

# Anzeiger

December 2004 v44-n11  
Oregon Region Porsche Club of America



YOUR DESTINATION DEALERSHIP **RJF**



Boxster

GT3

Cayenne

**New**

'04 Boxster Guards Red .....	\$48,990
'04 Boxster Speed Yellow .....	\$49,150
'04 Boxster S Atlas Grey .....	\$59,585
'04 Carrera Cab Lapis Blue .....	\$85,600
'04 Carrera Cab Seal Grey .....	\$85,485
'04 Carrera GT2 Gulf Orange .....	\$216,360
'04 Cayenne Tip Prosecco .....	\$54,315
'04 Cayenne S Carmon Red .....	\$61,985
'05 Cayenne Tip Titanium .....	\$50,830
'05 Cayenne Tip Crystal .....	\$48,290
'05 Cayenne S Dark Teal .....	\$67,255
'05 Carrera 997 Seal Grey .....	\$78,985
'05 Carrera S Black .....	\$99,270
'05 Carrera S Silver .....	\$98,870

**Used**

'01 Boxster Loaded/21k miles .....	\$35,385
'02 Boxster Silver/16k miles .....	\$35,295
'01 Boxster S Speed Yellow .....	\$41,900
'96 Turbo Ocean Blue/44k .....	\$68,995
'01 Carrera Cab Meridian .....	\$58,900
'01 Carrera 4 Cab Orient Red .....	\$64,900
'03 Carrera Coupe Loaded! .....	\$79,900
'03 Carrera Targa Guards Red .....	\$64,900
'04 Carrerea C4S Polar Silver .....	\$79,900



www.carreramotors.com Bend, OR 541.382.1711

# Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

(an' zī ger), n. Ger.  
1. One who points out, indicates, shows.  
2. One who informs.

v44-n11

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# Anzeiger

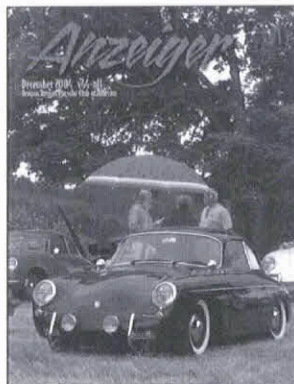
2004  
DECEMBER

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**Cover image:** Bob Falleur, left, tells new acquaintances about the restoration of Ruby. Red in a former life, it made its public Porsche-community debut at the Emory's Campout in McMinnville, OR in June. Now, one could call her a resto-mod outlaw. Can you tell what she really is?

Photo by Chris Greenwood



# Don Stranne

FROM THE PRESIDENT

Arrive & Drive concept — conceived by John Draneas and managed by Bob Falleur — was an instant hit and consistently turned out to be among our highest attended events. Thanks to Chuck West and his volunteer assistants, Autocross has achieved a large following both from within and from outside clubs. Jeff Gretz coordinated all of our social events, including the American Le Mans Series at P.I.R. ORPCA posted the highest corral attendance of all the clubs attending and Jeff has plans to make next year's event even more spectacular. Our Treasurer, Faryl Ammon, has guided the Board to maintain strict fiscal management, and provide funding of many of our events, plus the production of our monthly magazine.

The *Anzeiger* Staff, Kate & Jim Ayers, John Draneas, Sue Hodge, and Chris Greenwood, just keep improving our world-class club magazine which garnered a national first place award this year. Unfortunately — for the club — Chris is leaving the staff shortly and heading for new pastures. He will be

sorely missed and we all wish him the best and our thanks for jobs well done.

Past President Don Clinkinbeard has kept the Driver Education program humming (circling?) along like a Swiss watch. A lot of effort by Earl Green, Kathleen Ellis, John Joyce and yours truly was put into establishing a successful rallye program — with disappointing results. Due to the low turnout and lack of support, 2005 will not have any rallies scheduled.

Our monthly dinner parties are always well attended and everyone I have talked to seems to appreciate the quality and variety of the local eateries rooted out by Nancy Herron. As I write this column, Rainbonnet is still in the future but, thanks to Richard Puetz and his staff, Rainbonnet was another huge success this year.

We have just conducted our 2005 planning meeting and 90% of our schedule is complete and the events have volunteers in place to manage them. Gregg & Sue Hodge promise that the upcoming Charity Auction Dinner will be the best ever. The Club is poised for a great 2005 and the officers you will be voting for

*continued on page 26*

Winter is here and my term as your President is near its end. I hope you all agree that we had a very successful and fun year, learned a lot about our cars, and made — hopefully — many new friends.

From my perspective, here are a few thoughts about the year just past. The

# Kate Ayers

FROM THE EDITOR



With Christmas coming up, I find it hard not to reminisce about some great presents I've gotten over the years. Some better than others, obviously, but don't you just remember, as a kid, that it didn't take a lot to excite you?

I wouldn't say I started driving as far back as when I was playing in the sandbox but, back then, car dealers had kid versions of the cars that Dad picked out. They were economical, too, running strictly on pedal power. We lived on acreage, with a long sloping lane leading up to our house. I could get up a pretty good head of steam going down that road. I lugged a bit coming back

up, though.

If the pedal car happened to be unavailable, the dealer would at the very least have a plastic model to hand out to their cus-

tomers' child — well, most of the time, it went to the child. I personally amassed a pretty fine collection of them. I can't remember why, but there was a sand hill close to our house. Having watched heavy construction with Dad and Uncle Ed, I'd become pretty good at engineering tunnels and roads, winding up the side of the huge (three-foot) dune. So, when I outgrew the pedal car, I mastered the engine sounds by vibrating lips and humming at the same time, and drove my yellow '60 Chevy at dangerous speeds down the curvy sand track. My own Pike's Peak Hillelimb!

The days of those cool pedal cars are gone. Modern dealers don't even have a model car for the kids. Detroit has put videos in minivans for the kids and they seem to think that should keep them satisfied. I'm glad I grew up back before rolling DVD players and vehicles that are so boring no one wants a model of them. My only wish is that Dad hadn't been an Oldsmobile guy. Wow, can you just imagine a collection of Porsche pedal cars? It boggles the mind.

Oh, well, despite the lack of great gift models, have a very Merry Christmas!

Yes! Save me a place at the

# **ORPCA Charity Auction & Awards Dinner**

**Deadline to RSVP = December 31**

**(\$5 surcharge per person if payment received after December 31)**

**No refunds for cancellations after December 31**

# OREGON REGION EVENTS



# 2004

## December

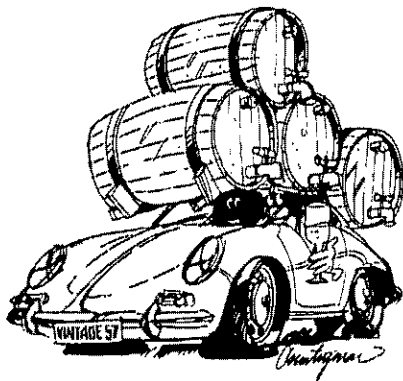
- 7 Board Meeting
- 15 Dinner Meeting

## January 2005

- 3 Board Meeting
- 8 Charity Auction & Awards Dinner

## February

- 1 Board Meeting
- 16 Dinner Meeting



## January 8

# Charity Auction & Awards Dinner

This signature event marks the changing of the guard, the changing of the year and the changing of things into money that your Porsche club will donate to worthy organizations in our community. Please use the reply envelope found inside this issue of Anzeiger to reserve your place for dinner and the auction. Details on page 6.

# CHARITABLE AUCTION

**Saturday, January 8**

Club  
Event

We are currently soliciting items of value for ORPCA's annual Charitable Auction. The money raised will benefit the club's charitable trust and three local non-profit organizations which provide unique services to our community.

**Raphael House** - they provide a foundation of hope and healing for victims of domestic violence. <http://www.raphaelhouse.com/>

**Camp Quality Oregon** - they provide a unique summer camping experience to children with cancer and their siblings, all at no charge to the family.

**"Charity of Choice"** - this third organization will be designated by the individual who spends the most money at the auction. Will it be you?

Please contact Gregg or Sue Hodge to arrange delivery of your donation. All items should be received by **December 15** so the committee has enough time to catalog them and prepare the bidding sheets.

The Hodges  
503.518.9203  
[sghodge@bctonline.com](mailto:sghodge@bctonline.com)



# Still Plays With Cars

By Peter Linsky

It's amazing what a few minor distractions can do to one's life. In early September, I plugged the 911 into the trickle charger and tucked it away under its snug little blankie for what I thought would be a brief nap while I popped over to Bill Doyle's shop in Wyoming for an *Excellence* interview.

As soon as I got back, I was going to start a new job, and then there was the extensive home remodeling project we'd begun in August. Suddenly, it's the middle of October, and I realize that the Porsche hasn't budged since I last parked it. Oh, the horror!

The calendar served as a great reminder that I needed to pay some attention to my toys. Rain was on the way, along with that despised oxygenated gas, and neither of my other major projects was anywhere near complete. So, move the old kitchen sink and a roll of carpet out of the way, carefully roll up the car cover, unplug the power cord to the charger, screw down the battery terminal, and slip into that familiar leather bucket. Clutch in, and gingerly turn the key to wake up the elves. TicktickticktickVROOM! Hurrah! It lives! A minute or two to get the oil circu-

lating and get the gauges off their pegs, and I back down the driveway, then idle up the street listening to those wonderful noises (except the brakes, which tell me with a loud squeal that they need some exercise) and wander up toward Cooper Mountain and out toward Sherwood for a nice little ride. All is well with the world — other than having to get up at 3:00 a.m. again.

