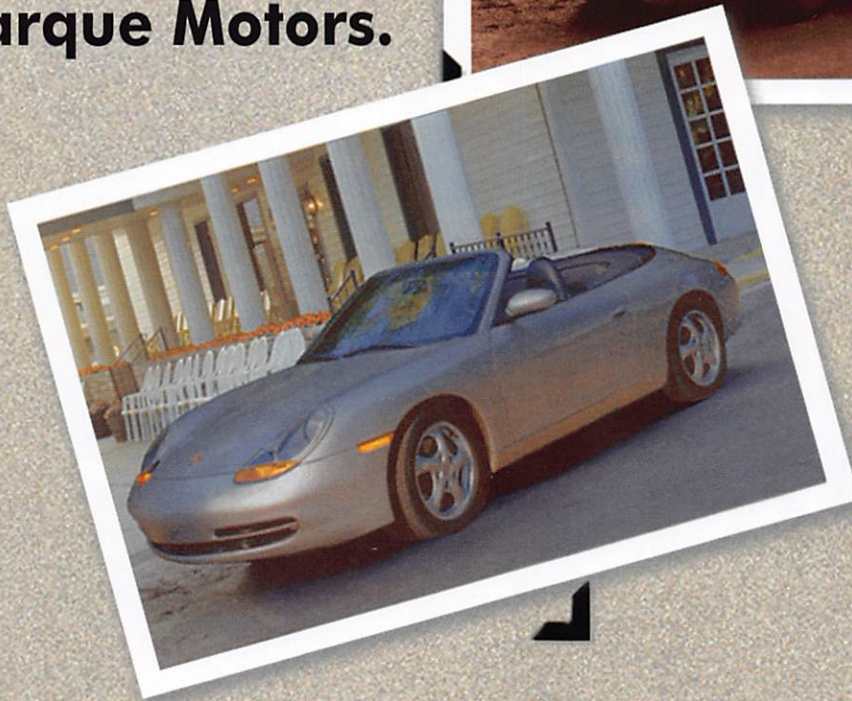
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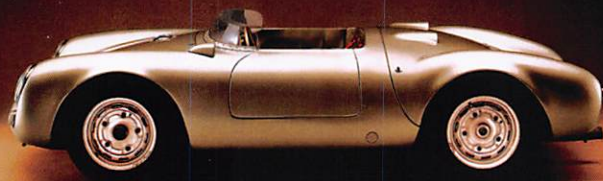
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