



# Anzeiger

**JULY 2006**

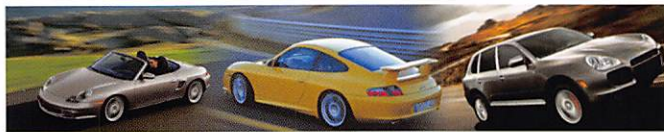
**Oregon Region Porsche Club of America**



**ON THE COVER**  
**Tour to a Cave**  
**in the Middle of Nowhere**

YOUR DESTINATION DEALERSHIP **RJF**

*An oasis for people who care about cars.*



Boxster

GT3

Cayenne

**Pre-Owned**

1985 911 Targa	Guards Red/Cashmere
1998 911 Cabriolet Tiptronic	Midnight Blue/Classic Grey
2001 911 Turbo Coupe Tiptronic	Speed Yellow/Black
2001 911 Turbo Coupe	Arctic Silver/Natural Grey
2003 911 Targa	Guards Red/Savannah
2003 911 Targa	Arctic Silver/Black
2003 911 C4 Cabriolet	Seal Grey/Graphite Grey
2004 Cayenne Turbo	Titanium/Stone Grey
2004 Cayenne Turbo	Titanium/Stone Grey
2004 Cayenne S	Crystal Silver/Black
2004 Cayenne S	Titanium/Stone Grey
2005 911 Carrera Coupe	Midnight Blue/Stone Grey

**New**

2006 Boxster	Guards Red/Black
2006 Boxster	Carmon Red/Sand Beige
2006 Boxster	Arctic Silver/Black
2006 Boxster	Black/Black
2006 Boxster Tiptronic	Carrera White/Black
2006 Boxster S Tiptronic	Arctic Silver/Black
2006 911 4S Coupe	Basalt Black/Black
2006 911 Cabriolet Tiptronic	Midnight Blue/Stone Grey
2006 911 Coupe Tiptronic	Speed Yellow/Black
2006 911 S Coupe	Arctic Silver/Stone Grey
2006 Cayenne Tip	Basalt Black/Black
2006 Cayenne Tip	Crystal Silver/Black
2006 Cayenne S	Basalt Black/Black
2006 Cayenne S	Titanium/Black
2006 Cayenne Turbo S	Basalt Black/Black
2006 Cayenne Turbo S	Titanium/Black

**Latest Inventory, News and Events  
from Carrera Motors:  
[www.carrera.porschedealer.com](http://www.carrera.porschedealer.com)**



[www.carreramotors.com](http://www.carreramotors.com) Bend, OR 541.382.1711

# Anzeiger

(an' zī ger), noun, German

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

MANAGING EDITOR  
John Draneas  
503.638.0396  
ATR@oregonpca.org

MARKETING MANAGER  
Cherie Oldenburg  
503.690.0580  
blkporschecar@hotmail.com

EXECUTIVE EDITOR  
Kelly Dionne  
503.906.7929  
editor@oregonpca.org

CONTRIBUTING EDITOR  
Peter Linsky  
503.644.2709  
contributor@oregonpca.org

ASSISTANT EDITOR  
Sue Hodge  
503.518.9203  
assteditors@oregonpca.org

TECHNICAL EDITOR  
Jim Ayers  
503.292.5743  
techeditor@oregonpca.org

GRAPHIC DESIGNER  
Nancy Scott, Engrafix Design  
503.997.2230  
engrafix@comcast.net

## Board of Directors

PRESIDENT  
Jeff Gretz  
16799 SW McFee Pl  
Hillsboro, OR 97123  
503.628.6253  
president@oregonpca.org

PAST PRESIDENT  
Don Stroum  
4040 Imperial Dr  
West Linn, OR 97068  
503.722.1350  
pastpresident@oregonpca.org

VICE PRESIDENT  
Chuck West  
18973 Indian Creek Ave.  
Lake Oswego, OR 97035  
503.720.2037  
vicepresident@oregonpca.org

BOARD MEMBERS AT LARGE  
Bob Grasso  
2506 NW 159th CIR.  
Vancouver, WA 98685  
360.573.1405  
rowbare47i@yahoo.com

SECRETARY  
Kathleen Ellis  
503.720.0184  
secretary@oregonpca.org

Sue Hodge  
21000 S Mossy Rock CT  
Oregon City, OR 97045  
503.518.9203  
sghodge@bctonline.com

TREASURER  
Faryl Ammon  
503.635.9669  
treasurer@oregonpca.org

Jim North  
1025 NW Couch #1114  
Portland, OR 97209  
james.north@morganstanley.com

PCA ZONE 6 REP  
Linda Bein  
porsha@bendnet.com

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

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

Postmaster:

Send address changes to:  
PCA/OR Membership Chair  
Debbie Clinkinbeard  
8659 SW Muledeer Dr.  
Beaverton, OR 97007  
membership@oregonpca.org

© Copyright 2006  
Oregon Region Porsche Club Of America. All content ©  
Copyright the respective contributors

Please visit our web site for the latest  
news and announcements:  
<http://oregonpca.org/>

# Anzeiger

Volume 46 No. 6

JULY 2006

## FEATURES

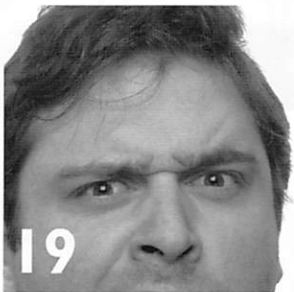
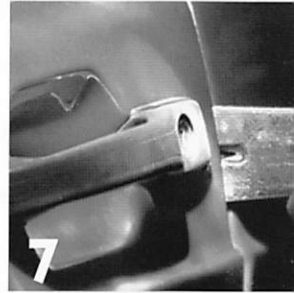
- 9 **Portland Parade Update**
- 11 **May AX: Women and the Orange Cones**
- 14 **Anzeiger Cover Contest**
- 16 **Cabin Fever Tour: To a Cave in the Middle of Nowhere**
- 20 **Autocross Results**
- 23 **50th Anniversary of the Targa Floria Victory**

## COLUMNS

- 4 **From the President: Mille Deserves its Rep**
- 4 **From the Editor: Getting to Know the Editor**
- 7 **Still Plays With Cars: Past Parades & Smart Keys**
- 13 **Amateur Wrench: A DE Day Fun for All**
- 19 **Tech Talk: New-Fangled Gizmos!**
- 21 **Backfire: City Responds to PIR Email**
- 23 **Rearview Mirror: Past Parades**
- 24 **Welcome New Members/Anniversaries**
- 27 **Resource Directory**
- 29 **Marketplace**

## EVENTS

- 5 **Oregon Region Events**
- 6 **Arrive and Drive**
- 6 **Autocross**
- 8 **Portland Historic Races**
- 8 **Concours d'Elegance**
- 10 **July Social and Dinner**
- 10 **Porscheplatz at American LeMans**
- 12 **Sunriver Exotic Car Show**
- 14 **Otter Rock Weekend**



## ON THE COVER

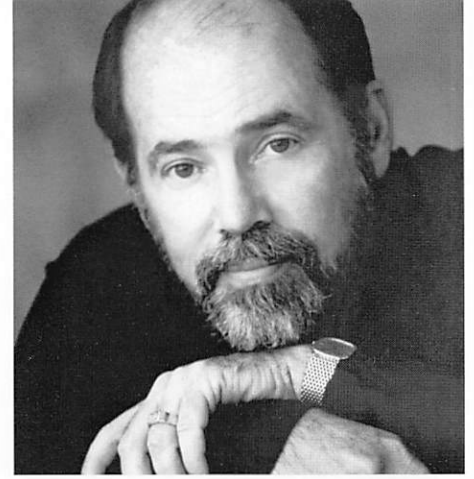
Here's a great shot from a memorable event! Dan Sheehan wins this month's cover contest with his picture-perfect portrait of Warner Lowe as he relaxes at Crown Point in the Columbia River Gorge. More coverage on the Cabin Fever Tour begins on page 16.

Summer offers multiple opportunities for great Porsche photography. Keep your eyes open and your camera handy! See page 14 for details on entering the Anzeiger Cover Contest and win a year's FREE membership!

## FROM THE PRESIDENT

Jeff Gretz

## Mille deserves its #1 event reputation



**W**elcome to Summer! I'm writing this in the rain of early June hoping for some sun! This month I think we have enough events to please just about everyone in the club. They include:

Arrive & Drive on July 1

Autocross on July 2

The Historic Races at PIR on July 7-9

The Forest Grove Concours

d'Elegance on July 16

The Monthly Social & Dinner on July 19

Grand Prix of Portland-American Le Mans race on July 21-23.

Jeannie and I just returned from "Cruise the Blues," the Ninth Annual 750 Mille through Eastern Oregon and Southern Washington. Our group of 26 Porsches, two Corvettes, three Ferraris, two Jaguars, one Ford GT, one Aston

Martin, one Mercedes, and one Subaru WRX met at the Columbia Gorge Hotel Thursday evening for registration and dinner.

On Friday we were off on a 300 mile run on some great roads to Baker City with stops in Condon and Heppner. It rained all day but didn't seem to dampen anyone's enthusiasm for driving and the beautiful scenery. Our dinner and wine tasting that night was at the historic Geiser Grand Hotel in Baker City.

On Saturday we woke up to a dry day and headed north on highways 203, 237, and 82 to Joseph, Oregon for a long lunch stop which gave us time to explore the bronze galleries and take a short drive to Wallowa Lake and its historic lodge. After lunch we had a great 90 mile drive through the beautiful Blue Mountains crossing the Grande

Ronde, Snake, and John Day rivers. We crossed the state line into Washington where many of us took the opportunity to visit some excellent Washington wineries before stopping for the night on the Columbia River in Richland, Washington.

It was raining on Sunday morning at our hotel but cleared up just as we exited Interstate 82 onto some fantastic back country roads that seemed to be designed specifically for sports cars. 120 miles of long straights, curvy sections through the mountains and almost zero traffic! We decompressed at lunch in Goldendale, Washington before another 50 miles of fun, finally crossing back into Oregon on the Bridge of the Gods. *(Continued on page 20)*

## FROM THE EDITOR

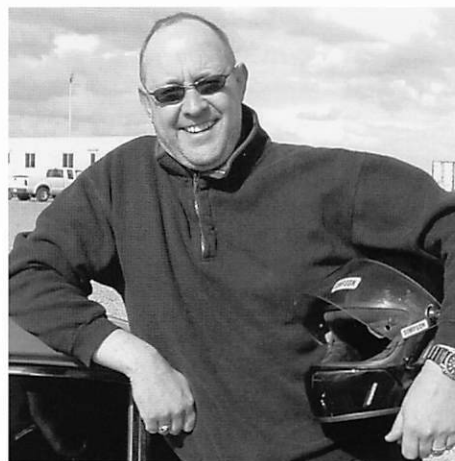
Kelly Dionne

## Getting to know our new Anzeiger Editor

**A**s an editor, I usually write about some

reflection, motivation or up coming event in regards to that issue. This editorial however, is a bit more unconventional. I was asked to give a bio on who I am and how did I ever get here...so here it goes.

Born in Skowhegan, Maine, I spent eighteen years on a farm and drove a tractor before learning to drive a car. After high school, I took heed of John B. L. Soule's words of "Go west, young man, and grow up with the country." Three of my friends and I drove across the U.S. and my new home became Tucson, Arizona. I graduated from the University of Arizona in the mid-eight-

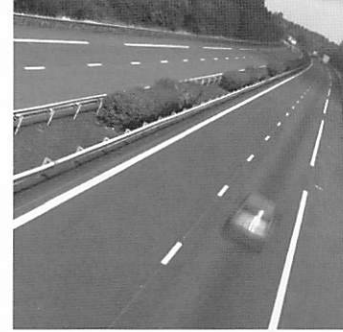


ies (apologies to all the Ducks & Beaver fans) and started my career in health insurance with CIGNA. Sold my 1970 slant six Plymouth Duster (my first car) and bought a 1979 Jeep CJ 5. During this time, I had my first exposure to Porsche. My first boss was the quintes-

sential yuppie, with the dangling Rolex on the wrist, pin stripe suits with the power tie, Churchill sized cigar and the piece de resistance, a brand new 1986 911 Turbo in Grand Prix white. (I think he even let me sit in it once).

