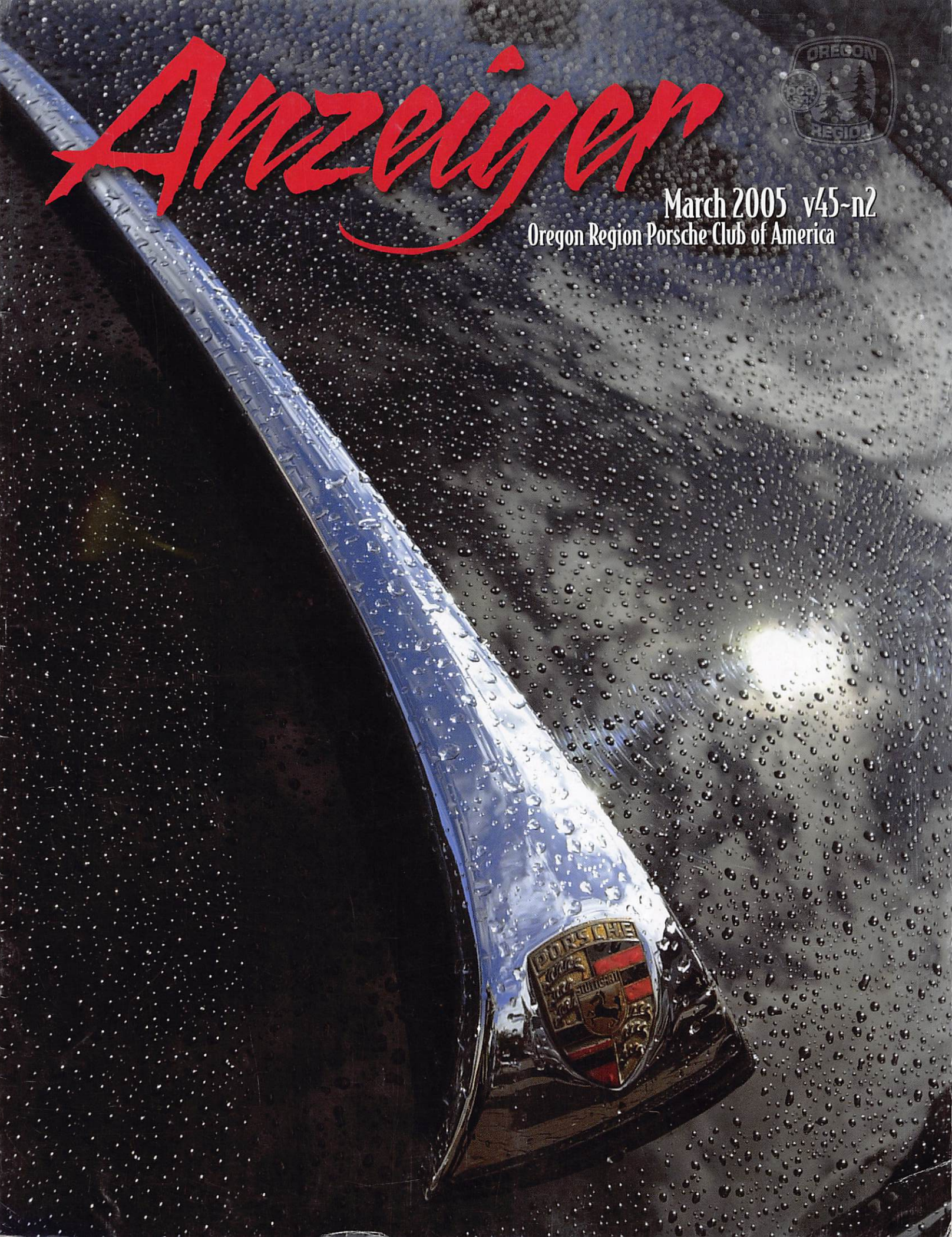


# Anzeiger



March 2005 v45-n2  
Oregon Region Porsche Club of America



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**BMW**



**Carrera**  
MOTORS

# Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v45-n2

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# Anzeiger

2005  
MARCH

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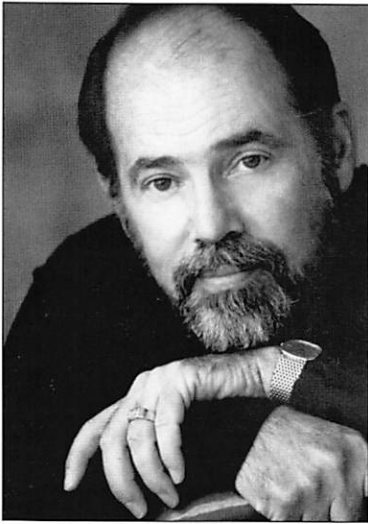
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**On the cover:** Photographer Chris Greenwood's talents are showcased in this outstanding image. A black 356 weathers an early spring rainstorm and glistens under partly-sunny skies. Thanks, Chris, for your legacy of beautiful cover photography. We're hoarding a couple more images for the future, even though you've moved on from magazine production . . .

Readers, now, it's your turn to capture the essence of Anzeiger. See page 20 for information on the Anzeiger Cover Photo Contest. Good luck.

Photo by Chris Greenwood



# Jeff Grutz

FROM THE PRESIDENT

Thanks to everyone who attended the Holiday Party and Awards Dinner in January and participated in the charity auction. We raised over \$6,300 for Camp Quality, The Raphael House, and the Sunshine Division.

At the January Board of Directors meeting, the Board members divided up responsibility for support and coordination of our club's 2005 activities. I know many of you are anxious to volunteer to help make this year at ORPCA a great success, so here's a listing of the Board members, and the events for which they're responsible. Please feel free to contact the appropriate Board Member to find out what you can do to help. All of these events are fun for the participants but they're especially enjoyable and rewarding when you work with a group to plan and execute the event.

Chuck West (vicepresident@oregonpca.org): Autocross, Drivers Education, Drivers Skill Clinic, Rose Cup Races, Technical Sessions

Kathleen Ellis (kathleen@kelandscapedesign.com): Anzeiger, Web Site, Member Communications, Concours, Whistler Weekend

Bob Grasso (robert.grasso@power.alstom.com): Monthly Arrive and Drive, 750 Mille, Mt. St. Helens Tour, Historic Races, American Le Mans, Champ Car Races

Sue Hodge (sghodge@bctonline.com): Progressive Dinner, Volunteer Recognition Event, Holiday Party, Monthly Dinner & Social Meetings, Cabin Fever Tour

Don Stroum (dstroum@comcast.net): Sunriver Tour, Spring Clean, Porsches In The Park, Rainbonnet, Win Casey BBQ

John and Carlyn Draneas, Bob Falleur, and Jeannie and I went to the Barrett Jackson auction in late January. In the next issue I'll tell you all about the craziness and hopefully have some pictures to show as well.

Happy Trails,  
Jeff  
president@oregonpca.org

Hello, everyone. I hope all of you are having an enjoyable, safe winter and starting to think about getting your Porsches out on the road again as spring approaches.

