



Anzeiger

DECEMBER 2005

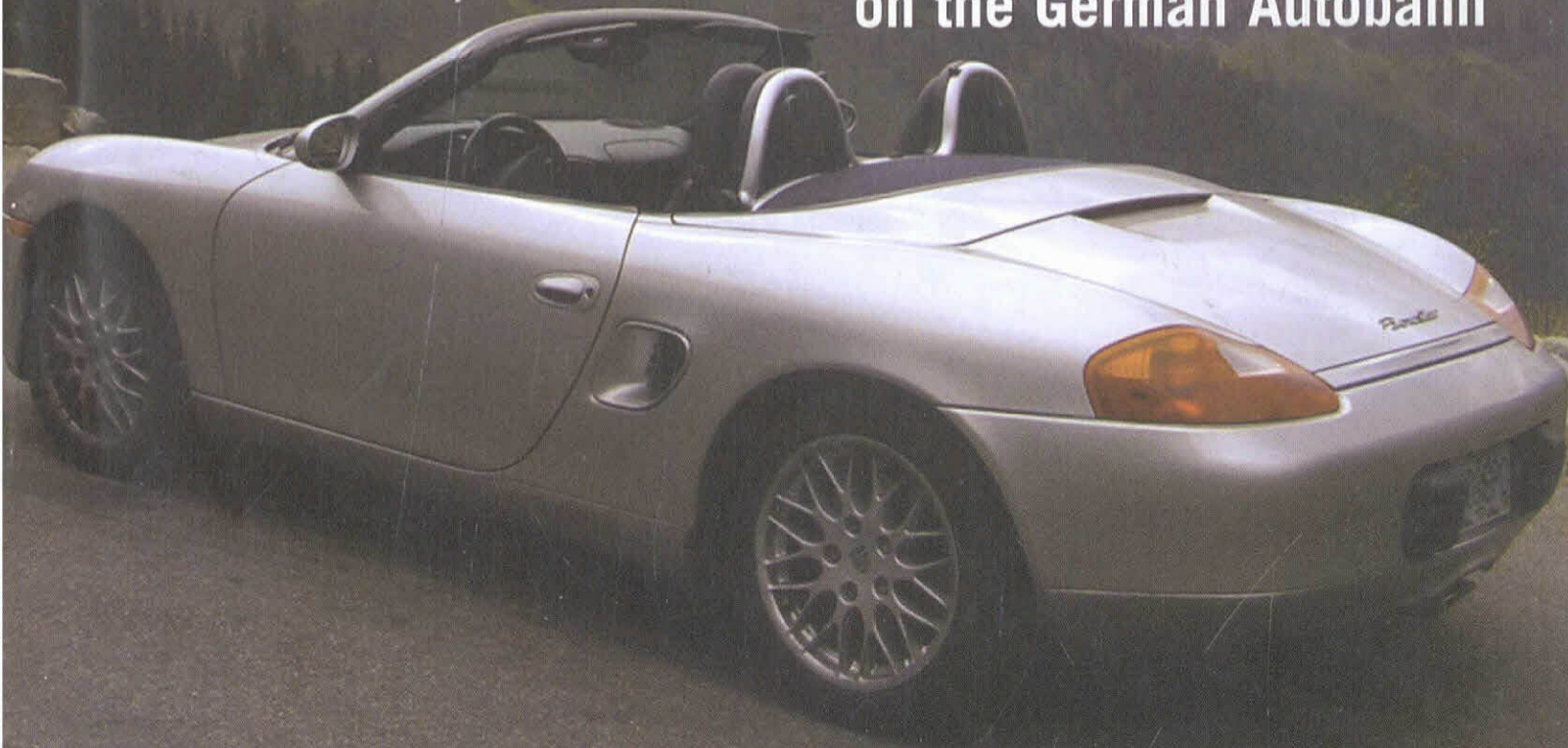
Oregon Region Porsche Club of America

IN THIS ISSUE

LOOKING BACK AT '05

A Photo Essay

**Driving a New 997
on the German Autobahn**



YOUR DESTINATION DEALERSHIP **RUF**

An oasis for people who care about cars.



Boxster

GT3

Cayenne

Pre-Owned

1988 911 Targa	White/Black
1990 911 Coupe	White/Cashmere
1991 911 Cabriolet	Black/Black
2002 911 C4 Cabriolet	Seal Grey/Graphite
2003 968 Cabriolet	Midnight Blue/Grey
2003 911 Cabriolet	Guards Red/Black
2003 911 Coupe	Midnight Blue/Graphite
2003 911 Turbo Coupe	Black/Black
2004 911 C4S Cabriolet	Speed Yellow/Black
2004 Cayenne S	Sand White/Stone Grey
2004 911 Coupe Tiptronic	Seal Grey/Graphite
2004 Boxster	Speed Yellow/Black

New Inventory

2004 Boxster	Atlas Grey/Graphite
2005 Boxster	Guards Red/Black
2005 Carrera GT	Seal Grey/Dark Grey
2005 Cayenne	Crystal Silver/Stone Grey
2005 Cayenne S	Dark Sea Blue/Stone Grey
2006 Boxster Tiptronic	Seal Grey/Black/Stone Grey
2006 Boxster Tiptronic	Carmon Red/Sand Beige
2006 Boxster S	Guards Red/Sand Beige
2006 Boxster S Tiptronic	Arctic Silver/Black
2006 Carrera 4	Arctic Silver/Black
2006 Carrera 4S	Black/Sand Beige
2006 Carrera S Aero Kit	Black/Sand Beige
2006 Carrera S	Seal Grey/Black
2006 Cayenne	Lapis Blue/Stone Grey
2006 Cayenne	Black/Black
2006 Cayenne	Crystal Silver/Stone
2006 Cayenne	Titanium/Black
2006 Cayenne	Basalt Black/Black
2006 Cayenne S	Titanium/Black
2006 Cayenne S	Jarama Beige/Sand Beige
2006 Cayenne S	Dark Olive/Sand Beige
2006 Cayenne S	Basalt Black/Stone Grey
2006 Cayenne S	Sand White/Black
2006 Cayenne Turbo	Titanium/Black

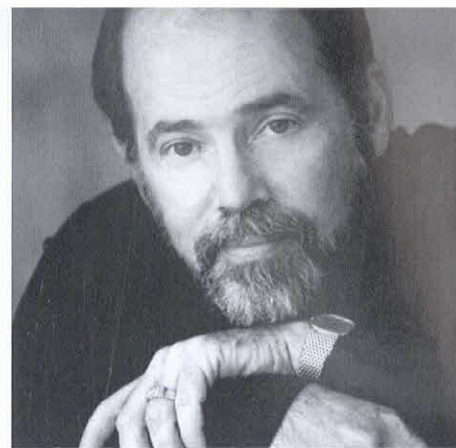
Latest Inventory, News and Events
from Carrera Motors:
www.carrera.porschedealer.com



www.carreramotors.com Bend, OR 541.382.1711

**FROM
THE
PRESIDENT**
Jeff Gretz

2005's Events were about cars AND people



Well, it's now December and another fun-filled and very busy year is winding down for the Oregon Region. Thanks to all the volunteers who organized activities during the year, we had record attendance at almost every event. Some of the highlights of 2005 were:

■ Being awarded the bid to host the 2006 PCA Parade. The Parade will be in August and we expect around 600 cars to be registered for a week of fun, food, and wine.

■ Our annual Charitable Auction, which raised over \$6,000 for three local charities.

■ A vastly improved Driver's Education program at PIR thanks to Don Clinkinbeard and his team.

■ The monthly Arrive & Drive tours with routes that seem to get better every month. We always have 30 to 40 cars and excellent driving roads.

■ A first-class Autocross program that, thanks to J.P. Stein and his volunteers, has 50-plus cars at every event.

■ The Anzeiger winning first place for PCA regional magazines produced by regions with 400 to 799 members. Congratulations to Kate Ayers and her Anzeiger team.

■ John Johansson and his 750 Mille crew really outdid themselves this year with a fabulous three-day driving tour down the Oregon Coast into Northern California.

■ The American Le Mans race hosted by Porsche. Well over 100 Porsches in the parking corral and another exciting race that wasn't decided until halfway through the last lap.

