



Anzeiger

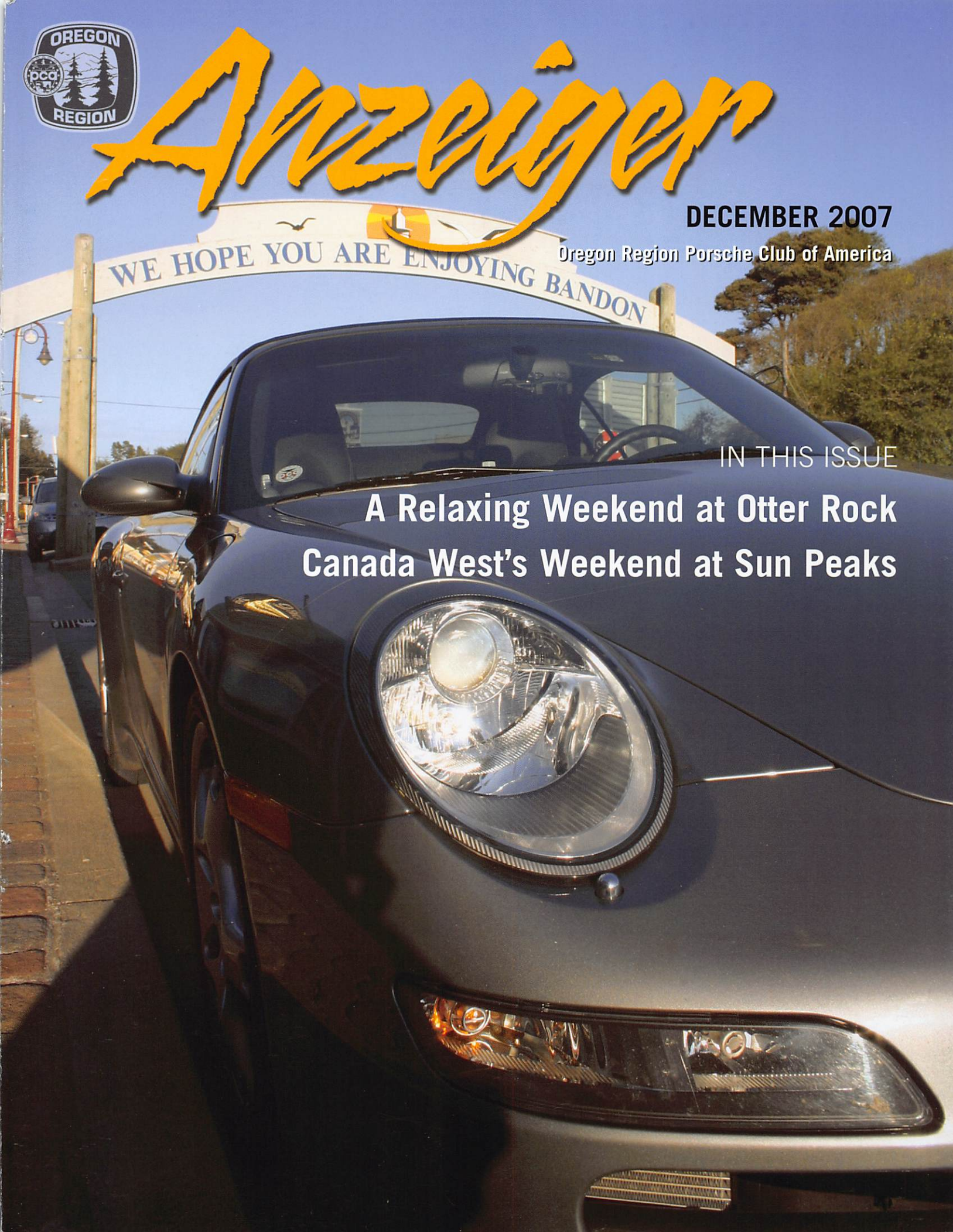
DECEMBER 2007

Oregon Region Porsche Club of America

WE HOPE YOU ARE ENJOYING BANDON

IN THIS ISSUE

**A Relaxing Weekend at Otter Rock
Canada West's Weekend at Sun Peaks**





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BMW



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Anzeiger

(an' zī ger), noun, German

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

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Anzeiger

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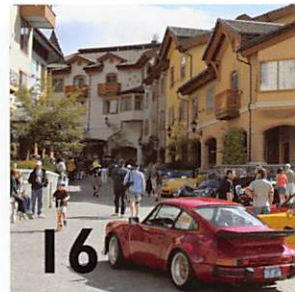
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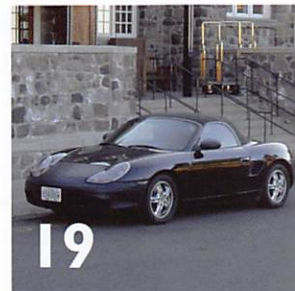
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ON THE COVER

Looking back over the year, the variety of tours was certainly a highlight. Paul Frank captured this shot as the Cabin Fever Tour rolled in to Bandon on the Oregon coast.

**FROM
THE
PRESIDENT**
Chuck West

Planning a Great '08



In preparing for last October's annual planning meeting, I calculated the number of 2007 calendar days we had events planned for, to present to the group as background and as a target for

2008. Granted, this includes 12 board of director meetings, but that notwithstanding, this means that dozens of volunteers will spend hundreds of hours mapping out routes, laying out timelines, handling

THANKS TO THE BRAINSTORMING AT OUR ANNUAL PLANNING MEETING, WE HAVE PLANNED ORPCA EVENTS—INCLUDING SEVERAL NEW TOURS—COVERING 95 DAYS IN 2008.

2008 planning. Amazingly, we planned events for 82 calendar days in 2007. And thanks to a lot of brainstorming at the annual planning meeting, we now have planned ORPCA events—including several new tours—covering 95 days in

registration, making sure there is food water, hospitality, facilities and all of the other items necessary to assure our participants the best experience possible at each of these carefully planned events.

The tours require an intense amount of planning. If an overnight stay is involved, we block out a number of rooms based on anticipated attendance, staying in regular contact with the inn operator to assure them of our continued interest and to make sure that we let them know if we can't hit our attendance numbers. The event chair is on pins and needles the whole time, as they have driven and re-driven the route and planned meals, time-outs, potty stops, photo opportunities—lots of time invested here. Please don't break the event chair's heart by
(Continued on page 21)

**FROM
THE
EDITOR**
Jim Ayers

Carpe Diem



This being my last month as the editor of *Anzeiger*, I must say I have truly enjoyed the past five years involvement with the publication. I would hope that I left a base for the new editor to continue improving on. It will be nice to move on from the day-to-day commitment of being your editor. Thanks to everyone who has assisted me over the past year and a half in this capacity. Periodically I have made errors and omissions, including one in the November issue: I need to apologize profusely to John Mazmanian and Tom Pavlik, two gentlemen I consider to be friends. Photos of the One Way Out Tour were submitted and the original

group photo did not include these two Porsche fans, another which did was sent to me a couple days later. In the vague recesses of an aging man's mind the old hard drive failed me and I didn't change out the photo. My fault. Don't put off until tomorrow what you can do today, because sure as hell you will forget to do it.

December is the season of giving and give we should. Not just to our loved ones but to those less fortunate by circumstance than we are. Much has been made lately in the media about the lack of giving on the part of those with the most to give. While I doubt any of us are Warren Buffett or Bill Gates, I would like to see us, as a group, show the media to be wrong. Two wonderful opportunities present themselves this month, the first of which is our annual Charity Auction at the Holiday Party on December 9th. The second takes place over two nights, December 10th and 12th at the Portland Police Sunshine Division warehouse.
(Continued on page 21)

Oregon Region Events 2007



December

- 4 Board Meeting
- 9 Charity Auction and Awards Banquet

All members are welcome to attend the board meetings. For the meeting time and location, please send an e-mail to president@oregonpca.org.

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

Regional Dues Change

In 2008 we are shifting the renewal for Oregon Region dues to align with the member's national Porsche Club of America renewal date. Beginning in January, current members will receive a prorated invoice for ORPCA dues 30 days before their national PCA renewal date. This realignment of renewal dates has been in effect since June 2007 for members paying their ORPCA dues for the first time.

Chet and Lyn Martin, Oregon Region PCA Membership, (360) 635-5633 or membership@oregonpca.org.



Give Us Your Best Shot

Your photograph could grace the cover of *Anzeiger!* We're always looking for high quality, club-related color photography. And if your photo is selected for the cover, you'll receive a framed copy as well as credit in the magazine.

■ When shooting, keep in mind that the cover is oriented vertically (portrait format) and compose your photo accordingly.

■ If you're shooting digital, please set your camera to its maximum resolution and lowest level of JPEG compression, if adjustable.

■ If you shoot film, we'll need at least an 8x10 print to work from (no slides or negatives, please); attach your address to the back so we can return it.

■ Please also provide a succinct description—for use in the caption—and of course your name as you'd like to see it in the magazine.

Send all submissions to Jim Ayers, editor@oregonpca.org.