Another note on our colleague Monte Shelton: He recently acquired a couple of new objets d'arte, one somewhat more, um, interesting than the other. The first is a real 962, a veteran of the IMSA wars of the mid-1980s. In fact, it's a better-than-real 962. The tub happens to be the second that Fabcar built for Porsche under contract to help the factory meet customer demand for this wonderfully suc-

cessful race car. The Fabcar chassis were much stronger than the original versions from Weissach, so Monte can thrash this puppy as hard as he likes (Rose Cup, maybe?) and it shouldn't break. It also may appear at Rainbonnet.

The other item is just as unusual, but from a different perspective. He went back to an auction in Kansas and came back with a very original 1935 or 1936 (there seems to be some question) Chrysler Airflow sedan that had been buried in a barn somewhere for the past 30 or 40 years. Airflows were intriguing cars. The first ones, introduced in 1934, were startlingly modern for their day, especially for an American product. Unfortunately, they were too off-the-wall and did not click with the buying public. When sales proved weak, Chrysler tried to soften its futuristic styling a bit and changed the nose to something more conventional. It still wasn't enough to attract customers, and Airflows quietly disappeared. Monte's example is rare enough that *Autoweek* featured it in its October 18th issue. Until next month, Happy Holidays and drive safely!

## Charity Auction & Awards Dinner

Saturday, January 8



Please join us for what has become one of our favorite events of the year. The Charity Auction & Awards Dinner is our time to review the previous year's accomplishments and to raise money for various charitable organizations in our community.

The place, the **Riverside Country Club**, is new to us this year, and we're excited about the change of venue.

You can reserve your place(s) by using the enclosed reply envelope. If your magazine does not have one, contact chairpeople **Gregg & Sue Hodge** at 503.518.9203 or [sghodge@bctonline.com](mailto:sghodge@bctonline.com).

The meal choices are salmon, steak or vegetarian and the cost per person is \$60. Semi-formal attire, black-tie optional.

As for the **charitable auction**, our goal is to raise even more than the \$10,000 plus raised at last year's event. We are actively **seeking items of value** for both the silent and live auction portions of the evening. See the notice on page 5 for more information.

We look forward to seeing you, celebrating our successes and planning for an exciting **2005 - ORPCA's 45th anniversary**.

# Election 2004

## **President - Jeff Gretz**

I have been a member of PCA for almost 25 years. Over the past three years, I have had the pleasure of holding the offices of Treasurer and Vice President of the Oregon Region. Like many of you, I have enjoyed participating in the great activities we have scheduled during these past years and I look forward to working with the Board and other club members in the planning of many more enjoyable events for 2005. After all, that's what our club is all about - great people and great cars. I would be honored to be elected President of ORPCA.

## **Vice President - Chuck West**

I went looking for my first Porsche in early 1978, having seen the new 928, and felt that this was the car for me. At the time, the dealer had not received his first 928, but assured me that the 928 was the car of Porsche's future. I figured that, since I had taken the time to visit the dealership, I may as well try the new 911SC, even though the 911 would be going the way of the dinosaur. Two weeks later, a new black 911SC was sitting in my garage and I have been hooked ever since.

As a reasonably certifiable "Porsche Junkie," I have been a member of ORPCA for over 10 years, and have been an active participant for the last five. Having a rude, noisy old 1966 911 at this time, I tend to spend more of my Porsche Club time at competition events, as the noise and gas fumes are taken in stride.

I have never met a nicer group of car enthusiasts than the folks I drive and socialize with at the various events I attend throughout the year. Feeling that I was getting way more than my money's worth in enjoyment at the club events, it was a natural for me to want to serve on the ORPCA Board of Directors. Having been on the Board of Directors for the past three years, I would like to contribute what I can as Vice President.

## **Secretary - Kathleen Ellis**

I am running for my third term as Secretary. I have been an ORPCA member since 1999 and am passionate about everything Porsche. Membership in the club has enriched my Porsche experience and given me the opportunity to expand my skill set into the various activities the club offers. Being Secretary has been fun and educational. I would like to continue serving the club in this capacity in 2005.

*Below are the candidates' statements. Each has been recommended for the office they seek by the nominating committee. Election ballots will be sent to members by e-mail. If you don't use e-mail, or we don't have your e-mail address in our database, or you would prefer a paper ballot for any reason, please contact Club Secretary Kathleen Ellis, and a paper ballot will be sent to you.*

## **Board Memeber At Large - Sue Hodge**

I appreciate the opportunity to serve our club as Board Member at Large. My husband and I have been members of ORPCA since 1998. We joined a couple of years after purchasing our first Porsche, at the Historic Races after talking to a few of the members and seeing the great turnout in the Porsche corral there. After the enthusiasm of the members, the club magazine impressed us most - what a "newsletter" that was! I struck up a conversation that summer with then Editor of Anzeiger, David Williams, who said he was looking for some help with the magazine. The rest is history, as they say.

I served as sole Editor of Anzeiger for three years and then with help for another year. I now work with the Anzeiger editorial group as Assistant Editor, so my involvement has been 6 years and counting. The magazine is one of my passions as it represents what we do as a club for all of our members.

Early on, we realized how many terrific activities this club offers every year. Along with my husband, I have been on the planning committee for 5 years for the club's major tour event - the Half a Mille Miglia - helping to plan the route and some of the other aspects of this huge

event. I have also helped plan and host the Cabin Fever tour for 4 years. And last year my husband and I took over chairing the Annual Charity Auction and Awards Dinner (a.k.a. the Holiday Party). One of my other special personal interests is covering the race events at PIR for the Anzeiger. I am a self-professed adrenalin junkie. Football doesn't do it for me, but car races sure do.

I've made MANY good friends through my affiliation with ORPCA. The spirit of volunteerism is alive in this club and I am happy to help direct those who want to help keep this club active, energetic and fun for all the members.

## **Board Memeber At Large - Bob Grasso**

I hereby throw my Porsche cap into the ring as a candidate for election to the position of Board Member-at-Large of the Oregon Region Porsche Club of America Board of Directors. If elected, I pledge to carry out all my assigned responsibilities with dedication and enthusiasm, in order to assist the Club to continue its current successful growth. One particular objective of mine would be to focus on ideas to increase Club membership, by suggesting additional ways to attract new members as well as innovative methods to keep existing members active in the club.

# DINNER GATHERING

## Wednesday, December 15

### Tartine

1621 SE Bybee Blvd

6 pm - Social Hour (no host) • 7 pm - Dinner served  
Limited menu • Prices from \$15 -30

Join fellow Porsche revelers for this unique pre-holiday meal at an authentic French restaurant. *This dinner is strictly limited to 40 diners; no drop-ins, no kidding.*

Tartine will be closed to the public on this evening.

**RSVP to Nancy Herron by December 10th at 503-293-6714 or e-mail her at [dinnermeeting@oregonpca.org](mailto:dinnermeeting@oregonpca.org)**

Club  
Event

# Pot-Porschi

## Volunteers Get Pampered

*By Betty Lou Kottel*

Think of any Porsche Club event you attended in the past year. In fact, think of your favorite two events.

You know the options: Driver's Ed, autocross, rallies, tours (for a day, a weekend or more), dinner meetings and other social gatherings. Some events, like Rainbonnet, seem to have all of the above. What does each one have in common? Great cars, interesting people, driving and — most importantly — VOLUNTEERS. Without them, none of these wonderful events would happen. And that's not all. Other volunteers keep membership up to date, publish the *Anzeiger*, and more.

The Volunteer Recognition Picnic, held on October 3rd, was an opportunity to appreciate the efforts of many members of this club. It was held at the Willamette Park in West Linn. No reason to leave one's favorite car in the garage; it was a beautiful warm, sunny day. Porsches and even a few "My Other Favorite Car" contenders were in abundance. (I'm anxious to read more about the car that the Ellises were driving.)

The Ribslayer catered the "Picnic." Mouth-watering smells drew strangers to our area and, before they left, some had even hired the 'slayer for their upcoming events. Club members discovered him several years ago just that way — while scouting roads for a tour. (Note to self: try using lemon verbena in a poultry marinade. The lemon flavor permeated every bit of the chicken. Mmmm.) Boneless ribs were a new concept to me and much less messy than the kind you hold in your hands and gnaw. A tasty Caesar salad rounded out my meal. There were other choices (including ones of the liquid variety) but I've forgotten all of the details.

This event was by invitation only ... I'm counting on the fact that writing this will help to ensure an invitation for next year. Lend a hand and make sure that you get one, too. Any member of the Board will be happy to help you find a job or an event to host.

## In the Sixth Zone

*Linda Bein*

Zone 6 Representative

It is certainly hard to believe that the 2004 driving season has almost come to a close. What a phenomenal ride!

I would like to thank ALL of the people who have come forward as officers, event planners, newsletter editors, committee chairs and webmasters for working so hard to make Zone 6 the best on the planet.