The eighties were winding down and I had an itch to do something a bit different so I took a three month sabbatical and trekked across the African equator. Drove a lot of Land Rovers there, but did not see any Porsches. After my African stint, I moved to San Francisco, California to work with Health Net and my California car became a 1979 BMW 320i with headers and a free flow exhaust. (I bought it because the official color of the car was 'Safari Beige'.) By 1992, I was married and June 1st of *(Continued on page 22)*

# Oregon Region Events 2006



## *July*

- 1 A&D**  
*(See Page 6)*
- 2 Autocross**  
*(See Page 6)*
- 6 Board Meeting**
- 7-9 Portland Historic Races**  
*(See Page 8)*
- 16 Forest Grove Concours d'Elegance**  
*(See Page 8)*
- 19 Monthly Social & Dinner**  
*(See Page 10)*
- 20 Anzeiger editorial deadline for September**
- 21-23 Grand Prix of Portland  
(American Le Mans Series)**  
*(See Page 10)*

## *August*

- 1 Board Meeting**
- 6-11 Parade Portland 2006**
- 11 DE Day**
- 12 DE Day**
- 12 Autocross**
- 16 Monthly Social & Dinner**
- 20 Anzeiger editorial deadline for October**
- 26 ORPCA Parade Worker Party**
- 27 Autocross**

## *September*

- 9 A&D**
- 5 Board Meeting**
- 17 Sunset Swap Meet**
- 15-17 Sunriver Exotic Car Show**
- 20 Anzeiger editorial deadline for November**
- 20 Monthly Social & Dinner**
- 24 Autocross**

## *October*

- 3 Board Meeting**
- 7 A&D (Andy & Marg's Hillclimb)**
- 13-15 Otter Rock Weekend**
- 18 Monthly Social & Dinner**
- 20 Anzeiger editorial deadline for December**
- 21 2007 Events Planning Meeting**
- 22 Autocross**

## *November*

- 7 Board Meeting**
- 15 Monthly Social & Dinner**
- 20 Anzeiger editorial deadline for January/February**

## *December*

- 5 Board Meeting**
- 9 Charitable Auction & Awards Banquet**

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](mailto:postmaster@oregonpca.org).

# July Arrive & Drive

Saturday, July 1

Miller's Homestead Restaurant,  
17933 SW McEwan Road  
Tigard, OR 8:00 a.m.

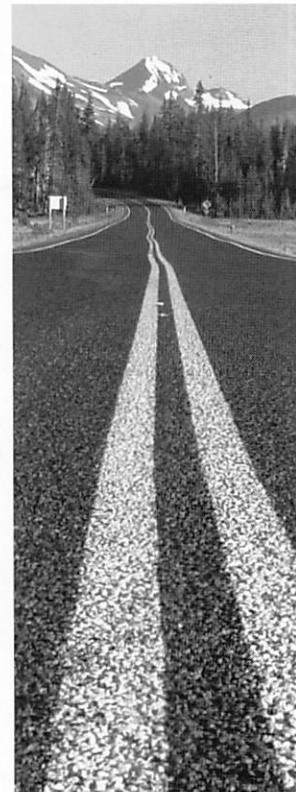
Join us on the first or second Saturday of each month during the driving season for our very popular Arrive & Drive Tours. We rendezvous at Miller's Homestead Restaurant, at 8:00 a.m. for a no-host breakfast. Driving instructions begin at 9:00 and first car out is at 9:15. Each tour will be unique, last about three hours in most cases, cover about 100 miles on pavement, over some of the best drivers' roads in the five-county area. Mark these dates on your calendar, and get ready for some great driving experiences in your favorite sports car, along with 50 or more fellow enthusiasts. And bring a navigator; trying to read route instructions while driving can lead to missed turns! Our tour group is always too large to ensure a single, uninterrupted convoy!

## AND MARK YOUR CALENDARS FOR FUTURE A&Ds:

September 9

October 7 (Andy & Marg's Hillclimb)

Call Bob Grasso @ 360.573.1110 for details,  
or send an email to rowbare47@yahoo.com.



**CLUB  
EVENT**



## Autocross 2006

**A**n autocross is a (relatively) slow-speed, timed event, where a solo driver competes against the clock on a course marked out with a set of orange cones. The course is designed by experienced autocrossers to provide opportunities to improve your driving and car handling skills, and to test the cornering, braking, and performance limits of you and your car in a completely safe environment. The course is laid out in a large, open "parking lot;" there is nothing to hit, and only your ego to bruise. Speeds are kept down, generally below 50 mph with most of the critical action in first or second gear and at low speeds.

**Sunday, July 2**

Additional dates:

Saturday, August 12  
Sunday, August 27  
Sunday, September 24  
Sunday, October 22

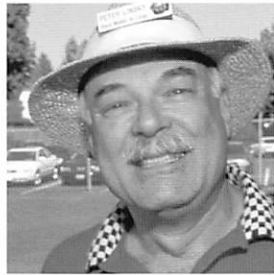
All events begin at the PIR South Paddock.

For morning events, gates will open at 7:00 a.m. Registration and Tech begin at 7:15 a.m. All cars must be through registration and tech prior to 8:30 a.m. Mandatory drivers meeting at 8:45 a.m. Course walk at 9:00 a.m. First car on track at 9:15 a.m. Loaner helmets available for first time drivers. Instructors available. Cost: \$25/driver.

**CLUB  
EVENT**

## STILL PLAYS WITH CARS

Peter Linsky



# Past Portland Parades, and are smart keys secure?

**W**ell, it's just about time for Parade Portland 2006. This will be the third time Oregon Region has hosted PCA's annual whoop-dee-doo.

The first time, 1980, was memorable for one particularly unfortunate event. Parade opened just a few short weeks after Mount St. Helens roared back to life in a massive blast that claimed nearly 60 lives. Those of you who lived in this area at the time might recall that the East coast-based national news media painted this corner of the country as looking like Pompeii after the eruption of Mount Vesuvius, all but buried under many feet of abrasive volcanic ash.

Sadly, a number of entrants cancelled and stayed home. Yes, some of St. Helens' dust did drift over Portland; I recall watching ORPCA volunteers with



**O**n another topic, don't assume that the high-toot security system in your expensive new car will protect it from being stolen. Ralph Vartabedian wrote

ing into the car with a custom-made tool, the thieves popped the hood and then broke the steering wheel lock.

At the same time, a second team member targeted the underhood ECM, unscrewing the box and unplugging the 50-pin connector. It was then replaced with an altered ECM with a disabled transponder that does not shut down the fuel-injection system. The whole operation can be done in less than five minutes.

Bottom line: Set your security system when you park, but be aware that it's not going to keep a determined team of thieves at bay. On the other hand, anyone who remembers that Roy Scheider noir film "52 Pickup" from the 1980s might prefer his solution.

I don't recall if I've mentioned this one before, but I have found an extremely helpful info source for DIY Porsche 911 maintenance. It's called "Terry's 911 Website" ... check it out at [www.rpm.com.au/911/](http://www.rpm.com.au/911/) The address suggests it's Australian-based, but all the information is presented in American-style English rather than in Brit-talk.

Until next month, drive safely! ■

SET YOUR SECURITY SYSTEM WHEN YOU PARK, BUT BE AWARE THAT IT'S NOT GOING TO KEEP A DETERMINED TEAM OF THIEVES AT BAY. ON THE OTHER HAND, ANYONE WHO REMEMBERS THAT ROY SCHEIDER NOIR FILM "52 PICKUP" MIGHT PREFER HIS SOLUTION.

push-brooms sweeping off the Autocross course at PIR.

This year, visitors from the other side of the country will get the chance to take another close-up look at the ruined mountain. The 1995 Portland Parade more than made up for 1980. It was one of the most successful Parades in PCA history, both organizationally and financially. ORPCA is still enjoying the fruits of that event; let's make 2006 just as big a success. Welcome our out-of-town guests and make them feel at home. Then whip 'em in all the competitive events!

in the LA Times a few months ago that "Increasingly, car theft is more like computer hacking than like breaking and entering a home or business protected by physical locks and keys. For every step taken by engineers to increase the difficulty of stealing a car, criminal networks have responded with schemes to defeat physical and electronic systems."

Many late-model automobiles use a "smart key" to tie into the car's electronic control module, or ECM, the central brain for the engine, transmission and fuel systems, he writes. After several of the stolen cars were tracked down and recovered, industry investigators took a closer look. They found that after break-

# Portland Historic Races July 7 - 9

**T**his year's featured event will be a celebration of the Chevrolet Corvette. Also celebrated will be the 50-year history of the Allard.

Cost: \$40 -Two-day admission for entrant & guest. Includes corral parking, dash plaque and parade lap.

Deadline to order tickets: May 21 and must be ordered through Bob Grasso of ORPCA.

Goodie Store: Open for business!

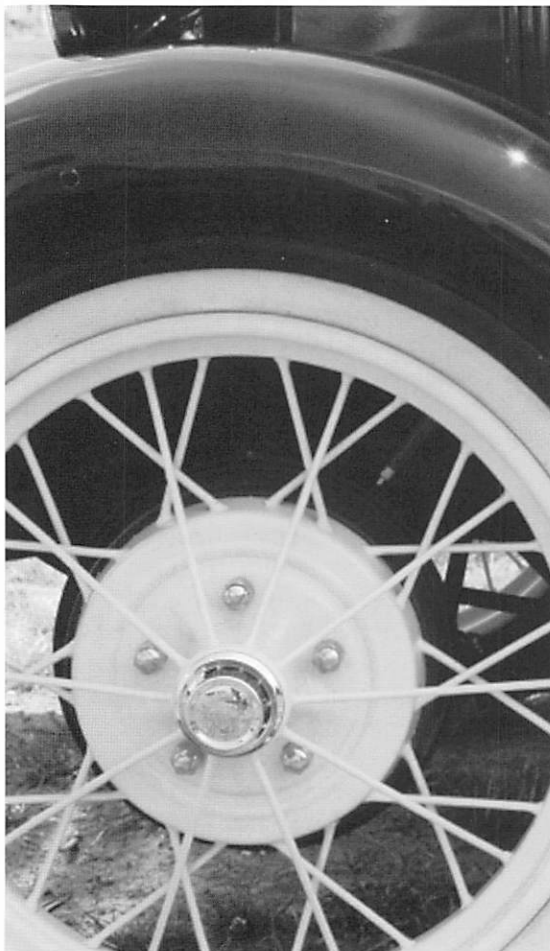
The Organizers Autocross will be back this year! \$5 per run with all the proceeds going to the Children's Cancer Association. Trophies for top three finishers overall, along with a trophy for the fastest club and for the club with the highest donations.

To Order Tickets, send check, payable to ORPCA, to:

Bob Grasso  
2506 NW 159th Circle  
Vancouver, WA 98685  
rowbare47@yahoo.com

Or call Bob with your credit card info at 360.573.1110.

*Event sponsored by Baxter Auto Parts*



## Porsches at the Forest Grove Concours d'Elegance Sunday, July 16

**O**ver 300 antique, collector and special interest automobiles will be on display on the beautiful tree shaded grounds of Pacific University in Forest Grove, Oregon.