Charity Auction and Awards Banquet

Sunday, December 9

Let's make this year's Holiday Charity Auction and Awards Dinner the BEST ever

This is the year for FIRSTS!

FIRST year on a SUNDAY evening!

FIRST year at a central location:

Embassy Suites at Washington Square
9000 SW Washington Square Road
Tigard, OR 97223

FIRST year for an amazing dinner created by the executive chef especially for ORPCA!

FIRST year for dinner wine hand-picked by our very own sommelier!

FIRST year at a reduced price of \$45 per person!

FIRST year for express check-out!

FIRST year for "buy it now" items!

FIRST year for a photo opportunity with Santa!

Please come join us for a diverse selection of silent auction items and a unique assortment of oral auction packages.

5:00 pm	Silent auction and no-host bar
6:30 pm	Dinner
7:30 pm	Club business
8:30 pm	Oral auction



Yes! Save me a place at the ORPCA Charity Auction and Awards Dinner

December 9 at 5:00 pm

Only 120 tickets available, RSVP by December 1 (\$5 surcharge per person for payment received after December 1)

No refunds or cancellations after December 1

Embassy Suites at Washington Square, 9000 SW Washington Square Road (503) 644-4000

Name _____ Phone (____) _____

Number of places being reserved _____ at \$45/ea= \$ _____

Please select one of the following for each adult:

- Midwest Corn-Fed Rib Eye Steak with a Wild Mushroom Cognac Cream Sauce
- Boneless Chicken Breast in Puff Pastry filled with Feta and Ricotta Cheeses, Spinach and Pesto, with a Tarragon Mushroom Chablis Cream Sauce
- Blackened Halibut with Pineapple, Red Pepper and Chili Salsa
- Salmon Stuffed with Dungeness Crab and Oregon Bay Shrimp in a Swiss, Jack and Reggiano Parmesan Cream Sauce

Enclose check payable to ORPCA:

Lyn & Chet Martin
605 NE 115th Circle
Vancouver, Washington 98685

RSVPs received after December 1 must include \$5 surcharge per person.

Cancellations received by December 1 are entitled to a full refund. Cancellations after December 1 will not be refunded.

STILL PLAYS WITH CARS

Peter Linsky



Over the Top

Oh, boy... are we going to see crude oil at \$100 a barrel? As this is written in mid-October, the spot price has topped \$85 a barrel in intra-day trading, an all-time high. The business news talking heads say a hundred bucks is very likely within a few more months, given the current world situation. I'm baffled that the pump price of gasoline has remained fairly stable through the summer and fall, even while the cost of crude has been moving steadily higher. I recall that the last round of steep rises in the price of crude was reflected almost instantaneously in the retail gasoline markets... not so this time. Still, I swallow hard at the thought that we may soon be paying four to five bucks a gallon for regular, and the cost of tanking up our toys, let alone our daily transportation, will be even more painful. Now let's look at this in a more positive light. The last time we as a nation faced a real gasoline crunch, almost 40 years ago,

AMERICANS DEMANDED SMALLER, LIGHTER, MORE ECONOMICAL VEHICLES, AND THE INDUSTRY RESPONDED. SADLY, IT DIDN'T TAKE LONG FOR US TO GO BACK TO OUR BAD HABITS ONCE THE CRISIS EASED. WHAT WILL HAPPEN THIS TIME?

it was prompted by supply, not price. It forced us, and the auto manufacturers, to take a different course. Americans demanded smaller, lighter, more economical vehicles, and the industry responded. Sadly, it didn't take long for us to go back to our bad habits once the crisis eased. What will happen this time?

Sort of on the same subject: it's worth a few minutes to check out the sharp-tongued automotive website *autoextremist.com*, mentioned previously in this space. Veteran automotive critic Peter M. De Lorenzo does not spare anyone's sensibili-



ties when it comes to calling a spade a spade. In recent months he has gone after Porsche Cars North America with a

vengeance, calling its pricing policy on optional equipment all but immoral. In September, while reviewing GM's attractive Opel-derived Saturn line, De Lorenzo took a sharp swipe at what he calls "the halo of German engineering" and "the air of superiority that German automakers have enjoyed (and lorded over their competition over the years)." He notes that "German cars have devolved into vehicles that are overgrown, overweight, overwrought and overcomplicated." De Lorenzo then takes aim at you-know-who: "Probably the most graphic example of this phenomenon? The all-conquering

Corvette Z06 is actually lighter than the Porsche 911." The question is reasonable: Why do new Carreras weigh so much? Do they really need such complex, heavy and costly power-everything systems? Anyone want to venture a guess as to how much the new Panamera sedan will weigh?

I just love the new words that pop up while I'm watching NASCAR on the tube. Example: A good ol' boy—the usually more erudite Darrel Waltrip, I believe—was talking about how slippery parts of the Indianapolis Motor Speedway track were during the July 29th race. Conditions would improve, he said, as the pavement started "rubbering up." Yee-hah!

Until next month, drive safely! ■

Holiday Food Box Party

Monday, December 10
and Wednesday, December 12

Portland Police Bureau, Sunshine Division

687 N. Thompson
Portland, OR 97227

6:00 pm to 9:00 pm

Get together with fellow club members, and others, to assist the Sunshine Division in packing 5,000 food boxes for the needy. Box packing will take place on two nights; twenty volunteers are needed each night. Be a part of making some one else's holiday season a bit brighter, it's easier to smile with a full tummy. Go an extra step and bring one or two stuffed toys for distribution to children, it could be the only gift they receive.

PORTLAND POLICE BUREAU
SUNSHINE
DIVISION
HELPING FAMILIES SINCE 1923

At the end of the evening the Porsche packers will adjourn to the Widmer Brothers Brewing Company, 929 N. Russell, Portland, OR 97227. Jim and Kate Ayers will provide the first 4 pitchers of beer!

Contact: Jim Ayers, (503) 292-5743,
jimnkater@comcast.net



WILD

What happens on the Mille, stays on the Mille



The 2008 Mille Miglia
June 4 - 7

AMATEUR WRENCH

Don
Clinkinbeard



Rejuvenating Motors, Rejuvenating Tracks

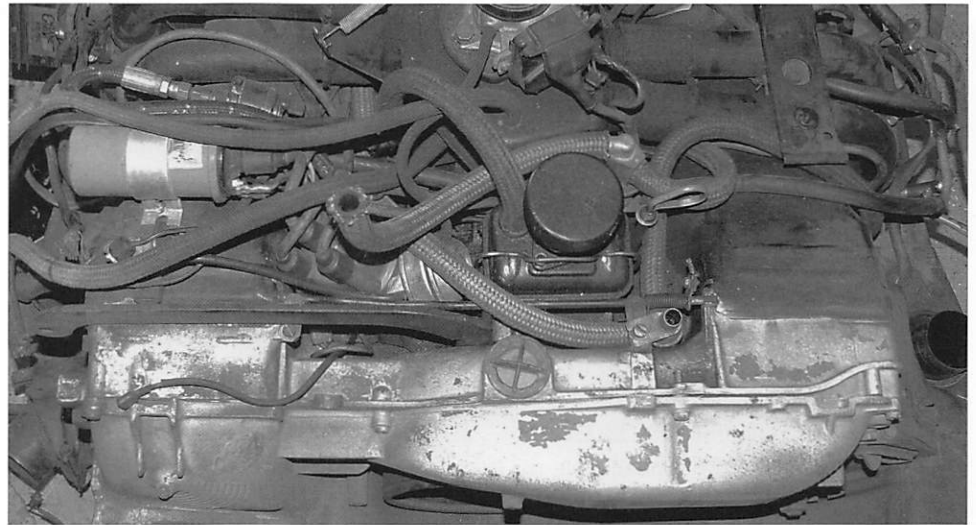
Since last time a lot has changed. I've started to rebuild the 914 motor and while I have it out, I am also doing some minor replacement of the sealing rubber for the engine compartment and the like. Some lighting improvement is in order also. I have been collecting interior parts for several years and those will all get installed. I found an original steering wheel on eBay and for a reasonable price too. This is shaping up to be a fun project.

The heads are over at Dan Hall's Automotive Machine Shop. Apparently they have some of the dreaded cracks in the aluminum castings around the spark plug holes. From the research I have done this appears to be caused by getting the engine very hot and pulling over, leaving it running to cool off. The continued air flow cools the outside of the heads off at a fast rate. That adds thermal stress to the castings and results in cracks. The article I found went on to assert that when you get the heads very hot you should pull off the road and shut it down so the heads cool at a slower rate, reducing the resulting thermal stress and saving you from the evil cracks. A new set of excellent-quality heads costs about \$1,500 while I can get the old ones fixed for about \$650. The question is longevity versus expense. I am inclined to go with the new heads as I plan to continue to drive this car for some time into the future and there is no guarantee that cracks will not form again given the age of the original heads.