■ John Draneas organized yet another great Sunriver Exotic Car Show with a record 110 cars in attendance.

■ Nancy Herron always seems to find restaurants with great food for the very-

well-attended monthly dinner socials. Thanks, Nancy.

■ I'd especially like to thank our 2005 Board of Directors for all the time and effort they dedicated to the club this year.

All of these events are fun for the participants but they're especially fun and rewarding when you work with a group to plan and execute the event. Please volunteer to help with the exciting activities and events we have planned for 2006. Our club is about the cars AND the people!

Happy Trails,
Jeff
president@oregonpca.org ■

**FROM
THE
EDITOR**
Kate Ayers

Up to the challenge of editing Anzeiger?

Here we are at the end of the year. It seems to come around so fast anymore. With

the end of this year, though, I am putting the challenge to one of you to join our award-winning editorial staff as I am stepping down. It has been a great run. However, we need new blood, new ideas, someone with the desire to serve the club from his or her home computer, someone with the desire to try his or her hand at running a magazine. You just need to be able to properly place commas, periods and exclamation



points, and know how to use Spellcheck.

Well, maybe there is a little more to it, but Anzeiger has an experienced

team to help you. Plus, you'll get your picture in every issue! And it opens some new doors for you. You'll get special perks, such as free entry to the races with media creds, preferential parking, admittance to the media hospitality tent. The credentials will give you a pass into places you otherwise would not be allowed entry to, like the pits. You will get a chance to talk with famous racers and crews. Club members will get to know you faster, because they'll see your mug every month—whether you attend events or not. It's a superb way to get involved, and the beginning of the year is a superb time to join the team. Write me at editor@oregonpca.com, or contact one of the Board members. ■



Oregon Region Events 2005

December

- 6** **Board of Directors meeting**
- 10** **Holiday Party**
See page 6
- 21** **Monthly Social & Dinner**
See page 8

January, 2006

- 3** Board of Directors meeting
- 18** Monthly Social & Dinner

Parade Portland 2006

Art Show Chair

We're still looking for a volunteer to
Chair the Parade Art Show.

Please contact Jeff Gretz if interested at
president@oregonpca.org or 503.628.0629

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

Holiday Party Saturday, December 10

Celebrating PCA's 50th Anniversary and featuring our Charity Auction

We are back at the delightful Riverside Golf and Country Club again this year on December 10.

Address of the Riverside:

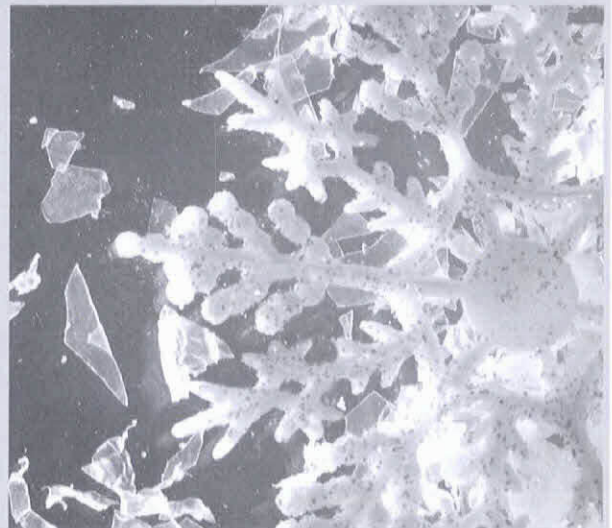
8105 NE 33rd Drive

Portland, OR

503.288.6468

The event begins at 5:30 with no-host cocktails, wonderful appetizers and time to bid on Silent Auction items. Dinner is at 7:00, followed by the Oral Auction with Auctioneer, Richard Randsome and awards for hardworking club volunteers, presented by President, Jeff Gretz.

Please join us for this event, to benefit a good cause. This year it seemed appropriate to donate to hurricane relief in the Gulf states. Whatever is collected beyond the first \$5,000 goes into the Trust Fund for future donations.



Below: Don Clinkinbeard and Eric Freedle scope out the silent auction tables at the last Holiday Party.
Photo by Chris Greenwood



**CLUB
EVENT**

**STILL
PLAYS
WITH CARS**
Peter Linsky



Group B menagerie yields thrills at track

A taste of reality joined my lunch in my throat one muggy afternoon in late September, as I pulled off a borrowed helmet at PIR and crawled out of one of the most brutal little competition cars ever built. The reality is that it's always more fun to drive a slow car fast than a fast car slow. It's also more fun to drive a fast car at its limits than it is to ride in one, hanging on for dear life when there's little or nothing to hang onto, even with five-point belts cinched down. An explanation is thus required.

I had arranged with local collector Larry Vollum to bring out five representative examples from his wonderful Group B menagerie and some regular-type cars for a day of photography and driving; all of this pointing toward an article I'm developing for Sports Car International magazine. Larry made some calls, rounded up some of his buddies, and we convoyed an Audi Sport quattro, an Audi Coupe quattro, a Lancia Delta S4, a Citroen BX4TC, a Ford RS200—one of two that Vollum owns—and a Kimi Raikonen autograph-model Evolution VIII edition out to PIR's grassy paddock, hoping to get in as many shots as we could before the arrival of fall's first serious rains, expected that evening.

The old Audi Coupe, which spawned the Sport quattro, and the 20-year-newer Mits, were there for comparative purposes. The photo session went well, and then Larry, who was serving as an instructor at the BMW club's track day, sent word to drive the RS200 over so we could get some fast laps in.

A few words about the RS200: It's one of 200 (thus the name) semi-streetable "production" cars built by Ford of England so Ford's real racer, the RS200 Evolution, would qualify for the Group B

rally wars of 1986, which turned out to be the series' final season. The basic RS200 pumps out some 250 turbo-charged horsepower, quite mild compared to the larger-engined Evo, which can be tuned to produce about 700. Either way, those ponies get to the pavement or gravel via all-wheel drive. In other words, you go around corners by mashing the brakes ahead of entry, then power around with your foot down—

IN OTHER WORDS, YOU GO AROUND CORNERS BY MASHING THE BRAKES AHEAD OF ENTRY, THEN POWER AROUND WITH YOUR FOOT DOWN ... AND G-FORCES TRYING TO HURL YOU OUT THE WINDOW.

engine, straight-cut gears, and tires screaming—and G-forces trying to hurl you out the window.

Half a dozen laps later, with only one 360 on the first go-round (cold tires), we rolled back into the pits. I confess I was fighting to keep my lunch down by that point. Why? The basic RS200 gets to 60 in about four seconds. The Evo does it in less than three seconds. That's Superbike performance, and I can't even imagine what that feels like. You should know that the FIA cancelled the Group B series after the 1986 season because of a rash of fatal high-speed crashes. Later, someone in England produced a video about Group B rallying entitled "Too Fast To Race." The title is apt.

Group B add: I found a great quote from rally champion and Porsche development test driver Walter Rohrl on the Autobahn Porsche chatroom: "When you see the tree you're about to hit, it's called understeer. When you can only hear and feel it, it's oversteer."

Some more interesting gleanings from my favorite British rag, GT: Purely Porsche. German tuner Gemballa has developed a new performance kit for V6-powered Cayennes. The kit includes a turbocharger and intercooler, a new exhaust system and upgraded engine management. All of this conspires to produce a strong 365 horses and 354 foot-pounds of torque, both those figures superior to the unblown Cayenne S V8.

Unfortunately, there's no word of whether the finished product would meet US emissions standards, but it still sounds like fun. More details from www.gemballa.de.

Parade is coming ... have you volunteered yet?

Until next month, drive safely! ■



January Social and Dinner

Wednesday, January 18

Where: Old Spaghetti Factory
0715 S.W. Bancroft St., Portland, 97239
503.222.5375

When: 6 p.m. Social Hour (no host)
7 p.m. Sit down for dinner

Price: \$12 per person, including gratuity

A limited menu of three choices will be offered, along with salad, dessert and coffee, tea or milk.

It's back to the Old Spaghetti Factory—one of our favorite gathering locations. Please join us for a fun evening of visiting with old and new friends!

Mark your calendars ...

