



# Anzeiger

MARCH 2006

Oregon Region Porsche Club of America



IN THIS ISSUE

**CALIFORNIA D.E. ADVENTURE:**  
Superb touring,  
and mixing it up with other marques

YOUR DESTINATION DEALERSHIP **RUF**

*An oasis for people who care about cars.*



Boxster

GT3

Cayenne

### Pre-Owned

1990 Carrera 2 Coupe	White
1993 968 Cabrio	Midnight Blue
2004 Boxster Porsche Certified	Speed Yellow
2004 C4S Cabrio	Speed Yellow
2004 Carrera Coupe Tiptronic	Seal Grey
2004 Cayenne S Porsche Certified	Sand White
2004 Cayenne Turbo Certified	Titanium
2004 Carrera S Coupe	Carrera White

### New Inventory

2006 Cayman S	Arctic Silver
2006 Cayman S	Guards Red
2006 Cayman S	Black
2005 Boxter	Guards Red
2006 Boxster Tiptronic	Seal Grey
2006 Boxster	Arctic Silver
2006 Boxster S Tiptronic	Arctic Silver
2006 Boxster S	Guards Red
2006 Carrera Coupe Tiptronic	Speed Yellow
2006 Carrera Cabriolet Tiptronic	Midnight Blue
2006 Carrera Cabriolet	Guards Red
2006 Carrera 4 Coupe	Arctic Silver
2006 Carrera 4S Cabriolet	Arctic Silver
2005 Cayenne Tip	Crystal Silver
2006 Cayenne Tip	Basalt Black
2006 Cayenne Tip	Crystal Silver
2006 Cayenne Tip	Black
2006 Cayenne S	Jarama Beige
2006 Cayenne S	Sand White
2006 Cayenne S	Prosecco
2006 Cayenne	Titanium
2006 Cayenne Turbo S	Basalt
2005 Carrera GT	Seal Grey

**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



## FROM THE PRESIDENT

Jeff Gretz

## Enthusiastic board ready for '06 events

**H**ello, 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. Yes, it will stop raining sometime!

At the January Board of Directors meeting, the Board members divided up responsibility for support and coordination of our club's 2006 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 are 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.

### **Jeff Gretz**

(president@oregonpca.org): Safety, Membership, 2006 Parade Liaison

### **Chuck West**

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

### **Kathleen Ellis**

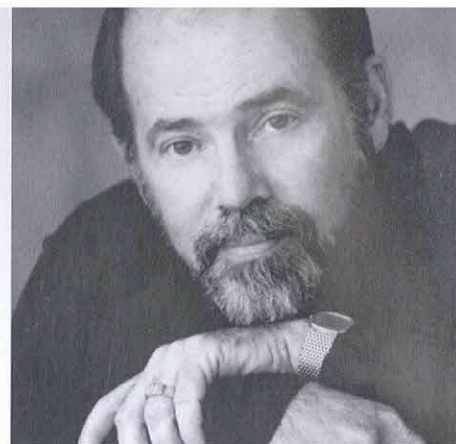
(kathleen@kelandscape.com): Anzeiger, Web Site, Member Communications, Concours

### **Bob Grasso**

(rowbare47@yahoo.com): Monthly Arrive and Drive, Historic Races, American Le Mans, Champ Car Races

### **Sue Hodge**

(sghodge@bctonline.com): Anzeiger,



Holiday Party, Monthly Dinner & Social Meetings, Cabin Fever Tour

### **Jim North**

(James.North@morganstanley.com): Sunriver Tour, 750 Mille, Volunteer Recognition Event

Like most car clubs, we have the 80/20 thing going on. About 20 percent of you come to club functions throughout the year. The other 80 percent might show up once in awhile. Some of you never come to a club event. If you're too busy, we understand. We want to be here for whatever you want out of your club. If you didn't show up or participate because we didn't meet your needs, then, by all means, please  
(Continued on page 21)

## FROM THE EDITOR

Kate Ayers

## Keep fingers crossed for better weather

**I** started 2006 with Jim in a snowy France, driving a

Nissan SUV, but here we are in a rainy Oregon, gearing up for some Porsche driving—at least later on this month. Our first autocross comes early this year, to the delight of many AX fanatics, I'm sure. Keep your fingers crossed that the clouds part for at least a few hours.

It is probably the club's good fortune that the January concours prep at Autobella had to be rescheduled for March 18 because finding a road that wasn't flooded in January turned out to be a major challenge. It just seemed to rain endlessly. And what's the fun in polishing your car to a high shine and then driving it home through miles of



mud and muck? Luckily, we had the monthly social and dinner to get the year jump-started. I hear the turnout at the Old Spaghetti Factory was enormous—over 80 of you, a good number of whom were new members. Welcome, welcome!

With our staggeringly soggy January, many folks took to chasing the sun (which, of course, meant leaving the Pacific Northwest) so a few event ads might have missed the deadline. Please check the website for a full list of stuff to do in March, and watch for Harry Danberg's emails to keep super current. We don't want you to miss a thing.

With this issue, I am saying goodbye. Oh, you'll still see me out playing with the cars, but no longer on the magazine masthead. It's been fun. Maybe again later ... ■

# Oregon Region Events 2006



## ***March***

- 7 Board Meeting**
- 11 Bus Tour**  
*(See page 6)*
- 12 Instructor Clinic**  
*(See page 8)*
- 15 Monthly Social & Dinner**  
*(See page 6)*
- 18 Concours Prep**  
*(See page 10)*
- 20 Anzeiger Editorial deadline for May**
- 26 Autocross**  
*(See page 12)*
- 26 Drivers Skills Clinic**  
*(See page 12)*

## ***April***

- 4 Board Meeting
- 8 A&D
- 19 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for June
- 22 Concours prep @ Gran Prix
- 30 Autocross

## ***May***

- 2 Board Meeting
- 6 A&D
- 6-7 Cabin Fever Tour
- 13 Spring Clean
- 17 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for July
- 21 Autocross
- 24 DE Day

## ***June***

- 1-4 750 Mille Miglia
- 3 A&D (Burrito Run)
- 4 Autocross
- 6 Board Meeting
- 10-11 Rose Cup Races
- 16-18 Champ Car Grand Prix of Portland
- 20 Anzeiger Editorial deadline for August
- 21 Monthly Social & Dinner

## ***July***

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

## ***August***

- 1 Board Meeting
- 6-11 Parade Portland 2006
- 12 Track Day
- 12 Autocross
- 16 Monthly Social & Dinner
- 19-20 Whistler Weekend
- 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***

- 3-5 Rainbonnet
- 7 Board Meeting
- 15 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for Jan/Feb

## ***December***

- 5 Board Meeting
- 9 Charitable Auction & Awards Banquet
- 20 Anzeiger Editorial deadline for March

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).

# Mystery Bus Tour!

Saturday, March 11

We can say that, for those that went on our tour last year (2005), this tour will equal or exceed that one.

**Details to follow via Harry Danberg's emails and on [oregonpca.org](http://oregonpca.org)**

**CLUB  
EVENT**



## March Social and Dinner

Wednesday, March 15

*Where:* Newport Bay Restaurant  
10935 SW 68th Parkway, Tigard, OR  
503.245.3474

*When:* 6 p.m. Social Hour (no host)  
7 p.m. Order off menu

Please join us for an evening of fun, visiting with good friends and maybe a good plate of fish and chips! New members, we'd love for you to come, too!

Please RSVP by Friday, March 10  
Call Nancy Herron at 503.293.6714 or email  
[dinnermeeting@oregonpca.org](mailto:dinnermeeting@oregonpca.org)

Directions From the South ...  
I-5 North to Haines Road (Exit #294); Left on Haines to 68th Avenue, turn right.  
Newport Bay is 3 blocks up on the left.

Directions From the North ...  
I-5 South to Tigard (Exit #294); South on Highway 99W to 68th Avenue.