The event features 40 classes of restored antique, classic and special interest cars. They are entered for judging, or just for display. Judging is based on quality and authenticity of restoration. Cars from every era of automotive history are represented, from the earliest horseless carriages to the latest sports cars. Due to space limitations on campus, the Club can accept no more than 350 antique, classic, sports, special interest, rod, or custom cars for display and judging at the 2006 Concours. Toward that end, a maximum of 15 cars will be accepted in each class. In addition, there will be approximately 50 automobiles in keeping with the theme of the show for this year: "High Performance Automobiles". The Registration Committee will review all entries prior to acceptance to ensure Concours show quality. Cars entered for Concours judging will be judged for authenticity, preparation, and elegance. Rods and custom cars will be judged for style and finish. Class Awards will be presented for First, Second, and Third Place. At the discretion of the judges, awards for best original car may also be made in selected classes.

For more information or to register online, visit [www.forestgroveconcours.org](http://www.forestgroveconcours.org).

# PORTLAND PARADE UPDATES

## Registration still available for Paddock

Chet Martin

**N**ot registered for Parade Portland? Don't worry—we still have a limited amount of space available in the Parade Paddock (Shine & Show) for display of your Porsche, and reservations are now being accepted.

The entry fee is \$45. Join an intimate group of over 500 Porsches and 2,000 PCA members sharing the fun of Concours Day, watch the first ever installment of the Parade Zone

Challenge, meet Vic Elford, representatives from Porsche AG, and other dignitaries, admire a number of outstanding historic Porsches, and enjoy the best reason ever to take a Monday off work.

Advance registration is required.

Please send your \$45 entry fee (checks only) payable to "Parade 2006" to:

Chet Martin  
605 NE 115th Circle  
Vancouver, WA 98685  
360-635-5633  
RegParade2006@earthlink.net

Be sure to include your name, mailing address, email address, telephone number, and a brief description of your Porsche, including year, model, and color. ■

---

## PowerPoint whiz? We need you, give us a call

Don Clinkinbeard

**I** am looking for a person with very good Power Point skills to lend a hand at making our Parade Banquets the best. For each Banquet there is a big screen information and award display. These change for each Banquet and need to be prepared before each of the three Banquets.

I am estimating that the total time commitment here is on the order of eight to 10 hours. This is equivalent to working two volunteer shifts. Your work will be visible to every participant of the three main banquets.

If you are qualified and want to help make our Parade the best then give me a call right away.

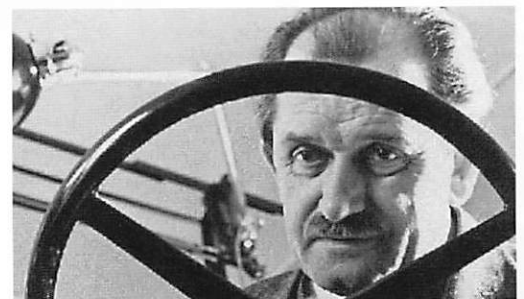
I can be reached at 503.970.4848 or drcbike@comcast.net

Hope to hear from you soon! ■



*I* couldn't find the sports car  
of my dreams,  
so I built it myself.

**Dr. Ferdinand Porsche**





**CLUB  
EVENT**

## July Social and Dinner

Wednesday, July 19

**Where:** Ricardo's Italian Restaurant  
16035 SW Boones Ferry Road  
Lake Oswego, OR  
503.636.4104

**When:** Wednesday, July 19  
6 p.m. Social Hour  
7 p.m. A limited menu will be offered  
Prices from \$16 up

*(Si another Italian restaurant,  
but a whole different environment!)*

We will be meeting in the back patio of this charming Lake Grove Restaurant. Experience a delightful European atmosphere while you visit with other club members, sip a cool drink or two and enjoy a delicious meal.  
New members, please join us!

Please RSVP by Friday, July 14

Call Nancy  
at 503.293.6714  
or email  
dinnermeeting@oregonpca.org

## Porscheplatz at American LeMans Weekend July 21-23



Photo by Earl Green

**P**orsche Cars North America will host a "Porscheplatz" with the cooperation of the International Motor Sports Association (IMSA) and the American LeMans Series.

Porscheplatz this year will include a PCA Membership Station in the hospitality tent on Friday and Saturday. Also, there will be scheduled appearances by Porsche engineers and race drivers for informal talks and auto-graph/photo opportunities. In addition, just like last year, IMSA will offer supervised Parade laps of the track with a two-lap maximum, open to the first 100 registered Porsches on a first-come, first-served basis. Registration for the Parade Laps will be at the hospitality tent for credentialed Porscheplatz participants only. Special features for the weekend will include a "Long-Distance Award," raffle drawings for an

"honorary Pit Crew Member" with a Porsche race team, and a "Hot Pit" escorted tour.

For more information, please contact Zone 6 Representative, Linda Bein, [porsha@bendnet.com](mailto:porsha@bendnet.com) and also, check out the IMSA website [www.imsaracing.net](http://www.imsaracing.net) for the latest event schedule.

Parking in the Porscheplatz will be for Porsches only. "For Sale" signs are prohibited. No camping allowed. You must be present to win awards during all drawings.

Tickets for the ALMS race and registration/tickets for Porscheplatz parking can be obtained by contacting Bob Grasso @ 360.573.1110 or email [rowbare47@yahoo.com](mailto:rowbare47@yahoo.com)

Additional information is available from Global Events, 503.821.4344 or fax 503.232.2336.

# Women and the orange cones: May AX

Story and Photos by Jim Ayers

**M**any years ago when I took my first foray into the sport of autocross the only women you saw at the course were just out to observe. Given our ages at the time most of the ladies were being obliging to their boyfriends. Times have certainly changed over the last 40 or so years. Not only are women driving in the autocross they are competing at the top levels.

Four years ago I returned to the sport and observed former ORPCA member Pam Eames drive into contention for the top time of the day every time she competed. A healthy competition existed between Pam and her husband Curtis, both of whom are excellent autocrossers. No squabbles, no arguments, just calm discussions as to how each of them could get around the course more quickly.

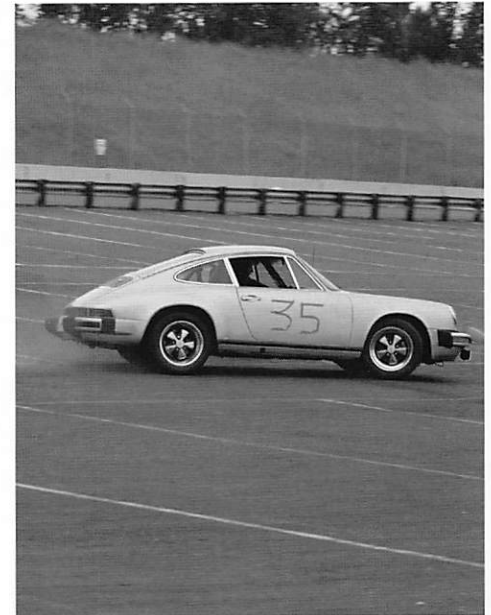
During that period Katie Siegersma, Chuck West's daughter, and her husband Joel were also duking it out for top time driving Chuck's car the Green  
*(Continued on page 20)*



A HEALTHY COMPETITION EXISTED BETWEEN PAM AND HER HUSBAND BOTH OF WHOM ARE EXCELLENT AUTOCROSSERS ... JUST CALM DISCUSSIONS AS TO HOW EACH OF THEM COULD GET AROUND THE COURSE MORE QUICKLY.



"The 914-6 Gang," Gary Chapman and J.P. Stein.



Check out Autocross results on page 20

Photo by Jim Ayers

# Sunriver Exotic Car Show

September 15-17



**T**his event has become one of the favorites of the year. Don't miss it! Once again, the Sunriver Chamber of Commerce has invited the Porsche Club to participate in one of the most fun car club events of the year. Join the Jaguar, Ferrari, Mercedes, Corvette, BMW and other marque clubs at one of the best vacation resorts in Oregon.

**Friday.** Join the optional tour that leaves Portland at 9 a.m. with stops for lunch and then at Carrera Motors in Bend, where their detail shop will be available for cleaning up our cars beginning at 1 p.m. Or, get to Sunriver on your own. Either way, registration will be held at the Sunriver Village Courtyard.

**Saturday.** Put your Porsche in the Sunriver Exotic Car Show, held in the courtyard of the Sunriver Mall. Relax, it's not a concours, just a shine and show. Your choice of the traditional relaxed judging or display only.

After the show, come to the hosted Beer, Wine and Cheese Party. It's the ultimate block party, with all the available parking taken up by exotic machinery. Bring a camera.

Finally, enjoy a great meal at the banquet held in the Sunriver Resort Pine Path Room. Cheer on the winners of the car show and various other undisclosed competitions, in a very unconventional form of presentation where the audience always gets into the act.

**Sunday.** Cap off the weekend with the legendary Sunriver Sunday Dash. It's a two-hour or so romp through the woods, letting our cars do what they were meant for—being driven spiritedly!

Finish it all off with a fantastic lunch at the end of the Dash. Then take your favorite route home.

**Lodging Choices.** Rent a room from the Sunriver Lodge, get a small group of friends to share a rental house for the most economical alternative, or let our rental agents group you with other car enthusiasts in a shared rental home.

Event cost will be \$75 per person.

To register, call the  
Sunriver Chamber of Commerce, 1.877.669.3378.

For more information, contact  
John Draneas, 503.638.0396 (evenings),  
or draneas@msn.com

**CLUB  
EVENT**

## AMATEUR WRENCH Don Clinkinbeard



# Good turnout makes DE Day fun for all

I begged Kelly, our new Anzeiger editor, to forgive me for being late with the copy for this month's column, because I had the BMW DE day on the 19th, an Autocross on the 21st, a DE on the 22nd and one on the 23rd, and I wanted to share the debug experience with you.

Besides, I had to do the graphics for the 750 Mille right after the DE day (no rest for the wicked).

I managed to drive the car to work for a few days before the DE day to get some time on the motor. I still blow a bit of oil smoke on startup so the rings are not seated yet.

Well, the 19th went ok. It was Ian's birthday and I gave him a DE day for a birthday present. As the day went on we developed a slow oil drip from the front of the motor. Last month I mentioned that I thought it was due to a sealing problem with the oil pump. Well, that turned out not to be the case. The oil galley seal plug was the leaking culprit.

I ENDED UP INSTRUCTING A FELLOW IN A HONDA PRELUDE. IT WAS FUN WORKING TO REMEMBER THE FRONT WHEEL DRIVING SKILLS I HAD WHEN MY TRACK CAR WAS A VW SIROCCO.

So I bagged the Autocross on Sunday and spent some four hours disassembling the front of the car again and replacing the seal plug. This is not an easy thing, as you have to knock it in with a hammer and there is not a lot of room to get it swinging.

This time I found the secret section in the manual that says you need to use Loctite 272 to help seal the plug. I got it installed with some effort and got the car ready for the Tuesday Gran Prix Imports DE day. Hey a DE that I won't have to work, I can spend time debugging the stuff that is bugging me on the



Wet or dry, DE Days can be both exhilarating and educational, like this one in 2005.

car. It rained all day Monday and the event was canceled for safety reasons. This actually turned out for the best, as I had to work my whole day off on work stuff for my boss.

Anyway, I didn't get a lot of time to test drive the fix. It turns out that the plug install was not a good one and the thing blew out after one and a half laps. I noticed the cloud of smoke behind me immediately and figured it was oil, so I moved off line and managed to nurse the car to the track exit before I shut it down as the oil pressure dropped right about then and coasted to the paddock and parked it.

I am getting ready to fix it this weekend in preparation for the Tri Club DE on the 23rd of June. Maybe this time I'll

get it right. One thing is for sure. I will take the car out and hammer it hard before the DE Days to help expose any catastrophic mechanic errors that I can before I go.

Anyway, the DE on the 24th had lots of variable weather and a very good turnout (80 drivers). Folks were treated to learning both the wet and dry lines on a single day and there was good track time for all.