Elections will be held soon for 2005 and I sincerely hope that, if you have an interest in helping your region, you will volunteer in some way. Next year is going to be full of exciting events as PCA celebrates its 50th birthday. Each region will have a chance to celebrate this event in many different ways, so let your planning committee "turn it loose" and come up with some awesome events!

For those of you who make it a habit to attend the Whistler event in British Columbia, or if you have always wanted to go but, for some reason, have not, this year will be, I am told, really special. Note that the date has been changed for 2005. It will be held on August 26, 27 and 28.

Zone 6 has the distinction of being the first zone in the west to host Pete Tremper and the PCA Instructors Training Program. NINE regions were represented in Spokane as instructor candidates braved the rain to attend classroom and track sessions. Bruce Hunt, President of Inland Northwest Region, spearheaded this event and can be very proud of its success!

Word comes from the National office that things are getting straightened out and, with some new people on board, all should be well in the near future. One thing that we can all do to help is to make sure that National has our correct street and e-mail addresses. Many times, things do not get accomplished because of tiny mistakes.

Plans for Parade 2005 are in the final stages and it is going to be one fantastic celebration! Hershey, Pennsylvania is the destination and the city is ready for an invasion of Porsches. Parade begins on Saturday, June 25th, and will end on Friday, July 1st. Note the different starting and ending dates. There will be a neat event at Watkins Glen after the Parade - all Parade attendees will be invited. Watch *Porsche Panorama* for more details!

HAPPY HOLIDAYS TO ALL!

## Details, Details, Little Details...

*By Jim Ayers, Tech Editor*

Ever notice how, when you start one simple project on your car, it grows into multiple complex projects?

The simplest of projects can grow in a geometric progression and become an overwhelming task. Think of it, simple things like putting a nut onto a bolt really become complex tasks if you cross thread the nut and damage the bolt.

Those of us working on our cars as a hobby need to learn from the professionals. Some basic rules apply to at least reduce the number of potential growth projects.

Start and finish one task at a time.

Remove the tools from one work site before starting on the next area.

Double check to ensure everything that needed to be tightened was tightened.

If you discover another area that needs work while working on your objective, finish your objective before starting the next area.

When working on someone else's car or when someone is helping you with yours, always double check the other's work. No insult intended, but who wants to break down due to one or the other's failure to double check the work?

Put tools back in their proper location after you have finished using them. If you need them again, you know where they are. Good mechanics are anal sorts of people. They have huge toolboxes with a place for every tool and every tool in its place. If you have to spend 30 minutes looking for a tool, you have wasted a whole lot of time you could have spent on other things.

Pay attention to small details like bolt length and location; i.e. four bolts holding a cooler on your car, two of which are 3/4" and two of which are 1". It saves a lot of time if you don't put two short bolts into the long bolt holes, then try to put the two longer ones into the short bolt holes. By the time you have discovered your error, you will end up removing at least three bolts in order to put them back in again.

On occasion, we have all allowed ourselves to become overwhelmed by the task at hand, thus making a simple project complex. Even complex tasks are simple if broken down to single functions completed in logical steps.

# Member Profile – Bart and Sally Locanthi

*By Gregg Denning*

Bart is a “certified” car guy! As a youth, he was introduced to automobiles through a series of Chrysler 300s owned by his father. His desire for cars that were a bit more exciting was undoubtedly fostered by his association with his father’s hopped-up Navion airplane. Bart’s first car that was his own was a Corvair Corsa, which he says he tried to think of as an American Porsche. But he quickly realized that a rear-mounted engine that was air cooled was not sufficient to make a car a Porsche. The Corvair was a learning experience for Bart, however. (Was it not a learning experience for everyone who had any contact with it?) Other favorite cars as a youth for Bart were the Camaro Z28 and the Porsche 904.

Bart and Sally’s first Porsche was a 944/951 Turbo, purchased in New Jersey. Comments by the salesman alerted Bart to opportunities to participate in at-speed track events without a full-bred race car and without risking life, limb and property (Porsche) in full-competition events. After resolving some dismay Sally was having, Bart became a track junkie, participating annually in about 10 track weekend events with NNJR (Northern New Jersey Region) and other regions. Because of PCA, Bart was able to drive on many of the legendary tracks of that time, including Lime Rock, Watkins Glen, Bridgehampton, Mosport, Mid-Ohio, Charlotte ... the list goes on.

Sally is a native Oregonian and Bart is from Southern California. They met at Cal Tech, where they both received their PhDs in Computer Science. Then it was off to New Jersey with a work stint for a decade of research at Bell Labs. Today, Bart is involved in Java programming and Sally is a tech writer. In their spare time, Sally reads voraciously and Bart satisfies his media addiction with DVDs and the Web. Noon-hour basketball and woodworking also fit in someplace for Bart. As part of his mid-life crisis, he built a Meyers Manx SR kit car, which he describes as appearing to be a “cross between a Targa and a dune buggy.”

Bart and Sally have been active and valued members of ORPCA since they joined soon after arriving in the region. One of their first contributions to ORPCA was to found the annual charity auction. He continues to be a certified track junkie and DE instructor, and also is the lead person for the Rainbonnet Drivers Skill Clinic.



The tradition passed to Bart by his father is in line for his two sons, both of whom have driver’s learning permits. Bart is anxiously “awaiting the day when they each ask for the Porsche keys.” He anticipates getting both sons involved in Drivers Skill courses and Autocrosses. Bart and Sally’s daughter, the eldest of three children, autocrossed just two days after obtaining her driver’s license and may soon participate in a DE event.

Attending more ORPCA social events is one of Bart and Sally’s desires, but time and family considerations have limited

participation to the Holiday Party and the occasional wine tasting and monthly meeting. Bart continues to want to actively participate in events of all kinds. Of particular interest to him are the 750 Miglia, Arrive and Drive tours and, perhaps at long last, the Whistler trip.

Bart and Sally continue to own a 944/951S. The latest version is an upgrade from the original. Their nest may empty in the next few years. Will we see a new or different Porsche in the near future? Perhaps an open-top car to satisfy Sally’s desires?

## Coming Events



### Charity Auction & Awards Dinner

One of our most popular events, the annual semi-formal Charity Auction & Awards Dinner will be held at the Riverside Country Club. We begin the event at 6:00 PM with no-host cocktails and appetizers. During this time you can bid on your favorite silent

auction items to benefit our charitable trust. Dinner will begin at 7:00 PM, with delectable meal choices & wine. New officers for 2005 will be introduced following

the dinner.

Additionally, if you or your business would like to make a tax-deductible contribution of an item or service to our silent auction, this is a rather fun way to make a charitable contribution and to help the Porsche club make its name as a good citizen in our community.



# Around The Region

By John Draneas

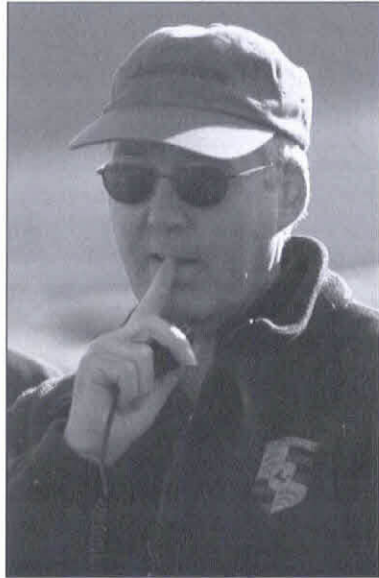
The ORPCA hot couple is **Betty Lou Koffel and John Mazmanian**. After a multi-year courtship, they finally tied the knot, in a small ceremony in Bali. Our congratulations to a very wonderful couple, and we hope that this added permanency to their relationship makes them a bigger fixture at ORPCA events.

John Mazmanian & Betty Lou Koffel



Craig Dahlgren

**Craig Dahlgren** has had more than his share of bad medical luck lately. First he breaks his leg badly in a skiing accident, then he takes a spill on his motorcycle and bangs up the other leg. Then, complications from the first injury threw some blood clots that sent him back to the hospital. He's well on the way to recovery now, and is getting back his strength so he can move to Bend, where he'll



have greater opportunities to enjoy the activities that have been trying to kill him. Ah, youth.

Speaking of rocky roads, **Peter Linsky** has been on one of his own lately. In spite of being the oldest existing employee at KEX, he became one of the multitude of victims of Paul Allen's massive layoff. At first, he thought he could fill the time by writing even more articles for Excellence, but that couldn't possibly pay enough to keep his Porsche in good running order. So he moved over to KPAM, doing the same reporting as before. If you'd like to get the whole story, catch up with him any morning at the



Peter Linsky

Carrera GT

Beaverton transit station, where he catches the 5:08 a.m. train to commute to work. But at least he gets home early enough in the afternoon to take a nap.

Rumors at Rainbonnet had it on good authority that **Page Stevens** is so happy with his Carrera GT that he sold his Enzo and ordered another Carrera GT. Like most rumors, partially true. He does really like his Carrera GT a lot. He still has the Enzo, and likes it, too, and doesn't plan to sell it. But he has



ordered another Carrera GT. He wants to get a GT from the last of the production run in 2006, then sell the GT that he has now. If you're interested, offer him a deposit.