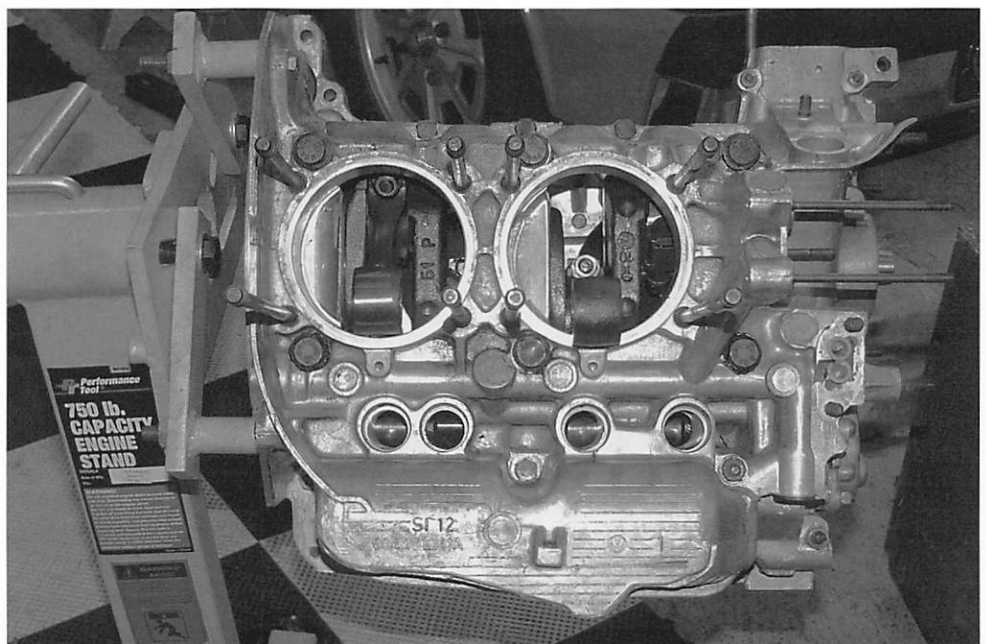
As I mentioned in my last column, the Portland International Raceway (PIR) repaving project is going forward. It is a bit behind schedule but making progress. The Friends of PIR (FOPIR) board hosted a dinner for the advisory committee—I am the committee's ORPCA representative—in October and one of the featured

speakers was Mark Wigginton, the track manager at PIR. Mark talked a bit about the paving project and progress. He also discussed a track rental fee increase for all track users to help defray the cost of the paving project. While the fee increase is

substantial, I am hoping to hold our Driver Education (DE) price stable next year. The way I plan to make that happen is to increase the number of events in 2008. In the past we have arranged with
(Continued on page 21)



Above: The 914's boxer four, dropped to the floor. Below: Just a few hours later, we're down to the cases. The heads are on their way to be inspected for cracks.



The Dramamine Run

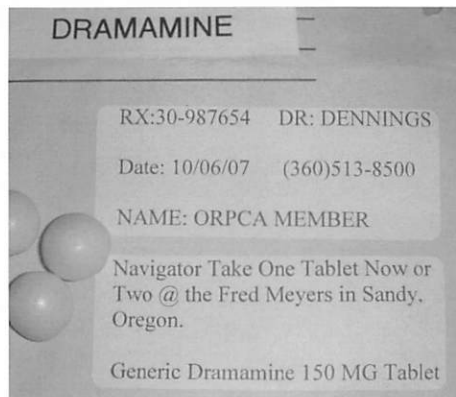
Story and Photographs by Jim Hosford

It was hard to believe that this was the last Arrive & Drive of the 2007 season. Last year, Jim Ayers described the weather for the May 2006 Dramamine Run event as: “Clouds were a little ominous, the day was a bit cool but the rain stayed away.” That is a perfect description for this year’s drive in October, not a big weather surprise in Oregon.

Gregg Denning and Sue Denfeld were our tourmeisters and driving doctors, with Sue handing out tour instructions, waiver, and meds. Did I say *meds*? Sue’s experience as a navigator and her knowledge of this twisty route prompted her to furnish us with Dramamine. Gregg told me they handed out about 35 instruction/med packets to the Porsche teams—a great turn out for a late fall Saturday drive. Randy Stolz won the most decorated Porsche award with a nice Halloween spider web on the rear deck of his Boxster. New members Andrew and Amy Richards brought out their nice blue Porsche Targa to their first Arrive & Drive.

Gregg and Sue kept the basic route from last year’s Dramamine Run and improved on it. From our take off point, Miller’s Homestead in Tigard, we headed East on I-205. After only 12 miles of freeway we banked right and landed just north of Oregon City—the cool Porsche roads for the main tour were located east of Sandy. Gregg had us regroup and made certain the co-pilots took their meds, and then we were off cross-country to Sandy.

At one point the county boys closed a road on our tour. No problem for our tourmeisters: they found a great Porsche-road detour. In no time we made it to our first pit stop, the Fred Meyer in Sandy. Gregg and Sue gave instructions to “completely drain your personal holding tanks at this location.” Good advice, as the next 70 miles of this tour skirted the Bull Run watershed, with no rest stops except behind bushes and trees. The service roads were blacktopped and in great shape, twisty enough that they gave your car a real work out. But you had to be cautious, as leaves were dropping and the roads got a little slippery in places.



I did not get lost this year; although I missed a turn I got right back on track and finished with the first set of Porsches. We finished the tour at Calamity Jane’s Hamburger Restaurant, on Highway 26 in Sandy. My wife Karen wasn’t feeling well at the completion so we did not stay for lunch. She told me “For all the good the Dramamine pills did they might as well be skittles!”

Well, it is now time to wash and wax my Porsche and get ready for next year’s Arrive & Drive season. Wait a minute—I just got another e-mail message from Harry Danberg. Looks like the Porsche Club calendar is full of activities for the rest of the year. So much for the wax job, Rusty is on the road again! ■



Top left: Doctor Sue’s meds. Top right: Randy Stolz showed the holiday spirit! Above: Tourmeister Gregg Denning. Below: It’s not easy to take this shot at 185mph... drivers regrouping near Oregon City.



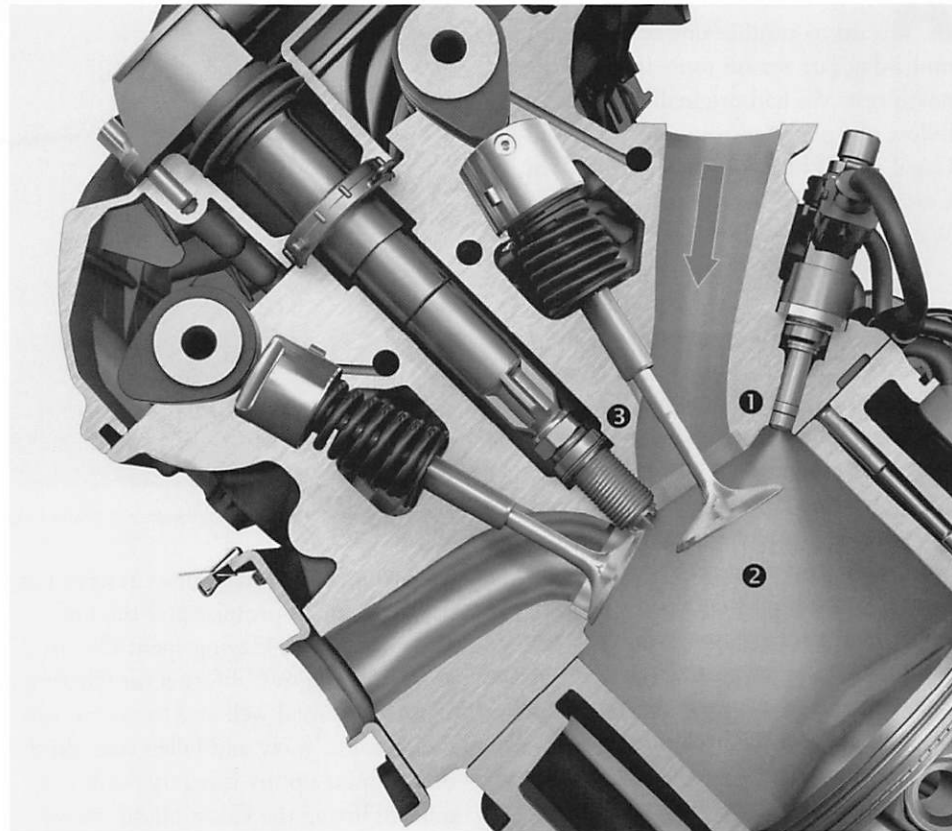
Going Direct

It appears that the venerable 911 is gaining even more power in 2008. In their October 1, 2007 issue, *AutoWeek* reported that “In an effort to meet tougher European emissions standards coming in 2009, Porsche is planning the biggest overhaul of its iconic six-cylinder boxer engine since switching to water cooling back in 1996. The revised powerplant, which will appear in lightly facelifted versions of the Boxster, the Cayman and the 911 in 2008, adopts a high-pressure direct-injection system developed in partnership with Bosch. Porsche chairman Wendelin Wiedeking says the engines will be the cleanest in production and should meet even more stringent standards coming in 2012.” Already introduced on the second-generation Cayenne engines, Direct Fuel Injection (DFI) provides perceptibly more performance with lower fuel consumption. How is it possible to get more power *and* fewer emissions?