I personally ended up instructing a fellow in a Honda Prelude. It was fun working to remember the front wheel driving skills I had when my track car was a VW Sirocco. We had a great time learning both lines and finding the limits on the last run session. Two spins in the same spot (Turn 6 apex) for different reasons. He was an excellent student and made really good progress from run Session 2 to run Session 4. When the day was over he had a grin on his face that wouldn't quit. Makes the work I put in for the DE program all worth while.

All for now ... ■

# Announcing the Anzeiger Cover Photo Contest!

**G**rab 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 Kelly Dionne, [editor@oregonpca.org](mailto:editor@oregonpca.org)



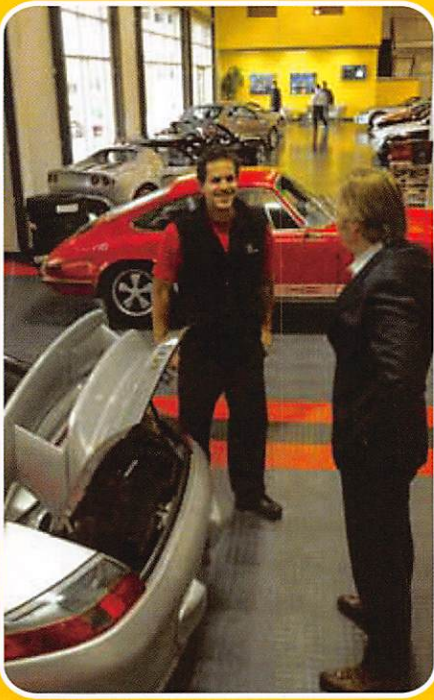
## Otter Rock Weekend

October 13-15

Mark your calendars for the biggest, private beach party weekend!

More details in the August Anzeiger.

Or, contact, Debbie Clinkinbeard, 503.356.1764  
[dmc993targa@comcast.net](mailto:dmc993targa@comcast.net)



## Give your Porsche new 'LEGG'S' at Gran Prix Imports

Gran Prix Imports in Wilsonville is pleased to announce the addition of Joe Leggs, a Porsche Master Technician with broad-based racing experience, to its highly experienced staff of service technicians.

Joe recently moved to the Portland area from San Diego, where he worked for more than 12 years with the area's leading Porsche and exotic car dealers, as well as independent shops specializing in restorations and road racing. Joe obtained his formal training while working as a technician for more than six years at Pioneer Porsche in San Diego. Prior to that, he worked for Alan Johnson Racing as an apprentice and jack-of-all-trades. It was at Alan Johnson Racing that Joe got seriously interested in racing and building engines for both the street and competitive events.

He built on the experience he gained with Porsche while working for two-and one-half years at Symbolic Motor Cars of La Jolla, one of the country's leading exotic car dealerships. At Symbolic, Joe expanded his base of knowledge by working on other exotic brands, including Ferrari and Lamborghini. He also was part of Symbolic's Race Crew, traveling in the U.S. and

Europe in support of the Tour Auto Races.

Joe describes himself as a "purist at heart" when it comes to Porsche. "The factory does an excellent job of creating the total package," Joe says. At the same time, he has done some serious rebuilds on Porsche engines, including a 3.8 RSR with 380 horsepower, and a 3.8 993 twin turbo with a whopping 675 horsepower. "The cars are great to work on, and I especially enjoy working with customers who want to get more out of their cars, either for every day use or on the track," Joe adds. "My job, whether it's a straight service job or a complete engine rebuild, is to make the customer's vision a reality."

### Gran Prix Imports: Your Porsche Performance Resource in Portland

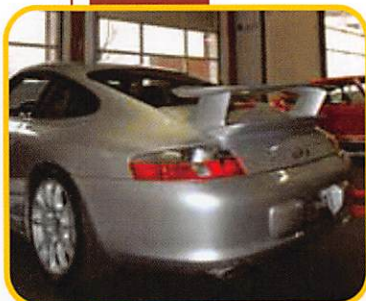
Gran Prix Imports is dedicated to meeting the needs of Porsche high-performance enthusiasts in the Greater Portland area.

The dealership has the staff and in-house capabilities to make performance repairs to your Porsche, and to perform the necessary pre-and post-track day inspections for those who participate in road course and autocross activities at Portland International Raceway.

Sign up for one of Gran Prix Imports upcoming events including upcoming sponsored track days – and while you're here get to know Joe Leggs, our new Porsche Master Technician.



Sundays in July  
Exotic Cars & Coffee  
7am  
Gran Prix Imports



[gpimports.com](http://gpimports.com)

25300 SW Parkway Avenue, Wilsonville, OR 97070 | 503-570-1019 | 866-799-5371

# Cabin Fever Tour: To a cave in the middle of nowhere

by Sue Hodge

Photos by Ron Gotcher & Dan Sheehan

**P**art of the objective with this tour every year has been to chase the sun. Invariably we are hardly out of winter when this event comes around. So we go in search of dry roads and warmer temperatures.

There has only been one year that we were not successful in that goal; the year we went to Condon and encountered rain, sleet, thunder and incredible

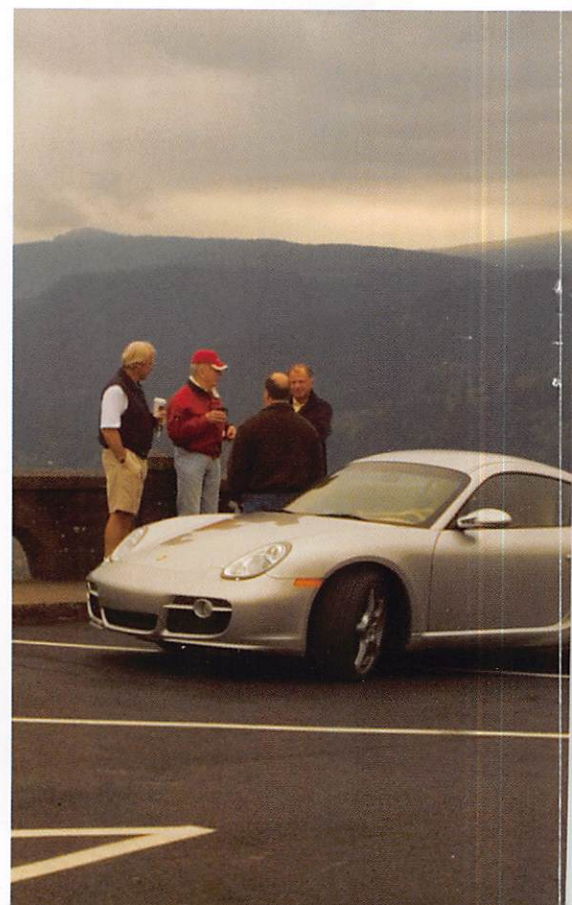
Gimmick Rallye. It traveled out Marine Drive and then on I-84 with stops at some of the most beautiful vantage points along the Columbia River gorge. We stopped first at a place Gregg discovered on one of his Rallye route investigations that few, if any, had ever seen before. The viewpoint was courtesy of the Portland Womens' Forum. From there you could see the next stop-

WE WALKED THE LOVELY GROUNDS ... WE GOT A CLOSE LOOK AT THIS HUGE, PRE-HISTORIC LOOKING STURGEON, WEIGHING HUNDREDS OF POUNDS AND ONLY INCHES AWAY ON THE OTHER SIDE OF THE GLASS!

lightning strikes, more rain and then sunshine in a matter of 20 minutes. It's always a gamble, but five out of six ain't bad!

This year we left the Red Lion parking lot at Jantzen Beach with just a few scattered rain drops beginning to fall. The first leg of the trip tested the route that had been decided on for Parade's

ping point, the newly remodeled Vista House. We got there just as they opened at 10 a.m., stretched our legs, took some photos and investigated the beautiful new interior. The next 10 or 12 miles was along the Old Scenic Highway, which is barely two lanes wide, and in need of attention. We can only hope some repair is done before Parade!



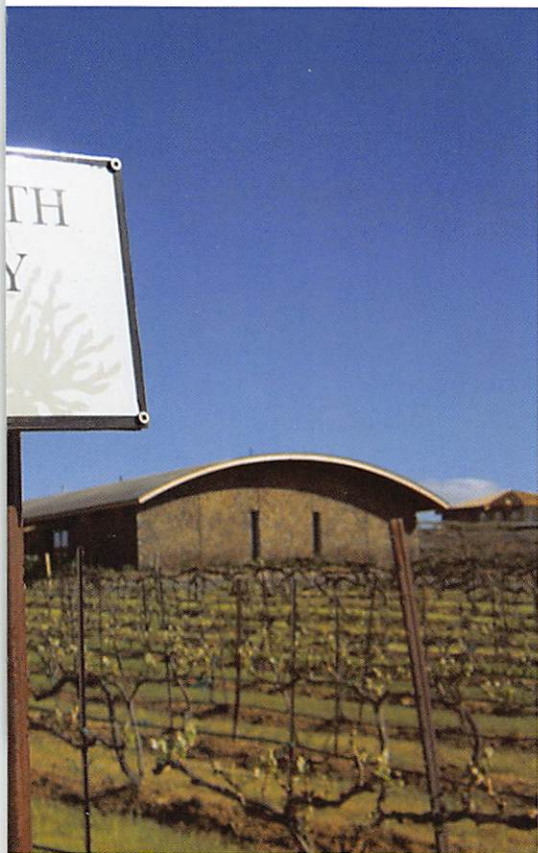
WE PASSED THROUGH YAKIMA, STOPPED AT THE INDIAN CULTURAL CENTER THERE, AND THEN HEADED OUT INTO THE YAKIMA VALLEY FOR A VERY FUN DRIVE. 25 MILES OF ALMOST TOO MUCH FUN, I WOULD SAY.

From there it was back onto I-84 for five miles and a stop at the Fish Hatchery. When Gregg and I arrived we found a whole group gathered around Warner and Nadine Lowe's beautiful new Cayman. Somehow, they had managed to get a serious flat on one of the brand new tires and that was the end of their touring. Both would have really enjoyed this one—Warner for the drive and Nadine for the destination—and we were very sorry to have to leave them.

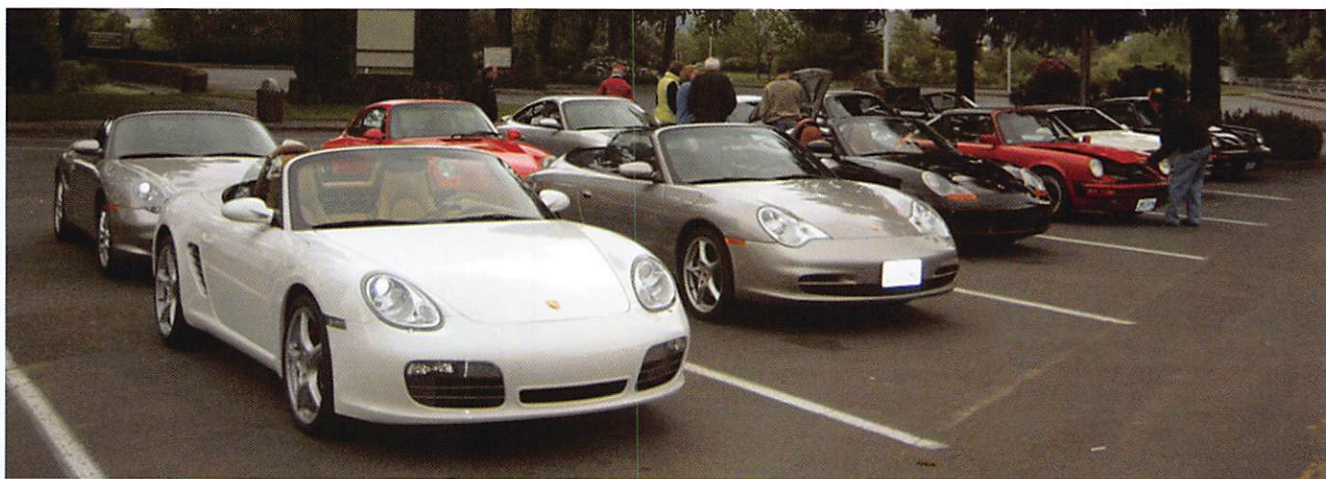
While they waited for the tow some of the group walked the lovely grounds to look at the locks, with the jumping salmon, and the holding ponds some of which have trout and one with sturgeon

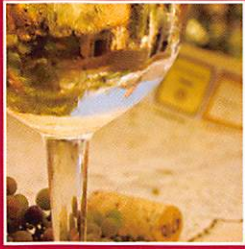
in it. That one had a lower viewing area allowing a close look at this huge, pre-historic looking fish, weighing hundreds of pounds and only inches away on the other side of the glass!