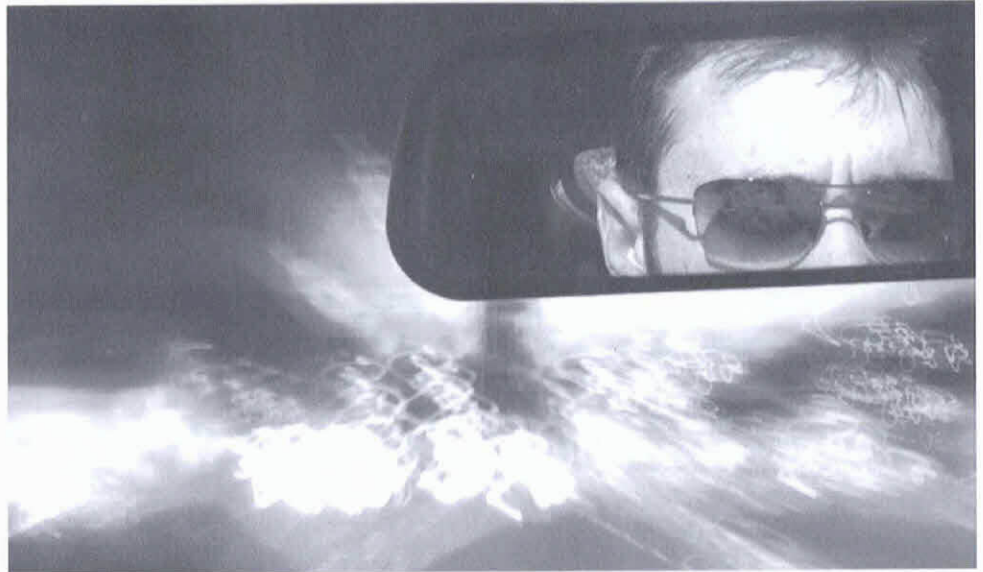
## STILL PLAYS WITH CARS

Peter Linsky



# Update on the world's fastest-of-the-fast cars

Things were getting interesting in Zuffenhausen as the old year wound to a close. If a website called "Autobahn" is to be believed, Porsche's new four-door "coupe," the Panamera, will offer a V10 by 2009. In addition, Porsche has reportedly tested a new lightweight version of the new Cayman S at the Nurburgring circuit. Development of the Cayman "RS" was reportedly pushed up so Porsche would be able to withstand a challenge from BMW's powerful new M-spec Z4 coupe. If this source is correct, we'll be seeing additional details shortly. And at least one US racing shop has already unveiled plans for its own upgraded Cayman; more are sure to follow.



THE VEYRON CLAIMS TO BE THE WORLD'S FASTEST PRODUCTION CAR, CAPABLE OF TOUCHING 253 MPH AND SPRINTING TO 60 FROM A STANDING START TO 60 IN A HAIR OVER TWO SECONDS.

Back in mid-December, LA Times automotive writer Dan Neil offered an entertaining review of his experience driving a new Bugatti Veyron 16-4 in Sicily. If Veyron is a foreign name to you, let's review: In an attempt to boost Volkswagen AG's status to that of, say, Ferrari (!), former VW Chairman Ferdinand Piech, the ambitious son of Dr. Ferdinand Porsche's daughter Louise, embarked on a daring course. He pushed VW to offer an uber-luxurious sedan, the VW Phaeton, and bought perpetually-bankrupt Bugatti. The Phaeton would prove a questionable decision: Handsome and well-built but much too expensive, the Phaeton couldn't shake off one major negative, VW's image as an inexpensive "People's Car." Few could envision spending 70 large for some-

thing wearing a Vee-Dub badge, no matter how good. The Phaeton also competed directly with another VW product, the underappreciated Audi A8. Hence, the Phaeton proved to be a costly error

FACTORY ENGINEERS POINT TO AN INTERESTING "SAFETY DEVICE:" FLAT OUT ON FULL TANKS, THE CAR RUNS OUT OF GAS IN 12 MINUTES!

when VW could least afford one. Then came the effort to revive Bugatti. The Veyron supercar project consumed six years and half a billion dollars, says Neil. The 16-cylinder, 8-liter, 1000-hp, quad-turbo, all-wheel-drive Veyron claims to be the world's fastest and quickest production car, capable of touching 253 mph and sprinting to 60 from a standing

start in a hair over two seconds. Given room to run, the 1.25 million dollar Veyron will hit 200 mph in just 20 seconds, and reach maximum speed in 53 seconds. Factory engineers point to an interesting built-in "safety device": Flat out on full tanks, the car runs out of gas in 12 minutes! Now that Porsche has taken an 18 percent stake in VW and Piech has been replaced, industry analysts doubt that VW will dip its toes in such deep waters again. One area that

does bear watching, though, is Audi's development of Diesel (always with a capital "D") powerplants. The successor to Audi's all-conquering A8 prototype racers will run the 2006 LeMans with a V10 Diesel powerplant.

Until next month, drive safely! ■

# Instructors Clinic

Sunday, March 12 Noon to 6 p.m.

## Oregon Region of Porsche Club of America and BMW Automobile Club of America Instructor Clinic/ Advanced Driver Track Day Portland International Raceway

### Advanced Drivers: Join us for a fun and informative day at the Track

Again this year we are teaming up with the BMW Club to put on an Instructor Clinic. The program will include Classroom presentations on teaching novice driving students, including "What to Do" when you meet your student, "How to Teach," "What to Teach" and "How to Critique". We will have classroom sessions mixed with on-track sessions where you will role-play the student-instructor interaction with a club mentor.

*Note: If you are an Advanced level driver and not interested in becoming an Instructor and would just like a Track Day, we will have one run group for non-clinic participants.*

### Pre-Registration: VERY IMPORTANT

In order to make sure we have the right number of Mentors for all drivers, sign up early to guarantee a spot. The registration form is online at [www.driverregistration.com](http://www.driverregistration.com).

### Tech Inspection

11:00 a.m. to Noon. Before getting into the Tech line, all loose articles in the car must be removed from the interior and trunk. This includes floor mats that are not fastened to the carpets. All hubcaps and removable wheel covers must be removed. Please read the information at [www.oregonpca.org](http://www.oregonpca.org) under Driver Ed.

### Driver's Meeting/Classroom

Noon to 1:00 p.m. Then there will be a mix of classroom sessions and on-track sessions from 1:00 p.m. to 6:00 p.m.

Advanced Driver run group will alternate with our on-track teaching sessions.

### Cost, Membership and Identification

The cost is \$50 for Instructors or Instructor candidates and \$85 for advanced drivers that are not participating in the Clinic. You must be a current BMW ACA Portland, BMW CCA, or PCA member to drive. A Club Membership ID, valid driver's license, and insurance card carrier/policy numbers are required.

No one under 18 is allowed on the track or in any hazardous areas.

Contact Don Clinkinbeard with questions: 503.970.4848

PCA /BMW ACA Instructor Clinic Registration is online at:  
[www.driverregistration.com](http://www.driverregistration.com)

Create an account and then select  
Events and March 12 Porsche Club of America, Oregon Instructor Clinic

**CLUB  
EVENT**

## AROUND THE REGION

John Draneas



# Parade Portland update: Time to register

If you are thinking about attending Parade Portland this August, now is the time to register. We are expecting a very popular Parade, and we are hoping that it will sell out very quickly. Don't miss your chance. Since it is a National event, all PCA members are equal, and being an Oregon Region member won't get you any special treatment.

Registration opens on March 10. You can't register earlier, but all March 10 registrations are treated as having been received at the same time.

The easiest way to register is on-line at PCA.org. But there is a big catch here. Before you can get into the web site, you have to register as a PCA.org user. Unfortunately, that can take up to 24 hours. So, log on to PCA.org now, have your PCA membership number handy, and get set up. Then, you can log on anytime on March 10 and register for Parade Portland.

If you can't or don't want to use the website, call our Registrar, James Ohl, right away at 360.852.4645, and ask him to send you a registration form. Your registration must be postmarked (no postage meters allowed) on March 10 or later, and it will be treated as received on the postmark date no matter when it gets there.



event areas, participation in the concours, rally, autocross, and tech quiz, as well as a number of other activities. Extras include the various meals and the various optional tours. But you don't need to do every single thing, all week long, to make it worthwhile. It's still a good deal even if you pick and choose the events.

If you don't register, come out anyway and see the beautiful Porsches at the Parade Concours and Car Show, held simultaneously at Heron Lakes Golf Course on Monday, August 7, 2006.

ple all the way across the country in the midst of their busy season in Birmingham.