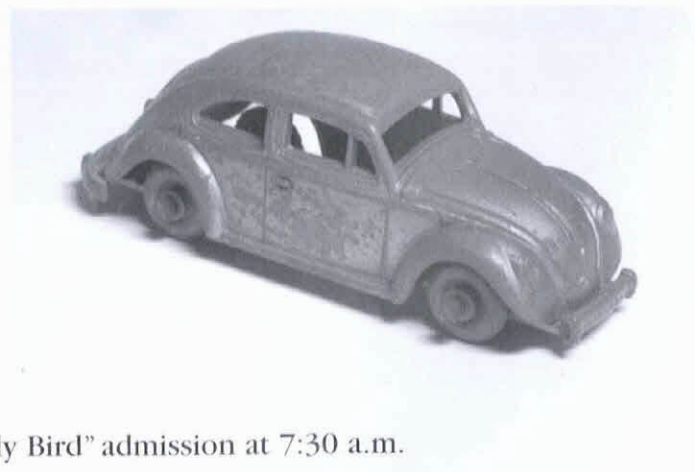
Please RSVP by Friday, January 13
Call Nancy Herron at 503.293.6714 or email
dinnermeeting@oregonpca.org

**CLUB
EVENT**

Porsche & Vintage VW Literature and Toy/Model and Memorabilia Swap Meet

Saturday, February 25

Join us at this 23rd Annual Event!



Where: Los Angeles Airport Hilton Hotel,
5711 West Century Blvd.

When: 9:00 a.m. to 2:00 p.m.

Cost: Admission is \$5 at 9:00 a.m. or \$25 "Early Bird" admission at 7:30 a.m.
Over 225 tables of collectibles!

Vendor info: Wayne Callaway, 2037 S. Vineyard Avenue, Ontario, CA 91761-8006, phone 909.930.1999
Or go to the website at www.LALitAndToyShow.com.

AROUND THE REGION

John Draneas



Parade update and other news

Parade planning has moved into full swing, with so many twists and turns that it's hard to keep up.

Warner Lowe has lately been the man of the hour, riding herd on all the committee chairs to get their budgets done, with the debits equaling the credits. Those of you who know Warner can attest to the fact that he is the perfect man for the job, and will soon whip everyone into shape. Any rumors you may have heard about a lynch party being organized are greatly exaggerated.

IF YOU WOULD LIKE TO HELP—THERE IS SOME WORK INVOLVED,
BUT THERE'S MORE FUN THAN WORK—PLEASE CONTACT ME.
AND QUICKLY, PLEASE.

Porsche has come close to committing to bring its **Porsche Driving Experience** to Parade, but questioned whether PCA members would be willing to spend the money needed to participate. The proposal—for \$500, you get four on-track sessions at speed, instructed by Hurley Haywood and his regular crew of professional instructors, one each in a Cayenne, Boxster S, Cayman and 911, all provided by Porsche. I thought this was a no-brainer, and enough reason to register for Parade all by itself, but I had to prove the point with an informal survey of Zone 6 presidents, who pretty much all agree with me. Still no final decision, but I'd be marking my calendar and cleaning up my driving shoes if I were you.

We decided that we would not try to do a **PCA Club Race** at Parade, due to the heavy staffing level it would require. However, we will definitely have a Driver Education event on Saturday, and possibly another on Friday. Definitely mark that one on your calendar—when

was the last time we had a summer weekend DE?

The **Concours Fashion Show** bit the dust when Nordstrom declined to participate, and then got revived when **The Mercantile** decided it would step in and produce the show. Stay tuned for further details, as this event will be a fantastic addition to Concours Day. Meanwhile, **Nan Williams** has been doing a fantastic job lining up other spouse activities for the week, increasing the likelihood that the gearheads' spouses will find plenty

to occupy themselves with, leaving the gearheads free to do gearhead stuff all week long.

Tom and Ann Marie Pavlik have purchased a home in Hood River, and now spend their weekends there. That made Tom the perfect member of the Rally Committee, with plenty of time to scout out routes through the Columbia Gorge.

Kevin Neary did the previously apparently impossible, and lined up the Expo Center parking lot for the Parade Autocross. **Gregg Hodge** and I helped Kevin scout it out the other day. Gregg saw several excellent locations for spectator bleachers and a food concession—always good to have a chef along. Kevin saw all sorts of potential for challenging twists and turns, while I saw great potential for a real long straightaway with a 90-degree turn at the end. I guess you can take the racer off the road course, but you can't take the road course out of the racer.

Chandran Rajaratnam has been doing a fantastic job of organizing the Concours and adding a promising spectator ele-

ment to it. Current plans are to take advantage of the natural stage topography at the Heron Lakes Golf Course Driving Range to bring some of the cars to the judges for judging, allowing spectators to watch the action, complete with an announcer doing a blow-by-blow commentary.

We have **OMSI** lined up for a big Thursday night bash. We'll have the entire museum at our disposal, including the submarine, Planetarium, and IMAX theater.

There's a lot more going on with Parade, and I will keep you updated as we go along. But, most important, we still need some more volunteers who are willing to help with the organization of the various events. You can help in whatever area appeals to you, but the ones we need the most help with are the Concours, the Rally, the various banquets, the spouse programs and security. If you would like to help—there is some work involved, but there's more fun than work—please contact me. And quickly, please.

To change the subject from Parade, we have some new opportunities on the Anzeiger team. Editor **Kate Ayers** has decided to retire from active duty, and we need to replace her. Kate has done a tremendous job, guiding us to repeated top honors, and will be difficult to replace. The best way to do that is to bring in two or three people to share the load, and to create more flexibility on the staff. If you have a little time to devote to a winning effort, please let me know. All it takes is a decent sense of organization and follow-through, a little writing skill, a willingness to edit others' work, a willingness to attend some events and meet and talk to some ORPCA members, and a willingness to attend a monthly meeting, which usually involves good food and fine wine. ■

Driving the new 997 on the Autobahn

Story and Photos by Alex Guletsky

Back in mid April, I was fortunate to have an opportunity to drive a new 997 on the German Autobahn. I take somewhat regular international business trips. On this particular trip, we spent the entire week in southern Germany visiting customers and suppliers.

During our travels, my two colleagues and I discussed the idea of renting a Porsche for a day or two at the end of our week. I assumed that a new 997 would not be available for rent or that only older models, such as the 996,

on it). She quoted a pretty decent rate and I told her that we would take it for a day. We arranged to pick the Carrera up on Friday and return it the next day.

Ah ... where to go? We thought about this for the next two days.

We arrived at the dealer mid-morning on Friday. The car was pretty well

Navigation system (no "Sports Chrono" package).

Roland helped us through all the paperwork and then bid us adieu—or, should I say auf wiedersehen. He had a long drive home to Dortmund ... but no doubt a relatively fast one at up to 220 km/h in his Mercedes wagon as long as

IT HAD 18-INCH WHEELS, FULL BLACK LEATHER INTERIOR, SUN-ROOF, ALL THE USUAL POWER OPTIONS, BOSE STEREO, XENON HEADLAMPS AND A NAVIGATION SYSTEM.



might be available. I didn't want to rent a Boxster and suggested that, if we couldn't find a new 911, then we should just forget the idea.

A few phone calls to the larger rental agencies yielded nothing. Midweek, after work, Roland, my German colleague, suggested we stop at the Porsche Zentrum/Munich near our hotel and have a look at the cars. The size of the showroom and the number of cars, new and used, was staggering (more than double the size of any domestic dealership I've seen). My German buddy started talking to one of the salesmen about rentals. This little chat seemed to do the trick, and we were directed around the corner and down the alley to their rental/leasing office. There, a young lady did some checking and said she had access to a nearly-brand-new Guards Red 997 (with just the break-in mileage

equipped. Not an "S", but it had 18-inch wheels, full black leather interior, sun-roof, all the usual power options, Bose stereo, Xenon headlamps and a

he could avoid some of the Friday afternoon traffic.

Eric, my American business associate, was with me and we decided to take Roland's advice and head south on the Autobahn toward Austria/Italy. The roads would be less traveled, according to Roland.

I had a little difficulty reading the owner's manual but got through the instructions of reprogramming the navigation system to English. In German or English, the female "navigator" voice was wonderful.