This month we have our first Track Day and Driver's Education at PIR on the 11th, our Monthly Dinner & Social on the 16th, and a "Dyno Day" Tech Session on the 19th.

# Kate Ayers

FROM THE EDITOR



After seven years, Chris Greenwood has left his position as Production Editor. The January-February issue was his last official tour of duty for Anzeiger. While I spent only two years working with him, that was enough to make a believer out of me—a believer that he will be greatly missed on our staff. His passion for the club has been evident in each article and picture he put his hand to. Fortunately, he has assured us that he will still be around.

That's bound to be true, since he is a dyed-in-the-wool race junkie. Plus, he tells us he'll be doing public relations for a local

Porsche race team which will have an entry in the Grand American racing series. We're sure to cross paths with Chris at PIR, and he promises to keep us abreast of the team's

progress. Actually, sounds pretty good. Seriously, we can't help but be excited for Chris as he heads out in another direction.

A new designer, Nancy Scott, has joined us to try her hand at keeping Anzeiger the top in its class. She has great enthusiasm, a fine background and is eager to jump right in. Many of our members will probably never meet her, as her work will mostly involve the computer aspects of the job. Also, she will likely not be at our events photographing autocrossers or tour participants. We sure wouldn't mind finding some photographers among the event-goers—amateurs or professionals. Take your camera along, set it on the highest resolution possible, and take a potful of shots. Then send your best to me.

Meanwhile, we hope the transition will go totally unnoticed. Well, you be the judge. This is our first issue as a new team.

# Coming Events



## Monthly Socials and Dinners

The club holds dinner gatherings almost every month of the year for those of you who are looking for an opportunity to get together with your fellow Porsche club members in an informal social setting. They have been so popular that members have requested we have one every month of the year! These gatherings are in restaurants all over the greater Portland area to give everyone an equal opportunity to attend. They are usually no-host and without an "agenda" allowing members to converse among themselves. Look for details as to location and any specifics related to the "venue" each month in *Anzeiger* or on the web site.

## Arrive and Drive

Our Arrive and Drive tour series is an opportunity to enjoy a low-key Saturday drive with like-minded enthusiasts. We will meet at a local restaurant known for its great breakfasts, for an optional dose of nutrition for the road ahead. After breakfast, the designated tourmeister, who will be a different person each time, will give us the instructions for the day's drive. The route will be selected for leisurely but sporting driving through attractive countryside. Tour length will generally be about 100 miles, but may vary depending on the whims of the designated tourmeister. The goal is to build a group of ORPCA members who just show up each time to enjoy a leisurely meal, and take turns leading their friends on drives that make them glad they own a Porsche. There is no cost for this event, other than your breakfast.

## Cabin Fever Tour

The Cabin Fever Tour is designed to be a quick weekend get-away to shake off the winter doldrums. All meals and accommodations are no-host so there is no event registration fee for participants.

The tour visits interesting, out-of-the-way places within a 200-mile radius of Portland. The roads are selected for their overall condition, lack of traffic and scenic quality. The leisurely pace and unique locations afford the participants a pleasant driving experience, and serves as a wonderful start to the Club's tour season.

## Autocross

An 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—gener-

ally below 50MPH—with a lot of the critical action in first gear and at very low speeds.

We have competitors of all skill levels; it runs the gamut from those with decades of experience all the way to those with a shiny new driver's license and two days on a stick shift. There's something for everyone, and everyone has a great time! If you ever wanted to improve your car control, drive fast, or just develop the skills to stay safe in an emergency situation on the highway, this is the event for you. Watch for details on the 2005 schedule, fees and other requirements as they become available here in the *Anzeiger* and on the website.

## Volunteer Recognition Party

ORCPA could not exist without the time and energy that Club members devote to making our events and activities function well. Every year, the Board of Directors recognizes Club members who assist in these efforts.

The Club will host a recognition party for those of you who donate your time and talent during the year to helping make our Club the best that it can be. It will be a great party and lots of fun for all.

No tickets will be sold; it will be totally free and strictly limited to members who have volunteered their time and efforts during the year to making the Club work smoothly. If you want to join in the fun, contact any member of the Board of Directors for some ideas about what role you might be able to play this year.

## Sunriver Exotic Car Show

The Sunriver Exotic Car Show is one of the year's favorite events. The Sunriver Chamber of Commerce sponsors the event, and invites a number of car clubs to attend. The Porsche Club has historically been the dominant force, but we have been joined by the Jaguar, Ferrari, Mercedes and BMW Clubs, as well as some interesting privateers.

The weekend begins with an optional group drive over the mountains, stopping at Carrera Motors in Bend to clean up in their detail shop. Then it's a registration get-together that evening in Sunriver. Saturday is devoted to the Exotic Car Show, a low-key-shine-and-show-type affair held in the Sunriver Mall, with judging optional. (Don't let "Exotic" bother you—every Porsche is exotic to the Sunriver Chamber.) The Car Show is followed by the traditional wine and cheese party, then a casual banquet. Sunday brings the famous Sunday Dash, a two-hour-or-so romp to a grand-finale lunch.

For maximum enjoyment, get a small group together to rent a house in Sunriver.

The Sunriver Exotic Car Show is a very popular event, and it is a wonderful way to end the summer driving season. It should definitely be marked on your calendar.



# Still Plays With Cars: The Ten Quickest

*By Peter Linsky*

So, what's QUICK? Not just fast, but QUICK, as in getting there RIGHT NOW? Well, dragsters and funny cars, and the F-1 circus certainly, but those aren't drivable automobiles, at least in the conventional sense.

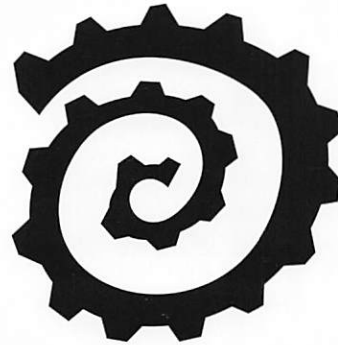
Let's limit our discussion of accelerative ability to machines that can hold more than one person in a modicum of comfort, can be or could be street-driven within allowances, are based on production vehicles, if only on a small scale, and are in a sense available to anyone with enough discretionary income. The Atlanta Journal's automotive writer presented his own list of the Ten Quickest Cars in December, and I'd like to share that list with you. Of course, this wouldn't have caught my attention if there hadn't been a couple of Porsche-based vehicles listed therein.

Beginning with the slowest(!) on the list, at number 10 is the 2003 Bugatti Veyron Supercar (I think we can safely call all of these "Supercars") offering 0-60 in three seconds flat. Then we have to jump to number seven, where there's a tie between the 1997 Dodge Viper GTS-R, the 1997 Callaway CT Corvette and the 1991 Audi AVUS Quattro, all at 2.9 seconds. The number six slot is held by the bizarre Renault Espace minivan. It gets to 60 from a standstill in 2.8 seconds, helped by its Formula One drivetrain. There's a four-way tie for second-quickest at 2.7 seconds: The 1993 Dauer 962 LeMans, the 1993 LeBlanc Caroline (I have absolutely no idea what that might be), the 2000 Dodge Viper Hennessey Venom 800TT, as in horsepower and twin turbos; and the 2000 Chevy Camaro ZL1 Concept. The king of the go-quick hill at 2.6 seconds is another Dauer, the 1991 962 LM.