Unfortunately, the rest of the news is sad. On October 26, 2004, ORPCA member and avid autocrosser **Bob Larson** passed away after a long struggle with complications from an organ donation to a family member. Many of us were taken by the e-mail accounts from **Ed LaPlante** that chronicled Bob's struggle. Our heartfelt sympathies to Bob's wife, Carol. She states that she would be happy to talk to anyone in the Club about Bob and his death if they want to talk. She was also pleased

to see the wonderful article in *The Oregonian* about Bob that appeared in the Sunday Life Stories.

We also lost another Bob. **Bob McEwen** passed away after a 15-month fight with cancer. Bob was a wonderful man, and was always glad to help with any ORPCA event when asked. One of his favorite things in life was driving his red 911 Targa; he was heartbroken

when he could no longer do that. Until recently, he was still telling me he was going to help with Parade in 2006, refusing to give an inch to his disease. Our heartfelt sympathies to his wife, **Marlene**, and his family.



Page and I discovered that we have something in common. It seems that both of us are still waiting for a Lotus Elise that seems to be on a boat that is traveling very, very slowly.

*Ed. Note: Got any interesting news about yourself or any other Oregon Region member that you'd like to share? If so, send me an e-mail at [ATR@oregonpca.org](mailto:ATR@oregonpca.org).*

# The Last Rally

By John Joyce

On September 25th, we hosted a TSD rally and I am happy to report that it was completed by both rally teams and workers without incident. We experienced good support from Sunset Imports and Josephine's at The Barnstormer Inn in Scappoose, the start and finish locales.

The weather was spectacular, the rally route scenic and the turnout, well, shall we say disappointing, with only seven cars competing. As it turned out, we had at least as many people working the event as competing.

However, I continue to be impressed with the low scores from our rally teams. Monte and Victoria were the defending SCCA National 2003 TSD Champions in the Unlimited Class. Their low scores indicate that they did not experience any problems with our event. In fact, they also won the Zorba's Odyssey in 1999, our last TSD Rally, so I can label them as defending champions. Second place was the rally team of Steve Walker and Mike Butry, a very experienced SOP rally team. Third place team was Cherie and Bruce Oldenburg of ORPCA, with a very good score for a novice rally team. I apologize to Ken Kvietz and Trish Ezell, Car No. 2, because they seemed to get lost on the Odometer Check Section and apparently fell off the face of the Earth. It is always difficult to write a rally for a combination of expert teams and novice teams.

The event was a simple TSD rally on some excellent roads of Washington, Multnomah and Columbia counties. The day was spectacular with the early autumn change in the air and the scenery. We traversed the same area as the 1995 Parade Rally but in the opposite direction on Skyline and Rocky Point Road. Included was one super checkpoint location on Bald Hill above Scappoose and the Columbia River, boasting a spectacular vista. (We built in a little extra break time for the competitors to enjoy the view.)

The rally was relatively short, with just three hours on course, including a 40-

minute Odometer Calibration Section. (The original course was four and a half hours, but the shortage of workers limited the number of checkpoints and route controls.)

Our checkpoint crews did a great job, considering most of the workers were manning a checkpoint for the first time, and we very much appreciate their efforts for giving up a beautiful Saturday. A huge thanks! And thanks to all who supported me in staging this rally. It was a friendly, relaxed event. We missed all the rest of you.

The group of cars at Josephine's at Barnstormer Inn.



Results for September Vertigo 2004

CAR#	Rallye Team	CP1	CP2	CP3	CP4	CP5	CP6	CP7	RC3	Total	Place
5	Monte/Victoria	0	1	2	0	2	5	6	0	16	1
4	Walker/Butry	77	68	33	2	8	67	35	0	290	2
6	Oldenburg/Oldenburg	217	171	57	6	202	32	41	50	776	3
1	Brown/Truillo	177	500	81	4	75	103	121	50	1111	4
7	Ward/Ward	178	188	234	15	154	275	253	50	1347	5
3	Baumchen/White	24	500	500	500	385	54	33	50	2046	6
2	Kvietz/Ezell	500	500	500	500	500	500	500	50	3550	7

# Sunriver Exotic Car Show

By Brian Corne, BMW Club

The Sunriver Exotic Car Show has grown in popularity with the BMW Club members, once having learned about this fun and well-run event. John Draneas has organized one of the most anticipated annual car events for several years. We really appreciate his efforts — and his good sense of humor. He has a vision about how the show is run and it is carried out with enthusiasm.

For the second year, the BMW Club of Portland has scheduled the car show as a "driving event." Along with members from the Puget Sound BMW Club, we met Friday morning and, after a spirited drive



Above: Dozer checks out the scene in Sunriver  
Left: Bimmer gets a distilled water bath  
Far left: The group at Paulina Lake  
Below: Vintage Maserati makes its stand among "flesser" hardware



you if you don't want me to. I'll just move your two friends." Any dismay quickly evaporated when John moved the beautiful Dinan 5 into one of the coveted "center" spots.

As car enthusiasts, we enjoy talking with owners of all performance and unique cars. Car owners have interesting stories to tell; you just need to ask them a question. The 15 BMWs melded

into the crowd, and their owners quickly found many subjects to discuss with their newfound neighbors. It really never fails. We may drive and have allegiance to different marques, but at the core, we all share the same automotive interests and desires, and we all have very much in common. The beauty of this event is that it brings that out in a wonderful way.

Due to the cold and occasionally rainy weather, only 67 of the 80-plus registered

through the mountains, we stopped for lunch in Sisters. Carrera Motors was gracious enough to provide a free car wash. Food and wine were available in the Sunriver Village at the registration area.

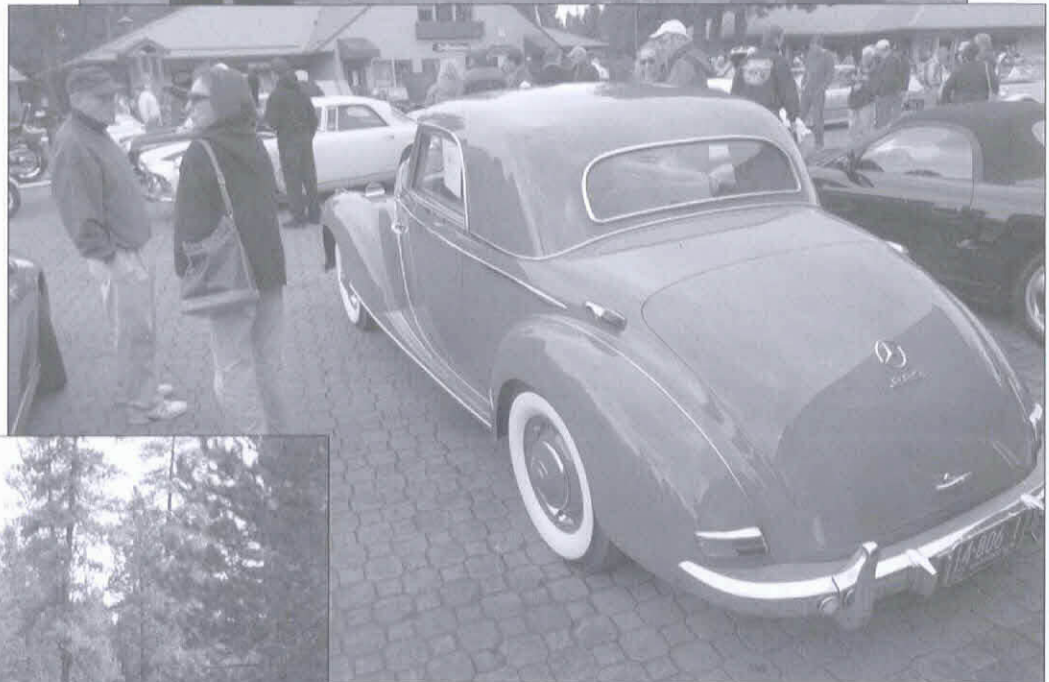
Everyone arrived early Saturday morning in the village for the car show. John likes to mix up the cars so that visitors have a wide variety to admire. In fact, he arrived at the show site after all of the BMWs had staked out their preferred location, set themselves up with signs displayed, and their owners had gone off to get some hot coffee. Shaking his head and saying, "Sorry, this won't do," John started moving BMWs right and left, interspersing them with the other marques. At least one of our members objected, claiming he had arisen early to get a special spot between his two best BMW friends. The no-nonsense response: "Well, okay, I won't move



cars participated. But in a testament to the attraction of this fabulous event, many of the owners of the no-show cars came by to see the show and joined us for the dinner.

The Saturday night banquet was great with a wonderful buffet and a popular bar. The noise level was high, so everyone must have had a good time. At the awards presentation, one of the clear highlights was Carlyn Draneas and her group of female judges picking "The Car We Would Most Like to Receive in a Divorce Settlement." Then Ed and Barbara Grayson of the Jaguar Club, last year's recipients of the Sports Car Market Spirit of Motoring Award, were asked to select this year's winner, and they chose John Draneas and his very pretty 1959 Porsche 356A coupe. At least it's a German car!