We can't fill the void, but the next best thing is to just go drive on the track anyway. We will be conducting two days of driver education on Friday and Saturday, August 11-12, and one day of Autocross on Saturday, under our usual format. These will be the only warm-weather weekend track days we get this year.

You do not have to be a Parade registrant to participate in either the Driver Education or Autocross on these two days, although priority on both days will be given to Parade registrants. Still, with two days available, there should be plenty of room for everyone. You can register in the same manner as usual for DE (see page 12). Keep in mind, though, that if you are not a Parade entrant, your registration will be subject to space being available, to be filled on a first-come basis.

All of us working on this event have tried our best to make it the best Parade ever. We hope to have a large representation from our own region, so don't delay, and get registered on March 10. ■

LOG ON TO PCA.ORG NOW AND GET SET UP. THEN, YOU CAN LOG IN ANYTIME MARCH 10 AND REGISTER ... OR CALL OUR REGISTRAR FOR A FORM. IT MUST BE POSTMARKED MARCH 10 OR LATER.

Full Parade Portland details are available at [Paradeportland.org](http://Paradeportland.org), but here are the highlights. The basic registration fee is \$150, and covers one car and two people. Additional family member registrations are available. The registration fee covers the entire event over the entire week, including access to all

And, we have two track activities that may be open even to non-registrants.

Our efforts to bring the Porsche Driving Experience to PIR as part of Parade Portland have fizzled. The event was just not able to overcome the high cost of bringing all those cars and peo-



# Concours Prep

Saturday, March 18

Get the Competitive Edge!

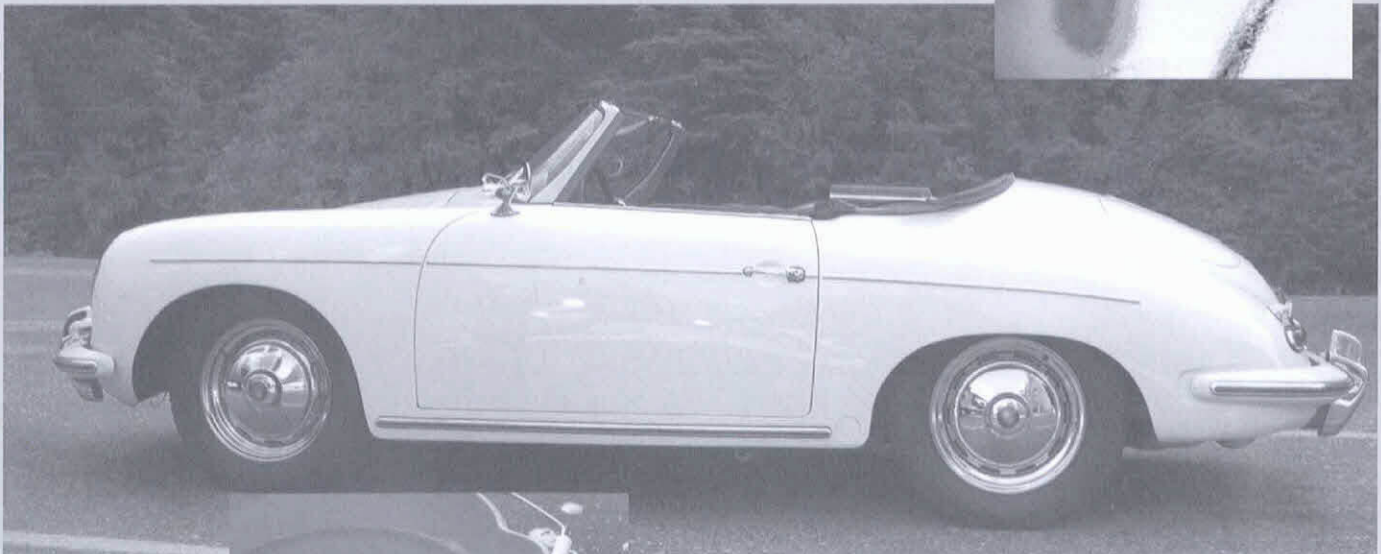
*Time:* 11:00 a.m. to 1:00 p.m.  
*Location:* Autobella  
17425 SW Pilkington Rd.  
Lake Oswego, OR 97035  
593.636.0540  
*Cost:* \$5.00 per person

Rescheduled Event

Come to this educational session to learn the secrets of detailing your car from Tom Rennie, owner of master detail shop Autobella. He will demonstrate the tricks of the trade to us, using a "typical" Porsche for the session. Specialty detail products will be available for purchase as well. This is a very timely event, as this year we have the opportunity to compete at the National Parade, to be held here. So join us to gain that competitive edge!

Reservations are required, as lunch will be provided.

RSVP by March 11:  
Kathleen Ellis, ORPCA Secretary  
503.649.7940 or [secretary@oregonpca.org](mailto:secretary@oregonpca.org)



**CLUB  
EVENT**

# Reflections on Daytona 24

by Kyle Chura and Chris Greenwood

Photos by Chris Greenwood

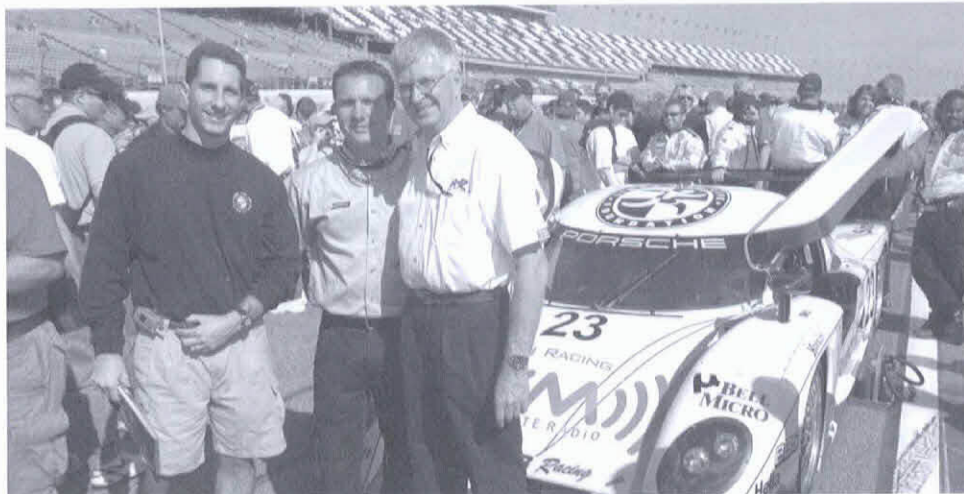
**T**avares, Florida — Alex Job Racing/Emory Motorsports are taking stock of their third-place finish in the Grand American Rolex Series presented by Crown Royal Reserve Rolex 24 Hours at Daytona.

The “new kid on the block” in the Daytona Prototype category, the Alex Job crew brought an unproven package, the Porsche-powered Crawford, to Daytona and proved a point—the car, the team, the drivers and the crew can be a force to be reckoned with at the front of the grid in prototype racing.

“We received the car at the end of November and made it to the Homestead test,” said Alex Job. “We were fast right off of the trailer. We had a lot of faith in our homework to run the Crawford with Porsche power, but you are never really sure until you hit the track with everyone else out there. At the Daytona practice days in early January, we knew for sure that we were going to be a threat in the race.”

The team recorded the fastest time at the January test, a speedy 1:43.431 and an average speed of 123 mph. This time proved to be the fastest lap of the test days and race weekend. “Leaving the practice in January, we were fast but we were not without worry. We did not have full confidence in the drop gear setup. We had a meeting with Crawford and together with Xtrac they went back and redesigned the part, in between the practice and the race, in just about 10 days. They were able to get us a part on January 21 and we went and tested at Moroso on the Monday before the race. Crawford, with everything on their plate going into the 24, really came through for us even though we are new customers.”

The team was able to go back for the race weekend and backup their front-of-the-pack position by pacing every practice session, save for two; the fourth session they did not participate and the last practice they were doing installation laps to check a new engine. To further emphasize the strength of the team, Lucas Luhr put the number 23/Alex Job



Posing in front of the team's pole-positioned car on the starting grid (l-r) Craig Gavras, Executive Director of the Limbs for Life Foundation; Rod Emory, owner, Emory Motorsports; Alex Job, owner, Alex Job Racing.