At the center of it all are six small injectors, each directly inserted into the cylinder head rather than being upstream in the intake manifold. An electrically operated valve combined with a nozzle, each injector supplies its combustion chamber with the required quantity of fuel under extremely high pressure, 580–1,740 psi. Higher pressures cause the fuel to be atomized more finely, improving distribution throughout the air coming in via the

ALREADY INTRODUCED ON THE SECOND-GENERATION CAYENNE ENGINES, DIRECT FUEL INJECTION (DFI) PROVIDES PERCEPTIBLY MORE PERFORMANCE WITH LOWER FUEL CONSUMPTION. HOW IS IT POSSIBLE TO GET MORE POWER AND FEWER EMISSIONS?

intake valves. DFI also reduces combustion chamber temperatures, allowing higher compression than before—in the Cayenne S, it’s now up to 12.5:1, territory once reserved for race-only engines—while enhancing knock resistance. Higher compression increases mixture density and



The DFI nozzle (1) is inserted directly into the cylinder head, supplying fuel under high pressure directly into the combustion chamber (2) to be ignited by the spark plug (3) (Illustration courtesy Dr. Ing. h.c. F. Porsche AG)

therefore performance. And because the engine is burning fuel more efficiently, consumption is reduced (up to 15 percent less in the Cayenne).

ing part of the combustion process to take place not in the cylinder, but rather in the exhaust manifold. This trick helps the catalytic converter reach operating temperature—and start its cleaning duties—more quickly.

In the Cayenne line, DFI is part of an overall upgrade that provides an average of 12 percent higher output. Applying that same 12 percent boost to the current range of 911s, we could see the base Carrera jump to 364 hp, Carrera S output increase to 398 hp, and Power Kit-equipped cars boast 427 hp. And if you’ve yearned for a more-powerful mid-engined Porsche, the S-versions of the Boxster and Cayman might be punching with 330 hp next year. I might just get one painted green. ■

Plan B

With an Early Fall, We Search for Sun in Northern California

Story and Photographs by Randy Stolz

As the autocross season wound down, my wife Ann and I were looking forward to another one of our favorite multi-day, late season tours through the northwest. We had originally planned to follow our preferred route up the Hood Canal and Whidbey Island to the North Cascades Highway and the dry side of Washington State (our “plan A”).

I dusted off my 16-inch winter/touring wheels and the Boxster’s hardtop. I’ve found this configuration provides a big improvement in ride and comfort, making long drives tolerable to my back and kidneys while the reduced wind noise is much less tiring mentally.

Reservations were made and we monitored weather forecasts as the last autocross event came and went. The weather was turning away from the hoped-for last sunny blast of the season. We just didn’t want to spend a week under gray skies; we knew there were plenty more to come so we looked south just in case.

After three years, our Boxster knows its way along the Oregon Coast. However, except for a brief stint on the “Seas the Moment” Mille, it hadn’t seen California. Another internet-enabled quest for escape yielded route and reservations for “Plan B.” The weather south looked promising. Even though the coast is notoriously sketchy in the fall, the Sierras promised much sunnier skies. After a week of keeping faith with Plan A, we cancelled our reservations and pointed the Boxster south. Optimistic, I left the hardtop at home.

Day 1: 400 miles, Portland to Eureka.

The slog down I-5 is much easier on the first day, especially with the touring tires. At Grants Pass, we turn off towards the coast on US 199 and lower the top. As we hit the California border, things get interesting as the road crosses the coast range and rambles down along the Smith River into the Redwoods. Even though this is Saturday, the traffic is light as the summer vacation season ended weeks ago. As we



Above: Enjoying the top-down weather at Crater Lake. Below: Day one’s destination: Eureka’s Carter House Inn.

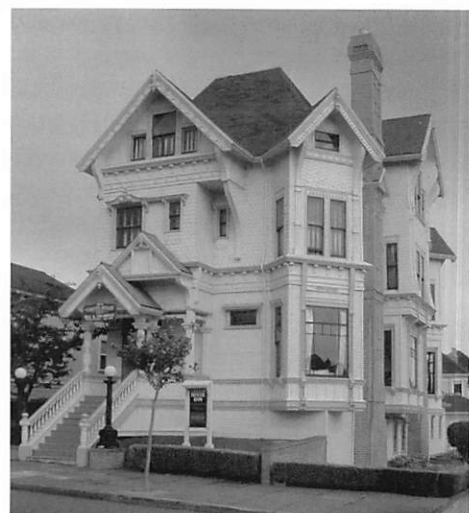
break out of the forest into Crescent City, the sun kept its promise and the top remained down. Having spent the last 27 years trekking to California for Christmas, I know this road well and have seen torrential rains, snow and fallen trees do their best to mess up my itinerary—but not today! Hitting the Coast Highway, we launch up the hill out of Crescent City into the Del Norte Redwoods and some wonderful curves.

The last leg down to Eureka has some twisty bits as well, along with some special places: Glen’s Bakery in Crescent City offers breakfast any time of the day along with 1950’s formica. Golden bears stand guard at the Klamath River Bridge. Every conceivable whirligig and yard structure is available at Orick. And the best Hangtown Fry on the west coast can be had at the pier restaurant in Trinidad.

Checking into Eureka’s Carter House Inn, we’re greeted by a peaceful place near Old Town, away from the traffic. While looking like an 1880’s inn, the structure is actually a replica completed in 1987 from plans found in an antique store in this city. The restaurant offers up near gourmet-quality meals at reasonable prices and a wine list that will satisfy anyone.

Day 2: 200 miles, Eureka to Bodega Bay.

I’m getting hungry. Having spent most of the morning noodling along the Avenue of the Giants off US 101, we stopped at the Benbow Inn just south of Garberville hoping to snag an early lunch. The front desk said we’re sorry but we don’t serve lunch; dinner starts at 4:00 pm. On our way out, we were greeted by the folks from the PCA’s Redwood Region, whose Sunday tour destination was the Benbow. They were here for lunch?! Hmm... We chatted for a while, sharing our itineraries and checking out *(Continued on page 22)*



A Short and Wet Autocross Season

Story by Barry Cogut / Photographs by Gregg Heinze

The final autocross event of the year was on September 16th, concluding a shortened and somewhat wet season. Run on a dry surface, the course was straightforward and allowed for four timed runs—plus fun runs—for the 44 participants. Chuck Jarvie left his 968 at home, driving a 1982 Formula Ford for the fastest time of the day, followed by Trevor Turner-Rice in his 914. There were six additional Porsches in the day's top ten, driven by Gary Chapman (5th), Barry Cogut (6th), Britain Smith (7th), Jamie Nowlin (8th), Bob Schatz (9th) and Chuck West (10th). The day's class winners included Bob Schatz (SO1), Bill Hanel (SO2), Jamie Nowlin (PO3), Barry Cogut (PO4), Tom Karwin (PO5), Jim Ayers (IO1) and Trevor Turner-Rice (MO1).

This season, autocross was a popular venue for Porsche aficionados with attendance reaching 65 or more entrants on more than one occasion. The events were well organized, running smoother than prior years, but there is still room for improvement. One of the keys to a successful event was to have the ability to safely run more than one car at a time on the course. Due to an SCCA incident this year the finish line was moved further from the grid to avoid a potential accident.

Club members who regularly drive autocross were improving consistently and



Above: Chuck West drops the hammer for another run. Below left: Jim Ayers and Harry Danberg (right) confer on how to cut time off the runs. Below right: Barry Cogut readies to launch his new autocross toy—a 911 GT3—as Don Clinkinbeard looks on.

upgrading their cars for better performance year-to-year, making the events more competitive. There were several very close races for the year-end championships. Just showing up for all of the events and gaining points can make the difference. Autocross addicts and novices alike, everyone wins by improving their driving skills and having fun. The camaraderie at these events is great.

By class, season-end championship trophies are being awarded to:

SO1
1st Bob Schatz
2nd Chris Bekooy
3rd Randy Stolz

SO2
1st James Prouty
2nd Rio Rios

PO1
1st Chereine Mills

PO2
1st Chuck Jarvie

PO3
1st Eric Freedle
2nd Scott Mills
3rd Harry Danberg

PO4
1st Barry Cogut
2nd Chuck West

PO5
1st Jeff Gretz
2nd Tom Pavlik
3rd Tom Karwin

IO1
1st Jim Ayers
2nd Matt Ring

MO1
1st Britain Smith
2nd Trevor Turner-Rice
3rd Gary Chapman

Full autocross results on page 20



Fine Cars, Fine Wine, Fine Company

Relaxing in Otter Rock

Story and Photographs by Don Clinkinbeard

August 24th 2007: I'm packing the 911 for a trip to the coast. The car is clean and everything checked in preparation for this sojourn. The weather report promised beautiful blue skies and warm temperatures for the whole weekend and the weatherman was right.

At the Otter Rock Weekend this year we played host to a variety of guests of all ages, whole families, including their canine members. Everyone including dogs are welcome at the Alpine Chalets in Otter Rock. With about 24 people, we had nearly the whole hotel booked, making for a great party size. We arrived Friday afternoon to blue skies and cracked out the bathing suits and shorts. Randi Ledbetter and her guest Barb invited all to enjoy their large deck. The wine started to pour, the view of the ocean was spectacular, and many of the guests had arrived in time for a memorable sunset. After the pot luck many enjoyed a bonfire.