I'd like to see further comparison of these road-going rocketships. For example, what's their top end, and how long can they stay there, given a road or race-track long enough to quantify that answer? I'd wager a pint of good Oregon microbrew that only the two Dauers, both streetable versions of Porsche's all-conquering 962 endurance-racing prototypes, can both see 60 in less than three seconds and also cruise for hours at more than 200 miles an hour without blowing up.

Speaking of lists, back in November the business website Forbes.com offered up its annual list of automotive "turkeys," vehicles it suggests readers should avoid for a variety of reasons. Those would include serious reliability problems, big-time loss of resale value, and so on. I was surprised

to see the Porsche Cayenne listed. Why? At least five safety recalls on the 2004 model. Interestingly, VW's Touareg clone was not on the list. What is Porsche doing, or perhaps not doing, to remedy this situation? Until next month, drive safely.



## MARCH SOCIAL & DINNER

**Wednesday, March 16**  
**Chevy's Fresh Mex**

14991 Bangy Rd., Lake Oswego

Order from the menu (individual bills)  
18% gratuity will be added to the bill

Please join fellow Porsche club members for an enjoyable evening at one of the area's favorite Mexican restaurants.

If you haven't attended one of our dinner gatherings, now's your chance! It's lots of fun! Join us!

**RSVP to Nancy Herron by Friday, March 11 at**  
**503-293-6714 or e-mail her at**  
**dinnermeeting@oregonpca.org**



# Cabin Fever Tour

## April 30 - May 1

Club  
Event

- Destination: The Steamboat Inn, on the North Umpqua River
- When: April 30/May 1
- Cost: No host; see below for details
- Where: Begin in Wilsonville (Location TBD)

This year we are straying from the usual formula a bit. This Tour will be a little more upscale, with a beautiful setting and a Winemaker's Dinner at our destination.

You must make reservations now as accommodations are extremely limited. Some of the places can be shared with friends as they have two or more bedrooms. Contact The Steamboat Inn at: 800-840-8825 or 541-498-2230 or [www.thesteamboatinn.com](http://www.thesteamboatinn.com). Be sure to mention Gregg Hodge/ORPCA tour group when you call.

Any questions, or if you need help figuring out the accommodations, please e-mail Sue or Gregg [sghodge@bctonline.com](mailto:sghodge@bctonline.com), or you can call and talk to Gregg at 503.518.9203.

Club  
Event

# Dyno Day

## Tech Session: Electronic Power Enhancement

## Sat., March 19

Please join us for a day of education on making additional horsepower through electronics. ORPCA, in conjunction with UniChip of North America, is hosting a tech session on the 19th of March. This program will include sessions on making horsepower through optimized ECU programming as well as running some members' cars on UniChip's chassis Dynamometer.

The test session will run from 8:00 am until the last car has completed its dyno run. The capacity on the Dynamometer is limited to about 12 cars in the day. In order to get the most out of this event, we are limiting dyno runs to Porsche AG manufactured cars only. Late model cars (those with electronic engine control systems) will benefit the most from the information presented.

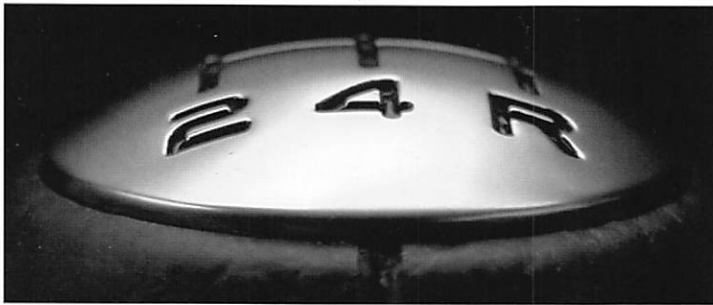
The Event Chair will accept cars for the dyno run on a first-come, first-served basis and we will work to ensure that only one of each model/year are included in the runs. We would particularly like to get a 997 and a 2005 Boxster S to attend. (There may be a special opportunity for the owners of these cars.)

- **RSVP by March 12**
- Date: March 19, 2005
- Start Time: 7 AM
- Location: UniChip  
2615 SW 39th Loop #B  
Hillsboro, OR 97123
- Event Chair: Don Clinkinbeard
- Contact Data: 503.970.4848 or [drcbike@comcast.net](mailto:drcbike@comcast.net)

# Drivers Ed Track Day

Come join us on March 11 for our first DE of the year. We will be running the full course with the festival curves unless it is raining hard. Last year it was a very nice day even though the weather guessers predicted rain. The DE fee for this year has been increased to \$150 for at-the-track registration but we are offering a \$50 discount for pre-registrants. This keeps the pre-registration fee in line with last year's of \$100. The details of this program are available on the web at [www.oregonpca.org](http://www.oregonpca.org). Select Driver Ed from the left side menu. See the 2005 program introduction elsewhere in this installment of the Anzeiger.

Check-in and Tech open at 7 a.m. See you there.



## Friday, March 11

- Start Time: 7 a.m.
- Location: Portland International Raceway
- Event Chair: Don Clinkinbeard
- Contact Data: 503.970.4848 or [drcbike@comcast.net](mailto:drcbike@comcast.net)

# Drivers Ed Instructor Clinic

## Sun., March 13

- Start Time: 11 a.m. - 6 p.m.
- Location: Portland International Raceway
- Registrar: Greg Meythaler
- Contact Data:  
503.645.8253 or  
[greg.meythaler@intel.com](mailto:greg.meythaler@intel.com)

On Sunday, March 13, we will hold our first ever Instructor Clinic. This clinic is being held in conjunction with the Portland Chapter of the BMW Automobile Club of America.

It seems like many track days we are scrambling for more instructors to meet the demand of the number of Novice drivers that want to get out on the track. This clinic is our opportunity to broaden our pool of instructors.

So if you are an advanced driver that has thought about becoming an instructor, now is your chance to take that next step. The Porsche and BMW Clubs would like to extend an invitation to all advanced drivers to come out and learn how to help Novices develop their skills while having a good time. The PCA has developed some wonderful material that not only shows "what to teach," but "how to teach" and "debrief your student" to reinforce what happens on the track during the session.

We have managed to secure PIR on Sunday afternoon March 13, where we'll have classroom instruction mixed with on-track instructor - student role playing. We'll even have some open track time just to make sure you'll have some fun as well. We are very confident that not only will you learn a lot from the clinic alone, but if you decide to become an instructor we know you will improve your driving as well.

So plan on attending, on Sunday March 13, as your next step on the journey to becoming a better driver. The cost is \$50. The registration form is available on the web at [www.oregonpca.org](http://www.oregonpca.org). Select Driver Ed from the left menu.

# Arrive & Drive

Club  
Event

Saturday, April 9, 8 a.m.