Heading towards Goldendale, Washington, the route became the product of Bill Munson for awhile. Bill and Peggy live part-time in that area. Bill even picked out the great Mexican restaurant where we stopped for lunch. We passed through Yakima, stopped at the Indian cultural center there, and then headed out into the Yakima Valley for a VERY fun drive. 25 miles of almost too much fun, I would say. Gregg and I  
*(Continued on page 22)*



Left: A well-marked sign for one of the many hiking paths at CaveB. Photo by Ron Gotcher. Lower Left: The steps back to the main lodge. Photo by Ron Gotcher. Center: Relaxing at Crown Point. Photo by Dan Sheehan. Below: The group parked at the Fish Hatchery. Photo by Ron Gotcher. Bottom Right: Dan and Janie Sheehan, Paul and Anne Frank in the CaveB wine tasting room. Photo courtesy Dan Sheehan.





## THE WINE TRADER

This beautiful wine bar, located adjacent to Yachats River House, will feature a huge selection of fine wines, enjoyed with an exquisite ocean view.

OPEN SOON  
ON THE OREGON COAST

YACHATS  
RIVER  
HOUSE



**distinct cuisine** using French techniques with eastern influences

**provocative wine** focusing on acclaimed grape-growing regions

**accommodating service** to guide you through a delightful dining adventure

Yachats River House ■ 131 Hwy 101 North ■ Yachats, OR 97498  
RESERVATIONS 541.547.4100

[www.yachatsriverhouse.com](http://www.yachatsriverhouse.com)

# AUTOBELLA

[www.autobellausa.com](http://www.autobellausa.com)

- Complete Detailing
- Engine Bay Detailing
- Paintless Dent Removal
- Interior Dyeing
- Rock Chip Repair
- Overspray Removal
- Small Panel Repairs
- Small Interior Repairs

2046 NE MLK Jr. Blvd • Portland OR  
503.335.6969

17425 SW Pilkington Rd • Lake Oswego OR  
503.636.0540



## Tall Ships and Treasured Places

**A CARIBBEAN CRUISE  
FOR PORSCHE CLUB MEMBERS**  
MARCH 11-18, 2007



### The Cruise of a Lifetime on the World's Largest Sailing Ship

Sail out of Barbados through the beautiful Grenadine Islands on one of the Star Clipper's classic beauties—the Royal Clipper, with a capacity of only 227 passengers. No crowds, no long lines, just lots of fun with other club members!

For more information, contact  
Nancy Herron, Journeys by Ambassador  
503.293.6714 ■ 888.550.8646  
[bonvoyages@msn.com](mailto:bonvoyages@msn.com)

## New-fangled gizmos!



**A**fter breaking down and buying a “New Tech” car, your Tech Editor (an “Old Tech” guy) is finding there are a lot of issues with new technology.

Having gone to lunch with a bunch of ORPCA members, I got out of the “new to us,” Boxster and hit the lock button on the key. I didn’t see the lights flash nor did I hear the doors lock. The horn didn’t honk to warn me of any doors not being secured and it didn’t honk at me twice to tell me there was a fault that needed to be corrected at the dealership.

I went over to the car and opened the door. Hmm ... Not locked. Anyone who knows me knows I am a bit stubborn, so I hit the lock button on the key again. No lights flashed, no horn honked and no doors locked. The new-fangled key has a red LED that flashes when you lock or unlock your doors, trunks, etc. I noticed the light didn’t flash, rather it just stayed illuminated. Puzzling, but I didn’t have time to ponder the issue and reread the owner’s manual for the third

Driving home I began to wonder if perhaps the glaring red eye of the LED was telling me the key battery was dead. I didn’t recall that having been indicated in the owner’s manual but why would it be? No one reads the manual anyway.

activated position. No such luck; but a brief flash crossed his faced as he recalled a service bulletin from Porsche regarding this problem. Jeff pulled the battery from the back of the circuit board and installed it upside down (reverse polarity), referred to the owners manual for what not to do when installing a new battery, and pressed the lock/unlock button for about three seconds.

Seems this procedure resets the circuit board in the key. I have a feeling that even though the key says nothing about having a Windows operating system, Mr. Softie has had a hand in this. Jeff advised this is a stop gap repair and the key may need to be replaced at a later date. At least the key did not give me a “Fatal exception. Your car has to shut down.” message. ■

ARRIVING AT HOME, I REMOVED THE OWNER’S MANUAL FROM THE NIFTY LITTLE STORAGE SLOT UNDER THE STEERING COLUMN, NO GLOVE BOX IN THIS BABY ... TOO “LOW TECH.”

time, due to an increasing hunger amongst my companions. At least Porsche kept the option for people to lock the doors manually.

Returning to the parking lot and my car, I once again hit the lock/unlock button on my key and tried to open the door. The LED stayed solid red and the alarm system activated. How stupid does this “New Tech” car have to make me feel in front of my friends? Unlocking the car manually at Tom Jewett’s recommendation and putting the key into the ignition stopped the blaring horn and flashing light display, but the LED remained a steady, ominous red. None of the other “New Tech” car owners could give me a clue as to what was going on.

Arriving at home, I removed the owner’s manual from the nifty little storage slot under the steering column. No glove box in this baby ... too “Low Tech.” I pondered all of the information related to the key, the process of locking the doors, trunks and center console storage bin and the alarm system. Nothing described my symptoms not even the still garishly glaring red LED in my key.

Driving down to Sunset Imports, I still figured it had to be a dying battery. Still being stubborn, after I parked the car I tried to lock it again—same result, damn “new -fangled gizmos!”

Jeff Clarke at the Parts Counter thought there must be something stuck holding the lock/unlock button in an

# PRESIDENT'S MESSAGE

*(Continued from page 4)*

On last year's Mille, Gayle Kovacs Corvette ran over a 6-inch telephone spike that destroyed its right rear tire and this year she had the only flat tire in the group on, you guessed it, her right

rear tire. I think she needs to buy a Porsche for next year's event!

A very big thank you to the 2006 Mille team of John and Lainey Johansen, Bill and Peggy Munson, Don and Debbie Clinkinbeard, John and Carlyn Draneas, and Richard and Claire Puetz. Year after

year they continue to make the 750 Mille our Region's Number One driving event!

Happy Trails,  
Jeff ■

# MAY AUTOCROSS

*(Continued from page 11)*

Weapon. With the occasional exception these two ladies were generally the only two female competitors.

Fast forward to May 21, 2006, and my how times have changed, a total of eight women competed, six in Porsche cars and two in non-Porsche vehicles. Of the six Porsche pushers, five were sharing the car with and against their husbands.

Having seen the results of their competition it was easy to see why auto crossing as couples is a healthy couples event. Nichole Thompson and Jeannie

Gretz were less than one second behind husbands Steve and Jeff. Due to a computer glitch Gus Hall's times were not captured but my recollection would have his times right in range with Sharon's. Kathleen Ellis, who has now taken two SCCA autocross classes lost out to husband Bob by 1.5 seconds in his last run. Don Peterson was able to get Denise to come out and give autocross a try and she was able to come in a respectable 4.5 seconds behind him.

Not one argument occurred; everyone was smiling and enjoyed the coolish but dry day. It was great to see families having fun and the dramatic improvements in the ladies times and skills. Ladies if your husband either has no interest in auto crossing or just hasn't invited you, feel free to take the car and come out yourself. Cherie Oldenburg can attest to how much fun it is. ■

# May Autocross Results\*

Pos.	Driver	Car Model	Raw Time				
				27	Jim Ayers	1976 911	45.969
1	Chuck West	1979 911	41.10	29	Harry Danberg	1973 911T	46.184
4	Barry Cogut	2004996	41.632	30	Bob Grasso	2000 Boxster	46.220
5	Pat Bertoli	2000 Boxster	41.632	31	Jeanie Gretz	1997 993	46.374
6	Britain Smith	1974 914-6	41.698	32	Kathleen Ellis	2002 Boxster	46.569
7	Gary Chapman	1970 914/6	42.285	33	Lon Jackson	1983 944	46.971
8	JP Stein	1974 914-6	42.436	34	Chuck Jarvie	1994 968	47.709
10	Chad Edwards	74 911S	43.594	35	Don Peterson	2002 Boxster	47.967
12	Joel Siegersma	1966 911	43.832	38	Matthew Clarke	2000 Boxster S	48.913
13	Tom Karwin	2005 Boxster	44.191	39	Dick Thomas	2001 Carrera 4	49.484
14	Steve Thompson	1973 914	44.265	41	Cherie Oldenburg	84 911 Carrera	50.398
15	Eric Freedle	1986 911	44.499	42	Denise Peterson	2002 Boxster	52.458
16	Bob Ellis	2002 Boxster S	44.954	43	Doug Skinner	1973 911	DNS
17	Jim Pileggi	84 911 Carrera	45.033	45	Don Clinkinbeard	1988 944 Turbo	DNS
18	Nicole Thompson	1973 914	45.136	46	Gus Hall	1973 914	DNS
19	Bob Schatz	1977 911S	45.147	47	Timothy Grubb	2000 Boxster s	DNS
21	Jeff Gretz	1997 993	45.441				
23	Jim Chambers	1970 914	45.485				
24	Jim Prouty	1995 911/993	45.639				
25	Sharon Hall	1973 914	45.654				

\*Porsche results only

# backfire: City responds to PIR letter

*The following is a recent email exchange between Jim Ayers and Sam Adams, Portland City Council, regarding the future of Portland International Raceway.*

Gentlemen,

I am a member of one of the multiple car clubs who have historically used P.I.R. and would like you to know how important that venue is to the Portland Metro area.

P.I.R. is, to my knowledge, the only Portland City facility which is profitable which has never cost the City any money over what it returns on an annual basis.

Users of P.I.R. have funded the track since its inception and continue to fund it. We in fact funded the development of the Master Plan with not just \$1 million but also numerous hours of time.

P.I.R. has historically been the positive spotlight on National and International Television with coverage of Champ Car Races and IMSA races. Not that I expect any of you has watched either of these events in the past, the Goodyear blimps have given great exposure to the greater Portland area.

Moving P.I.R. is an impractical issue. The cost factor alone is beyond the City's ability. This facility has been in use for nearly 50 years as a race venue. It has been improved with revenues generated by the users. We have over the years improved and strengthened our noise standards in an effort to be good neighbors.

At peak attendance, pro racing has drawn crowds of 75,000. Those fans do vote and they like what the current facility provides. While I am sure the 50 or so people who have complained about the track vote, they are a small bloc and only have your ears because they whine a lot.

Champ car and previously CART have generated \$8,000,000 in revenues over the years of which \$4,500,000 was spent on the track. I suspect your denial of the noise vari-

ance will lead to the demise of this series and the loss of revenue to the City. Funny but I rather suspect you would be happy to have it go as it would give you ammunition to close the track completely.