Saturday was again a "10" and we got a start on the driving tour around 10:30 am. The drive from the Salishan Resort to Newport through the costal range foothills is very nice; in a few places, just maintaining the speed limit requires focused attention, making for a fun drive. For those that chose to take the tour, lunch was at the Rogue Brewery on Yaquina Bay. A few of us then headed to the pier and purchased some fresh caught albacore tuna for the pot luck later that evening. Yummy. Later in the afternoon we went into the



Above: Fine wine and the fine company of (left to right) Cherie Oldenburg, Debbie Clinkinbeard, Signa Vernholm and Sue Blanchard. Below left: The driving tour group settles in for lunch at the Rogue Brewery in Newport, Oregon. From left to right, Stephanie Hamberg, Signa Vernholm, Cherie Oldenburg, Don and Debbie Clinkinbeard, and Loren Hamberg. Below right: Aaron and Mathilde Hues (left) with Mathilde's brother and his girlfriend, sampling the Oregon coast while visiting from France.

little town of Otter Rock. A couple friends of Bob Grasso who live in Otter Rock invited us to stop by; we met at the Flying Dutchman Winery. We tasted some nice wines while Debbie lead the entertainment with t-shirt fashions and sales. The evening brought a wonderful feast with great wines, lots of car talk, and folks having a good time. Later, we had our second bonfire in the park. Peace and relaxation....

Sunday brought along another beautiful day, making it hard to head home. Just down the highway, many stopped for a group brunch before heading back to our personal realities. Truly one of my favorite low stress weekends, I'd do it again next year. ■

If you have out-of-state or international guests, the Otter Rock trip is about the best way I can think of to give your visitors a thorough view of our beloved state. We drive by woods, hills, estuaries, rivers, lakes...and of course, the ocean. Ahhh. Beyond the thrill of driving what is arguably the best and most recognizable sports car ever created with like-minded enthusiasts, other participants are equally at home with the Otter Rock group. Great food, conversation, scenery and about the best ocean-side lodging imaginable. For many, this trip has a guaranteed spot on the calendar—and for good reason. My brother-in-law from France and his girlfriend from Argentina described the weekend as amazing.

— Aaron Hues





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A New Peak for Canada West

Story by Kathleen Ellis / Photographs by Bob Ellis

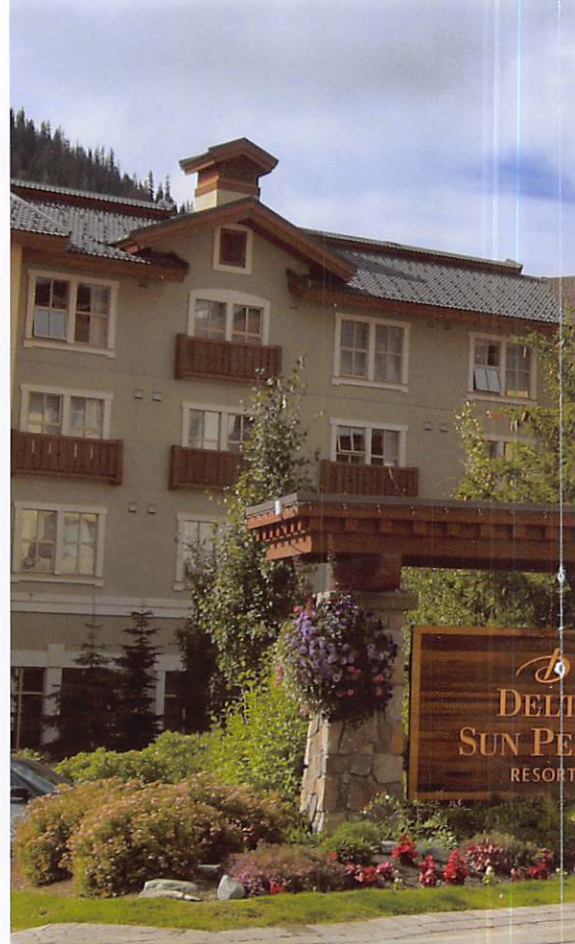
As it so happened, after 24 years working in partnership with the Pacific Northwest Region to hold their big event at Whistler, the Canada West Region took full ownership of the weekend event this year, moving it to Sun Peaks, British Columbia, August 24–26. After having had loads of fun at Whistler in 2005, we chose to go, as we had never been to this part of BC.

Drive time is about 10 hours so we broke up the trip, staying the first night just across the Canada border at a motel in Abbotsford managed by Danny Illias, the event's hospitality/banquets chair. The next morning we headed northeast through Hope, Merritt and Kamloops and on to Sun Peaks, about an hour north of Kamloops. The country is beautiful and has *no* traffic compared to what we encountered around Seattle!

Sun Peaks is a ski area with a small European-style village, home sites, and condos built around a golf course. The road ends at the ski area so there is far less congestion than at Whistler. The village welcomed us and the accommodations at the Delta Sun Peaks Resort were great, as was the food! The weekend agenda was

similar to Whistler and to our own Rainbonnet. Many of the attendees arrived on Thursday in order to participate in a Friday golf tournament. I understand some had great fun on the local course. We arrived early Friday afternoon, being non-golfers, and decided to wash our car after checking in to the hotel. That night the schedule included a welcome reception and buffet dinner al fresco on the patio of the host hotel.

Saturday morning started early with the Show and Shine and the Concours Lite. Parking 50-plus cars in the narrow village streets took a little time, but the end result was worth it. Five judges inspected the cars in the Concours Lite within a four-minute time frame. I entered Speedy, our yellow Boxster S, but didn't expect to place since it is a "driver." The first glitch was that we had no vacuum and had left debris under the floor mats. Bob said "Don't worry, they can't touch when they're judging" but the judge lifted the mat! And then they wanted to see the engine! There was no way I was going to expose an engine I had never looked at much less cleaned (for starters, you need to know how to get the cover off the engine) so we



lost full points there. Oh well... it was fun anyway and the village scene was photogenic.

The afternoon was spent by some of the members doing charity drives while others took self-guided tours. As for us, we took a walk about the area and met a momma bear and her cub. She was quite agreeable, crossing the lane in front of us and continuing on down the hill! The Saturday night banquet served a choice of prime rib or salmon, great food, and some good door prizes. Vic Elford had flown a very long way to be their guest speaker. With his stories about racing Porsches and wry wit he is a great guy to listen to!

Sunday morning offered either a driving tour with a leader, tour on your own, or autocross. Being the Autocross enthusiasts that we are, we chose the latter! The course was at a mall in Kamloops, although rumor has it the Village promised a big piece of blacktop for the event next year. We drove the hour into town in—guess what? *Rain!* This season's autocross weather had us well prepared. A couple of our Canadian acquaintances were pretty impressed with the kind of time we could get on wet pavement, but





Left: The weekend's accommodations at the Delta Sun Peaks Resort were first class. Below: More common than the gathering of Porsche enthusiasts, momma bear tours Sun Peaks. Bottom left: One corner of Saturday's judged Concours, set in the streets of the European-style village. Bottom right: Pausing to catch one's breath during an amazing drive home through Washington's North Cascades.



after lunch things dried out and they exacted their revenge on us.

The food at the Sunday night buffet was also excellent. I especially enjoyed the dessert bar. Autocross and concours awards were presented. Linda Bein, our zone representative, awarded the Mark Donohue Trophy to the Pacific Northwest Region. The award is based on a formula that looks at a combination of the distance

driven and the number of participants from a region.

Monday we checked out of the hotel and began our exploratory drive home. Our route took us east to Highway 97 along Lake Okanagan, through the wine country and the small town of Oliver, their wine capital, and on to our border crossing at Osoyoos. This wine region in the Okanagan Valley is beautiful! The

local news, Wine Trails, lists in excess of 65 wineries as well as several wine festivals. The one stop we made was at Burrowing Owl Estate Winery. The vineyard setting and views were superb, as was the wine. They have guest suites for rent as well as a restaurant and terrace to enjoy. Unfortunately they sell out their entire wine production and export none.

From the border, we drove on to Winthrop, Washington to meet friends and spend the night. Winthrop is a pretty little town with good food and accommodations *and* it's the entrance to Highway 20 through the North Cascades. We arose Tuesday morning in anticipation of a good drive and were not disappointed. The scenery and the road were both super and what sport to cruise with two other Porsches! Once we reached the west flank of the Cascades, we headed south, looking for back roads. We parted company at Elbe, 20 miles west of the entry to Mt. Rainier National Park and came on home. I would attend this event again and plan on some extra time getting back home as the Okanagan is worth exploring. Canada West Region plans on holding this event August 15-17 in 2008.

Anyone interested? ■





Over 100 beautiful cars, many rare cars, on display at Saturday's Concours d'Elegance (photograph by Thomas Robertson).

Sunriver, Rising to the Next Level

by Bill Shores

The Sunriver Exotic Car Show, September 14–16, was one of our best Porsche weekends of the year. As a co-founder of this event, with Jay Audia 12 years ago, let me give you an overview of this great event, where it came from, and where it is going.