Miller's Homestead  
17933 SW McEwan Rd.  
Tigard, OR

Rendezvous at The Homestead at 8 a.m. for a no-host breakfast. After we take on some fuel, we'll depart for a very fun drive on some of Oregon's best roads at around 9:15. This event repeats every first Saturday through September, with a new tourmeister each time.

Questions?  
Contact Bob Falleur, 503.653-7691  
ATR@oregonpca.org

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# ORCPA's 750 Mille The Seas the Moment Tour June 2 - 5, 2005

Announcing The Seas the Moment Tour, ORCPA's 2005 running of the 750 Mille.

Spend a weekend with a group of like-minded sports car enthusiasts who are passionate about driving perfect Porsche roads to get from one gourmet meal to another. It's a rolling party that you'll never forget.

The Seas the Moment Tour highlights include:

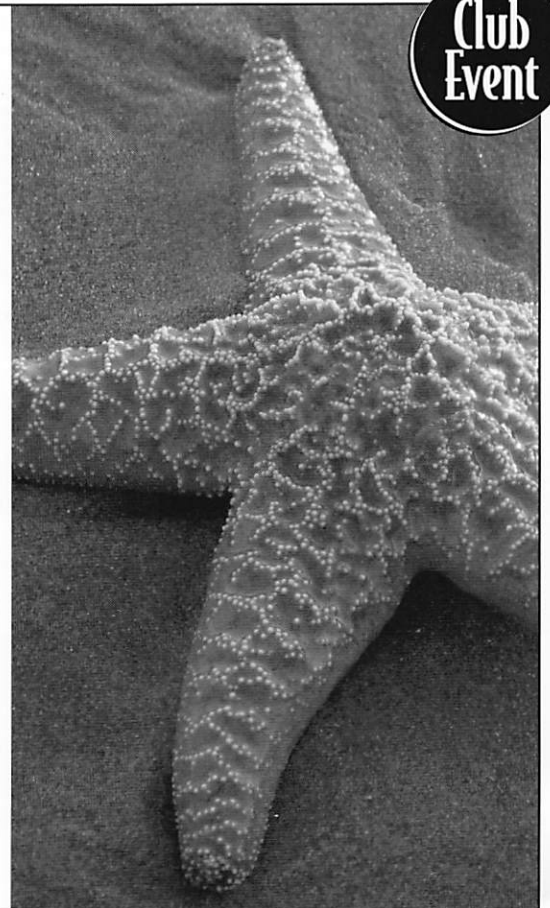
Southern Oregon Coast	Dune Buggy Rides
California Redwood Giants	Casino Gambling
Winemaker Dinners	Oregon Caves
Applegate Trail	Historic Jacksonville

and, as always, 250 miles per day of unforgettable scenery and appropriately twisty roads.

The \$395 entry fee covers the tour, the usual Mille goodies and keepsakes, and meals for you and your favorite navigator. Lodging is extra. Trust us, it's a bargain.

To register or for more information, contact the Mille registrar, Richard Puetz, at 503.642.2777, or email RLP2CJP@aol.com.

Club  
Event



# Track Days Double in 2005 DE Program

By Don Clinkinbeard, 2005 DE Chair

Hi, and welcome to our 2005 DE program. Chuck, Debbie, Bart and I are excited about our program for 2005. We have seven track days vs the three we had last year.

In addition, we are going to be making some changes this year that should improve our startup at the beginning of each DE event. We have added the PCA national instructor development program to help refine our teaching system and a Driver Skills Clinic to help you refine your fundamentals. DE is a great way to help you develop your driving skills in a safe and legal environment away from the public and the highways.

## New Instructor Development Program

The purpose of the PCA National Instructors clinic is to help set some standards for instruction practices and qualifications. We will run this clinic in conjunction with the Portland BMW ACA on March 13. This is a great opportunity for those of you that have developed the knowledge and skills necessary to drive near the limits to learn if you can communicate these skills and knowledge to other DE participants looking to improve their driving ability.

## Pre-registration and fees

In order to improve the efficiency of the technical inspection and check-in at the track as well as run group pre-assignment and student instructor pairing, the ORPCA BOD has authorized a new fee structure for DE days. The standard registration fee will be \$150 per driver with a \$50 discount for sending in your registration prior to the pre-registration deadline. The instructor fee will increase to \$75 with a discount to \$50 for those of you that meet the pre-registration deadline, per event that you instruct at. A second driver in the same car will also be \$75 with a \$25 discount for those that meet the pre-registration deadline. This discount is intended to encourage your significant other to come on out and give this DE thing a try.

## Driver Skills Clinic

We are adding an additional Driver Skills Clinic this year in July to complement the one at Rainbonnet. This is a great opportunity to explore your car's abilities to turn and stop, and to continue

developing your ability to anticipate and maintain balance at the limit.

There are four elements to this program.

- 1) At the skid pad you will take your car to its limit and explore its behavior there.
- 2) In the extended slalom you will practice transition maneuvering, balance, and looking ahead.
- 3) In the braking exercise you will practice controlled, threshold braking, striving to stop in the minimum possible distance.
- 4) In the heel & toe exercise you will have rapid-fire, repeatable shifting and braking opportunities to develop and practice this important track driving skill.

## Taste of the Track

We are providing a Taste of the Track program this year for those of you that would like to experience just what DE is before you go out and try it in your car. A Taste of the Track involves attending the

morning drivers meeting, any ground schools that we provide, and riding along with one of our instructors in their car. Our insurance requires you to be a paid participant and participate in a substantial portion of the event. To do this we ask that you make a generous donation to the ORPCA charitable trust. Ask the DE Chair for more information.

## Car Preparation

It is critical to have a car that is well prepared for DE. You are driving at speeds and cornering forces that far exceed what you should normally experience on our highways. There are several steps you should take to ensure that your car is ready for a DE. First and foremost, you need to ensure that you have good brakes. Having the brakes bled and the fluid replaced prior to your track sojourn is very important, as is having a good bedded set of brake pads on the car. Any of our fine shops around the area can provide advice on the proper setup for your car.

*continued on page 22*

## Driver Education Calendar 2005

Date	Time	Pre-Reg/Walk-in	Deadline	Comments
March 11	7 am-5 pm	\$100/150	March 5	Full DE Day, instructors available
March 13	11 am- 6 pm	\$50/\$75	March 5	Instructor clinic, limited to advanced drivers working to develop instructor skills and experienced instructors (we need a 1 to 1 ratio)
April 24	11 am-8 pm	\$80/\$120	April 16	"Half" DE Day, instructors available
May 20	7 am-5 pm	\$100/\$150	May 14	Full DE Day, instructors available
May 22	11 am-8 pm	\$80/\$120	May 14	"Half" day, no instructors available
June 24	7 am-5 pm	\$100/\$150	June 18	Tri Club DE day, instructors available
July 24	7 am-1 pm	\$25/\$40	July 16	Driver Skills Clinic, instructors available
September 15	7 am-5 pm	\$100/\$150	Sept. 10	Full DE Day, instructors available
November 6	7 am-5 pm	\$100/\$150	Oct. 29	Rainbonnet participants are given first preference; others are permitted as space allows on a first-come/first-served basis, instructors available

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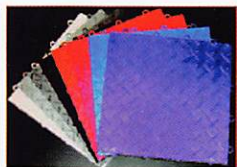
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# Fond Memories of the 2004 Mille ... Doin' the "Martin Coast"

By Rick Martin

(Ed. Note: This is Part 1 of a delicious article to get you all revved up for the fun of the 750 Mille, beginning June 2.)