But for the BMW Club, the real highlight was when John thanked the BMW owners for attending the "driving event" and asked that all of us come up to the podium to receive a bottle of wine as a thoughtful gesture. He insisted that it was in response to our large increase in participation from last year, but I think he was just trying to make up for forcing us to inte-



Excitement built for the infamous "Sunday Dash." Our destination: Lunch at the Paulina Lake

Lodge. Our purpose: Experiencing our cars' high-performance capabilities. We had over 40 cars on the drive and it was quite a sight to see: A long line of BMWs, Porsches, Ferraris and other performance cars going down the back roads at a good speed. On part of the route, we encountered a bicycle race and were careful so we did not have any problems. Shortly thereafter, an outdoor BBQ at the lodge produced some very tasty chicken. All too soon, the time came to say goodbye and start looking forward to next year's event.

All of us had a great time during the weekend and we will tell others about this fun event. So, next year, 30 BMWs! How many Porsches, John?

Top: Carlyn Draneas and her cadre of judges decide which car they'd most like to receive in a divorce settlement.

Above: The road to Paulina Lake

Above, right: Vintage Mercedes was almost lost in the crowd

Right: Billy Morgan does final prep on his 911

grate with the other car owners. But, he had a challenge for us: Next year, 30 BMWs! He wants even more participation from the BMW Club, so now we have a new goal for Sunriver 2005.



# Porsche Covered Bridge Tour

*By Neal Hacking*

Can you think of a more appropriate place to spend a rainy Oregon day in your 356 than on a covered bridge? Well, that's just what seven Portland metropolitan area tub owners did as a tribute to Ferry Porsche on September 19, 2004 (National Drive Your 356 Day).

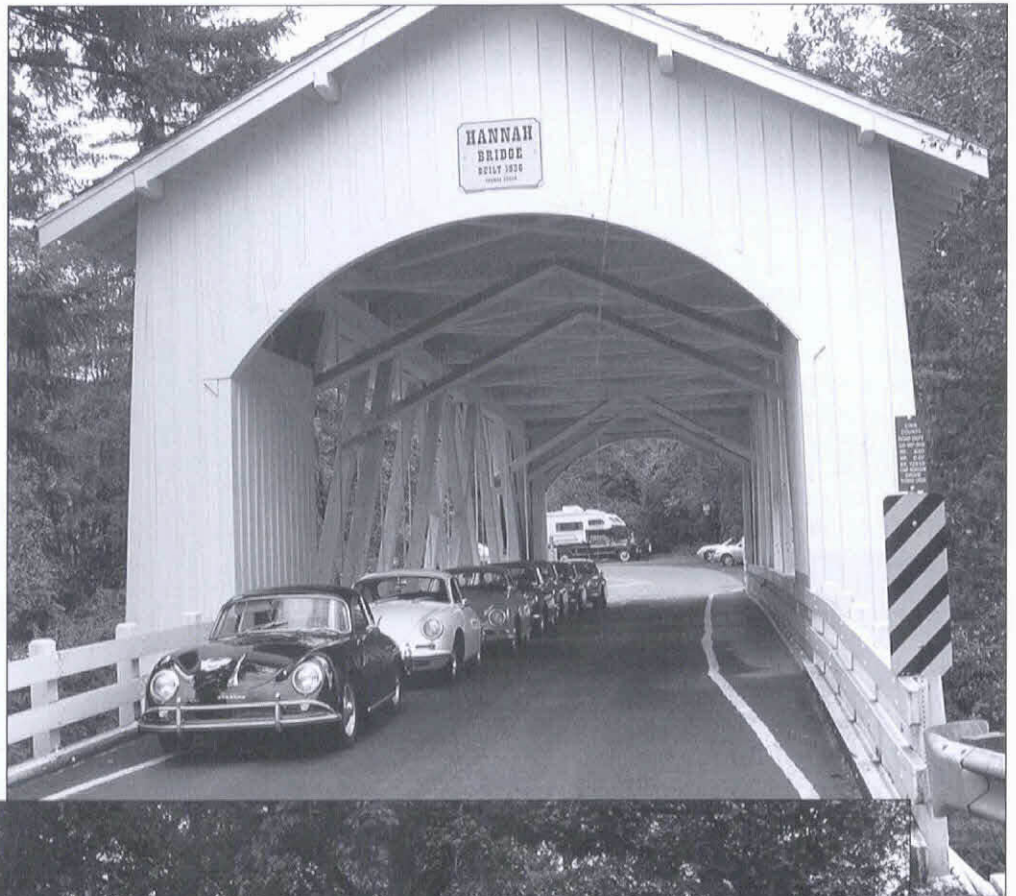
Not only did we park on one bridge, we toured a total of six covered bridges in the Willamette Valley near the town of Scio. For those of you unfamiliar with that part of Oregon, we were not too far from Salem, our capitol city.

After first meeting south of Portland, we drove country roads most of the way on a 170-mile route mapped by Steve and Jan White, who did a practice run a few days ahead of time. The roads were all in good condition and afforded very nice views of the surrounding farmland. We stopped for a no-host picnic in a city park in the town of Stayton, which coincidentally was having a covered bridge celebration, with lots of craft and food booths set up. They let us take our cars into the booth area and display them while we had lunch, much to the delight of the crowd. Lots of pictures were taken and lots of questions asked about the old cars. The weather could have been better and, I'm sure, was a deterrent for a better turnout, but

we did have periodic clearing and even crossed paths with a Boxster with its top down at several of the bridges.

The Portland area presently has an informal group of about forty 356 owners who like to be kept informed of any local drives. Many are members of both 356 Group Northwest and the 356 Registry, and sev-

eral are PCA members. We have done a few drives together in the past year, and hope to do lots more in the future. If we can just guarantee good weather, maybe we can get all forty cars out at the same time.



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# Andy & Margaret's Hillclimb

*By Bob Falleur • Photos by Chris Greenwood*

A beautiful Fall Saturday morning and the Porsches kept coming into the Beaches parking lot. What a pleasant sight to see so many club members arriving, as this would be the last ORPCA tour of the season.

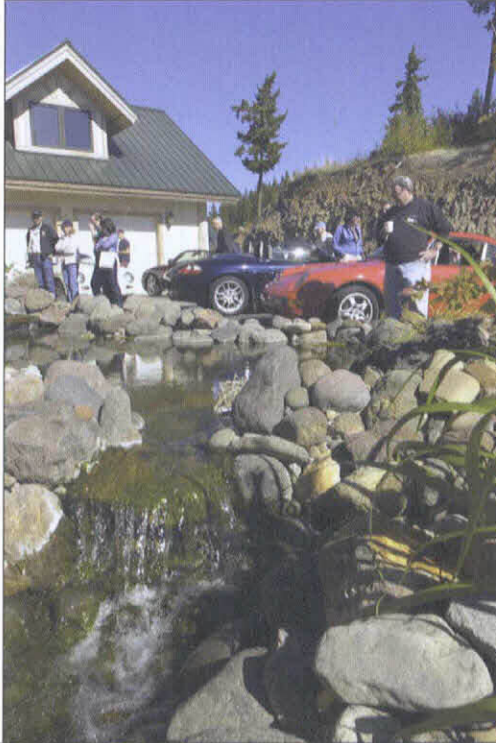
The prospect of a good drive and a visit to Andy and Margaret Jacobson's "Mommy Bear Lodge" in Trout Lake, Washington, brought out 28 cars and 40 people. Five new Porsche families joined us for their first tour. The 9 a.m. gathering lasted about an hour, with new and old friends talking, laughing, and signing insurance waivers. With the distribution of route instructions, we were off in a colorful train of Germany's finest cars.

A lovely drive along the Columbia River through small towns, five tunnels, and over old bridges brought us to the intersection of civilization and beyond. At last, we reached the Jacobsons' driveway, better described as "a paved road course up a very steep hill, for a man who owns three Porsches."

At the top of the playground sits the "Mommy Bear Lodge." This is a three-story log chalet home with decks and windows to view the world. Mt. Adams dominates the view to the east, with millions of trees and a valley filling the rest of the scene. Andy was serious about his logs for this house. He had them brought in from Montana, to complement the attention to detail that is evident throughout the Jacobson-designed home.

Two Golden Retrievers guard the compound, with a lick and a nudge for all. Once inside, Margaret had the kitchen well stocked with doughnuts and drinks. The lower level of the house has guest quarters and a showroom for 14 vintage motorcycles, all lovingly restored and cared for by Andy.

After tours through the rest of the house, we settled down to a picnic lunch on one of the decks,



"As new members participating in our first ORPCA event, we could not have been more pleased with the outcome of last Saturday's (Oct. 2nd.) experience. Andy & Margaret's "Hillclimb" was over the top in exceeding our expectations ... glorious day, great company and ideal ambiance.

Thank you to the Jacobsons for making their Trout Lake, Washington aerie warmly available to all who climbed the mountain. Thank you, as well, to the membership in attendance for a sincere sense of welcoming. What fun! We look forward to more coming attractions."

*Ken & Karen Brunton  
Portland, OR*

or on the lower lawn next to the ponds and waterfalls. The weather could not have been better.