Our original vision was to have a multi-marque weekend, with several events highlighted by a Concours d'Elegance on the Sunriver golf course, in this spectacular central Oregon resort. It started small as a Porsche club-only event with a Friday night welcome, Saturday Concours at the Sunriver Mall and a Sunday autocross. First held in June, the autocross was at the upper parking lot at the Mt. Bachelor Ski Resort. Great idea, but we did not count on snow on the mountain that time of year. We were wrong, as after placing the cones and running the first few cars, it began to snow and that was the end of autocross at this event.

Over the years it has grown to include several marque clubs and some great sponsors that deserve mention. Carrera Motors was there all along and even offer to wash your car Friday on the way over. The Sunriver Store, Sunriver Chamber of Commerce and the Village at Sunriver have been strong supporters from the beginning. In recent years Ron Tonkin

Gran Turismo and Grand Prix Imports have also stepped up to help in many ways.

Thanks to the hard work of John Draneas, Jay Audia and several key helpers, 2007 was our biggest and best of the 12 years and the last in many ways. The Friday evening check-in with refreshments was held in the mall area, where we had an opportunity to meet and visit with other participants. A great way to start, but as usual a short evening, as Saturday is a busy day and starts early.

The cars started moving into the mall at 7:00 am Saturday morning and they were stunningly beautiful. We had well over 100 beautiful cars displayed on the mall and even had some parked outside the area because of the limited space. Many rare cars seldom seen find their way to this event, making this year even more special. Some of the highlights were the Carrera GT of Dennis Kranz, the early 300SL Roadster of Gordon Joelson, a Sunbeam Tiger, Acura NSX, Austin Healey, '57 Ford Thunderbird, a great assortment of Porsche models and gorgeous Lamborghinis, Ferraris, Corvettes, Jaguars, and Mercedes. Tom Anderson brought a few cars from his dealership, Carrera Motors, including his cute little 1928 BMW with 18 hp—one of BMW's first

attempts at building a car. He also brought his new pride and joy, a fantastic 1962 Porsche outlaw just completed by Emory Motorsports in McMinnville. Following a nice lunch provided by a local mall restaurant, we had more time to visit with new and old friends before removing the cars and preparing for the evening. Cocktails and dinner was held at the Homestead behind the Great Hall and was highlighted by excellent food and awards presentations.

Sunday morning the cars gathered again in the mall for a driver's meeting and the start of the tour which would end at another beautiful spot for lunch.

This event is really all about the people who are brought together by their love of cars. John Draneas gave us some insight for next year's event, which will take on another dimension and fulfill the dream Jay and I had 12 years ago. The signature event—the Concours d'Elegance—will be held on the Sunriver golf course, with possibly three times the number of cars we had this year. It will be surrounded by vendors, food and music. Next year will be a very classy, "don't miss" event indeed.

I am sure John and Jay would welcome assistance. If you are interested, give them a call. ■

Chance Encounters of the Porsche Kind

Story by Kathleen Ellis / Photographs by Bob Ellis

As many of you have discovered, driving a Porsche is often an experience. A recent weekend at Mt. Shasta proved to be no less so for us. On September 14th we drove Speedy, our Boxster S, to the small town of Mt. Shasta to join friends for a birthday celebration. Saturday we drove east about 60 miles to Burney Falls where the Pacific Crest Trail passes through a state park. Our friend had dreamed of celebrating her 70th with a hike on the PCT with friends and 15 of us joined her for the day.

Sunday morning we decided to go to McCloud, a charming little town about 15 minutes east of Mt. Shasta, to have breakfast at the local mercantile. After eating, we toured the town and as we came to the last stop before re-entering the highway a nice 944 crossed in front of us. The owner waved and we waved back while making a right turn. As we looked to our left we spotted four more Porsches in the parking lot of the general store, so after a quick u-turn we drove over to say hello and of course, talk Porsche.

The group was from the Shasta Region, out for a tour of the McCloud River area. They have a small region with about 60



Above: The tour of the McCloud River area brought about some great views. Below: At McCloud, Speedy is tucked in among her siblings from the Shasta Region while the drivers talk Porsche.

members, definitely understandable considering the population base. The president, Bob Dunlap, invited us to join them on the drive. We instantly accepted and the group was off to view some of the waterfalls on the McCloud River. It was fun to have local guides, Porsches in your

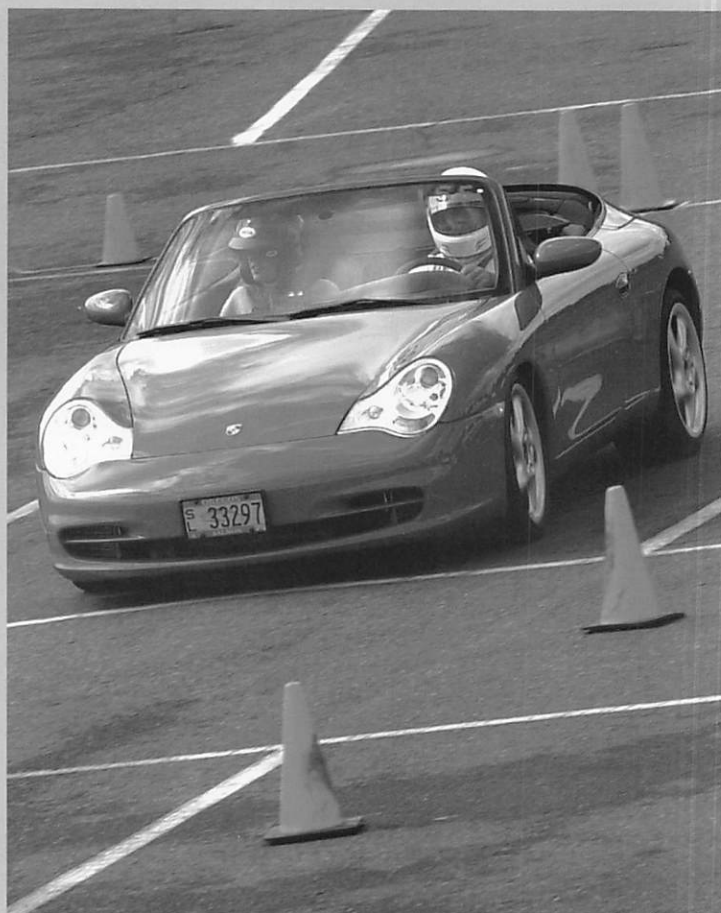
line of sight and the scenery was super! The group headed from there to lunch at Shasta Lake and we turned north towards Ashland where we had tickets to *On the Razzle* waiting for us. Timing is everything, but driving a Porsche certainly doesn't hurt! ■



ORPCA Autocross Results

September 16, Portland International Raceway

Pos.	Class	Driver	Vehicle	Time	36	NP	Dan Schorr	2008 Subaru Legacy	50.981
1	NP	Chuck Jarvie	1982 Reynard FF1600	42.894	37	IO1	Matt Ring	1987 Porsche 944 Turbo	51.076
2	MO1	Trevor Turner-Rice	1974 Porsche 914	43.403	38	NP	Michael Pettebone	1991 Ford Mustang	51.811
3	NP	James Shepard	2002 Toyota MR2	44.09	39	IO1	Richard Averitt	1971 Porsche 914	51.895
4	NP	Steve Barnes	2001 Chevrolet Corvette	44.213	40	NP	Margaret Munson	2002 BMW M3	52.037
5	MO1	Gary Chapman	1970 Porsche 914/6	44.683	41	SO1	Jim Hiser	2002 Porsche Boxster S	52.365
6	PO4	Barry Cogut	2007 Porsche 911 GT3	45.29	42	NP	Jackie Smith	2000 Mazda Miata	52.396
7	MO1	Britain Smith	1974 Porsche 914/6	45.456	43	SO2	Todd Roberts	2004 Porsche 911	52.987
8	PO3	Jamie Nowlin	1969 Porsche 911E	45.457	44	NP	Kathy Averitt	1992 Honda CRX	54.271
9	SO1	Bob Schatz	2001 Porsche Boxster S	45.53	45	NP	Matthew Evitts	2006 Ariel Atom	dns
10	PO4	Chuck West	2004 Porsche 911 GT3	45.561	46	SO1	Michael Frommlet	2003 Porsche Boxster	dns
11	PO5	Tom Karwin	2005 Porsche Boxster S	45.933	47	PO2	Chuck Jarvie	1994 Porsche 968	dns
12	SO1	Chris Bekooy	2001 Porsche Boxster S	45.956	48	SO2	Danni King	2007 Porsche 911 Carrera 4	dns
13	NP	Jim Pileggi	1995 Mazda Miata	46.109	49	SO2	James King	2001 Porsche 911 Carrera 4	dns
14	NP	Orfi Sanchez	2006 BMW Z4 Roadster	46.33	50	IO1	Grey Roberts	1979 Porsche 911	dns
15	PO5	Tom Pavlik	2001 Porsche Boxster S	46.515	51	NP	Michael Tucker	2006 MINI Cooper S	dns
16	MO1	Don Clinkinbeard	1988 Porsche 944 Turbo	46.537	Best-in-class times are shown in bold				
17	NP	Jim Fletcher	2006 Mitsubishi Evolution	46.71					
18	NP	John Gonzalez	2005 Dodge SRT-4	46.958					
19	SO1	Gordon Empey	2006 Porsche Cayman	47.034					
20	PO3	Eric Freedle	1986 Porsche 911 Carrera	47.287					
21	NP	Bryan Brock	2002 BMW M3	48.045					
22	PO5	Donald Peterson	2002 Porsche Boxster	48.126					
23	MO1	Steve Lougee	1998 Porsche Boxster	48.288					
24	IO1	Jim Ayers	1976 Porsche 911S	48.503					
25	PO5	Denise Peterson	2002 Porsche Boxster	48.543					
26	NP	Kevin Speer	2004 Volvo S60R	48.98					
27	PO3	Rodney Bender	1974 Porsche 911	49.162					
28	IO1	Kent Olsen	1972 Porsche 911T	49.167					
29	NP	Edward Choe	2007 MINI Cooper	49.254					
30	SO1	Don Owen	2007 Porsche Cayman	49.334					
31	PO3	Harry Danberg	1973 Porsche 911T	49.378					
32	SO1	Randy Stolz	2003 Porsche Boxster	49.629					
33	PO4	Dick Thomas	2001 Porsche 911 Carrera 4 Cabriolet	50.023					
34	NP	Jim Grundy	1994 BMW 325is	50.194					
35	SO2	Bill Hanel	1996 Porsche 911 Carrera	50.668					