Racing/Emory Motorsports/Shred-it/Crawford/Porsche on pole with a time of 1:44.009. “Going into qualifying, we knew we had a shot at the pole,” continued Job. “However, during the practice days each driver does not get very many laps and the sessions were often stopped with black flags, so we sent Lucas Luhr out with our hopes of the pole. He did a great job to win the day; the car reacted and all the pieces fell into place.”

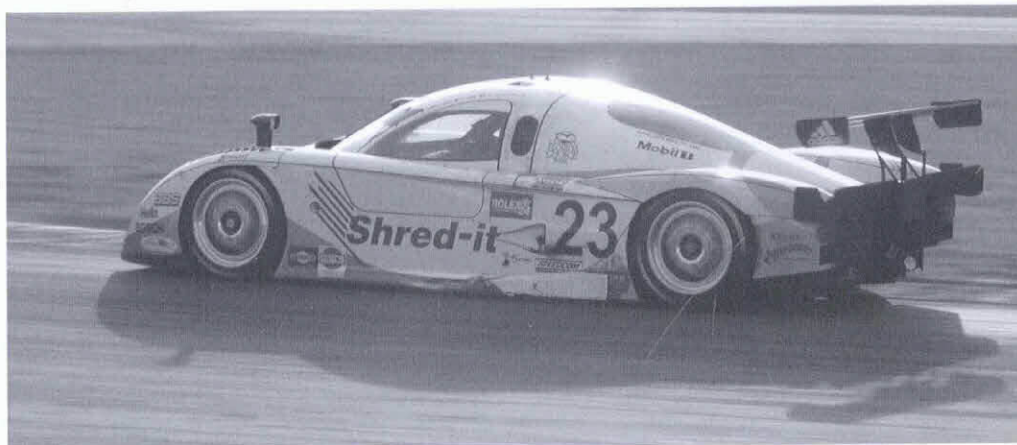
Earlier that day, the team had to repair a right inner boot for the first time. “After looking at the half-shaft on Thursday, we knew we now had a problem. The boot that holds in the lubricant had gone through a specification change

from an orange boot to a black one. We have a lot of faith in the orange boot as that was the part we used in all our testing.” This inexpensive piece cost the team a 24 Hours win.

Luhr was able to lead the first 20 laps of the race before pitting to hand over to Rockenfeller. On lap 74, the young German Porsche factory driver had to pit for the first rear half-shaft change. “At this point, we took the opportunity to change both of them as well as doing our brake pad service,” said Job. Rockenfeller returned some seven laps down. The driving trio was undeterred by their deficit.

*(Continued on page 23)*

The #23 Shred-it Porsche/Crawford car lapped the entire field multiple times to erase their early deficit, retaking the lead of the race in the early hours of Sunday.



# 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, March 26

NOTE: Afternoon event. Tech begins at 12 noon, drivers' meeting at 1:00 p.m. and first car on track at 1:15 p.m.

### Additional dates:

Sunday, June 4  
Sunday, July 2  
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**

## Drivers Skills Clinic

Sunday, March 26 Starting at 7:00 a.m.  
Portland International Raceway (Pro Pits)

**C**ome on out and join us for the first round of performance driving at PIR. This event features a skid pad exercise to help you learn how to turn at the limit and even past it, a slalom to help you learn to look and drive ahead of your car, and a threshold braking exercise so you can learn to get the most from your brakes.

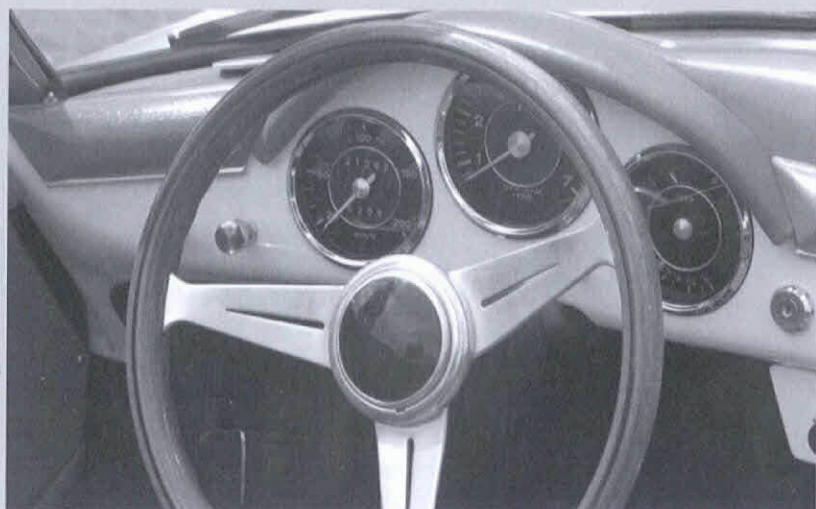
We provide instructors to help you understand what is happening with your car as you practice the exercises. This clinic is followed in the afternoon by the First Autocross of the season so you can practice your newfound or improved skills in competition.

Cost is \$40.

You can register at [www.oregonpca.org](http://www.oregonpca.org). Select Driver Ed from the left side menu then click on Registration in the quick links, or go to the DE schedule and click on the link there. You will need to establish an account (this only takes a few minutes) to use the registration system but, once you have done that, it takes just minutes to register for any DE event all year.

Please direct any questions to  
Don Clinkinbeard  
at 503.356.1764 or  
[drcbike@comcast.net](mailto:drcbike@comcast.net).

**CLUB  
EVENT**



## AMATEUR WRENCH

Don  
Clinkinbeard



# Various measures save 54 pounds on the 944 Turbo

**W**ell, as with most projects, this one is not on schedule. The block, crank and piston rods are still at the machine shop having the bearing clearances matched and balance checked. This leaves us with time on our hands as we wait for the parts to come back before we can assemble the motor.

You know I don't like sitting around much, so we started lightening the car some more. We decided to remove the headlight assembly and replace the steel header panel with a fiberglass piece. The new header panel weighs less than one of the headlights, saving us approximately 17 pounds. For track lighting, I will still be able to use the fog and driving lights in the front bumper. We also removed the fenders and scraped off the undercoating in the fender wells and removed the vapor recovery system another 9 pounds of stuff. Of course, we will paint the fender wells but the weight of a few thousandths of an inch

of paint will be far less than the rubberized undercoating.

We will also be replacing the 5 mph bumper shocks in the front of the car with some lightweight custom-built aluminum mounts. This will save an estimated 5 pounds at the front end of the car. I have been researching batteries, as the lead acid units we use are quite heavy, weighing in at some 34 pounds. There is a unit I can get for the car that weighs in at around 11 pounds, another substantial reduction. Overall, we expect to save another 54 pounds with this effort.

Remember that reducing the weight-to-power ratio improves acceleration rate. In addition, reduced weight makes for better cornering as well as helping to shorten stopping distances. I also have purchased a new oil pressure gauge (at a parts recycler) for the instrument panel as the old one started to stick when it got hot and so I could not tell what oil pressure I was running on

warm DE days. Since the bearing went in the engine, I am also going to replace the oil cooler with a slightly larger aftermarket unit. While this will add some more weight back into the car (more oil in the cooling system), the increased cooling capacity will improve the safety margin in the oiling system.

*On the DE front, we are bringing online registration to the program this year. This will allow us to eliminate some of the most labor-intensive parts of the DE program aside from driving and instructing (the real value-added parts). This system created by a club member from the Florida area will save us all time and effort (yes, you too) and further help us automate the check-in process. We have five DE days total this year, so register early and get in on the fun. Check the program information on the web site: [www.oregonpca.org](http://www.oregonpca.org). Select Driver Ed from the left side menu. ■*

## Speed Thrills: Autocross 2006 Preview

by Jim Ayers

**N**otice I didn't say "high speed," just "speed." Speed is a relative thing. On some parts of the German autobahn system, it isn't out of the ordinary to be passed while going 100+ miles per hour by someone traveling 150+ mph. I suggest that it is scarier to be passed on a downtown Portland street by some idiot doing 40 mph in a 25 mph zone.

As I said, speed is relative. Speed on an autocross course is generally less than 65 mph and, oftentimes, parts of the course are traversed at speeds less than 30 mph. It is likely, however, that

your pulse rate will be maxed out regardless of the speed at which you are traveling. Concentrating on a sea of orange cones laid out in a kinky fashion can sure get the old ticker pounding. Autocross is both a mental and physical form of exercise. Trying to keep the course laid out in your brain while throwing yourself and your car around any combination of slaloms and turns has the ability to wear you out in half a day.