The Porsche Club's traditional Half a Mille Miglia got an extra day—and another 250 miles—added to it this year. This is good in that it opens up whole new areas that can be reached within the span of the event. The problem is what to call the event. The Half a Mille Plus Some? The

luck at the Hood River Hotel downtown. We were not disappointed. Great old building with lots of history—and a very good Italian/continental menu. After dinner, Jennifer and I decided to walk off some of our intake and explore the historic architecture of downtown when—drat—we came across a bunch of locals lounging right next to the ... ice cream place! Well, when in Rome ... Peppermint

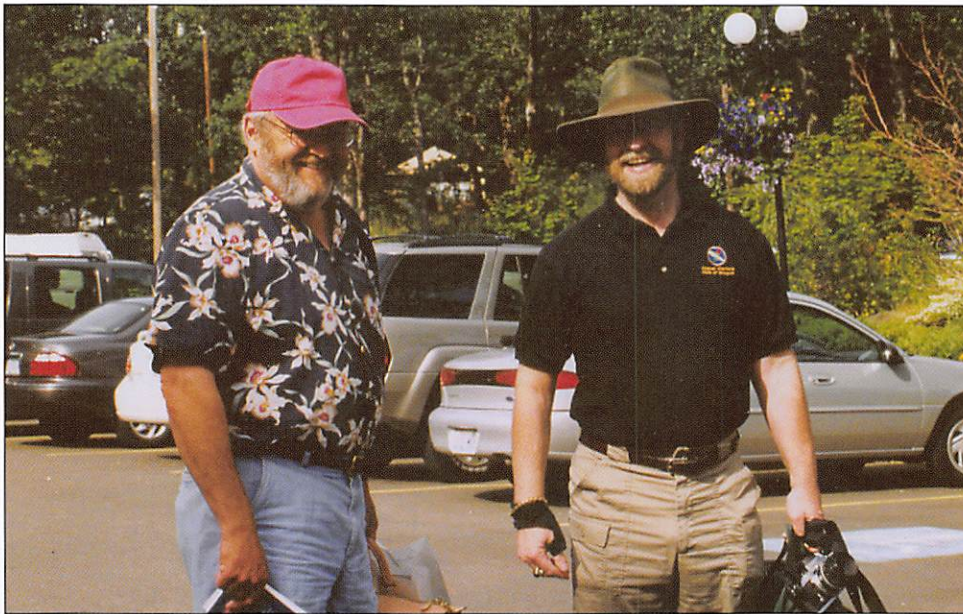
behind. We criss-crossed the countryside on two-lane highways, soaking up the warm morning sunshine and enjoying the sights and sounds of the variety of cars in our group. Our first stopping point was the Hotel Condon. A cold drink or extra hit of caffeine, a use of the facilities and we were cruising again, this time heading for the Cant Ranch and the Thomas Condon visitors' center in the John Day fossil beds.

The rock formations and colors are stunning out there and it pays to drive a bit slower so you can really look at them. Sage green, brick red, cream, grey and nearly white—and that was just my navigator's complexion from all the curves we took at speed. (Okay, so I didn't drive that much slower.) We pulled into the Cant Ranch for a catered western-style lunch, although I'm not sure any cowboys ever ate this well.

Leaving the lunch site, we headed down the valley towards John Day, the Strawberry Mountains on one side and the Elkhorn Ridge on t'other (as they say) and on to, eventually, Baker City, our destination for the first day. The country had been beautiful and things were all going swimmingly—so it was time to add some adventure to the mix.

Jennifer and I stopped at a huge (but fake) covered wagon to take in the vista, enjoying a great photo op. We talked with a couple in a Porsche that had also stopped, and decided that we would play a little fox and geese as we sped out of the rest area and headed up into the mountains. We chased the Porsche all the way to the top, crested the ridge and were gleefully heading down the other side, when I noticed something a bit odd. No, I wasn't looking at myself in the mirror; I was looking at my tach. Since I was moving along briskly, I figured I'd just blown a fuse or a wire had come loose. I revved the engine to see if I could get the needle to move. Say, when you rev the engine, isn't it supposed to make a vroooooom noise? Uh-oh. Technically, we had lost our vroom. We were hurtling down the hill through a lot of curves with no vroom. Being a highly educated and

*continued on page 21*



Rick Martin, right, enjoying a conversation on the 2004 Mille.

Super-Sized Half a Mille? The 25% off Mille Miglia? I don't think we ever reached a consensus on the title, but we did have a unanimous decision on how much fun it was.

This year started with a warm-up party Thursday evening at the Columbia Gorge Hotel. The evening was beautiful and warm with just a hint of a breeze. Plenty of wind surfers, sail boards, sail boats and such on the Columbia to watch. And plenty of Porsches, Ferraris, Jaguars and Corvettes to ogle in the parking lot. For dinner, some chose the hotel's restaurant, but some chose to head into Hood River proper to explore the possibilities there. Jan Whittlesey, Glen Enright, Bob and Jean Bennett, Jennifer Orum and I tried our

candy and death by chocolate; life IS good.

The next morning, we started with the famous "Farm Breakfast," an eight (yes, eight) course extravaganza ranging from fruit to UFO-sized pancakes and all the trappings in between. After, we went out and added air to the tires on the E-type and, just for good measure, adjusted the shocks, as well.

Oh, yeah, we had a short drivers'/navigators' meeting to discuss the route until lunch, and we were off. Things tended to sort themselves out group-wise into three to six-car pools, based more or less on the average speed preferred. Our weather was spectacular and it was great to be on the road, quickly leaving towns and traffic



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- 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."

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## Spokane *continued from page 18*

are left-turn tracks. Is it just me or is there something going on here?

To be sure, Spokane is very different from SIR, and quite fun in the dry. Don and I were especially pleased with the extra zip the very cold day was giving to our turbo cars. As tracks go, SRP is quite close to its host city (we're really spoiled in Portland), with hotels within a couple miles. SRP is also conveniently located across the street from a state penitentiary. I'm sure the local track junkies have heard all the jokes about easily available assistance removing wheels, spare guards for cars, etc.

SRP can be intimidating. The "longest straight in North America" leads into a very fast kink with a bumpy braking zone for the very long and somewhat banked turn 2. Turn 3 is just as much a fast sweeper as you might think, but the map doesn't show the roller coaster ride leading up to it. Yee-haw! Just keep the car straight over the rises. Turns 6 and 7 are car control hairpins followed by another fast sweeper and a surprisingly fast entry onto the main straight.

So, what did we learn from the experience? Lots about instructing, that's for sure. We also spent some time outside of the home track rut that's so easy to fall into. And it's always good to meet old and new friends from other regions.