FROM THE PRESIDENT

(Continued from page 4)

procrastinating and then signing up late. Frankly, I think it's rude.

Rainbonnet is a go for 2008, according to Inland Northwest Region President Michael Moran. ORPCA will take turns co-hosting Rainbonnet with Inland Northwest. This does mean traveling every other year. It may mean that we plan for

their event to happen a little earlier in the year, as their weather gets nastier sooner than ours, as a rule. Stay tuned for more details, as we evolve the event and give it some contemporary "bling."

Just about every event that we put on this year will be repeated for 2008. In addition, there will be tours to California for the Monterey Historics and the

American Le Mans Series at Laguna Seca. You gotta go where you gotta go, to see what you want to see. We aim to please. My personal thanks to all of those who took the time to attend our planning event on October 13th and to all of you who will help to make things happen for ORPCA in 2008.

Happy Holidays! ■

FROM THE EDITOR

(Continued from page 4)

Our charitable auction should not be viewed as an opportunity to get a great deal on some item you would like to own, but rather an opportunity to pay perhaps a bit more than retail for something you want, knowing it will be helping someone less fortunate than you. I know that some people do not perceive a need to give because they feel the recipients have not done anything to improve their lot in life. Let me assure you that victims of blindness seldom choose not to improve their position, abused spouses and children generally don't select abuse and need help getting out of that environment, children born with diabetes again didn't select this life-altering disease, families receiving food

baskets, toys or other items from the Sunshine Division are not the hard-core unemployed or drug-addicted, chronic homeless. Rather, they are all families suffering a temporary downturn. I can't imagine anyone in this club not having the ability to open their pocketbook to help these causes. For those of you attending the auction this year expect your co-auctioneers (Don Strom and myself) to cajole and challenge you into making a noteworthy contribution. Remember, he or she who spends the most gets to direct what charity receives one third of the proceeds. Competition in the bidding between friends is highly encouraged; numerous tactics can be employed to see if you can

get your close friend to bid a great deal for something against your bids.

Giving idea number two is all about time and energy. The Sunshine Division of the Portland Police Bureau is going to be packing 5,000 boxes for distribution to those less fortunate than we are. I have committed ORPCA to provide 20 box packers both nights, December 10th and 12th, between 6:00 pm and 9:00 pm (see the ad in this issue for details). If we get more than 20 volunteers they will still deal with us. I know how busy this time of year can be, I also know how enjoyable sharing your time for a good cause can be.

Again, thanks for putting up with me as your editor. ■

AMATEUR WRENCH

(Continued from page 9)

another track user to run a late-day event on a few Sundays in the year. This year we have the opportunity to pick up three days doing this. While the event starts late we will run a full schedule and even provide dinner for the participants. It's good business for all. I have requested eight 2008 track days for ORPCA, including the tri-club day that I think we are supposed to host this year. So the plan to keep the fees flat to 2007 rests on us getting more than the two days we got last year. Cut the gross margin and make it up on volume. I fully expect not to get all the days I asked for but some portion of them will be good. Say I get five days from PIR. If I

combine this with the possible three late-day Sundays, we could end up with eight total DE days in 2008. That, along with the other clubs' events, should be enough to fill everyone's desire for seat time and bring in a similar revenue stream for ORPCA. This plan has not been approved by the board of directors yet but I am hoping I can make a cogent argument that convinces them that my plan will yield the desired results.

I am heading to California tomorrow for the October DE at Thunderhill Raceway. I am very excited to be getting back on the asphalt in the Turbo. This time I am taking my son Ian with me to

share the fun; we are both anticipating a good time. No big issues with the track car this month. It ran very well at the autocross and, for not having autocrossed for several years, I placed pretty well in my class. I figured out that leaving the car in 1st gear produced the best results even though I hit the rev limiter several times at 7,200 rpm. On the track I usually shift between 6,000 and 6,400 rpm and I didn't know how the car would respond to such high revs. It sure has a lot of grunt and rapid throttle response up in the high rpm range. It was hard to avoid spinning the tires when pressing the loud pedal! ■

PLAN B

(Continued from page 12)

the rolling stock. The invitation to join them for lunch was tempting but alas, we had “miles to go before we sleep,” so we press on.

Just south of the Richardson Grove Redwoods is the Legend of Big Foot. Ann must have had a nose for this knick-knack shop as I was quietly reminded that this was a mandatory stop. We’ve been stopping here for years, looking at the same old redwood pots and statuary, mushing through the soggy bark bits looking for that addition to our garden already full of stuff from this place. We usually find something but today the bark (and cupboard) is dry. Now I *am* getting hungry!

After another spectacular stand of redwoods in the Standish-Hickey Grove and no place that looked good for lunch in Leggett, we peel off to Fort Bragg via California Route 1.

All thoughts of food stop as we chase this snake of a road over the coastal mountains.

After thoroughly enjoying ourselves, the fun stops as we hit the inevitable line of traffic behind a motorhome. Curiously, we are preceded by what appears to be vintage motorcycles; the wait for a passing opportunity is made tolerable as I check them out. It’s hard to tell in the dappled sunlight what they are but they sound like singles. Passing the motorhome, we continue down the coast. I figure these guys on the bikes must know a good place to stop. Sure enough, they (and we) pull into the North Coast Brewing Company in Fort Bragg. The sun is still shining; wonderful food, huge portions and good brew too! It turns out we had been following a BSA Gold Star and a Velocette Thruxton, their riders out to meet their buddies from a bike club here. With all manner of interesting hardware, the parking lot looked like an impromptu Concours.

Hunger now satisfied, more Coast Highway awaited us... Mendocino, Little River, Point Arena and The Sea Ranch. Here we encounter Boy Racer. With fresh temporary plates, the 350Z is dying to pass us. As the road twists and oncoming traffic seems to be perfectly timed to fill the straights, I begin to sense his frustra-



Above: Geothermal vents near Lassen National Park, an amazing place.

tion. He’s by himself so he’s likely to take chances; I’m with a full load of luggage and skinny tires so I keep my sedate pace and let him by.

From Fort Ross to Jenner the highway soars above the Pacific. The weather is still holding and we have VFR conditions. Unlike that short spectacular view above Manzanita just north of Oswald West State Park in Oregon, this high road goes for miles. Trying to *keep the car on the road*, I slow down as the competition for my eyeballs is too much. We “land” at Jenner and from there it’s a gentle roll into Bodega Bay.

We putt through town, now following Boy Racer—who has been caught behind traffic—heading for the Bodega Bay Lodge and Spa to spend the night. Before we reach our destination, Boy Racer pulls off at someplace that looks like it’s for the birds. Bodega Bay was used in the filming of Alfred Hitchcock’s *The Birds*, while there are more houses across the bay than in 1963, the place has the same look about it and The Tides restaurant is still there. All in all, it was quite a day for just 200 miles.

Day 3: 230 miles, Bodega Bay to Lake Tahoe. One of the joys on a trip is finding a good meal and a great night’s sleep. The Bodega Bay Lodge has both so we are reluctant to leave early. I finally get my Hangtown Fry for breakfast at The Tides. Excellent.

After giving the Monday morning commute a chance to settle, we leave Bodega Bay, top up, via Valley Ford, Petaluma and US 101. Just south of Novato, we catch California Highway 37 past Sears Point, San Pablo Bay and Vallejo before taking Interstate 80 east. Thankfully, we there are no tie-ups as we cruise through Sacramento to Auburn for lunch.