The nice thing about it is that we have all had almost four months to heal ourselves and, more importantly, our

cars. Healing our cars really means making them more competitive. Healing ourselves, well, addicts are the toughest cures in the world. I can only imagine the 12-step program for autocross junkies ... Hi, my name is (insert name), I am an autocrossaholic and I'm not quitting.

By now, everyone should be anxiously awaiting the increase in their pulse rate, the rush of speed in a safe environment and the fun of hanging out with a bunch of thrill-crazed car nuts. March 26, 12 noon, P.I.R. Pro Pits, join us for the thrill. ■

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# A California DE Adventure

Story and Photos by Don Clinkinbeard

The adventure started roughly five months ago when Kim Friedemann, our membership Co-Chair, mentioned to me that she would love to try driving on some racetracks other than Portland.

THE GREAT THING ABOUT JOINING THESE NON-MARQUE-SPECIFIC CLUBS FOR THEIR HPDE IS WE SEE A WIDE VARIETY OF SPORTS CARS AT THESE EVENTS AND GET A CHANCE TO "MIX IT UP" WITH THE COMPETITION.

Well, it took me about month to get started researching track schedules as we were in the middle of the fast-paced spring season of club activities. Once I got on the Web, I figured out that there were a couple of weekends that ran back to back at Thunderhill and Infineon Raceway at Sears Point. Debbie and I had driven both of these tracks two years ago and had a great time. So with just a few hours of work, we had figured out what clubs were hosting the events and what the membership costs and various fees were.

Kim recruited a small group of our favorite track junkies to participate and we started to meet informally at each other's homes for parties—usually after

a DE day at Portland for dinner and conversation mixed with some adult beverages and track videos. Besides Kim, Debbie and myself, the list of suspects included Dan and Julie Jesse, Kathy and

Keith Jones, John Mazmanian, Earl Green, Monte Curtis and Randy Wells.

We had a great time setting up the trip. Working the tow vs. drive scenarios and RV vs. hotel vs. house rental was also a bunch of fun as well as giving us a good notion of the cost of a sojourn like this with a group. Kathy and Kim worked the house rental in Sonoma and found us a lovely 5,000-square-foot home on five fenced acres with a pool, tennis court, outdoor spa and plenty of parking space for the week in between the DE at Thunderhill and Infineon. Kim had set up reservations at the local event hotel in Willows about two miles from Thunderhill first thing so there



ABOVE: Kim slices and dices. RIGHT: Mario would have been proud. BELOW RIGHT: Napa Valley style. BELOW LEFT: Dan Jesse's Race Prep Carrera.

was not a lot of effort for the rest of us in the accommodation area.

Another month went by and the event registrations opened up with the hosting clubs, the Northern California Roadracing Club (NCRC) at Thunderhill and the National Auto Sport Association (NASA) at Infineon. The great thing about joining these non-marque-specific clubs for their HPDE is we see a wide variety of sports cars at these events and get a chance to "mix it up" with the competition, so to speak. Everyone joined the two clubs and got their regis-



trations in quickly, as California DEs tend to fill up fast.

We left on Wednesday afternoon and took two days to drive to Thunderhill even though it's only about 10 hours down there from Portland. This made the tow in the truck very leisurely and pleasant. Five of the group towed their

cars, while Earl and John drove theirs. Debbie and I took the 911 Targa as the 944 Turbo motor had let go at the last track day in September right before I left for a business trip to India and Malaysia (see November & December Amateur Wrench columns for more on that).

Several of the group met at the Aurora rest stop Wednesday morning to caravan down to Ashland on the first leg of the journey. While Debbie and I have been through Ashland many times in the past, we have never stopped long enough to do any exploring. We got in just as the sun was setting so we didn't get to look around this evening either. But, in the morning, when departing for Willows, we took the route directly through town. After a coffee stop, we were treated to a tour of a lively and quaint downtown with lots of shops and what appears to be an active retail area. I think we will be back some day in the not-too-distant future for a closer look—and maybe a Shakespearean play or two.

We arrived in Willows at the event hotel around 3:00 p.m. We have been tracking the 944 Turbo for several years and changing cars from a purpose-built track car to our tourer required some adjustment to the car setup, as well as our driving style. I had to install the track brake pads, bleed the brakes to help make the best use of the track tires (Continued on page 21)



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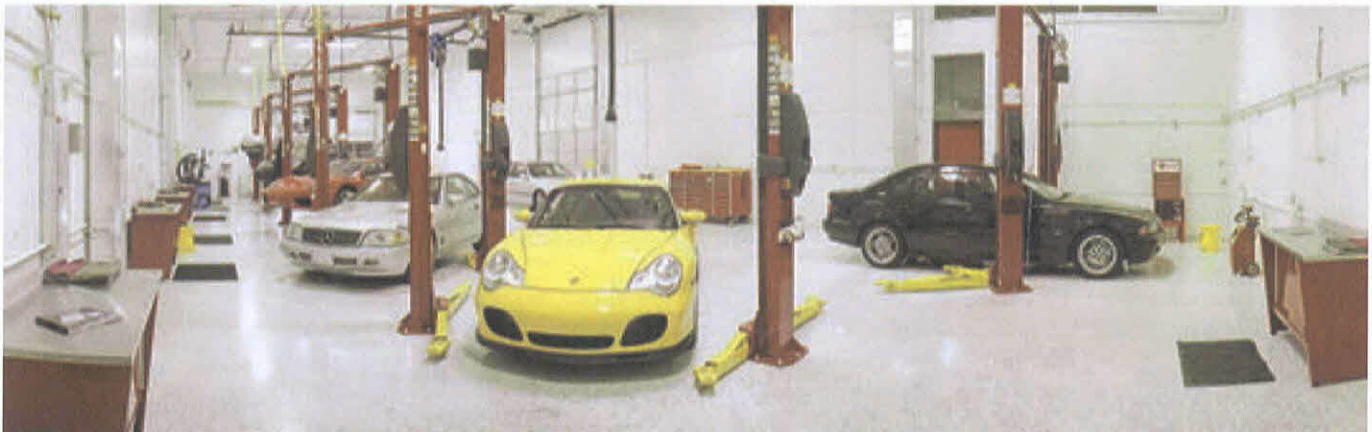
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# Familiar names in unfamiliar places in 1986

**R**eviewing the March 1986 issue of our illustrious magazine brought forth more questions than answers. I wondered how many of our current members know that Motorsports International used to sell cars, not just service them? March of 1986 was when Motorsports moved from West Slope to Northwest Cornell Road and became a total service shop. Bill Shores had been the car sales side of the business while Wayne Ditsworth ran the mechanical aspect; of course, Win Casey ran both of them.

What was the little red Radio Flyer wagon doing involved in the Past Presidents Rallye? Are we talking about an actual TSD rallye? Reading the related article, I was only able to surmise that all of the entrants had to stop at

Continental Porsche, get out of their cars and onto the wagon, traverse some truly perverse course and either gain or lose penalty points in the TSD. (Do you think the drinking and driving laws were a bit lax 20 years ago?)

Did you know that Tom Jewett was running an Independent Insurance

agency? I thought he was independently wealthy and never worked. Someone was advertising a good used 924 wheel for use as an outdoor hose holder, rustproof ... \$15.00. ■

And Peter Linsky was the club Treasurer? I know Peter is a master with

WHAT WAS THE LITTLE RED RADIO FLYER WAGON DOING IN THE PAST PRESIDENTS' RALLYE? I SURMISE THAT ENTRANTS HAD TO GET OUT OF THEIR CARS AND ONTO THE WAGON, AND GAIN OR LOSE PENALTY POINTS IN THE TSD.

## Anzeiger cover contest continues quest ...

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*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.