Where are you going to have the night drags? What will you do with the Kids who start drag racing on the streets again?

Jim Ayers

Dear Mr. Ayers,

As you are well aware, the Portland International Raceway is at the center of growing public concern. Primarily, some are dissatisfied with PIR as a viable economic contributor to

THE PLAN FOCUSES ON THE FOLLOWING: A NOISE EMISSION STUDY, A STUDY ON THE ECONOMIC VIABILITY OF PIR, AND PUBLIC INVOLVEMENT. UNTIL THESE STUDIES ARE CONDUCTED, NO DECISION WILL BE MADE.

Portland; some take grievance with PIR's noise emissions. Neither of these concerns is new, but the way these concerns are addressed by City government must be. The plan that I presented, which was passed by Council as a Resolution in April of last year, delineates a clear strategy on how to address the public's growing concerns.

The first component of the North Portland Noise Reduction Strategy Plan is a thorough, independent study that focuses on the noise levels emitted during activities hosted by PIR. This study will also take into account other major sources of noise emission (such as traffic roadways) to gather a broader sense of noise levels in the area. This report is expected to be released at the end of this month. The second aspect of the strategy plan is an economic viability study of PIR. This economic viability study is slated to begin before the end of June and follows similar annual studies that analyze the economic impacts of PIR on the Portland community.

It is only reasonable to expect that this period of inquiry and discussion

includes a great deal of community involvement because PIR has such reaching impacts throughout the Portland area. In addition to public opinion polls and an informal public brainstorming session in November, an eleven-person Steering Committee will work directly with me and my staff as a way of ensuring collaboration between Council, PIR and the public. Also, as articulated in the resolution, I have requested that PIR provide surrounding residents with a place to input comments and questions, information on racing events and activities, and information on the next Noise Review Board hearing.

The concerns that revolve around PIR are complicated, especially in the context of a growing metropolitan area that is keen on livability. At this moment, I am not prepared to make a decision on the matter of the location of PIR in light of ongoing noise concerns. It is essential that all of the facts are gathered before any decisions are made.

To reiterate, the North Portland Noise Reduction Strategy Plan focuses on the following: a noise emission study, a study on the economic viability of PIR, and a public involvement. Until these studies are conducted and the information from these studies has been digested, no decision will be made. I appreciate your and any feedback on this matter. Again, the results of these studies will better illuminate this matter, allowing for better informed decisions to be made in regard to the PIR.

Sincerely,

Sam Adams

## CABIN FEVER TOUR

*(Continued from page 17)*

discovered this beautiful drive last Fall after Andy and Margs Hillclimb. I was determined to see this CaveB place that I had read about. Gayle Kovacs and Don Crawford came along after I assured them it was just a two-hour drive from the Jacobsen's. Not so ... When we showed up at the front door in the early evening they told us they were completely booked. Could we come in and look around? That was OK, so we did and decided this place was great but we learned that you book early here or you lose.

The day of our event was extremely windy—more than usual for this area. The weather was warm and clear, but the winds were a sustained 20-30 miles an hour! Much of the hiking of the area was put aside for another visit, as we were warned not to leave our doors open at the “Cliffhouses” where most of us were staying for fear of banging and breaking something (glass)? I heard that

something like that actually happened to one of our couples in attendance. CaveB is located out in the middle of nowhere—unless you count the fact that it is literally next door to the Gorge amphitheater.

The scenery is breathtaking, and the design of this place is unique. Designed to meld with the landscape, the Cliffhouses are built into the side of the hill at an angle supposedly to help with the weather (wind and such) and also to give the most advantageous vantage point for viewing the canyon. The architecture and design is word-class. CaveB is a vineyard and winery as well, lovely to look at but they have some work to do on the wine to have it reach the standards they boast about. It also has a restaurant in-house, which is award-winning (the Tendrils). Very good; and they did handle our big group pretty well, a small group on a retreat from IBM, as well as some kids from the local high school on their Prom night. A very class

place to take a Prom date, I would have to say.

Our specially secured rates even included a homemade Continental breakfast the next morning of fresh fruit and a variety of yeasty breads and rolls, just like Grandma used to make. Gregg and I had the pleasure of meeting a whole group of new, and relatively new, members on this outing.

As is usual with the Cabin Fever tour, Sunday is on your own, but this time Bill Munson handed out routes to those headed back home. We can't thank Bill enough for all his help on this tour. One couple that we met (Dan and Janie Sheehan) was going on to Walla Walla the next day for the Spring Release weekend at all the area's wineries, so we had a great extended weekend including dinner with them in Walla Walla the next day. Hope to see YOU on the tour next year! ■

## EDITOR'S MESSAGE

*(Continued from page 4)*

that year was the delivery of my son, Dimitri. Realizing San Francisco was not the place we wanted to raise our child, we had the opportunity of moving to Coeur d'Alene, Idaho for Blue Shield. So in 1994, I sold the BMW and bought a 1979 Jeep Cherokee, with a high performance 401 AMC engine and moved to the north. By the end of the 90's, my wife and I decided that to properly raise our son, we would have to live away from one another and so in 1998, we divorced and I moved onto a new profession ... the Internet.

I sold the Jeep, bought a 1999 Chevrolet S-10 pick up (no performance what so ever) and soon sold my new founded company to an Internet company that went public six months later. During that time, I met my wife to be, Marilee, and watched the Internet bubble burst (along with all of my stock options.) Decided that the health insurance profession was much more sane and went to work for my best friends (where I currently work today).

So, you must be wondering, where's the Porsche? On a Friday afternoon in

2003, Marilee and I were enjoying a micro on the patio of our favorite pub. A 1970, Bahia Yellow, 911 parked in front of us, and a tall, balding man, my age stepped out. My wife said to me “You would look good in that car!” Four weeks later, I became the proud owner of a 1968 912, which I bought on the Internet in Reno (I couldn't wait to sell the pick-up). The drive from Reno to Coeur d'Alene was all I needed and my fanaticism for Porsche was under way. I joined the Inland Northwest PCA and started to go on drives, then to DE's and autocrosses and going to all of the meetings. During this time, I developed wonderful friendships and within a year, had to have another Porsche. Again, I searched the Internet and found what I had been looking for... a triple black, 2000 Boxster. The next thing I know, I am volunteering to be the next Uber newsletter editor for the club, and spending thousands on converting my 912 to become a street/track car.

By 2006, my bosses told me, “Go west, not so young man” and this spring I opened our Portland office. Word got out (thanks Earl Green) that the Uber Alles editor was moving

to Portland and he invited me to meet some ORPCA individuals. I went to the next, Board of Directors meeting, and when the agendas were passed out I noticed that my name was filling the vacant editor position for the *Anzeiger* (thanks Jeff Gretz). I accepted the position.

Here I am, finished my second issue and I hope I am making a passing grade. I have a tremendous amount of respect for the prior editors of the *Anzeiger* as this is truly a great regional magazine. The authors of the columns and articles are an absolute joy to work with. Nancy Scott, our *Anzeiger* graphic artist, is a blessing to work with and her talents are above all. My mentors, Sue Hodge and Earl Green have been invaluable in keeping me on the pavement and out of the run outs... as we say. And to you, the reader, I can honestly say I have found a wonderful home in Portland and in the Oregon Region club.

In closing, I am now looking for my next Porsche. Would you believe it will be a 1979 SC ... and most likely in Grand Prix White!

Mit Besten Grüßen,

Executive Editor

Kelly Dionne

503.906.7929

porsche@my180.net ■

## Looking back at the 1980 and 1995 Portland Parades

**W**hat?" you ask, "Did ORPCA host an earlier Porsche Parade?" ORPCA has hosted two prior Parade events in 1980 and 1995.

Reviewing the July issues of *Anzeiger* for both these years proves in one case to be rather boring and in the case of 1980 quite interesting.

Either everyone was too busy in 1995 to write about the event, or perhaps it was because the magazine's size had been reduced due to budget constraints.

President Dave Palmer mentions in his President's Message that anyone wishing to volunteer to work at Parade should contact Russ Pascoe, Volunteer Chair, as this is a unique opportunity to deal with the club on a national level and meet people from all over the country. This still holds true today.

Reviewing the list of Parade Chairs, I noted a significant number of the same people are chairpersons or assistants for the upcoming Parade Portland; Chuck

Hervey, Alex Guletsky, John Joyce, Leeds Gulic, John Draneas, Warner Lowe, Peter Linsky and Bill Shores.

Patricia Puetz wrote a column called First Monday in the July 1980 issue, the club secretary's column. Her parade update noted June 15 was the deadline for the last Parade mailing and it was also the last date cancellations would be accepted. There were still 32 openings in competition and a total of \$65,000 had been generated in sponsorships.

Boy, how times change: sponsorship for Parade Portland will be in excess of \$250,000 with the bulk of it having been generated on a local level thanks to Jeff Gretz and Bill Shores.

Mike Branam writes that the volunteer worker drive had been successful but they were still looking for typists, 10 key operators and security personnel. Wasn't 1980 the year the PC was introduced to the world? Wonder how many of our members even owned one at that time.

Both issues covered other areas of interest to the club, notably two articles written in 1995 by Jeff Butts one of which made a very valid point; "Sure a Porsche can go fast—really fast. But does that mean you should drive it that way all the time?"

Having previously owned a 924 Turbo, it was most interesting to read an article in the 1980 issue related to Porsche sponsoring three factory 924 Turbo LE Mans cars. The car was expected to reach 180 MPH in the Mulsanne straight.

Porsche intended to develop the 924T as a replacement for the famed 935 Turbos. One of the cars was to be piloted by Peter Gregg and Al Holbert. Porsche stated it had no expectation of winning the overall or even a class with these two cars. The project was described by the company as a development effort. ■

## Celebrating the 50th anniversary of Targa Florio victory

*(Part 1 of a 2-Part Series)*  
By Andy Schupack

**T**he most successful of all sports car manufacturers in the history of endurance sports car racing, the company now known as Dr. Ing. h.c. F. Porsche AG, Stuttgart, is celebrating one of its biggest and most important racing victories in its storied motor sports history—June 10, 1956, at the Targa Florio.

Despite the fact Porsche has won the 24 Hours of Le Mans 16 times overall, and the 24 Hours at Daytona 20 times overall, no victory was bigger in company history than that day in 1956 when a Porsche 550 A Spyder, grandfather of the today's Porsche RS Spyder Le Mans Prototype 2 racer and father of the current Porsche Boxster street car, scored an overall win—Porsche's first in a

world championship event. And Porsche's record 11th and last victory at the Targa Florio in 1973—was tallied by a Porsche Carrera RSR, the predecessor of the recently announced 2007 Porsche 911 GT3 RS street car.

Fifty years ago, Italian racecar driver Umberto Maglioli was the unexpected overall winner of what was then the world's longest-standing and most difficult road race, the Targa Florio. The upstart Porsche organization gained worldwide recognition with this victory since it was the first time that a driver in the under-two-liter class managed to beat vehicles with larger cylinder displacement. With an average speed of 90.9 mph and a lead of nearly 15 minutes on the second place vehicle, Maglioli not only out-classed the compe-

tion but also assured the first overall victory for Porsche in the Manufacturers World Championship.

This victory was made all the more surprising because of the fact that the Porsche 550 A Spyder only debuted 11 days before the Targa Florio at a 1,000-kilometer race on the Nürburgring. Spurred on by the victory in this class, Porsche's racing director, Huschke von Hanstein, traveled to Sicily with driver Maglioli and two mechanics to test the open-top Spyder's competitiveness once again. In contrast to other road races of the time, routes were not closed during practice, so the drivers always had to be prepared for local traffic and obstacles.