Originally one of the old mining camps during the Gold Rush, Auburn is located on California Highway 49 (another great trip) and the old town hasn’t lost its charm. Though there are more boutiques nowadays, you can still find a pick and a pan in an antique shop if you want to prospect for gold but you’ll have to work hard looking for them. The flights of stairs up Washington Street let you feel a bit of the way things were in a bygone era.

Following I-80 up into the Sierras, the sky turns gray and cold. The forecast for Truckee the following morning is 28 degrees but just past Norden the sun starts popping out again. As we head south on California Highway 89 to Tahoe City, the weather gets better. After checking in at the Sunnyside Resort, we enjoy a glass of wine on the patio facing the lake and I actually break into a sweat. Speaking with one of the hands down at the dock in front of the lodge, I sense we are fortunate as the high wind and weather of the preceding week claimed 85 boats. Apparently the surf was up!

Dinner is spectacular, with a bit of champagne for a change of pace. With a clear evening, I am looking out at the boats bobbing up and down. I open the sliding door and am greeted with a chilly reminder that it is fall in the Sierras. Even though the room is small, it has a great view and we are snug as bugs.

Day 4: 300 miles, Tahoe City to Weed. Back up to I-80 and north on California Highway 89, our plan is to stop at Quincy for lunch, then drive on to Lassen National Park and McCloud. The sun is still with us and the top down as we sway through Sierraville, Calpine, Quincy and Greenville. With its steam vents and pumice formations, volcanic flows and pristine forest, Lassen National Park is an amazing place. So many things to see and the road, yes, the road in the park is special. While not a place to speed, it's chicane after chicane with a view—another case of trying to *keep the car on the road*.

With so much country in front of us, this leg becomes just a bit more than we can chew. While the route up to Lake Almanor and Lassen is great with the top down, we don't anticipate how much time it takes to get through the park. Too, Quincy is a bit of a disappointment as we can't find much of anyplace to eat lunch, other than fast food. After leaving Lassen, we encounter construction on Highway 89 that holds us up for considerable time. We stop for gas in McCloud but, regrettably, don't spend any time there and push on to Mt. Shasta as we need a rest and a good meal to recuperate. There are better alternatives to continuing on Highway 89 after Lassen.

We've previously spent the night in Mt. Shasta and know that the trains will keep you up, so I've booked a room at the Quality Inn in Weed. While nothing to compare with our previous accommodations, it is quiet and a good spot to jump off from for the last sunny day on our journey.

Day 5: 130 miles, Weed to Crater Lake. After a good night's sleep, we push north on Highway 97 towards Klamath Falls through ranches, irrigation farming and high desert. We take lunch at Klamath Falls and, with the sun still shining, head north on Oregon Highway 62

to Crater Lake. After Fort Klamath, the road follows Annie Creek, below us in a fairly steep canyon. (Surprisingly, the sources of Annie and Munson Creeks are springs and not Crater Lake.) We are early for 4:00 pm check-in at Crater Lake Lodge so we take the Rim Drive around the lake.

I've been up here several times but have never done the complete loop and have never seen the weather this nice or the wind this calm. It is about 65 degrees, dead calm, and the surface of the lake is like glass. I just about drain all the juice from my camera as the beauty of this place on this day is overwhelming. The Phantom Ship, Cloudcap, Cleetwood Cove, North Junction, The Watchman, Wizard Island, and Discovery Point all take their toll. Of the 100-plus pictures we snapped on the trip, half were of Crater Lake!

Checking into the Crater Lake Lodge, we are treated like royalty. Lynn, the bellman, greets us as we roll in, taking charge of getting the bags to our room (which I greatly appreciated). At 7,600 feet of elevation, small efforts become large. He looks at the Boxster, puzzled, and asked "Which end should I start with?" After unloading both ends, I notice cars pulling away from the front door of the lodge and ask "Should I put this in the parking lot now or can it wait 'til we get in the room?" Lynn says "You can leave *that* car here as long as you like, sir." I have to admit it does look good in front of that classic lodge.

We check on the availability of dinner reservations—nothing until 9:45 pm! A bit late for us but, fortunately, there is a terrific assortment of hearty appetizers and drinks in the Great Hall that sees us through in fine order. We spend the evening with many friendly people, waiting for dinner, secretly wishing they'd done the same as us.

One of these folks is a guy named John who, upon learning of our car, stars recounting his days in Germany with his 356C that he'd purchased for \$2,600. He brought the car home with him when he returned to the States and regrets selling it. Still, he has followed the company, its products and racing over the years and

asks if they were still very expensive. I say "Well, for the price of a new big SUV you shouldn't have any trouble picking up a really nice Boxster." A look comes over his face and he pauses for a moment, looking over the Lake, and says "Really?" Looking over at his wife, he says "Some of the best times we ever had were in the Porsche." I reflected on that, given our adventure, and reply "I know what you mean."

We say our goodbyes and turn in for the night. It is getting cold outside but our room is warm and I drift off, thinking about a young soldier in Germany and what fun that 356 must have been. I hope that somehow John might recapture some of that fun again.

The following morning we load up and head downhill to Roseburg on Oregon Highway 138. It's a neat road (and a route from some previous club tours). The Umpqua River on one side and cliffs on the other rock us back and forth, opening up as we descend into farmland and then Roseburg, rain, and then home.

Epilogue: One of the things I wanted to do on this trip was check gas mileage. As I perused the mileage notes and gas purchases we kept along the way, I was astounded! I checked the figures over and over and started thinking about our pace on the road. Certainly we didn't dawdle and we usually arrived at our destinations early, even though there was so much to see. By my reckoning, we averaged 31 mpg! On the downhill stretch from Crater Lake to Roseburg we saw 35 mpg! Was I surprised? Yes. But then I remembered Porsche had routinely won the Index of Performance and Index of Thermal Efficiency at Le Mans with their early spiders, which the Boxster is modeled after. In touring trim, the car surpassed my expectations.

In the days following our trip we unpacked, checked souvenirs, and recounted all the places we'd been. I was still entranced by Crater Lake, Ann with Bodega Bay. I was surprised we had not one picture of Bodega. She said "Well, we'll just have to go back again!" to which I said "Yep, I wouldn't mind that. Maybe it should be our new Plan A." ■

Welcome New Members

Geoffrey R. and Brigitte Herold Archer
Corvallis, OR
1969 911E

Scott A. and Kristan C. Collins
Lake Oswego, OR
2007 Cayman

Jesse H. Guthrie
Lake Oswego, OR
1998 Boxster

Peter A. Haas
Portland, OR
1996 911 Carrera

William W. and Barbara Hanel
Hood River, OR
1996 911 Carrera

Preston C. Hart
Portland, OR
2002 Boxster S

William and Jane Moore
McMinnville, OR
1960, 1963 356

Dennis W. Scheid
Portland, OR
2001 911 Carrera

Josh J. Stolpe
Canby, OR
2002 911 Carrera 4S

Change of Address

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Anniversaries

5 Years

Lane and Mary Rude
Tim and Linda Merrihew
Kay VanSickel

10 Years

Donn and Ladorna Snyder

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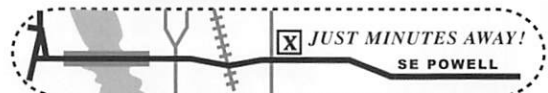
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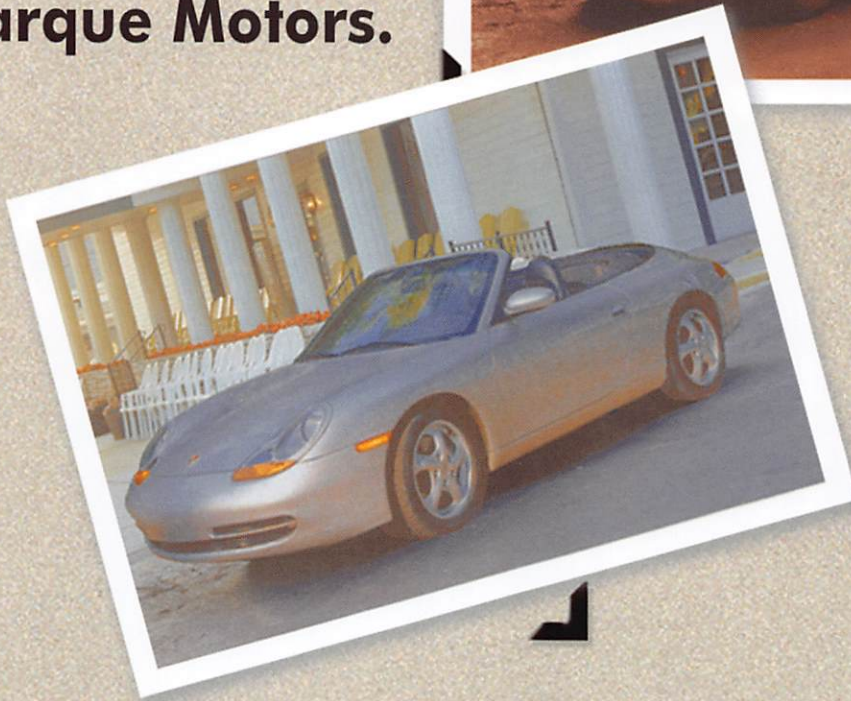
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