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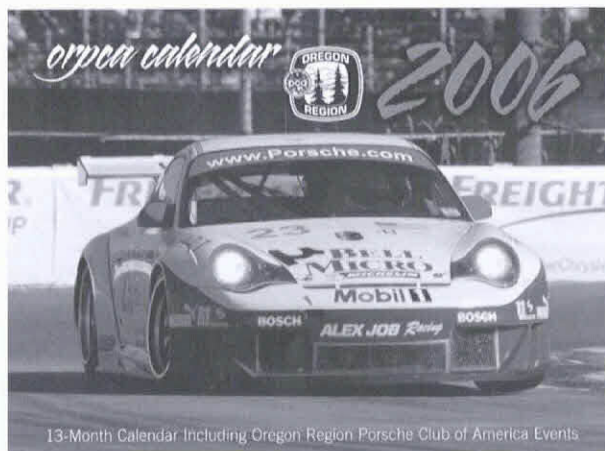
- Set your camera for its highest resolution. That's the one that uses the most memory.

- E-mail the photo to us directly from your camera, without saving it to your disk first.

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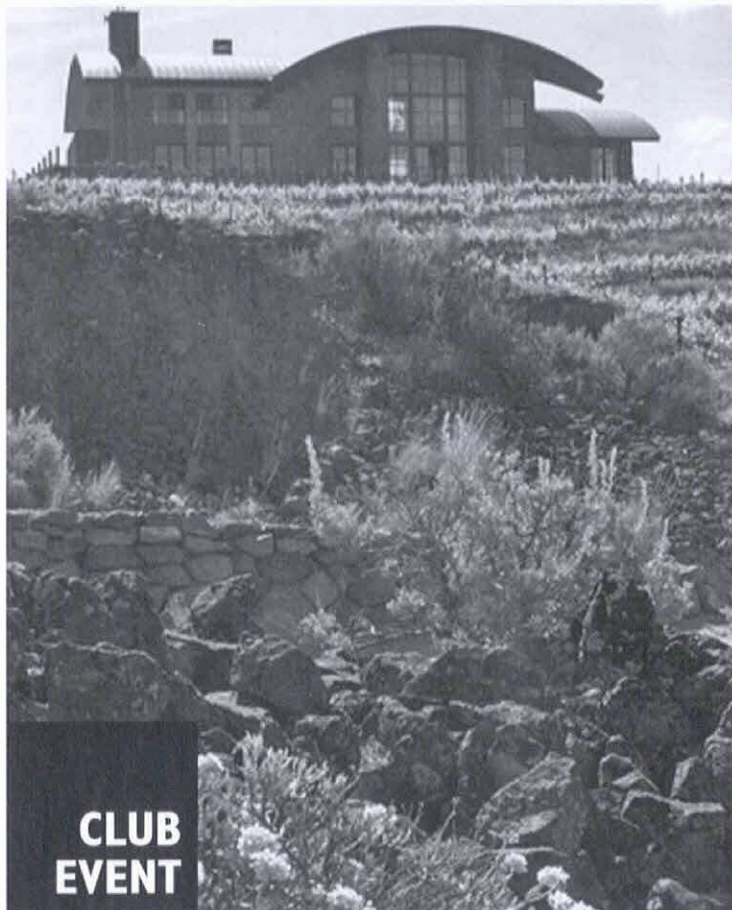
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## PRESIDENT'S MESSAGE

*(Continued from page 4)*

let me know what events and functions you'd like to see on our schedule. Why have a Porsche if you can't share the fun with other enthusiasts!

With that said, I'm excited about this year. We have a full calendar of social

and driving events plus a week of total "Porsche immersion" at Parade Portland 2006 in August. Check the Anzeiger and the web site for the latest event schedules and come join us on the road, on the track, or in a restaurant.

John and Carlyn Draneas and Jeannie and I went to the Barrett Jackson auction in late January. In the next issue, I'll tell you all about all the craziness.

Happy Trails,

Jeff

president@oregonpca.or

## CALIFORNIA DE ADVENTURE

*(Continued from page 17)*

that Chris and Trish Rogers had graciously lent us. This was all done in the hotel parking lot on Thursday evening as we had an early start Friday and the track didn't open until 7:00 a.m. The trailer folks all went out to get set up at 5:00 p.m. Thursday and save us a choice spot in the paddock.

One of my objectives on this trip, besides having lots of fun driving, was to observe how other DE organizations run their programs. I love to adopt others' ideas and adapt them to our program. This is where our Track Orientation comes from. There is always room for improvement, and I was able to find a few things to bring back to Portland.

A couple of tidbits that I picked up from the NCRC folks is that they have to work just as hard as we do to put on a DE day. They have the same kind of issues with a few folks that have trouble following the program. One of the rules in most of the run groups is that, in order to pass, a point by is required. This actually serves two purposes. The first is the driver being overtaken is acknowledging that this is occurring. The second benefit is that all drivers must pay some attention to their rearview mirrors. This promotes good traffic consciousness and helps to ensure that drivers are paying attention to not only where they are going but who is around them. The second item I liked was that all drivers, regardless of experience/expertise level, were offered the chance to elect to have a mentor. A mentor is an experienced driver that can answer questions before the event and explain the rules so that you don't get surprised at the event. They can also provide advice at the track in the form of chalk talk discus-



Some day-one schnitzel and refreshments at a Bavianian hideaway in the Siskiyou Mountains.

Photo by Don Clinkinbeard

sions or advice so that you can continue to improve your track knowledge.

The DE went smoothly with only a few minor issues. The first day at the track was mostly about learning the lines again and practicing with the 911. Our Targa has a Tiptronic S transmission and it was cool to be able to put the car in Drive and let it manage the gearing. There were a couple of corners where it repeatedly shifted at the apex as you started to pour on the coal. The first couple of laps that the car downshifted in a corner were a little unsettling. After a few laps of this, I found that the shifts were so quick and smooth that it really didn't upset the car to do this. In addition, as long as my inputs were repeatable, the transmission gear selections were also repeatable. A whole new way of thinking about how to drive the car.

On Saturday, after repeatedly nailing the fastest corner on the track, I took Debbie out with me to demonstrate how to take Turn 8 without lifting or braking. With the distraction of trying to talk her around the corner, I managed to spin the car out—at roughly 95 mph while at full throttle. Pretty exciting! (And very messy, as we had the windows down when we slid into the dirt

on the inside of the turn exit.) No damage to the car, just to my ego.

On Sunday, we headed down to the house in Napa. We did have one exciting event on the tow down. I was leading the pack on I-505 (the roughest interstate highway I have ever driven on) when one of my removable fenders decided to eject. I heard on the radio from Keith, "Fender Failure! Fender Failure!" I looked out the side view window to see the fender dragging along, stuck between the two tires on the trailer. So after we got that mess cleaned up and the fender strapped down to the trailer, we proceeded on to Napa with no further drama.

From Napa, part of the group did some touring and retail therapy in San Francisco, visiting Fisherman's Wharf, and of course it wouldn't be San Francisco without a stop at Ghirardelli Square (Monte is especially fond of chocolate) where there is plethora of chocolate for all. That day, Debbie, Earl and I went for a drive on some of the Porsche roads over the hills west of Napa to Healdsburg, to a couple of our favorite wineries. Wow. I managed to find some really great driving roads with *(Continued on page 22)*

## CALIFORNIA DE ADVENTURE

(Continued from page 21)

lots of twisties and nearly zero traffic. The slower folks on the road took one look at us coming up from behind and pulled off at the earliest opportunity. An excellent courtesy that we really appreciated.

Of course, staying in the heart of wine country we had to do a wine tour. Julie arranged this for us, contracting a tour in a limousine (hey, no one wanted to be the designated driver) and did some wine tasting around the Napa Valley. Naturally, one of our stops was at Mario Andretti's Winery. Part of our Sunday arrival was some wine drinking on the back deck and, by chance, one of the bottles I had brought along was a 1998 Andretti Sangoivese. Everyone liked it so we made a special effort to taste some of this year's release at Andretti. It seems they are getting better at making this wine.