Rumor has it that Big Sky region, whose native track is a ribbon of pavement laid over an old airport, is considering hosting a similar event next year. Six hours to Spokane is quite a different thing from the all-day-and-then-some schlep to central Montana, but I'm going if they do.

# The Need for Speed

By Alex Pham

As much power as our cars give us, I think we each desire just a lil' more. For those willing to spend their Christmas bonuses on their cars, there are places out there that will give you that extra boost. Your needs may be just for some more passing power, but for the serious, you can go all out like a speed demon.

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because they are known for their great parts, outstanding service, and excellent knowledge. If you want direct bolt-on power, they offer great combination packages with all the necessary parts included. Or you can piece together your custom setup by choosing from a variety of products.

One of my personal favorite websites is Guru Racing (<http://www.gururacing.net/>) in California. Danno, the man behind the computer, offers great products at affordable rates for your 951. (Please note that Guru specializes in 944/951 performance only.) I decided to get my first upgrade with Guru by replacing my DME and KLR. The customized fuel flow with my larger three bar fuel pressure regulator gave me

the extra speed I was looking for. This kit is priced reasonably, but one downside is the turnaround on the order. He tends to get very busy so don't be worried if you don't see anything for three weeks. Keep in touch with him and, trust me, the wait will be well worth it. After installation, I could definitely feel the difference in power. This affordable kit will increase power to around 230-240 hp.

The Internet is a wonderful resource to look up all the parts you are looking for. You will find a vast number of vendors out there ready to get you the parts you need. You can also use the forums mentioned in last month's issue to get product reviews and advice. If you have any further suggestions, please feel free to contact me at [951power@comcast.net](mailto:951power@comcast.net).

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## Mille Memories *continued from page 14*

experienced car guy, I immediately deduced that this was NOT a good thing. Several attempts to restart the car resulted in the same response: Immediate restart, immediate re-die.

We continued to coast while I looked for a nice wide spot, preferably with shade, and a telephone, in which to pull over. Hey, when you're coasting at 90 down a very steep hill, you can afford to be choosy. I examined several possibilities as we roared by: Not wide enough, too dusty, not scenic enough, not the right mix of conifers and deciduous—you know how it goes. My navigator was getting a bit nervous; we were starting to lose terminal velocity. We had coasted about five or six miles when we rounded a sharp bend and I made my decision. I crossed the road, lined up on a parking space and parked perfectly ... at the Austin Junction Restaurant and Lounge. Let's see, bar, food, telephone, shade. Yep, everything we needed to be comfortable while we

tried to determine just what the @!###! happened.

We got out, I lifted the bonnet for a look and we began trying to figure out how many cars were behind us. We counted three, maybe four fingers. Okay, there's a pretty good chance that someone may spot us and stop to help. Jennifer tried her cell phone—no service from here. I headed for the pay phone just as Cam Sheahan and Carolyn Arnuquist pulled in. Cam and I discussed possible scenarios: Fuel pumps? No, they both work. Fuel lines? Nope, fuel is getting to the carbs. Electrical connections? Everything observable seems to be hooked up as it should be.

About then, Jan Whittlesey and Glen Enright rolled in. They'd seen the party and wanted to play. More discussion. Same suggestions, same results. All LOOKS okay. I tried the key again. No vroom, just click click click. @!###! Now it won't even turn over! Battery is new, dash lights and gauges all okay, headlights strong. @!###!

Yes, doctor, that is my conclusion, too! We shrugged our shoulders. I pulled out my best car tool—my AAA card—and called for a tow truck from Baker City. Be about an hour, they said. Jennifer and I headed in for a chocolate shake. After some calculations, we figured we could still make the dinner in Baker City, so we sent our helpers on their way with our thanks for all their efforts.

While we sat waiting, we tried to think of our options—like is there a Jag mechanic in Baker City? Get real! What would we do with the car? Could we rent one to continue the tour? Where IS the closest mechanic? All very therapeutic, and pretty much useless. I called Ed and Barbara Grayson, my specialists in Portland, for advice. And that's when things really got bizarre!

"Hi, Barbara, this is Rick. Is there a good Jag mechanic in Bend?"

*Look for the exciting conclusion in the April issue ...*

## BackFire

*Continued from page 10*

Greenwood—and the WONDERFUL staff at the Riverside for their help on the day of the event. Could not have done it without all of your help!

Next year we have December 10 secured for the dinner. It's not on your printed calendars from the club, but take a minute to mark it down. Those who attended this last January will tell you that the food was a big improvement over the previous venue, Richard (our auctioneer) was great entertainment and the setting was an improvement as well, if not quite as centrally located. Hope you will all plan to join us in December for the next one!

### Anzeiger Gets Around ...

BETTYLOU KOFFEL

On a recent routine business trip with a colleague, a quick overnight from Portland to Oakland with a successful first-class upgrade for two—a perk from John's frequent travel—I spied a new Anzeiger in the forward galley during boarding. There were plenty of folks behind me so I didn't say anything to the flight attendant until she was serving breakfast. Then, "Are you a member of the Oregon Porsche club? I've never met you." After her negative reply, I asked about the copy of the Anzeiger I had seen. It took several seconds before she realized I was talking about the magazine, which she brought back to us. Thus I got to show off an article I had written, one by my husband and a photo from our wedding. What a delight! Both the flight attendant and my colleague were impressed. It was great. Thank you to whomever left their copy of the Anzeiger on that plane. Hope you enjoyed the magazine as much as we did.

### Riverside Golf Club Scores Big; Banquet Date Doesn't ...

SUSAN BLANCHARD

This year, I attended the Awards Banquet with Don and Debbie Clinkinbeard. (Unfortunately, Ken was in CA, attending his annual business conference.) The food, especially the appetizers, and wine were great and

the extra \$10.00 more than covered the complimentary wine before dinner. I thought the new setting was more intimate and I would imagine, if it were during the holidays, even better. The down side is that, if it is held at the same time next year, Ken once again will not be able to attend. And I think the Silent Auction loses some zip when it is held after the holidays and going into the New Year.

## 2005 DE Days

*continued from page 12*

Next, a set of tires in good condition. This does not necessarily mean new tires. If you are coming out with street tires, having a couple thousand miles on them is a good thing, provided they are not older than a year or two and have at least 3/32" of tread left. Make sure to check the tread depth at the inside of the rear tires as the alignment on the newer cars tends to generate wear in this area fastest. Brand-new tires tend to wear out rapidly and have a tendency to chunk (parts of the tread break off the tire) if driven hard so get some miles on the new rubber before you come out to the track. Even better, have a complete safety inspection two weeks ahead of the event, by a qualified mechanic familiar with DE requirements, and repair anything amiss.

### Driver Preparation

The best thing you can do to get ready is to rest the evening before a DE. Minimizing consumption of adult beverages is a great idea. A well-rested person has a sharp mind and this is necessary to get the most out of your DE day.

Reading the procedures and information on the ORPCA web site is highly recommended as it will get you a great jump start on the things you need to know and do to maximize your enjoyment of the DE experience.