*(To be continued in August, 2006 Anzeiger)*

# Welcome New Members

Bruce E. and Sharon Hosford Portland, OR 2006 911 S	Kirk Taylor Portland, OR 2006 911
Charles W. Kellogg Ridgefield, WA 1958 911	Steven M. and Janice White Portland, OR 1958 356A
John Krueger Portland, OR 1999 911	Kenneth P. and Dina Wood Lake Oswego, OR 1986 911
Joseph A. Massaad Portland, OR 2001 911	Joseph E. Sicotte Rebecca Bordreaux Corvallis, OR 1987 911
James S. Prouty Portland, OR 1995 993	Scott E. Baldwin Dayton, OR 1959 356
James S. Prouty Portland, OR 1995 911	Scott E. Baldwin Dayton, OR 1956 356
Sara Reza Catherine Reynolds Portland, OR 1998 993	Scott E. Baldwin Dayton, OR 1995 911 C4
David A. and Susan Stewart Aurora, OR 911 1978	

## Anniversaries

### 5 Year Anniversary

Brad Timchuk  
Renee Timchuk  
Bill Henry  
Julia Henry  
Garth Hadley  
Joanne Hadley

### 20 Year Anniversary

Gale F. Hall  
Sharon E. Hall

### 30 Year Anniversary

Kent Hermsmeyer  
Barbara Hermsmeyer

### 15 Year Anniversary

Merle E. Greenstein  
Nasi Greenstein  
Paul Schuback  
Steven Schuback  
Charles McCart  
Gal McCart

*When Service Counts...*

**Motor  
Sports  
International**

- Engine
- Transmission
- Suspension
- Tune-Up
- Oil Change
- Maintenance

**ESTIMATES GLADLY!**

Factory-Trained Technicians  
Specializing in Porsche, Audi,  
BMW and Mercedes-Benz  
Since 1974



**Bosch  
Authorized  
Service**

As your Bosch Authorized Service Specialist we are equipped with the latest test equipment. Our trained technicians are specialists in testing, diagnosing and servicing  
**ALL EUROPEAN CARS.**

### SPECIALISTS IN SERVICING THESE BOSCH SYSTEMS:

- Gasoline Fuel Injection
- Diesel Fuel Injection
- Electronic Systems
- Anti-lock Brake Systems
- Hybrid Ignition
- Accessories

**643-2656**

*Wayne Ditsworth, Owner/Operator*

**12930 NW CORNELL RD  
PORTLAND, OR 97229**

(Old Cedar Mills Fire Station)

# Millennium Graphics & Forms, LLC

Your Source for all Printed and Promotional Goods

Business Cards • Letterhead • Envelopes • Brochures • Forms

Wearables • Banners • Screen Printing • Embroidery

Large Assortment of Promotional Products

**Earl Green**

earl@millennium-graphics.com

**Liz Green**

ORPCA Goodie Store

liz@millennium-graphics.com

503.649.0168 • Fax 503.591.0623



## A New Oil for a New Generation

AMSOIL 5W-40 Meets or exceeds the following specifications for domestic and foreign gasoline engines:

- API SL, CI-4, CF
- ACEA A3, B3, B4
- BMW LL-01/98
- Daimler Chrysler 229.3, 229.4, 229.5
- Porsche 502.00, 505.00, 503.01
- Volvo
- Saab
- Volkswagen

Ask for it at ORPCA Fund Raising Partner Service Shops.



**DIRECT SALES 1-800-722-1092**

## Tax Deferred Exchanges NNN Leased Properties Available

**Steve Dishman**, Broker

**McWilliams Real Estate Services, Inc.**

Commercial Brokerage & Consulting

Phone: 503-998-9260 [steve@mcwilliamsrealestate.com](mailto:steve@mcwilliamsrealestate.com)  
[www.McWilliamsRealEstate.com](http://www.McWilliamsRealEstate.com)

## Valley Glass Co.

**RICK ELLIS**

Architectural Aluminum Products

Storefronts • Entrances • Glass

CCB# 122135

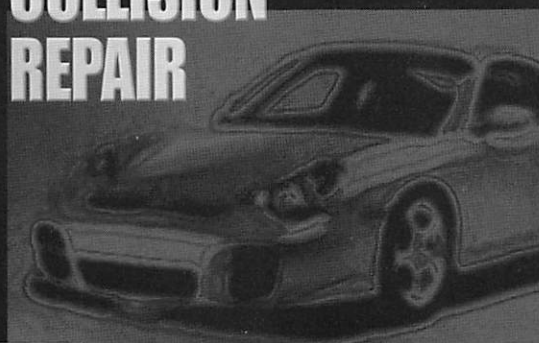
(503) 656-9343

FAX (503) 656-1778

875 Molalla Avenue • Oregon City, Oregon 97045

# CCR inc.

## COLLISION REPAIR



### The Industry Standard

- Glasurit oem recommended refinish
- Lifetime refinish warranty
- Latest in collision repair equipment



**DAVE ROSENTHAL**, painter

12401 SE 282nd Ave. / Boring, Oregon 97009 / 503-663-3122 / Fax: 503-663-3418 / [info@ccrcollisionrepair.com](mailto:info@ccrcollisionrepair.com)

**24 HOUR TOWING & RECOVERY • Call 503-663-5079**

## All the parts you need. At prices you can afford.


- New, used & rebuilt Porsche parts
- All years, all models: 356, 911, 912, 914, 924, 944, 968, 928, 930
- All used parts from rust-free CA cars
- Friendly, knowledgeable staff
- We ship UPS daily
- Mon-Fri: 8-5, Sat: 9-3 Pacific Time

**800.767.7250**


Tel 510.782.0354 Fax 510.782.0358  
[www.partsheaven.com](http://www.partsheaven.com)

**PARTSHEAVEN**

Thinking of Buying or Selling? Don't delay, call  
**TEAM GRAY!**




"The Sign of Experience"



**WWW.TEAMGRAY.COM**  
**GRAYR@HASSON.COM**

**RICK & DAWN GRAY**  
**503-212-5048**



**STUTTGART  
AUTOTECH**

PORSCHE - AUDI - BMW - VW  
17263 SW Pilkington Road • Lake Oswego, OR 97035  
Ph: 503-635-3098

*Personalized Professional Service at a Reasonable Price*  
stuttgartautotech.com

**A-n-T** *Serving PCA for over 25 years*  
**TIRE AND WHEEL**

 **Trackside Motorsports**  
*High-performance street and track applications*

TIRES • ALIGNMENT  
SHOCKS • BRAKES

We've  
MOVED!  
→ 8131 N. Interstate Ave  
Portland, OR 97217  
**503-236-2106**



*photo by Dan Porter*



**Alloy Wheels:**


- Polishing & Painting
- Minor Repair
- Hand-painted center caps
- Precise mounting & balancing with your tires shipped in from anywhere.

Family-owned & operated  
62 years combined experience

*Skip's*  
**WheelWerks**


**503.641.8001**

*I'll understand if you look at the garage first!*



**REALTY SOLUTIONS, LLC**  
**Gabby Tyer, CRS, GRI**  
Principal Broker

8142 SW Beaverton Hillsdale Hwy • Portland  
(503) 292-4336 office  
(503) 702-0393 cell  
(503) 292-0991 fax  
(800) 903-0770 toll free  
<http://www.allaboutportland.com>  
E-mail: [gabby@allaboutportland.com](mailto:gabby@allaboutportland.com)



**We Would Like To Buy Your Gently-Used Porsche 911.**

( Top Prices Paid for Nice Clean Cars. )



**MONTE SHELTON JAGUAR** | Purveyors of quality classic and collectible automobiles.

1638 W. Burnside P.O. Box 5545 Portland, OR 97228  
503-224-3232 Fax 503-224-4310 [monteshelton.com](http://monteshelton.com)



**PRO DRIVE**  
DRIVING SCHOOL

**ORPCA member discount!**

**503.285.4449 • [www.prodrive.net](http://www.prodrive.net)**  
**Portland International Raceway**

# Resource Directory

## Auto Brokers

Bill Shores .....503.644.4640

## Auto Upholstery

Guy's Interiors .....503.224.8657

## Collector Cars

Monte Shelton Motors .....503.224.3232

## Detailing

Autobella (Portland) .....503.335.6969

Autobella (Lake Oswego) .....503.636.0540

## Dining

Yachats River House .....541.547.4100

## Driver Education

Pro Drive Driving School .....503.285.4449

## Glass

Valley Glass Co. ....503.656.9343

## Metal Plating

Oregon Plating .....503.232.7416

## Paint Protection

ClearBra .....503.439.9031

Bill Shores .....503.644.4640

## Porsche Parts

Parts Heaven .....800.767.7250

## Porsche Service & Repair

Heckmann & Thiemann .....503.233.4809

Marque Motors .....503.293.5386

Motorsports International .....503.643.2656

Stuttgart Autotech .....503.635.3098

CCR Collision Repair Inc. ....503.663.3122

Driving Source Northwest LLC. .503.507.6400

## Porsche Sales & Service

Carrera Motors .....503.382.1711

Sunset Imports .....503.641.8600

Gran Prix Imports .....800.763.4016

## Printing & Promotional items

Millennium Graphics .....503.649.0168

## Plumbing Supplies

George Morlan .....503.771.1145

## Real Estate Agents

Gabby Tyer .....503.292.4336

Team Gray .....503.212.5048

Steve Dishman .....503.998.9260

## Synthetic Lubricants

Greenwood Marketing .....800.722.1092

## Tires & Wheels

A-n-T Tire & Wheel .....503.236.2106

## Travel

Journeys to Hawaii LLC .....503.293.6714

## Wheel Polishing & Repair

Skip's Wheelwerks .....503.641.8001



# Anzeiger

## Advertising Rates

The following annual space rates apply to display ads conforming to the dimensions below. To determine the single-issue rate, divide the number by 11. (These prices do not include the cost of production for ads that are not computer-ready. For computer-ready art specs, contact our graphic designer, Nancy Scott, at engrafix@comcast.net)

### Black and White Display

Outside back cover	\$1,750
Inside Front cover	1,650
Inside Back cover	1,520
Full-page premium	1,520
Full-page inside	1,390
2/3 page	1,180
1/2 page	920
1/4 page	635
1/8 page	315

### Color Display

Outside back cover	\$3,150
Inside Front cover	2,970
Inside Back cover	2,736
Full-page premium	2,736
Full-page inside	2,502
2/3 page	2,124
1/2 page	1,656
1/4 page	1,143

## Porsche Club of America Membership

Do you own a Porsche? If so, join us here in Oregon, out where the magic of Porsche meets the road! The Porsche Club of America offers driving experience, technical assistance and camaraderie second to none. Our national award-winning magazine, Porsche Panorama, provides a monthly insider's view on all things Porsche. In addition, you will receive the ORPCA's award-winning monthly magazine, Anzeiger.

ORPCA permits you to choose from a wide range of Porsche activities, like club racing, ORPCA driver education

at Portland International Raceway, restoration and technical sessions, rallies, autocrosses, tours, and concours d'elegance. The Porsche experience reaches across the cars and the years to people, binding together the family whose name the cars bear, the men and women who design and build them, and those across the world who drive and cherish them.

In America, it's the Porsche Club of America. We invite you to join us! For more information, contact our local membership chair:

Debbie Clinkinbeard  
membership@oregonpca.org  
503.356.1764

## Bill Shores

PORSCHE SPECIALIST Since 1971

Matching buyers and sellers

Other exotics available  
Shown by appointment only

(503) 644-4640

bill@billshores.com

**Distributor for Toughguard®**

The Patented Never Wax Process



**OREGON PLATING COMPANY**

436 S.E. 6th Avenue.  
Portland, Oregon 97214  
(503) 232-7416  
Fax (503) 232-3543

*Linda Pitts*

*"Polishing and Plating Since 1908"*

# GUY's

## INTERIOR RESTORATIONS

FULL-SERVICE AUTO UPHOLSTERY  
ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics  
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION  
DYEING AND COLOR MATCHING

**The Finest  
Upholstery  
for Your Car  
Guy Recordon**

**503/224-8657**

2016 NE Alberta St.  
Portland, OR 97211

**Jim Enger**

*"Excellence in  
Service!"*

ASE Certified!