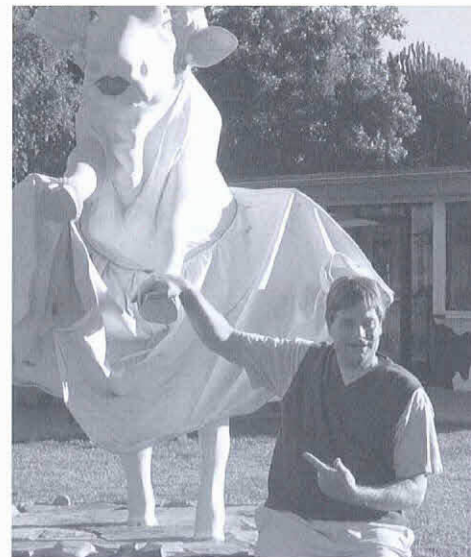
That evening, Debbie just had to have dinner at her favorite restaurant, the Bistro Jeanty, in Yountville. They make a bowl of tomato bisque soup that is to die for. And it goes without saying we had a little wine. The dinner was outstanding and nearly everyone at the table tried the escargots along with many other appetizers—and wine.

One of the days, the boys took a trip down to Parts Heaven in Hayward to scrounge for car bits. It turned out to be convenient, as one of the rocker arms on Dan's engine had given up on the last run session at Thunderhill. He was able to get a half dozen spare rockers for a very nice price.

Saturday brought the NASA event. This program is really a racer development

program as opposed to our Driver Education program. As such, it is far more aggressive and progressive. Advancing through the run groups requires demonstration of skills and awareness that our program does not approach. I ran the first day in the open run group. This is the fastest run group and is characterized by mostly having full race vehicles. While our 911 is fast, it does not corner like a race car and I spent the day doing four-wheel drifts around all the corners while being passed by most of the run group (in Keith's and Dan's case, usually twice in a 20-minute run session). It was a great learning experience in developing 360-degree awareness and having to hold my line or modify it and pointing people by, depending on where we were on the track. Unfortunately, I did not get a good chance to learn the corner lines very well on day one, so I had trouble improving my speed on the track. In addition, I found that the Tiptronic transmission did not handle this track very well so I was forced to manually downshift. Not a big problem, but it was one more thing to think about.

On Sunday, I moved to run group three and found myself keeping up with all but the fastest folks and getting the line down much better. It was far more fun for me. There were some good lessons to be had from my time in both run groups and there were a few things that I would like to bring to our program. One of the most valuable practices that NASA does is a post-run-session download from the group leader and the drivers in that group. The conversation is based on safety issues, driving tech-



Earl Green reluctantly poses with Marilyn Moo-nroe.  
Photo by Don Clinkinbeard

niques and practices. Part of this is that the group leader (an experienced racer) drives from the back to the front of the run group and critiques the drivers' lines, braking points and general handling of traffic. He also has the ability to pull in front of someone and signal that driver to follow him to demonstrate the proper line through a corner. I'm thinking that this will be a good thing to do with our intermediate and advanced run groups as a way to provide instruction without having to place instructors in each student's car.

Another advantage that both NASA and NCRC had that really improved track startup was pre-teching cars. This saved nearly an hour at the track running through a tech line and allowed both events to get the first car out at 8:00 a.m. rather than 9:00 a.m. as we do. There is potential here.

So Keith entered the NASA group B time trial and took first place both days. He is sponsored by Rogue Brewing. You can check out his progress at [www.rogue.com](http://www.rogue.com).

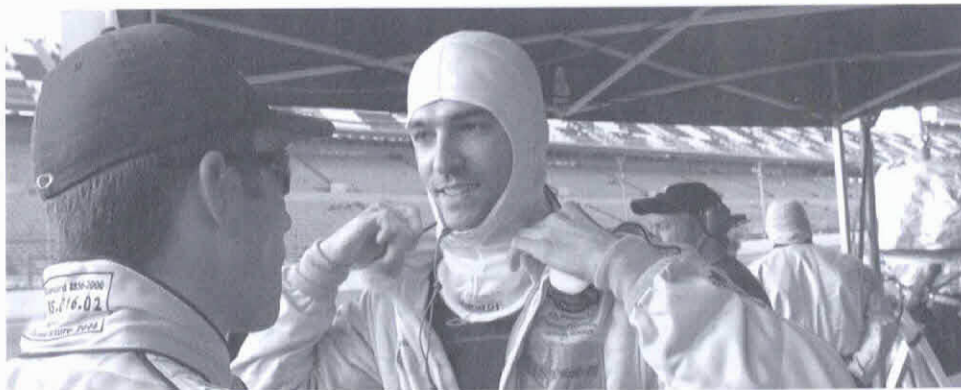
Debbie and I took off that last evening, heading for my mom's house just northeast of Sacramento, while the rest of the group stayed at the Napa house until Monday. Our drive home was uneventful, although climbing over the pass at Mt. Ashland worked the tow rig a bit. Debbie took the Oregon section of the drive and piloted through the Southern Siskiyou while I napped as I had to work the next morning. We pulled into the driveway at 4:00 a.m. on Tuesday morning, the end of a 13-day adventure that will mark 2005 in my memory for a long time to come. ■

All smiles on the podium after two incredible days at Thunderhill Raceway.

Photo by Don Clinkinbeard



## REFLECTIONS ON DAYTONA 24



Lucas Luhr (r) suits up for another stint on Saturday evening while discussing the handling characteristics of the car with Mike Rockenfeller. Luhr qualified the car on the pole and led the race for nearly two hours before the first axle failure.

*(Continued from page 11)*

On lap 107 at 4:06 p.m. the team wanted to adjust the onboard computer. The cable was prematurely pulled without the full data exchange and the car reverted to safe mode triggering the pit speed limiter switch. The result was Long doing a lap at pit speed—35 mph. This caused the team to bring the car back to the pits and complete the data exchange, losing two laps.


By 2:45 a.m., on lap 444, Luhr had stormed back to second place by lapping the entire field of cars some six times. At 4:15 a.m., Rockenfeller, who earlier had to garage the car for the half-shaft change, battled for the lead and took it back on lap 486.

In the early morning hours, on lap 556, as the sun came up, Patrick Long reported a vibration in the rear at high speed. The team reviewed the car, sending the young Californian back out, just to have the half-shaft fail on lap 557 in the tri-oval. The team pitted the car to once again satisfy the car's appetite for half-shafts, again a right inner boot failure. This deficit proved insurmountable, sealing the team's third place finish.


"The speed we showed in the race I attribute to a list of things; the right chassis and engine combination, good strategy, a strong team preparing the car, the strongest combined driver line-up and we never really missed a beat, except for the axle boots and computer

glitch. This was one of the most important races in our team's history," exclaimed Job. "It is the first time that we have run in the prototype category with the chance at an overall victory. Although we had a strong podium finish, it was disappointing not to win with the effort we put forth. We were up and then down, battled back to the top and went down again, only to give it one more shot for the win. We came to Daytona an unknown in the Daytona Prototype category and left with a lot of teams talking about our performance. As far as the remainder of the Grand Am schedule goes, we are actively seeking funding to race the full calendar."

*During the race, the team raised some \$4,500 during the Rolex 24 Hours of Daytona to benefit the Limbs for Life Foundation, its prominent philanthropy displayed proudly on the top of the car. The funds raised at this event alone by Alex Job Racing/Emory Motorsports will enable as many as 3 amputees to receive prosthetic care. An application process is necessary to determine a potential recipient's qualification for care and, once approved, care can begin in as soon as 30 days. ■*




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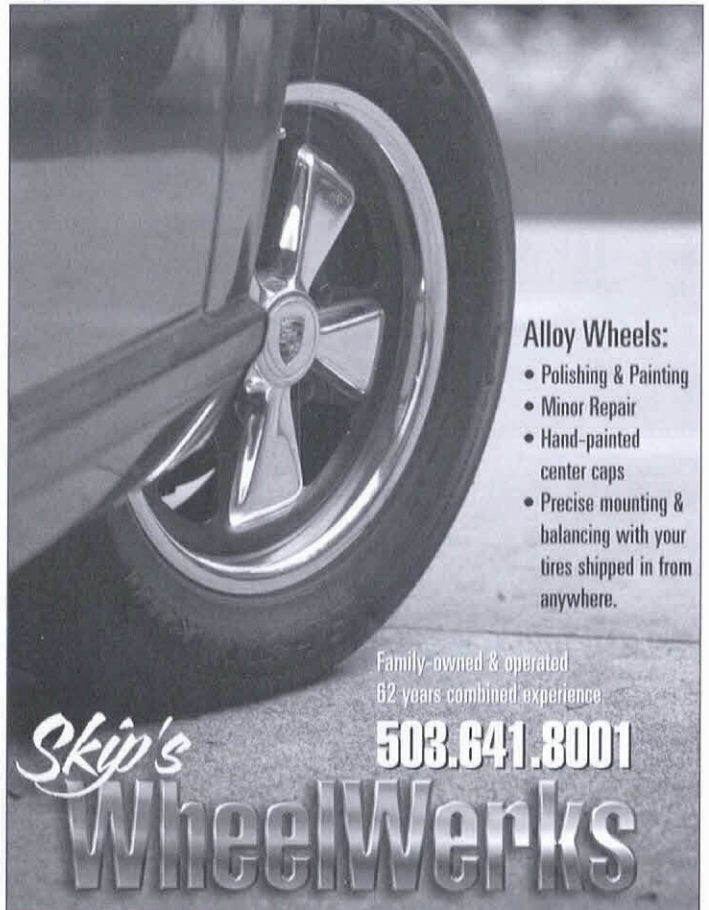
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## Collector Cars