It is critical at the track to stay well hydrated. Lots of water and/or sports drink is recommended throughout the day.

### Suggested Additional Reading

The ORPCA Web Site has a great treatment of our program and the procedures as well as a video and pictorial/verbal tour of PIR for you to study. There are many pages and it takes about an hour to get through the material. You can find this information on the web at URL: [www.oregonpca.org](http://www.oregonpca.org). Select Driver Ed from the left menu. The information there has been developed over many years of experience

## Oops ...

HARRY DANBERG

I saw the article "Ten (Truly) Priceless Tools" in the Jan-Feb 2005 Anzeiger and every time I read it, it brings a smile to my face. Unfortunately, you have credited me as the author, which is incorrect, as I have seen it in numerous places on the Internet. A better byline would have been "As Seen on the Internet by Harry Danberg."

with DE and will help the first timer immensely.

### Opportunities to Help

While we run this program with minimal overhead, your DE team could use some help:

#### Pre-grid control:

This person is responsible for making sure that the drivers are ready to move onto the track, that they are lined up for the correct run group with their safety equipment in place and that there are no unauthorized passengers in their cars. You also direct traffic into the hot pits and the paddock.

#### Tower controller:

This position is an on-the-track safety job. You communicate with the turn workers and the DE staff, relaying important info to each. In addition, you consult with the turn workers on safety issues and driver problems real time and maintain the tower safety log. You make various announcements on the PA system. This is a key staff position.

#### Registrar:

We are looking for a registrar to take over the pre-registration duties. This involves recording all registrant data into a simple spread sheet and getting this information to the Track Chair and Chief Driving Instructor prior to the event, talking to folks that need informational help, pointing them to the correct club resource and ensuring that the club treasurer gets the necessary information regarding payment of fees. This takes about 8 hours per track day prior to the event. You may also need to help with track check-in and late registration. We have some folks that can already assist with this at the track.

The DE Staff will provide training for each of these positions to ensure that you are comfortable with your new duties. None is particularly difficult, but each is very important. Please step up and help your club offer a high quality program.

Thanks for taking a few minutes to read about the program. I hope this helped you to understand the program changes that we are making to help improve it. I am hoping to see you all out at the track this year.



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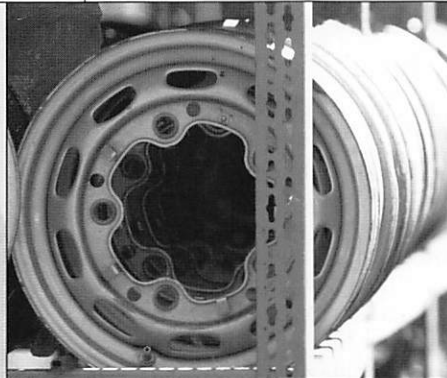
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# On the Shelf: Bugatti Queen

By Kate Ayers

*Bugatti Queen*  
by Miranda Seymour

In 1900, a woman sprang into the world who would rival the likes of many early great male racecar drivers. As a child, she saw her first race, the tragic Paris to Barcelona road race, at age three. It must have kindled in her a fierce fire, for she became ever more daring as she grew older and sought more and more challenges.

*Bugatti Queen* chronicles the life of forgotten racing legend Helle Nice. Born Helene Delangle, this French mademoiselle spiced up her name as she did everything in her life. By her early 20s, not satisfied to remain on the sidelines, Mlle. Nice took the wheel of a racecar like most women of her time took the hand of their beau. Nor was she content to race demurely among females. She invaded the guys' world on the track too. Thirsty for more thrills, she pushed not only herself,

but also the bounds of propriety. True to her daring nature even off the racetrack, when Helle Nice took a hiatus to try a new enterprise—dancing—she grasped it with her characteristic wildness, throwing a bit of nudity in to shock her audiences and make a name for herself. But in making a name for herself, she made enemies, too. Granted, her feminine wiles could take her a ways with the men, but her hunger for the limelight frustrated many women to the point of intense hatred for the gutsy racer. She rubbed shoulders—and likely much more—with great historic auto pioneers like Ferrari, Bugatti, other well-known figures such as Phillippe de Rothschild. If there was a man with influence, she wanted to be near him—better yet, ahead of him.

This is a book chockfull of swollen egos, brazen antics by a devil-may-care woman cursed with a tragically competitive hunger, but also full of humanity. Helle's audacious climb to success was



thwarted by the War years. And it seems possible that one of the myriad enemies she spawned during her climb took the opportunity to bring about her ruin in the midst of the suspicion and fear rampant in the France of the early '40s. But it is still hard to believe her ultimate impoverishment could have been well deserved.

Read *Bugatti Queen* for its biographical delights, its travels to Le Mans, Nurburgring, Molsheim, Monte Carlo, Casablanca and Morocco, its glimpses of the War from a French point of view, or simply for an interlude in early European racing. Whatever reason you find, do read *Bugatti Queen*.

# Rearview Mirror: Looking Back at '74

By Jim Ayers

The name of this column will be familiar to all who, in the past, looked forward to Peter Linsky's writings under this caption. Peter decided on "Still Plays with Cars" as his new title, so we thought "Rearview Mirror" would be a great forum in which to present information from long-past issues of *Anzeiger* to the current reader.

Having recently come into possession of the *Anzeiger* archives, it is interesting to review the old magazines and look at how we have progressed over the years. ("We" being both the Club and the *Anzeiger*.) Unfortunately, the first year of nearly complete issues of the *Anzeiger* is 1974. I would love to find the issues from 1961 through 1973. If anyone has any of the old issues and would like to donate them to the archives, please contact me.

One item of great importance throughout 1974 was the gas crisis. Gas had spiraled to between 50 and 60 cents per gallon. And we were grousing about that? Fuel lines—and I don't mean those on the car—were rather huge at gas stations.

Odd-even license plates determined what day you could fill your tank.

That year, the Oregon State Police got moving radar in most of their cars. Boy, what a shock that was to meet a police car coming toward you only to have him turn around, chase you down and ticket you for speeding—thanks to the nationally implemented 55 mph speed limit.

Porsche had introduced the 914 series in 1970; by 1974, the car had been accepted as a true Porsche. Numerous articles in various 1974 issues relate to the care and feeding of the 914. (Makes one wonder if the Cayenne will be better accepted around 2009 or so.)

Driving events combined with dinner events seemed to hold great sway with the membership. Interesting to note was one dinner meeting held at the Medieval Inn, where the table was set with a bib and dagger for each person. Salt was controlled by the diner appointed as Lord (Ken Luthe that evening), who demanded some compensation from anyone desiring said spice. Seems Lord Luthe decided a

kiss was adequate compensation. Not surprisingly, most of the men in attendance passed on salt. The dinner consisted of soup, stuffed trout, Cornish game hens, salad and beef ribs with mashed potatoes and gravy as well as fresh fruit. Using the dagger was tricky with the mashed potatoes and gravy, according to Mike and Linda Knapp. Plenty of wine flowed and the evening was a raging success.