Driving around Munich had been our main headache all week. (The World Cup is coming up next year and, with all the infrastructure and road
(Continued on page 22)



AMATEUR WRENCH

Don
Clinkinbeard



Adventures with the 944 Turbo crankshaft

Back in September, I got a trip permit for Debbie to drive the Turbo on the street to practice, as it's been a while since she piloted the car extensively.

So out to the SAAC DE. A nice bunch of American Iron. (It is the Shelby club, after all.) I had a great day running the car and putting a heat cycle on my new track tires. The car ran strong all day with no issues at all. While I ended up

meant we would not be driving the 911 at the DE days in California.

So, now you and I can look forward to a winter of rebuilding (and hopefully bullet-proofing) a 944 Turbo motor. This will be the third time I will assemble a 944 Turbo motor, so it should go well. In addition, there are some things that I need to fix on this block anyway. I want to put the 1988 version of the cam belt adjuster on this '86 block. This will make it vastly easier to get the proper cam belt tension, which is fairly critical on the 944 due to the fact that a cam belt failure generally will destroy your engine.

There are some other details I want to redo on the motor, too, to make it easier to maintain. On the body, the back window adhesive is starting to break away (well, it IS more than 13 years old). And this might be a good opportunity to replace the glass window with a Lexan

UNFORTUNATELY, IN MY THIRD RUN SESSION OF THE DAY, THE CAR STARTED MAKING A LOUD, EXPENSIVE-SOUNDING NOISE ... I GOT A FLAT TOW BACK TO THE PADDOCK.

This worked out great until the fuel injection rail that goes over the top of the engine sprang a leak. This failure mode occurred before, in 1998. Back then, the fuel rail cost \$208 to purchase from Porsche. This time around, they wanted \$750. Needless to say, I dove right into the Web to look for a more reasonably priced factory part. No dice. Okay, so aftermarket solutions, are there any? Of course there are, for a tidy sum, but less than the factory price, even with shipping. So I purchased a nice system from my favorite aftermarket source. They told me I could install it in an hour and a half.

Well, it took most of the afternoon (about 5 LPs) to actually put it in. It required some bracket fabrication and high-pressure hose sizing and assembly. But the good news is it won't fail the same way the factory piece did because it's not built the same way. In any case, once I had this installed, I had to retune the fuel injection computer as it effectively delivered more fuel to the cylinders. This was pretty easy because it's all done with my laptop computer. But while it's easy to get close, it will require setting the car up on a chassis dyno to get the last 10% of adjustment correct, I think.

instructing two students, it was far less work than running our DE days and instructing. So the following day (the September ORPCA DE), Debbie and I went to the track expecting to get a great day of driving in before we headed for California and four DE days in one week: Two at Thunderhill and two at Infineon Raceway at Sears Point (more about that trip in a future issue).

A COMMON FAILURE MODE ON THE 944 TURBO IS THAT THE NUMBER 2 CONNECTING ROD BEARING GETS STARVED FOR OIL AND BASICALLY MELTS.

Unfortunately, in my third run session of the day, the car started making a loud, expensive-sounding knocking noise. I shut it down right away and got a flat tow back to the Paddock.

Some research reveals that a common failure mode on the 944 Turbo is that the number 2 connecting rod bearing gets starved for oil and basically melts. This generally destroys the crankshaft and the connecting rod. But if you shut down right away, the block usually survives. If this is indeed the failure, it will be fortunate for me as I have a spare crankshaft and connecting rod/piston set from my first engine. In any case, it

window. This will save me some 84 pounds at the back of the car and prepare the way to adding a wing to improve the down force on the back of the car. (Read this as faster in the corners and improved high-speed braking performance.) There are lots of possibilities here. The only question is how much I want to spend (in time and \$\$) to get this car back on the track.

All for now ... ■

Porsche indoors: Cool stuff to do without your car

by Kate Ayers

I know, we're all attached to the idea of driving Porsches, hard, fast, around curves and down straights. But sometimes the weather doesn't cooperate.

On those days—which are starting right about now—the ORPCA website can amuse you for a fair piece of time while technically still involving your favorite marque. The online Goody Store just keeps getting better. And have you tried the Library link? Lots of articles I'll bet you've never seen. ORPCA's site has links to all sorts of fascinating stuff.

Once you have exhausted ORPCA's site, check out www.pca.org for more spectacular pictures and impressive layers of Porsche browsing. Travel to Germany through www.pca.org/panorama/pano_gal_404.html. This page shows visitors exploring Gmund, Austria, driving in the Bavarian Alps, and along the scenic banks of the Mosel River, plus some very nice car shots. Or check out Porsche.com and build your dream car,

read news from home or some pretty fine overseas spots.

At www.porsche.com/all/tour/?market=international&path=home/about/tour/intro, you can take a virtual tour of the Porsche Zuffenhausen factory. It's quite informative. Then head on over to Leipzig and see what their factory is all about (www22.porsche.com/uk/about-porsche/virtualfactorytour/). In case you missed the 61st Frankfurt Motorshow, you can do a virtual attendance at www.porsche.com/all/iaa/pegb.asp.

You may find yourself wanting to do more than just cybertravel, so check out the Porsche Travel Club (www22.porsche.com/uk/motor-sportandevents/travelclub/).

If none of that gets your motor running, go to Google.com and type in your own key words to take you where you want to go. Be creative. You might find yourself booking a trip to Germany.

Wouldn't that be the ultimate cool thing to do without your car—or maybe you'll decide to order one and pick it up while you're there. I hear they treat you quite well! ■



Announcing the Anzeiger Cover Photo Contest!

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

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

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

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

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

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

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

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

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



October AX: What a course!

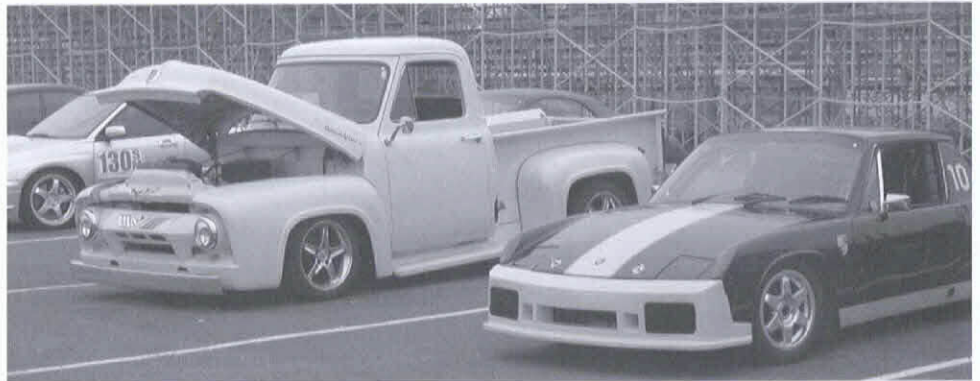
by Jim Ayers

ORPCA hosted its season closer for the competitive autocross October 23rd and what a course it was. In contrast to the previous event, there were very few DNFs. Speed was high and, as you will note in the published results, there wasn't a huge time difference between all of the competitors.

Jim Chambers showed up in his new black and yellow "Bumble Bee" 914-6, a very pretty car that performs quite well. Anyone looking for a nice 914-6 needs to stay close to Jim. He seems to change cars as frequently as most people change their oil. Another interesting vehicle showed up and made a big splash with the other racers, a 1954 Ford F100 pickup. Piloted by Jason Sampson, it turned a respectable 40.9 seconds. Fun to watch, with everyone taking bets on how soon one of the running boards was going to get torn off.

I finally managed to get myself to within .6 seconds of my nemesis Joel Siegersma. Methinks The Snail will catch the Green Weapon next year.

With Parade Portland coming in less than a year, everyone driving autocross is going to have to read the Parade Competition Rules and learn how to class their vehicles. The autocross committee has been fairly liberal about this during the past season but will become much more strict in the upcoming sea-



Getting ready to Autocross ...

Photo by Jim Ayers

son. For anyone not familiar with the PCRs, they are found on PCA's national website.