After three hours of enjoying this beautiful home, most of us headed home by various routes. The last to leave were Chris Greenwood and I in my red 911. Andy and Margaret led us in their yellow Turbo through the best route for Porsches to the Lewis River Falls. Need I say more? These falls are a must-see for anyone who enjoys Nature's beauty. We went on to a viewpoint to see the wonder of a mountain in unrest, Mt. St. Helens. Photographer Chris Greenwood took advantage of this stop to shoot the cover photo for



Anzeiger's November issue. We continued on to Stevenson for the art galleries and dinner at a favorite pub.

What a day!

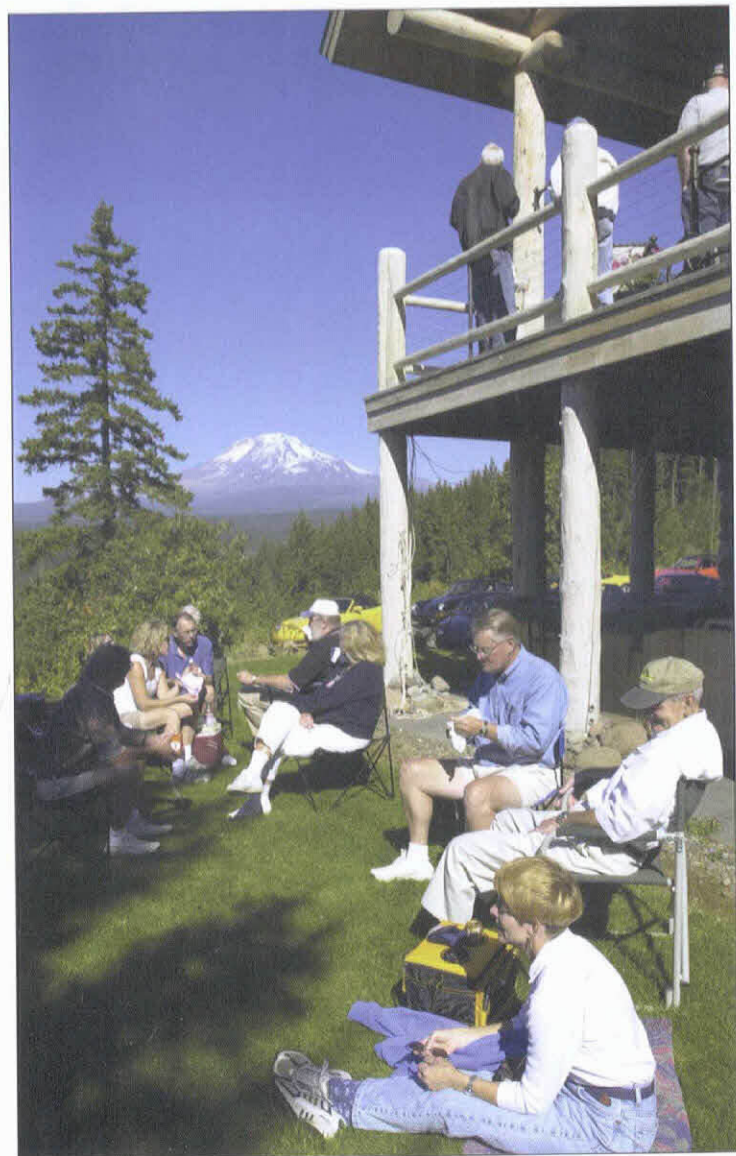
The Jacobsons have graciously offered to open their home again next October for the Andy & Margaret's Hillclimb II. Check the 2005 event calendar for the date; you do not want to miss it.

Left: The Jacobsons' water feature seems to give way to the Lewis River falls.

Above: Warner Lowe & Bob Falleur make a new friend with scraps from their picnic lunches.

Below: Andy & Margaret Jacobson

Right: Views of and from the Jacobsons' hilltop lodge.





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# Follow Me...

*By John Mazmanian*

"Follow me six car lengths behind and offset half a car on the inside so I can see you in my mirror," stated my driving instructor. With those basic directions, I was ready to start my adventure at the Mario Andretti driving school at the Las Vegas Motor Speedway.

I was enrolled in an advanced class with a potential top speed of 170 mph, student skill and track conditions pending. Opened in 1996, the Las Vegas Motor Speedway is a 1.5-mile, 4-turn track with 12-degree banking. It hosts NASCAR, IRL and CART, several driving schools and numerous local club events. There is also a drag strip, a 3/8-mile short track and dirt track. The infield garages are air-conditioned.

There were about 12 participants in my group; all were high rollers on a complimentary package from Caesar's Resorts - all

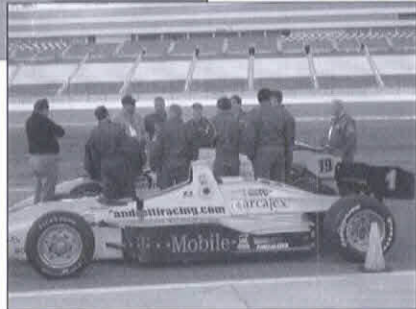
except me. A mixed group, but I was excited as anyone. I was signed up for the four sessions while they were on the two-session package. This cooled their arrogance a bit.

The cars are modified Indy racecars with 350 c.i. Chevrolet short-block engines producing 600 hp and single-speed transmissions. We were pushed down pit row and popped the clutch to start the engine. Oh Lord, please don't let me stall!

Suited up in Nomex and strapped in, I was ready to go. My instructor passed me on the right, as I was pushed by a four-wheeler. Easing off the clutch and on the gas, the engine roared to life and I was off. Steering was quick and precise. The first session of six laps, I topped out at 151 mph. This was followed by one session of eight laps and two of ten laps each. My maximum speed was 166 mph.

As I got comfortable with the car and the track, I tucked in closer to my instructor. I was actually hoping to push him to go faster! We passed several slower students and their instructors. The car really seemed to settle down and stick to the track at about 150 mph. With the throttle almost buried for each lap, the steering was quick and precise, requiring only small input. As I write this, two days after the experience, my shoulders are still stiff.

BettyLou, my new and charming bride, took an unexpected ride in a two-seater. I must confess that she probably went faster than I did. Well, I guess I just have to go back and do it again!



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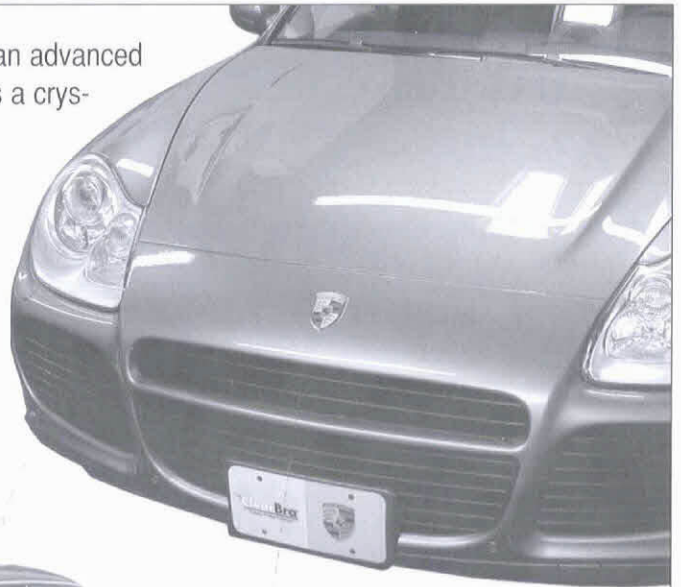
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# End-of-Season Autocross

by Chuck West

The last regular season autocross turned out to be another great event, with a high percentage of drivers choosing Porsche as their weapon of choice, so to speak. The SCCA guys continue to show us the fast way around the course.

Jim Daniels, a Miata pilot, exhibited why he took fourth place at the Nationals this year. John McCuskey came out in his 240Z. His tires are ancient and he just had a double hip transplant! This guy is scary. With 300 hp, this Z is tough to beat now, and I have had several occasions to validate this firsthand.

We had several first-time autocrossers come out to see what we're all about, and I'll bet every one of them comes back next year. Tom and Debbie Shilaos

brought out "Debbie's Driver" and both looked good for their first time. Jeannie Gretz, Mandy Hornstein and Cherie Oldenburg came, out of curiosity, and I know at least one of them will be back next year with a new helmet and a big attitude. Let's see how she does with the Tiptronic! Cherie has found out what the right foot is for and I guarantee she'll be a contender in 2005.

Most of the courses this year were designed to be medium fast, relatively speaking, and gave everyone the opportunity to do a little drifting in the sweeping turns and to snap the back end around in the tight ones. The general skill level has improved tremendously this year, and several drivers are using their rev limiters on a regular basis, rather than shifting. In many cases, this is the best solution if your motor is sound, as the time it takes to shift up then back down can cost the driver valuable time on the stopwatch.