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Waterhouse Motors .....503.473.7895

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Oregon Plating .....503.232.7416

## Paint Protection

ClearBra .....503.439.9031

Bill Shores .....503.644.4640

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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

## Porsche Sales & Service

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Sunset Imports .....503.641.8600

Gran Prix Imports .....800.763.4016

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## Plumbing Supplies

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Team Gray .....503.212.5048

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## 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

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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, 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  
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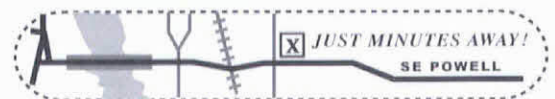
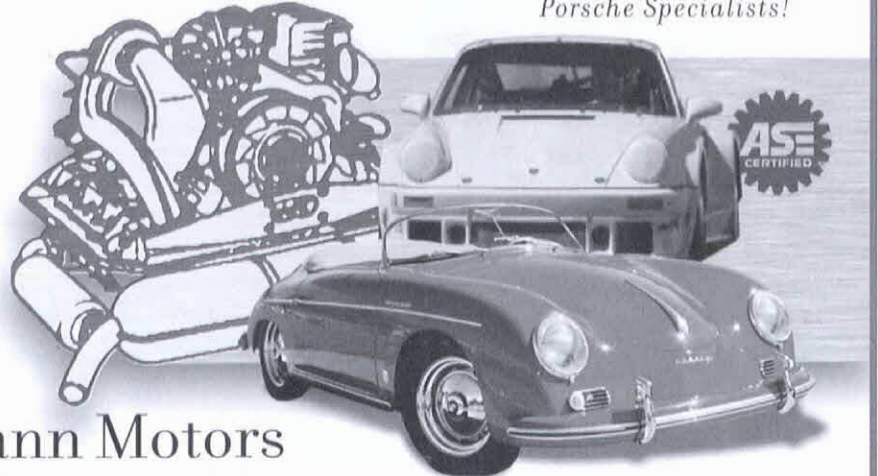
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# Marketplace

## ■ 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, including 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

2003 911 Carrera 4S coupe. Arctic silver/blk, full leather, 4,900 mi, mint condition, 6-spd, Xenons, sport exhaust, Bose CD system, lumbar support, P-Zeros, Porsche lettered-black mats, Porsche Silverguard car cover. Never smoked in, no track or abuse. \$72,900. James 503.655.4800 jjbarless@msn.com. 11.05

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

928

1987, 928-S4, Silver/Custom Chocolate interior, 85K miles, automatic. Lovely car with all tools, manuals, and known history and records. No dents or accidents; driven by little lady from Medford. VIN #WPOJB0921HS860590. \$12,000. Forrest Hatch, Gold Hill, Oregon. 541.855.9646, pictures available ferrari4u@ccountry.net 11.05

*Cayenne*

2004 Porsche Cayenne Turbo, silver/black, 13,000 miles, 20" wheels, moonroof, CD stacker, balance of 4-year/50,000-mile warranty remaining. Mint condition. \$73,950. Jim 503.708.3843 11.05

356

1956, 356A Coupe, #57081 and engine # P62480, Blue (some chips). Has a second massaged 912 engine currently installed. Eligible for all known world vintage rallies; Kardex. Has run the LaCarrera Panamericana (2nd in class), Copperstate, Colorado Grand, PCA Nationals, Boise. Has an Oregon lifetime registration and 1956 license plate. Many upgrades and multiple spare parts. Rally computer and electronics available. Records and receipts available. Pictures available on internet. \$22,000. Member #1997044074, Forrest Hatch, Gold Hill Oregon. 541.855.9646, ferrari4u@ccountry.net.11.05



## Other Than Porsche

1955, 550 Beck/Porsche Spyder; #SW56662PA, built by Chuck Beck. Blue-Silver/Red leather. Strong 2.1L (160 hp) type 1 engine by CB Performance, LA. Convertible top, side windows, custom head rest, two roll bars, multiple spare parts including 11 chrome wheels. (Pictures available.) \$22,000. Forrest Hatch, Gold Hill, Oregon. 541.855.9646. ferrari4u@ccountry.net.11.05

Enclosed trailer available. (Pictures available.) Forrest Hatch, Gold Hill, Oregon. 541.855.9646, ferrari4u@ccountry.net.11.05

## ■ 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.

\$2,500 obo. Rich Vedder. 503.780.2202, 503.697.1914 11.05

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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:  
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■ Occasionally, your 911 would fail to restart after a crash, and you'd have to reinstall the engine. For some strange reason, you'd just accept this too.

■ You would be forced to buy a new model every 18 months, and your old model would have no resale value. Each new model would be bigger than the previous one, require more gas, and operate differently. Furthermore, parts from the old car would not be interchangeable with the new car.

■ You could call a special phone number when you had a problem. The phone would be staffed by people who know less about your car than you do.

■ There would be a special model, powered by the sun. However, it would only run on 5 percent of the roads and require different driving skills.

■ You would have to spend additional money to buy the operating manuals.

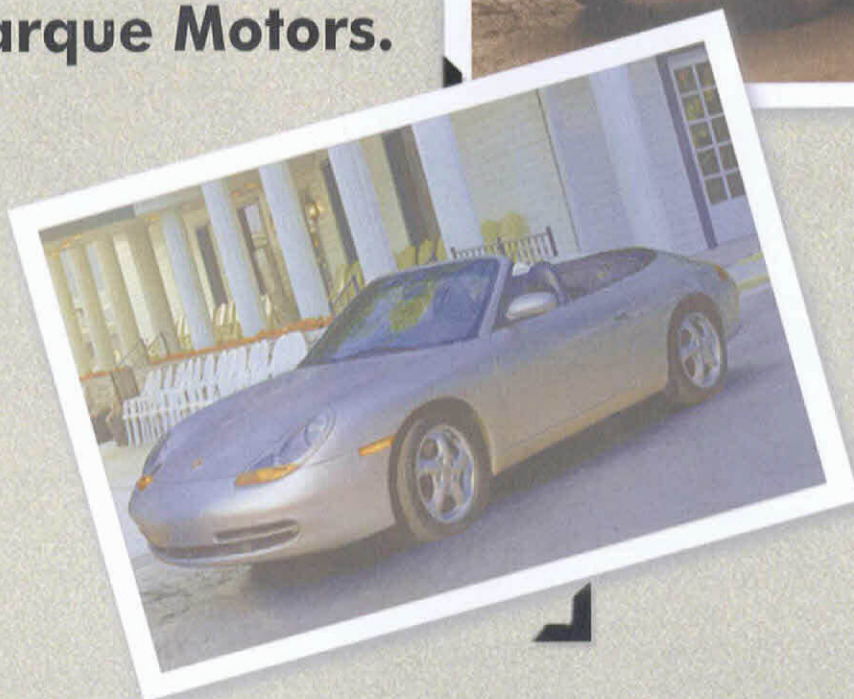
■ The oil, engine, gas and alternator warning lights would be replaced by a single warning light: "This car has performed an illegal operation."

■ Before engaging, the airbag system would display the message, "Are you sure?"

■ Every time you looked under the hood, an obnoxious cartoon character would appear and ask if you need help. No matter how many times you refused help, it would keep appearing.

■ A special feature would let you automatically record the route for a particular trip, so you could repeat the trip automatically later on. However, after repeating the trip, you always end up at a different location.

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