Winter is a time for all to work on improvements to their cars. I expect to

see some fairly major changes to a number of people's cars at the first autocross of '06. Again, referring to the PCR manual will give you a guide as to what you can do and still stay in your class. ■

Autocross Results

Pos.	Driver	Car Model	Raw Time
1	Stein, JP	1974 914-6	35.460
2	Smith, Britain	1970 914	37.017
3	Chapman, Gary	1973 914	37.325
4	Karwin, Tom	2005 Boxster S	37.432
5	Freedle, Eric	1986 911	37.450
6	Siegersma, Joel	1966 911	37.734
7	Pihulak, Ron	1986 911	37.900
8	Chambers, Jim	1970 914	37.900
9	Cogut, Barry	2004 996	38.198
10	Germany, Steve	2000 996	38.248
11	Mills, Scott	1982 911 SC	38.298
12	Schatz, Bob	1977 911S	38.331
13	Ayers, Jim	1976 911	38.424
14	Mills, Mark	1982 911 SC	38.627
15	Jarvie, Chuck	1994 968	38.674
16	Rice, Trevor	1974 914-6	38.689
17	Chapman, Pamela	1973 914	38.778
18	Grasso, Bob	2000 Boxster	38.832
19	Hill, Mike	1989 944 S2	39.120
20	Stolz, Randy	2004 Boxster	39.684
21	Gillespie, Mike	1990 911	39.709
22	Danberg, Harry	1973 911T	40.175
23	Thomas, Dick	2001 Carrera 4	41.218



Jim Chambers Rounding out.

Photo by Trevor Rice

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The Fall Falls Tour: Andy & Margaret's Hillclimb

by Kate Ayers

The title climb comes only in the last mile of the 100-plus mile drive, but the early October tour found its way up and down many hills along the way. A bundled and helmeted Chris Greenwood led a serpentine of Porsches (and a Corvette and BMW) up the Gorge along scenic Route 14, stopping briefly at a rest area, then turned north toward Carson. The first part of the trip was reminiscent of the Mt. St. Helens Tour—only this time the road was paved the entire way. That made for much faster going!

Our second stop, at McClellan Viewpoint, is simply not to be missed. Even with low clouds and drizzle, Mt. St. Helens is a spectacular sight. But there were more spectacular sights to come. The Lewis River provides beauty all through the Gifford Pinchot National Forest. Snaking along the small (almost) two-lane road, glimpses of falls and rapids were a special treat—for the passengers at least. Drivers had their hands full darting around blind curves and dodging rocks freed from their perches by the first real rains of the season.



Lewis River Lower Falls.

Photos by Jim Ayers

Highway 90 shimmered with golds and crimsons. The vine maples seemed unable to resist showing off their brilliant colors.

The rain had taken hold by the time we made our third stop, at Lower Falls

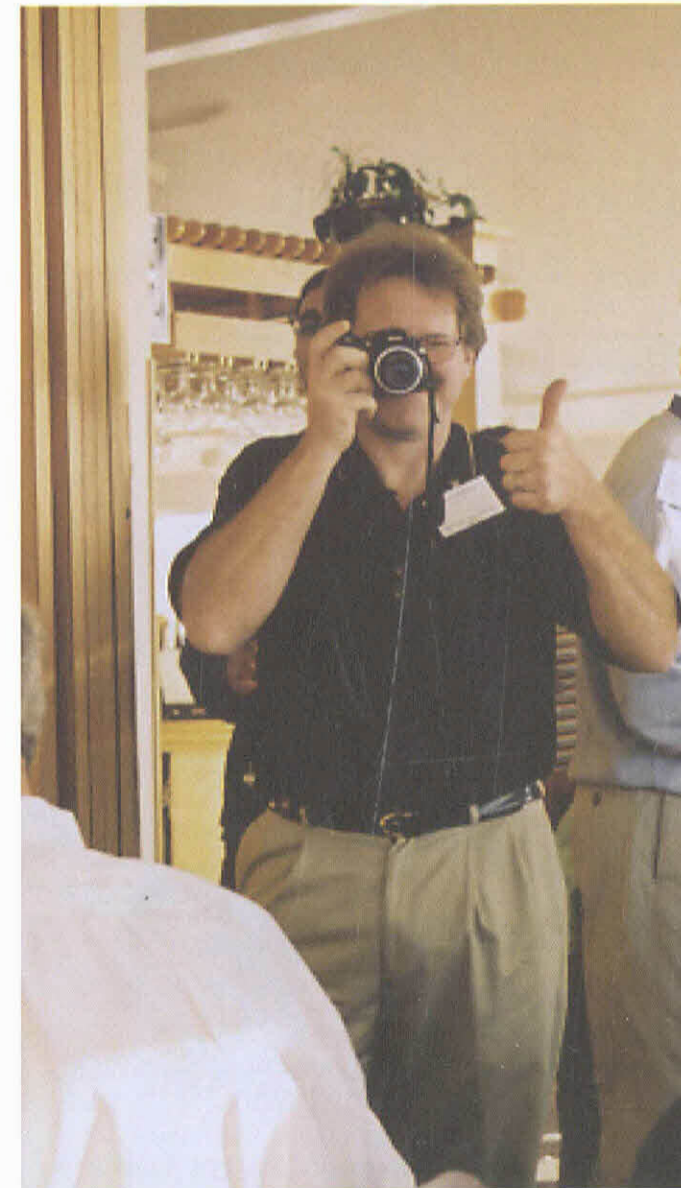
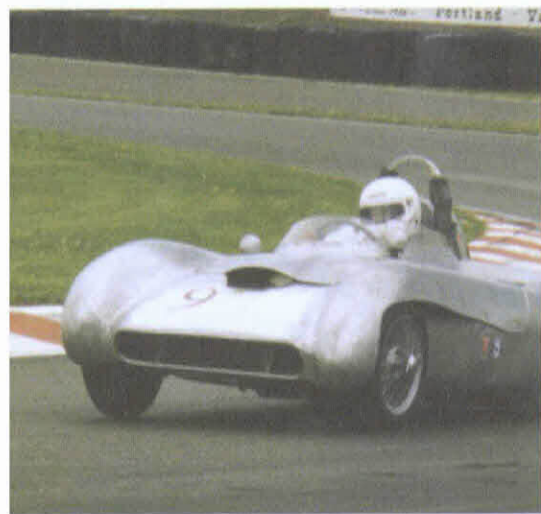
Campground. It may be a two-hour drive from Portland, but it is well worth every mile of it. There were gasps of delight from everyone who walked the eighth mile trail through dense woods (and *(Continued on page 22)*)

Below, left: Catching a view of the Lewis River Lower Falls. Right: Good friends gather to enjoy Marg's delicious Sloppy Joe's.

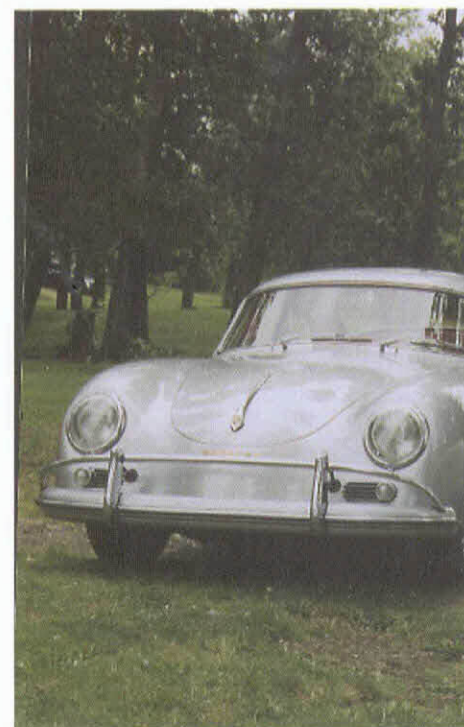


Looking back at a very good year ...

As we look forward to a new year of fun events, we pause to look back at the cool things we did in 2005. We filled our calendar with a new route for Cabin Fever, a luscious Progressive Dinner, a longer Mille, a terrific Arrive & Drive season, a Mt. St. Helens Tour with the volcano giving us a steamy show, a very lovely fall drive to Andy & Marg's Hillclimb, some new and old eateries to host our Monthly Socials, and much more. Take a look and plan now for a very busy 2006 ...