Award Winning!

*"Trusted!"*

356 / 912 / 912e / 911 / 911se / Carrera  
Porsche Specialists!



*Ed Thiemann*

"Our reputation is built  
on trust and exceptional  
service."

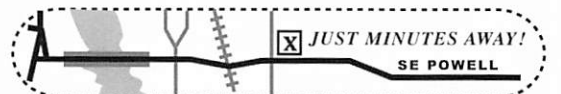
Thank you for being  
Portland's best  
customers."



**Heckmann Thiemann Motors**

2327 SE Powell Blvd. Portland OR

**503-233-4809**



# Marketplace

## ■ CARS FOR SALE

### 911

2003 911 Twin Turbo, Cobalt Blue Metallic/Seal Grey, 6 Speed manual. Fully loaded with 12,500 miles. \$20,000 in after market add-ons include, ROW suspension w/Bilstein PS9 shocks/coils and sway bars, Daytona TechArt wheels, Short Shift Kit, Carbon Fiber console and switch panel. New Pirelli tires., Showroom condition, one owner. \$104,950. Contact Scott at s.r.cruickshank@comcast.net or 503.544.1396

01.06

### 996

996 BMW 328i Convertible, 75,000 miles, 6 disc CD, White with Black Top, Tan interior, 5 speed. \$13,500 OBO. Jim & Kate Ayers 503.292.5743

## Anzeiger

### Classified Advertising

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.

Please send all classified ads to:  
Classifieds Editor  
classifieds@oregonpca.org

### Speedster



1994 911 Speedster (964) Marina Blue (medium non metallic blue) w/ black top & interior. Jerry Seinfeld was original owner through 2004. He had the factory add 964 Turbo Speedline wheels before delivery. Custom offsets to fit narrow body car. He had engine modified on delivery by Andial in CA to 3.8 RS specs, plus other mods. Looks all stock except for wheels, which are stunning. Less than 9,000 miles. Yes, 9,000 in over 10 years. Strong running car. Not abused. Excellent condition. Not cheap. \$65,000 Fran Forgette Cell: 509.430.0706 or email fxforgette@rettiglaw.com

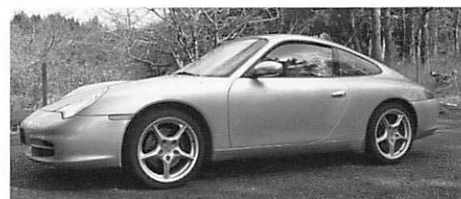
### Boxster



2001 Boxster S Black exterior and interior, 6 speed manual; 41,000 miles, engine has 21,000 miles...was replaced because of an improperly bored engine block... drive train didn't fit and was leaking oil. No problems since it was fixed about 2 1/2 years ago. Options: Comfort Package: Power Seats and Adjustable Lumbar Support; Sport Touring Package: Upgraded Sound System, Windscreen, Cruise, Control, Alarm, CD Changer, Trip Computer, Self Dim Mirrors and Rain Sensor, Heated Front Seats Package, Car Cover; The Kelly Blue Book price is \$31,000 for private party sale. Asking \$30,000. Please call Ron Harris 509.226.0242 or email ron.harris@thomsonlearning.com



### Carrera



2002 Carrera Coupe. Arctic silver with Graphite Grey. Optional factory equipment includes: Advanced Technic Package, 18" light alloy Carrera wheels with colored crest wheel caps, Supple heated all leather seats, Power seat package, Rear window wiper, PSM, 3 spoke interior leather steering wheel, Sport Exhaust system, Design Package New Toyo T1R's. 23,500 miles. Delivery date was 8/16/2002. MSRP was \$85950.00. Asking \$54,000. Stu Fisher 1101 Eyrle Ct White Salmon, WA 98672 541.490.3968 PCA # 2004048618

## ■ PARTS

Fikse wheels for 911 (964) - 9x17 front, 10x17 rear - custom offset, fits C2, C4, RS America. Hoosier R3503's, 245/40, 275/40. ideal setup for track or DE.

\$2500 obo. Rich Vedder, 503.780.2202, 503.697.1914 02.06

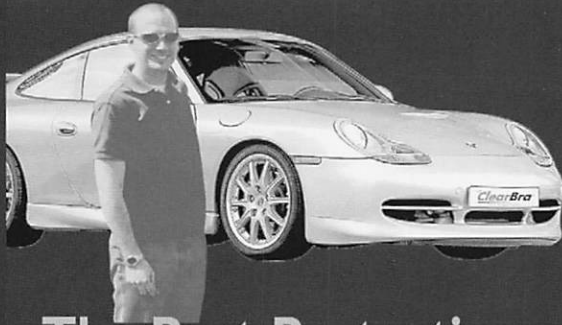
## ■ WANTED

15" Fuchs, 6, 7, and/or 8 any condition. Scott Mills, cnsfills@ttlv.net 02.06

Wanted any parts for an upgrade project on a 73 914. Email us and let us know what you have to sell. (sway bars, springs, seats, etc.)

Scott Mills, cnsfills@ttlv.net 02.06

1970 911 T in good mechanical and original unmolested condition, call Ben at 503.546.1588, DBH@Henzelpc.com 02.06



**The Best Protection  
YOU'LL NEVER SEE!**

**VentureShield®**  
Paint Protection System

**The Ultimate Paint Protection!  
For Your Ultimate Ride!**

- Lifetime Warranty
- Twice The Strength Of  
The Leading Competitor
- Optically Clear

**YOU'VE EARNED IT!  
YOU DESERVE IT!  
PROTECT IT INVISIBLY!**

**What is VentureShield?**

VentureShield is the toughest chip protection urethane film on the market. Combining excellent elastic properties and optical clarity.

**Will it diminish the appearance of my car?**

VentureShield will protect your car for years, and remain virtually invisible.

**Can VentureShield be washed and waxed?**

Yes, you may wash and wax your vehicle as if VentureShield were not present.

\$25 OFF

**With This Coupon**

On purchase of \$300 or more  
Expires 1/31/06





"Clearly the Best Protection"

Installation Available Near You  
WestSide • Central • NE • SE • Salem  
Phone (503) 439-9031  
Toll Free in Oregon (888) 439-9031  
[www.clearbraoregon.com](http://www.clearbraoregon.com)



**DRIVING SOURCE**  
NORTHWEST, LLC

European OEM Auto Parts • Specializing in Porsche

FREE SHIPPING

ON ORDERS  
OVER \$75  
IN CONTINENTAL US

[www.DrivingSourceNW.com](http://www.DrivingSourceNW.com)

503.507.6400

Salem, OR

INTEGRITY DRIVEN SERVICE • QUALITY DRIVEN PRODUCTS • VALUE DRIVEN PRICING

## The Oregon Region Grille Badge

Now Available at the Goodie Store!

\$24.95 at [oregonpca.org](http://oregonpca.org)

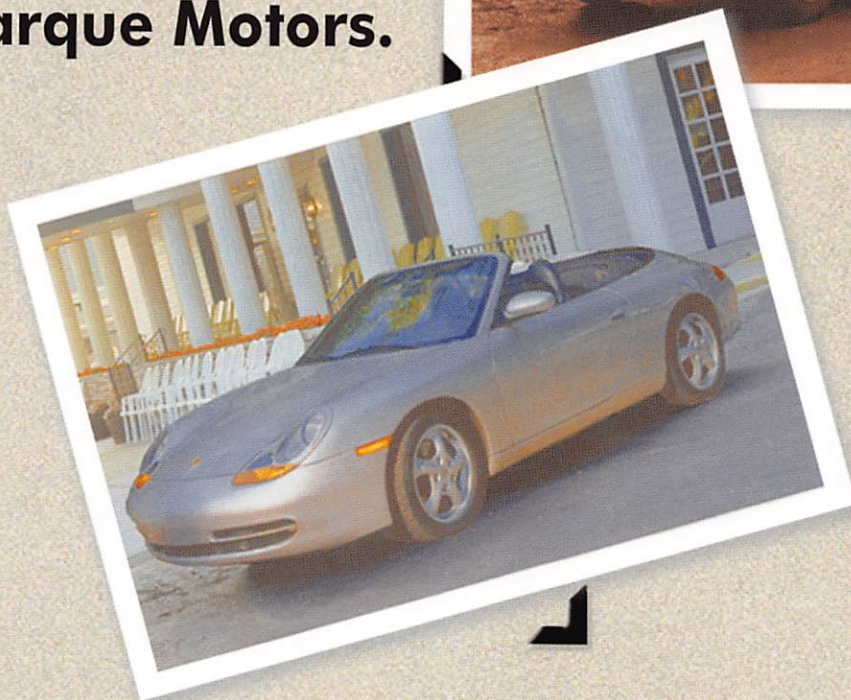


When I raced a car last it was at a time when sex was safe and racing was dangerous. Now, it's the other way round.

**Hans Stuck**



**There is no  
generation gap  
at Marque Motors.**

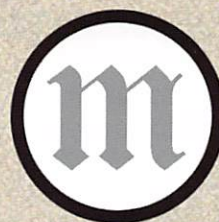


**Marque Motors has the tools and the talent to communicate with your car, classic or contemporary.** We keep up with the times—356, 911, 928, 944, 930, 964, 968, 996. At Marque Motors we don't just specialize in Porsches, we live them; we understand them.

**Porsche • Audi • BMW • Volkswagen**

At Marque Motors, the next best thing to working on Porsches is talking about them. Visit our website for tech tips, product updates, information, and more: [www.marquemotors.com](http://www.marquemotors.com)

**Factory-scheduled maintenance  
Performance modifications  
Pre-purchase inspections  
Four-wheel alignment  
Corner weighting  
Large parts inventory  
Over-the-counter sales  
Brakes and oil change  
Electrical repair  
Fuel injection**





**Marque Motors**  
PORSCHE • AUDI SPECIALISTS

503 293 5386  
[www.marquemotors.com](http://www.marquemotors.com)

**ORPCA Fund-Raising Partner Service Shop**



7310 S.W. MACADAM AVE. PORTLAND, OR 97219  
Call for an appointment or just drop by.


Sunset Imports  rolls out the red carpet for the 51st Porsche Parade, August 6


to 11, at the Jantzen Beach Red Lion Inn, sitting quite handsomely  on the


mighty Columbia River. As the franchise sponsor, we'll be there ready, willing, and more



than able to make your every Porsche  wish come true (well, almost). You'll

find special  prices on Porsche parts and a Sunset Imports  concierge at


the Red Lion Inn to personally handle all your service needs  immediately. That way you

can Porsche your way around to Oregon's internationally  acclaimed wineries, visit

Ashland's famous Shakespeare  Festival, or take a romp down the Oregon coast

 to one of the world's best courses at Bandon Dunes Golf Resort. 

Attend the 51st annual Parade for your every Porsche pleasure and Sunset Imports for

your every Porsche need.  4030 SW 139th Way, Beaverton, Oregon. You can reach

us at  503.641.8600 or 800.346.0182 or [www.sunsetimports.com](http://www.sunsetimports.com). 

**Buy. Sell. Swap. Sunset Imports 15th Annual Swapmeet. September 17, 9a.m. to 2p.m.**

*Anzeiger*

Oregon Region PCA  
PO Box 5652 Portland, OR 97228-5652



\*\*\*\*\*5-DIGIT 9720

Jim North  
1025 NW Couch St Apt 1114  
Portland OR 97209-4135

Prsrt Std  
US Postage  
PAID  
PRG 1  
SACK Portland OR  
Permit No 4675