The usual suspects were turning in the fastest times, but the spread between the 7th and the 19th drivers was only three seconds. This is getting good, and I know next year will be better. Several drivers are going to ditch their street tires and go for some track tires. They should take 1-2 seconds per lap off their times in doing so. Another driver, perhaps a little more twisted than most, is going to use cantilever

## Final Results - October 3

Pos	Class	Car #	Driver	Car Model	Time	Difference	From 1st
1	2.0	106	Jim Daniels	1994 Miata	52.743	0.000	0.000
2	3.0	120	John McCuskey	1972 240Z	54.111	1.368	1.368
3	3.0	14	Chuck West	1974 914-6	54.490	0.379	1.747
4	3.0	4	Paul Stein	1974 914-6	56.190	1.700	3.447
5	3.0	2	Joel Siegersma	1966 911	57.831	1.641	5.088
6	4.0	1	Dave Nance	1985 911 CAB	57.904	0.073	5.161
7	4.0	24	Steve Germany	2002 996 CAB	58.243	0.339	5.500
8	9.0	117	Dennis Wilson	1988 928S4	58.415	0.172	5.672
9	4.0	61	Eric Freedle	1986 911	59.141	0.726	6.398
10	3.0	74	Steve Lougee	1998 Boxster	59.802	0.661	7.059
11	4.0	65	Jack Vollstedt	2004 Porsche GT3	59.896	0.094	7.153
12	4.0	11	Jeff Gretz	1997 Porsche 993	60.277	0.381	7.534
13	3.0	43	Chuck Jarvie	1994 968 TTP	60.283	0.006	7.540
14	3.0	100	Douglas Mullin	2000 Boxster	60.325	0.042	7.582
15	4.0	110	Tom Shilaos	1997 Boxster	60.556	0.231	7.813
16	3.0	37	Jim Ayers	1976 911S	60.629	0.073	7.886
17	3.0	116	Edward Choe	2002 BMW Z3	60.643	0.014	7.900
18	0	78	Erik Vandyke	Subaru WRX	60.912	0.269	8.169
19	4.0	113	David Gillaspie	2000 Boxster S	61.249	0.337	8.506
20	2.0	10	Jim Chambers	1974 914	61.869	0.620	9.126
21	3.0	60	Bob Grasso	2000 Boxster	61.977	0.108	9.234
22	3.0	121	Matt Laverly	2002 Subaru WRX	62.379	0.402	9.636
23	2.0	95	Steve Stephens	1997 Neon	62.475	0.096	9.732
24	4.0	122	Ron Pihulak	1986 911	63.036	0.561	10.293
25	2.0	56	Bruce Allert	1973 914	63.114	0.078	10.371
26	lady	114	Buppy Kane	2000 BMW Z3	64.609	1.495	11.866
27	3.0	63	Harry Danberg	1973 911 Targa	65.116	0.507	12.373
28	lady	112	Dia Bohannon	1999 Carrera 4	65.307	0.191	12.564
29	3.0	111	Deb Shilaos	1997 Boxster	65.560	0.253	12.817
30	lady	118	Jeannie Gretz	1997 993	67.590	2.030	14.847
31	4.0	119	Mandy Hornstein	1997 993	67.677	0.087	14.934
32	lady	29	Cherie Oldenburg	1984 911	68.630	0.953	15.887

slicks and stiffen the suspension even more.

Check out the results. Then, start working on your game plan for next year. If you attend all of the ORPCA autocross events next year, all of your driving skills will improve dramatically — guaranteed!

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In America, it's the Porsche Club of America and we invite you to join us!

### Objectives

The Porsche Club of America was founded in 1955 to cater to the particular needs and interests of the owners of Porsche cars. Our general objectives are to promote the highest standards of courtesy and safety on the roads; to enjoy and share the good will and fellowship engendered by owning a Porsche; to maintain the highest standards of operation and performance of the marque; to establish mutually beneficial relationships with the Porsche factory, dealers and other service sources; to exchange ideas with other Porsche Clubs throughout the world; and to establish mutually cooperative relationships with other sports car clubs. We think that membership in Porsche Club of America will add to your enjoyment of owning one of the finest automobiles in the world.

### To Join:

Porsche owners (you must own, co-own, or lease a Porsche to join) who are 18 years of age or older are invited to become members of the Porsche Club of America. For more information, contact our local membership chair:

Debbie Clinkinbeard • membership@oregonpca.org  
(503) 356-1764



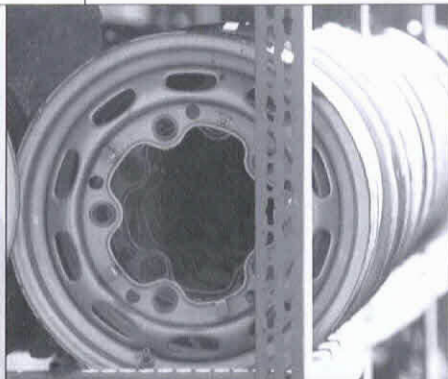
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# The Amateur Wrench

By Don Clinkinbeard

Some water has passed under the bridge since last I wrote in these pages. Debbie and I had a weeklong adventure that included shopping and some track time (both wet and dry).

At the last Portland DE day, my clutch release fork broke again. For those of you that follow this column, you'll recall that I replaced this part last April or so. It turns out that there is a guide tube that locates the clutch release bearing in the center of the clutch and it had broken after the last time I replaced the fork, leading to the failure the second time. Fortunately, the Porsche parts warranty was in effect so I didn't have to pay for the second part. At \$325 with my PCA discount, it's not a cheap fix. I had to disassemble the drive train from the transaxle to the clutch to fix this. As I was inspecting the bits that I had to remove as a result, I noticed that the stock transaxle oil cooler (which had broken once before) was ready to fail again.

It's a long story but I have to admit that, when I installed the coil over race suspension, I missed a point of contact between the oil cooler and the right rear spring that only happened when the car was sitting on the ground. This is what caused the wear that would have led to the failure. I find that the folks that are following you on the track prefer that you not leave a bunch of very slick oil on the track in front of them. So it was time to look into fixing this potential issue. It seems that finding a used one of these beasts is nearly impossible and purchasing a new one from Porsche is a very spendy proposition. So faced with my new reality, I did what every hot-rodder does. I built one from off-the-shelf components and bits of the old one. There is a very nice space in front of the transaxle to mount the cooler and the plumbing turned out to be pretty easy. I plan on a more permanent set of fittings to make the setup more bullet proof over the winter as I see how well the location that I set up works.

Debbie and I took a vacation over the week of October 18th, partly to enjoy some driving on tracks we had not been to before and partly to do some tourist-

ing. Our route ran from Portland to Mission City, British Columbia, then down to Leavenworth, Washington for a couple days of relaxation and retail therapy. Our Porsche logo clothing fit well in this Bavarian-style town. Next, we headed out to Spokane. We got to drive Mission Raceway and Spokane Raceway as well as attend a PCA National Instructors clinic, along with Bart Locanthe and Andy Jacobson. One of the nice things about attending other organizations' DE days is

*“At the border crossing back into the US, the Customs Officer was very surprised at the quantity of stuff we had in the truck for a two-night trip. After I showed her the two sets of tires and the tools, parts, etc, she saw the light and let us cross with little drama...”*

the opportunity to steal information, techniques and practices from the other guys in order to improve our program here at home.

The PDC group up in British Columbia runs a top-notch program and provides an excellent ground school for first timers. There were several items that I think we can use. One interesting point is that they require progressively more safety equipment in the more advanced classes of drivers. The reasoning is that, as you go faster, you take more risks and the progressive safety standards help to mitigate those risks — to some extent. This works well in a graduated program like they run. I'm not sure how it would play with our program but I'm sure we will be thinking

about this over the winter as we prepare for next year's DE season.

At the border crossing back into the US, the Customs Officer was very surprised at the quantity of stuff we had in the truck for a two-night trip. After I showed her the two sets of tires and the tools, parts, etc, she saw the light and let us cross with little drama and we were on to Spokane with a stop in Leavenworth for some fine German food and some excellent shopping. We managed to pick up lots of Christmas gifts in the great shops as well as scouting the town for possible inclusion in a future tour. The Valley is very beautiful and the hills had a sprinkling of snow on them, making the scene highly attractive. I, of course, could not resist the wine tasting and picked up a few bottles of nice wine at good prices. A benefit of being an Oregon resident is that there is no sales tax on stuff you can take with you (like the wine and gifts).

We arrived in Spokane to very cold and cloudy weather the day before the instructors clinic. I managed to get the car and truck washed in the afternoon with several of the other guys. I didn't realize just how dirty a car gets on an open trailer in the rain.

The reason we headed to Spokane (besides the opportunity to drive a new race track) is the National PCA chair was holding a Zone 6 instructors clinic. The purpose of this clinic was to work towards standardizing the instructor certification processes across PCA as well as providing a uniform set of formal training materials for the new instructors. In truth, there was not a lot of new information in this clinic but it was gathered into a single place and set up in a curriculum that helped us train and evaluate potential instructors. At this clinic, we had about half senior instructors and half candidates. Of the 25 or so candidates, 5 or 6 did not pass the evaluation. This process can be used as a great filter to ensure we are giving you the best possible instruction as you learn to drive your car near or at the limits.

The track in Spokane is very interesting. It is exactly the

*continued on page 26*

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## From the President

*Continued from page 4*

this month have the knowledge and experience to make it happen.

Due to time constraints, I have chosen not to seek the office of President for next year. I will remain on the Board of Directors as Past President. There isn't enough space for me to thank all of the volunteers who have pitched in to do all of the unglamorous chores it takes to keep an organization running smoothly. From processing membership applications, to writing articles for Anzeiger to picking up cones at autocross, you know who you are and I thank you. Your efforts made my job easy. A car club is not all about cars; it is also about people, and our club is comprised of a lot of great people.