Top Right: Page Stevens talking up his 959 at Sunriver. Above Left: Don Crawford in his vintage Lotus at the Historics. Above Right: Panoramic view of Cape Arago on the Southern Oregon coast at the 750 Mille. Right: Bill Munson. Far Right: Draneas' beautiful 356 at the Forest Grove Concours.



Top Right: Alex and Jo Guletzky, appetizer hosts at the Progressive Dinner. Left: Don Clinkinbeard snapping a photo of the photographer at the 750 Mille. Above: A Mustang 350 at the Historics. It was the featured marque this year.

Enjoy more photos on page 20



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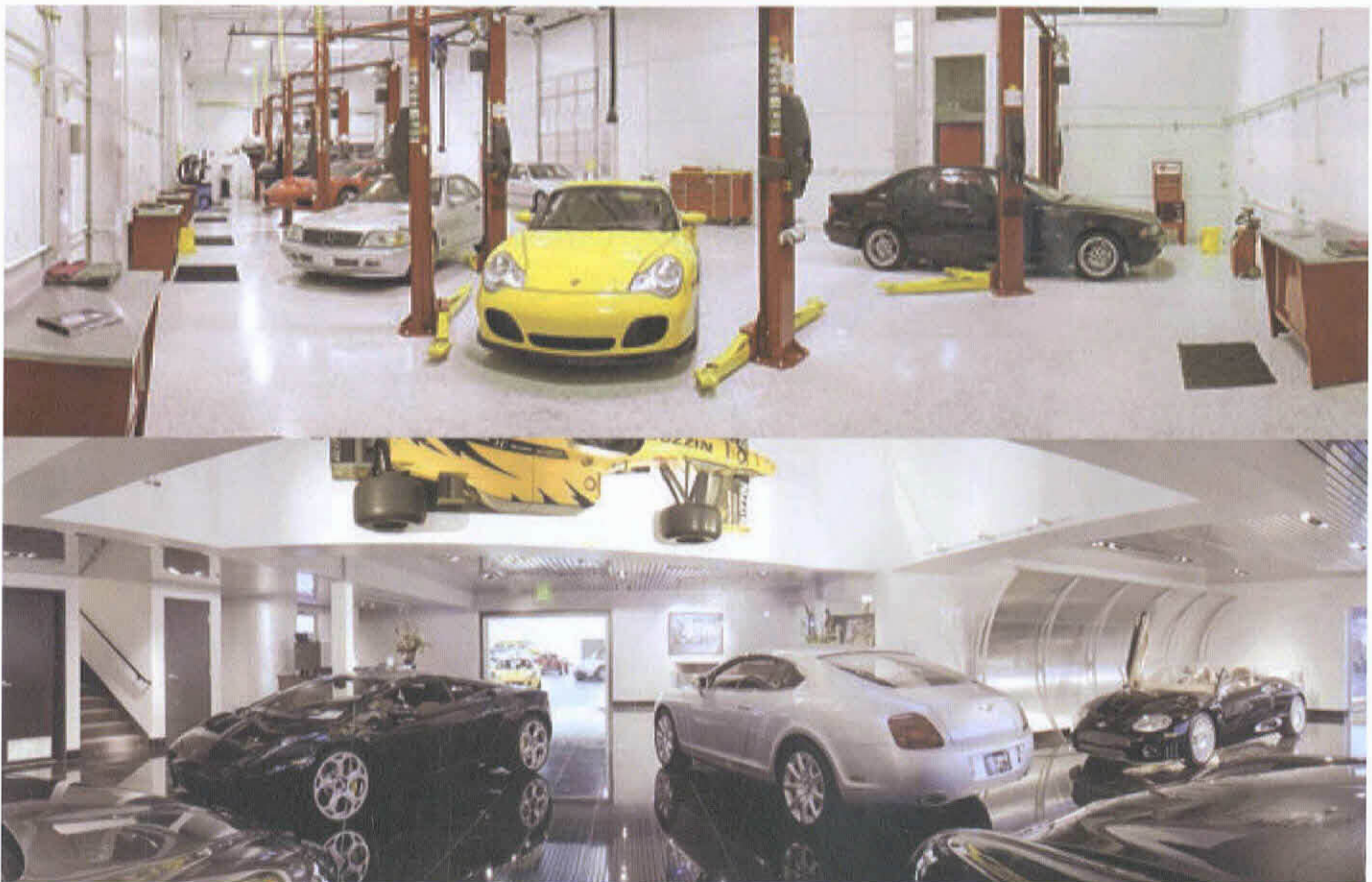
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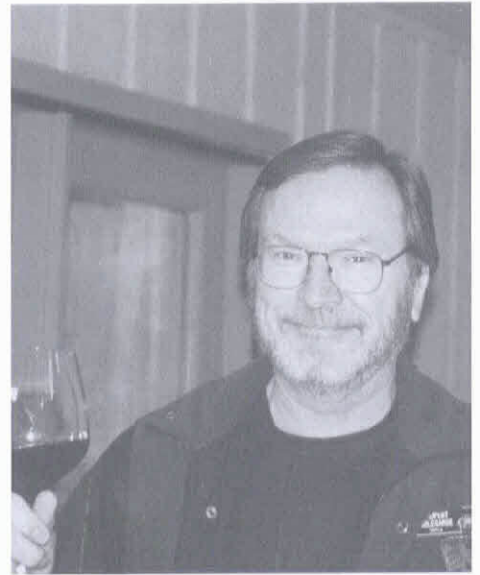


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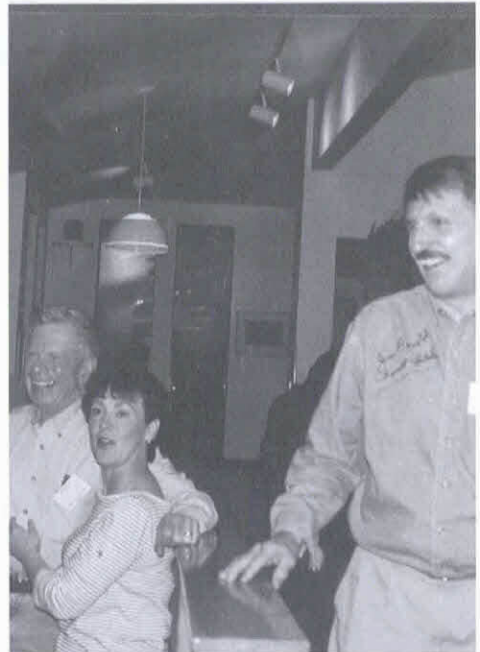
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YEAR IN REVIEW, CONTINUED FROM PAGE 17



Top Left: Gregg Hodge, John Johansen and Gordon Ledbetter at the Progressive Dinner. Top Right: Rupert Koblegarde at the Cabin Fever Tour. Above Left: Dinner at sunset in Bandon on the 750 Mille. Above Right: Mary Chase and Nancy Herron at the Progressive Dinner. Right: Carlyn Draneas and Warner Lowe getting chummy, and Forrest Hatch getting a kick out of it at the 750 Mille.



Old Porsches and Louisville Sluggers

What, pray tell, can this title have to do with anything Porsche Tech related? A whole lot when you have an older car that needs wider tires and wheels for whatever reason you can come up with. Unlike the wide-bodied cars of today, the cars of yesteryear just weren't designed to handle tires a whole lot wider than 205's and the standard wheels were either 14 or 15-inch diameter. If you haven't lowered your car, you can actually get away with a fair bit of play; 16-inch wheels will fit well and you can run 225 or maybe a bit bigger on the rear. Problem is, when you lower your car with 225's on the rear, you will notice a little shaving problem along the sidewall. Numerous corrections for this situation are available. Most of them are expensive: Steel fender flares, and the body and paint work that go with them; fiberglass fender flares, body and paint work with a poorer structural quality.

Enter the Louisville Slugger. This remedy takes about 30 minutes, a heat gun, a baseball bat and three or four of your friends. The heat gun and friends are hopefully inexpensive. Your wife's blow dryer and a short case of beer will usually suffice. Remember to drink the beer *after* doing the body work. The baseball bat, on the other hand, can be very expensive. My, how times have changed. I drove down to the local GI Joe's in pursuit of what I expected, with inflation and all since I bought my last bat, would be a \$30 purchase. The first bat I picked up was a mere \$249. Undaunted, I grabbed another from the rack only to find it was only \$169. After going through all 50-plus bats, I finally found one on sale for \$19.99.