Reviewing the year's worth of *Anzeigers*, I was surprised at how few members' names were familiar. Those I did know were Win Casey, Gordon Long, Dennis Phelan and Rand Wintermute. People move, change hobbies or just lose interest, I guess. Too bad. The 1974 incoming president wanted to increase the percentage of active members from 15% to 20%. Mind you, this was 30 years ago. I'll bet, if you looked at the number of active members currently in the club, you would likely find it to be about 15%. Some things never change.

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1/2 page . . . . .	920
1/4 page . . . . .	635
1/8 page (business card) . . . . .	315
Classified, non-member . . . . .	137.50 (single issue \$12.50)

### Color Display ad

Outside back cover . . . . .	\$3,150
Inside Front cover . . . . .	2,970
Inside Back cover . . . . .	2,736
Full-page premium position . . . . .	2,736
Full-page inside . . . . .	2,502
2/3 page . . . . .	2,124
1/2 page . . . . .	1,656
1/4 page . . . . .	1,143
1/8 page (business card) . . . . .	475

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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 including club racing, ORPCA driver education at Portland International Raceway, restoration and technical sessions, rallies, autocrosses, tours, and concours d'elegance.

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#### Objectives

The Porsche Club of America was founded in 1955 to cater to the particular needs and interests of the owners of Porsche cars. Our general objectives are to promote the highest standards of courtesy and safety on the roads; to enjoy and share the good will and fellowship engendered by owning a Porsche; to maintain the highest standards of operation and performance of the marque; to establish mutually beneficial relationships with the Porsche factory, dealers

and other service sources; to exchange ideas with other Porsche Clubs throughout the world; and to establish mutually cooperative relationships with other sports car clubs. We think that membership in Porsche Club of America will add to your enjoyment of owning one of the finest automobiles in the world.

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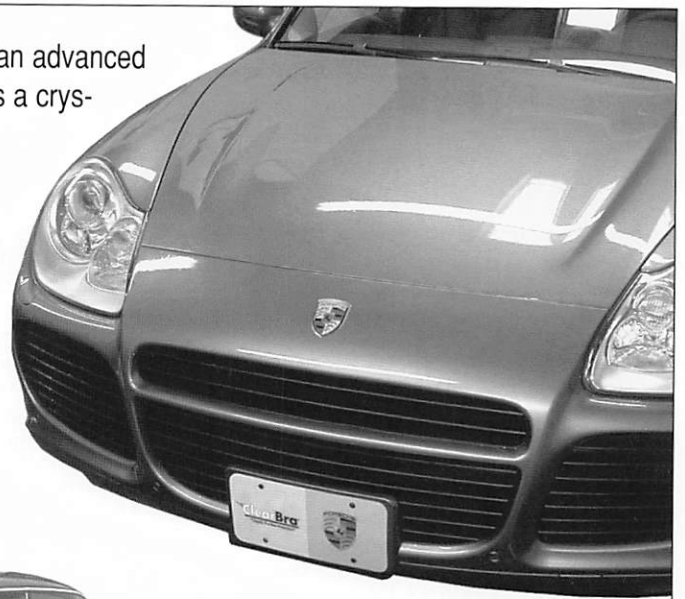
Porsche owners (you must own, co-own, or lease a Porsche to join) who are 18 years of age or older are invited to become members of the Porsche Club of America. For more information, contact our local membership chair:

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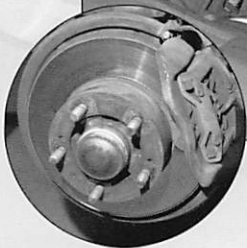


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1981 911SC White/Dark Brown, Original Paint, 150K miles, Sunroof, Power windows, AC, Blaupunkt AM/FM/Cassette/CD Changer, Equalizer, 3rd local owner since '91, H-4's, euro taillight lenses, PIAA 959 fog lights, Ducktail, Front chin spoiler, Pop-off valve, Momo wheel and shift knob, Weltmeister torsion bars, Lowered. Great Original condition. \$19,000 OBO. Contact Paul Kust at 503-252-3258, pkust@teleport.com 11.04

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1973 RSR replica, street /track legal class GM, on 1972 911T chassis, Bamboo beige, good condition, 2.7 liter. 25k since restoration, 99k original miles. over \$55k invested. Asking \$40k obo, Vaughn Temple, (541) 553-1344, von@value.net 11.04

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## Wanted

4 tires and wheels for a 1977 911S to use during autocross, size 205 55 16. I am looking for used race tires and I don't need pretty wheels but need a good price. Bob Schatz (503) 235-8351 01.05

911 SC/Carrera aluminum smooth rear bumper (no large heavy bumper pads), skirt with sport exhaust cutouts, bumper extensions, rubber bellows. \$200. 911 Harness Bar (bolts into stock holes) - \$100. E-mail for photos. Matt Byers 541.913.9962, mattbyers2001@yahoo.com 11.04

*Please send all classified ads to:*

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

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

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

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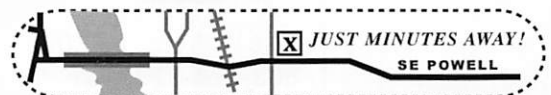
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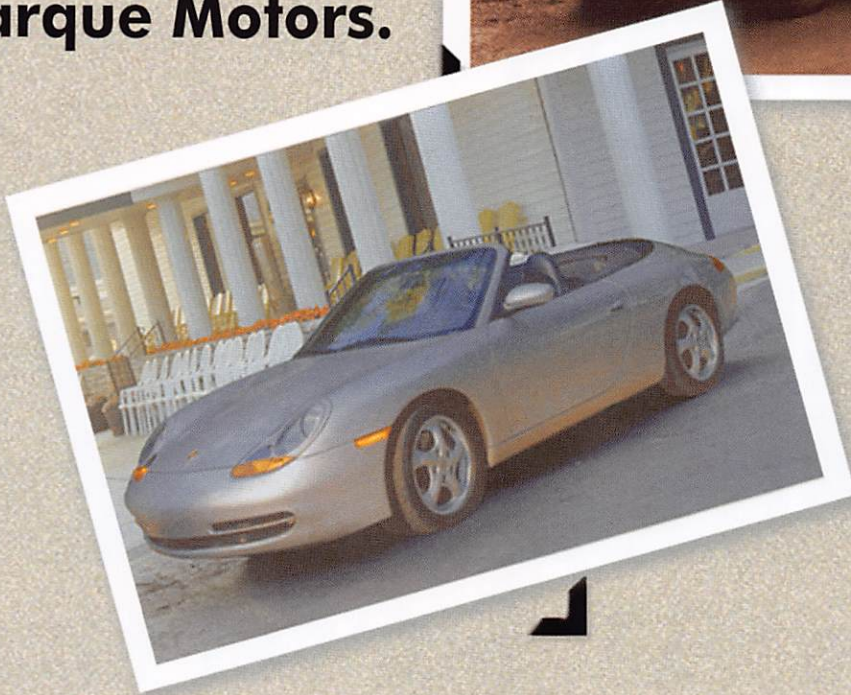
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