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## Amateur Wrench

*Continued from page 24*

opposite of PIR. The track has elevation changes and the pavement undulates - intentionally - making for a suspension challenge. At the instructors clinic on Friday, it was raining pretty hard and the track was very slippery. This was actually fine since I was learning the line as well as trying to behave like a novice driver as part of the clinic. The rain and a new track made it easier for me to make rookie mistakes.

On Saturday, we had a balmy day with the temperature soaring up into the high 50s and sunny all day. My turbo-charged car was making excellent power from the extra density of the cool air and my track tires actually got hot enough to stick pretty well. One of the features of this track is a very long straightaway, roughly 1.2 miles. We managed to get ol' 65 up to about 150 MPH before I breathed the

throttle and let the car just cruise the rest of the way to the braking zone.

The turns are challenging and the fastest one (turn 1, which is more of a kink) can be taken at much more than 120 MPH. Of course, you really have to stand on the brakes after the kink to scrub the speed down to the turn 2 entry speed of around 60 MPH. One of the most interesting parts of the track is after turn 2. The track climbs then undulates and winds some and really challenges the driver to keep the car balanced well. Turn 3 is taken at roughly 120 MPH too, with the pedal on the floor to ensure that the back end stays hooked up hard. These turns are much faster than anything at PIR or any of the other West Coast tracks that I have driven in general (with the possible exception of the Seattle track). The folks that run this program are a heck of a lot of fun. I really enjoyed my time there and will go back as time allows. More later.

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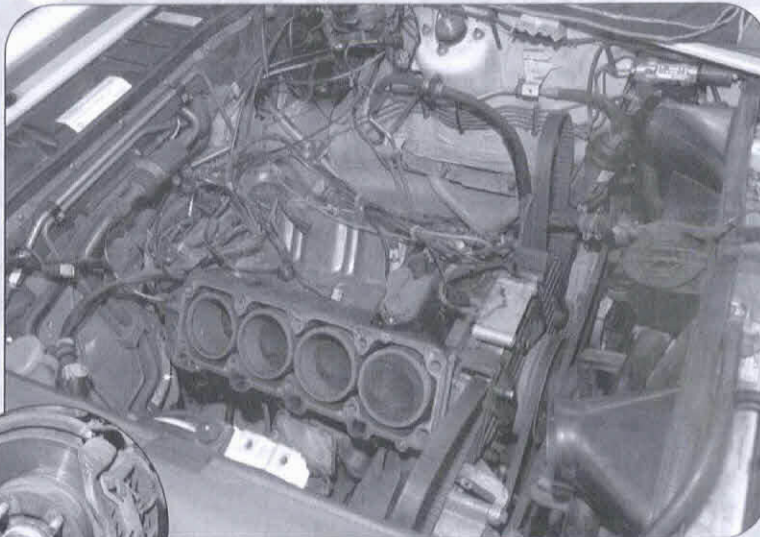
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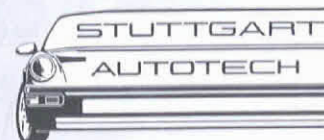
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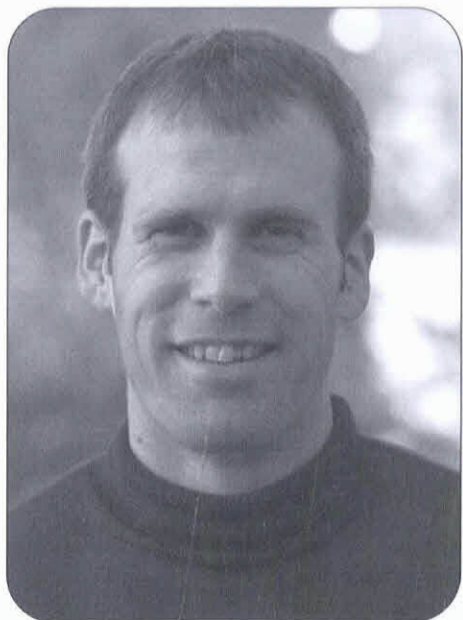
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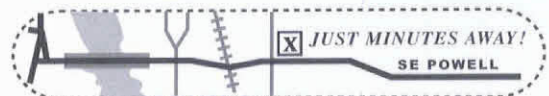
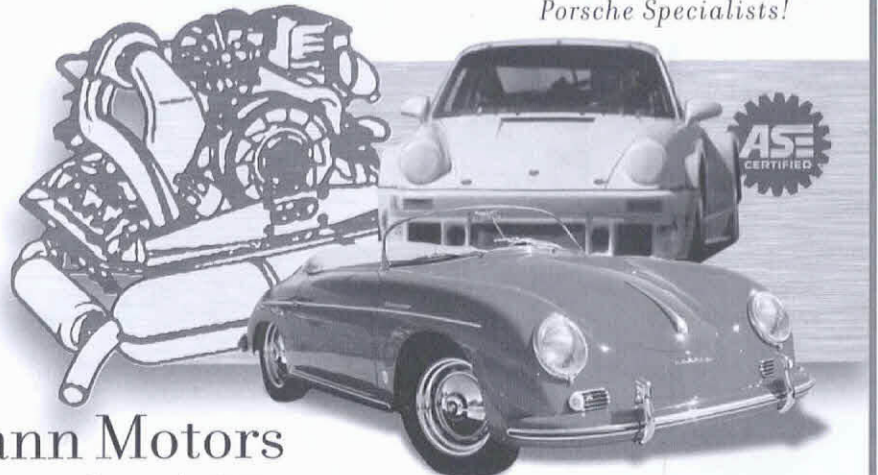
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Board meetings of the ORPCA will be held on the first  
Tuesday of the month at 6:30 pm

Consult [oregonpca.org](http://oregonpca.org) for the  
latest information and location

# Willkommen NEW MEMBERS

Marc Blank .....2004 911 C4S  
Bend, OR

Everett E. & Kristi Carson ..2000 Boxster S  
Gresham, OR

James Coduto & Sheryl Southwell ..1999 911  
Lake Oswego, OR

Tsai Hsiang-Ling .....2004 Boxster  
Hillsboro, OR

Henry & Nancy Jay .....2000 Boxster S  
Portland, OR

Eric & Marti Lintner .....1970 914-6  
Wilsonville, OR

Scott A. & Cherene Mills ...1982 911 SC  
Aurora, OR

Robert David Moore .....1969 912  
Portland, OR

Thomas R. & Nancy S. Morton ...1977 911 S  
Portland, OR

Norbert Pawelzick .....1999 911  
Washougal, WA

Alexander & Thomas Phan ..1984 944 Turbo  
Beaverton, OR

Paul E. & Lori Price .....1974 911  
Cornelius, OR

Allan Schrock .....1984 911  
Portland, OR

### Transfer

Lon & Dianne Jackson .....1983 944  
Corvallis, OR

# Anniversaries DECEMBER

## 10 years

Michael & Jeanne Freeman

James Gieseking, Jr.

Steven & Christopher Hanson

John & Pat Joyce

James & Judy Nowlin

Ronald & Tammy Tracy

## 30 years

Stephen & Pam LaFranchi

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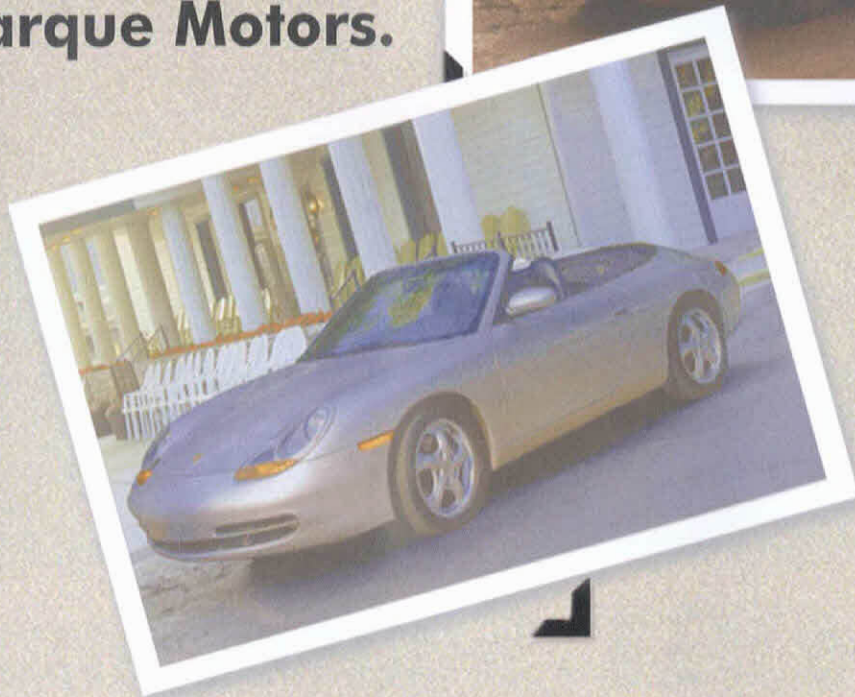
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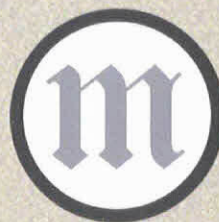


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