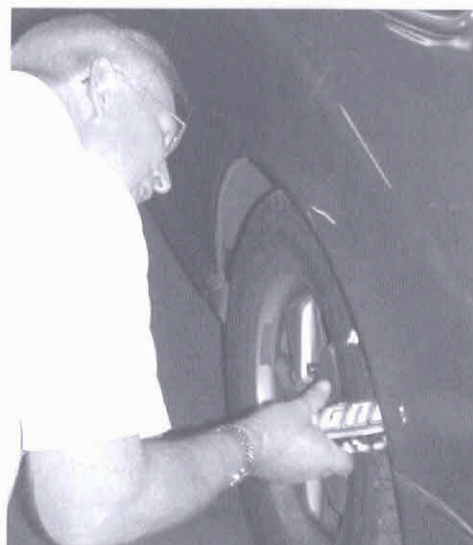
Smiling, I arrived at the cash register and was immediately handed the GI Joe's "Bat Return Policy." I explained to the young lady I would not be using the bat for its intended purpose and doubted they would want the bat back after I finished with it. By the look in her eye, I knew she was about to call 9-1-1. I then



Above and below: technicians at Motorsports International use Jim's "tool" to perform body work on Jim's ESCRGO. Photos by Jim Ayers

explained that I planned on using the bat for some body work on a Porsche. This statement seemed to raise more ire from her. "You're going to beat up a Porsche?" she screamed as she again reached for the phone. I managed to explain my intentions before she punched the final 1 in the 9-1-1 call. Still, I'm not sure she didn't check the next day's paper to see if anyone had been beaten up by a gray-haired, bearded guy wielding a baseball bat.

I had previously arranged with Motor Sports International for this piece of cus-



tom body work. Walking into the shop with my bat in hand, everyone turned and pointed to Wayne Ditsworth. Lyle, Wes and Win became the car pushers, Wayne the batman and heat gun operator. I just stood around and took pictures.

There are a couple of potential problems with using a bat to flatten the inner flange on the wheel well. You stand a risk of fracturing the paint in that area and, if you are not careful, you can put a very unsightly bulge in the fender. By using a heat gun to warm the paint, it becomes a bit more flexible. The heat should be applied slowly and carefully to avoid scorching. After heating the paint, the bat is inserted between the tire and the wheel well, gentle pressure is applied and the car is slowly rolled either forward or backward. The bat is also rolled during this time with even pressure maintained. Most likely you will have to roll the car back and forth a few times to get the flange flattened properly. Extra care needs to be taken at the back where the lower body panel attaches to the main body. This is an inherently weak area and the potential for serious body damage exists. Once done, you're ready for the track! ■

DRIVING THE AUTOBAHN

(Continued from page 10)

construction, the new stadium and so on, it was really bad getting around downtown—near constant bumper-to-bumper traffic, especially around the Ring in the center of Munich, which is super confusing anyway in terms of layout. Adding to the traffic, there was a large semiconductor conference at the Expo Center, plus the European Cup football (soccer) semi-finals between Chelsea/London and Bayern Munich had brought a fair number of English fans to the city that week, so there were lots of tour buses on the roads. Incidentally, these fans were a lot of fun to hang out with at the beer halls and at our hotel bar. And since Eric and I are soccer players, we made a lot of new friends. They couldn't believe we "Yanks" were actually interested in their brand of "football".

Traffic and inner city congestion notwithstanding—with the 997's delightfully easy clutch, ultra smooth shifter and with the "navigator" and display map guiding us and giving us plenty of fair warning on the directions—it was a piece of cake in this remarkable car. I never once felt fatigued or stressed driving the 997 in heavy, totally unfamiliar traffic; and the navigation system was awesome.

ANDY & MARG'S HILLCLIMB

(Continued from page 15)

several herds of chanterelle mushrooms) to the falls overlook.

It was hard to leave, but the lure of Marg's sloppy joes (and the opportunity to drive more great curvy blacktop) pulled the group back onto the road for the final 20 miles. We bypassed Middle Falls and Upper Falls—a couple of good reasons to return soon.

Once reaching the suburbs, we were able to punch it a little. Remarkable torque and acceleration this car has; definitely head snapping. I can't imagine the 'S' model being too much quicker.

We had already programmed in our destination of Garmisch-Partenkirchen (the site of the Winter Olympics many, many years ago). After 20 to 30 minutes

ON THE WAY BACK, I HAD THE CAR UP TO 260 KM/HOUR AND, TO MY AMAZEMENT, WE WERE STILL ACCELERATING STRONGLY IN TOP GEAR.

of this slow driving, we finally found our way onto the A95 heading south. I'm sure that I had never covered a little over 100km this fast—at least, not on the ground. (Okay, yes, maybe the "bullet train" in Japan.) We managed to cover this distance in around a half hour at what seemed like a leisurely pace. On the way back, I had the car up to 260 km/hour and, to my amazement, we were still accelerating strongly in top gear.

The German autobahns perhaps aren't quite what they used to be. There is so much more slow-moving traffic (especially diesel trucks). The quality of the

surface is not as perfect as I had remembered, at least on this particular section. Throw in some crosswind and the lack of any really long straight sections (mostly long sweeping curves) and this all contributed to making going really, really fast for extended periods a bit difficult. But what a blast we had accelerating and braking!

In between the trips down and back, we stopped in Garmisch for a wonderful, leisurely café lunch, the Alps rising straight up in our faces on a sunny, early spring day. Spectacular!

After lunch, we climbed back into the car for some more driving on the country roads near the Austrian border.

It was a fantastic experience. I'm an air-cooled 911 guy but, after this, I can't say enough about the 997. What a car, what an experience.

(If you want the name of the rental agency, drop me a note: jo_alex@comcast.net). ■

As usual, Andy & Marg Jacobson warmly welcomed an adrenaline-fueled crowd into their Mommy Bear Lodge. Marg outdid herself with enough Sloppy Joe topping to feed 60, a fresh Caesar salad, potato salad, veggies with dip, chips and a scrumptious carrot cake to crown the meal. This year, the extensive decks looking out onto their own homemade falls proved less comfortable than last year

due to the biting breeze (which quickly became a frigid wind by the time the stoutest diners retreated back inside—me among them). Despite the threatening weather, Mt. Adams showed her whitened peak as clouds opened for brief viewings. With or without sunshine, this tour rocks! ■

Check out Marg's delicious Sloppy Joe recipe on page 23!

backfire

A Porsche Beat by a Subaru?

BOB SCHATZ

There is one thing I love about racing at an autocross. You get to bring your car to a racing level within the realms of regular street speeds (0-70 mph or so). These are the speeds we usually drive our cars. The Porsche Club of Oregon runs a great autocross. There is a safe environment, electronic timing, great people, computer read-outs and I get to get my racing bugs out and still have half a Sunday to clean out my basement.

If you have been to any autocross this year you might have noticed the Subarus that show up and kick our Porsche butts. The Porsches show what they've got, even bring out the race cars on trailers, all lightweight with racing tires, but they are no match for the \$31,000, four-door, four-seat, four-cylinder, four-wheel-drive cars with a trunk. What is going on, Porsche? You build some of the fastest

cars in the world. You have years of racing technology and experience behind the making of your cars. The club brings out lighter, more powerful, even four-wheel-drive Porsches and the Subaru STI proves it has something else going on. The Subaru that took fourth place this month [October] had a baby seat strapped in the back seat.

I started the day in my 911 with a 40-second lap, ended the day with a 38-second lap. My car was running pretty well now that I added the racing tires and updated struts. Afterward, I asked to try one of the STI's for a fun lap. I had never been in the car before and in the first fun lap I pulled a 36-second lap. Had I been racing earlier, I would have been in fourth place. I ask you, Porsche, what is going on?

The fact that the STI is so...blah looking is the main reason I am staying with my favorite car, my 911. Maybe on the real racing track, the Porsche really shines but consider how often one takes one's car over 100 mph.

Maybe after owning a car for 10 or 15 years, the reliability and value of a Porsche really shines.

Don't get me wrong; I love my 911. I put up with smoky starts, poor gas mileage and a funky heating system so I can have a fun, good-looking, reliable car. But, come on, Porsche, beat by a Subaru?

Marg Jacobson's Sloppy Joes

This is the recipe that I originally started with about 35 years ago. Since then, I never use a recipe and never measure anything. There is not a lot that can go wrong with these. For a different twist, add cooked macaroni to some leftover Joe filling, serve with salad and bread and butter, and call it dinner or goulash. My family loves it!

1 lb. lean ground beef
lots of chopped onions
1 tablespoon brown sugar
1/2 teaspoon chili powder
2 tablespoons ketchup
8 oz. tomato sauce

Brown the ground beef with the onions. Add brown sugar, chili powder and ketchup. Pour in the tomato sauce and let it reduce until it is the consistency of Sloppy Joes. Enjoy!

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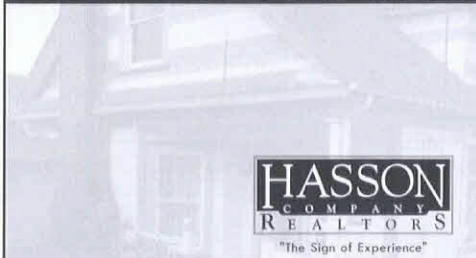
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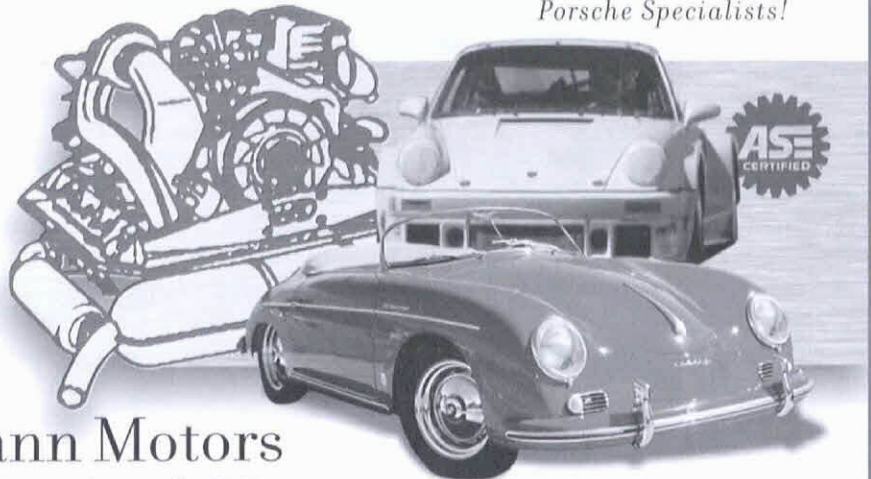
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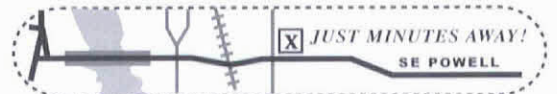
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Marketplace

■ CARS FOR SALE

911

1999 996 Carrera 2. Speed Yellow/Black. 27k miles. Extremely clean, immaculate. All maintenance/service performed at Sunset Porsche. Does not leak a drop of oil. 18" rims. Drives perfectly. \$37,500 OBO. Contact Henry, 503.310.1389, turbotwo@hotmail.com 09.05

1998 Porsche 993 Cabriolet. Black/black, 6 speed, 11k original miles. AM-FM CD, hi-fi sound, full leather, heated seats, windstop, 17" wheels with color crests. All books, records, keys, window sticker, etc. Concours quality, garage kept. \$54,900. 503.723.6146 09.05

1991 Porsche Turbo Coupe. Exterior is Polar Silver with Black leather interior. 11,800 miles. One of the very few 1991 Turbos in the country with mileage this low. Everything original including tires. All service records available. \$53,500. Phone 541.549.6576 John Hartsfield 08.05

2001 911 TURBO, 23,000 miles. Vehicle includes: 6-Speed Manual, EVOMS Stage 1 tuning, PSS9 Coil over suspension, GT 3 short shift linkage, New Michelin Pilot Sports 315 Rear 235 Front, K40 laser/radar diffusion/ detection, Complete 3M Clear Bra, Remote locks and bonnet release, 2nd owner. \$79,000 OBO. Phone 503.819.9244 Wade Willers 10.05

Boxster

1998 Boxster - Polar Silver/Gray, manual trans, heated seats, sport option with 17" twist wheels, 76k miles, 75k service, aluminum and stainless steel accents in the interior, traction control, stereo, CD. \$20,500 Steve Lougee 360.883.9554 09.05



■ PARTS

Wheels/autocross tires for Boxster: Lightweight Carrera 18's (7.5 & 9's) with Hoosier A3S04's that have about a half season on them. I'll let them go to a good home for \$1500 for the package! Includes wheel center caps and 4 extra wheel bolts so that you don't have to fuss with locking lugs when you swap tires for autocross days. Gary Hays 360. 573.6397, gary.hays@hp.com 08.05

■ WANTED

Wanted. 94 Porsche 3.6 turbo engine. Any condition. Jim jameseduffy@mac.com or 219.663.0388 09.05

Anzeiger

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Classified ads are free to PCA/OR members. Limit 50 words per ad. Ads may also be edited and abbreviated according to available space.

Please Note: Ad will run for two issues. Renewal of ad may be made by contacting the Classified Editor.

Non-members may place one non-commercial classified ad, 50 words or less, for \$12.50 each issue. Include a check made payable to Oregon Region PCA with the ad text. Placement of non-member classified ads depend on the availability of space after all member ads have been included. All ads must be submitted to the classifieds editor by the 15th of any given month. Please mail payment to the club Treasurer as listed in the back of the magazine, but e-mail the text of your ad to the address above.

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'NUFF SAID ...

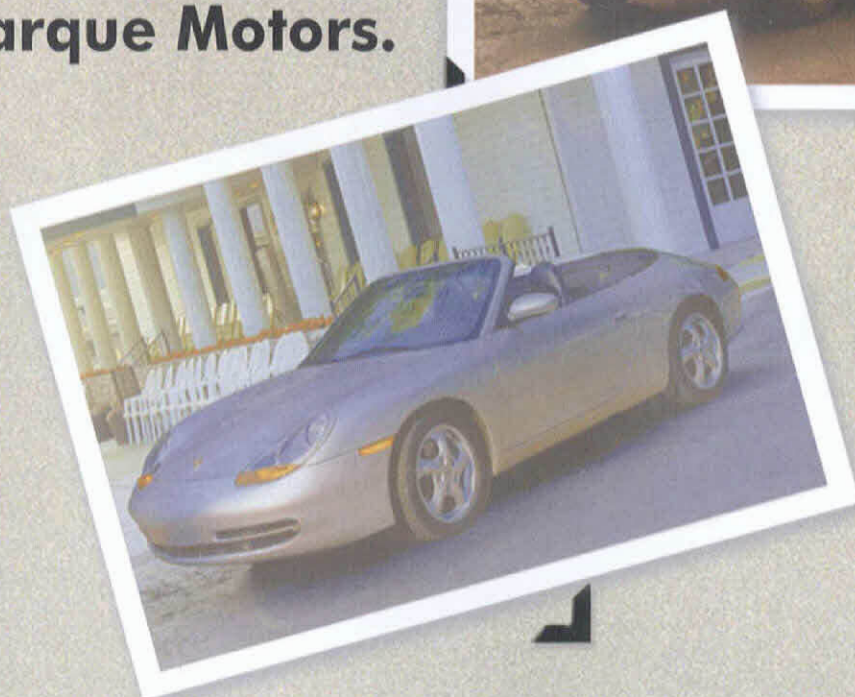
An electrical engineer, a chemical engineer and a computer programmer were riding along in a car one fine day. Suddenly the car stalled and rolled quietly to the side of the road.

"It's the electrical system," guessed the electrical engineer.

"It's the fuel system," hypothesized the chemical engineer.

With complete confidence, the computer programmer held up his hand. "I don't know what it is," he assured them, "but I bet if we all get out of the car and then get back in, it will start just fine."

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