



Anzeiger

NOVEMBER 2006

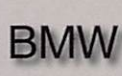
Oregon Region Porsche Club of America

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Sunny Autumn Arrive & Drive
Sunriver Show Photo Essay





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WHO CARE ABOUT CARS.



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Anzeiger

(an' zī ger), noun, German

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

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Anzeiger

Volume 46 No. 10

NOVEMBER 2006

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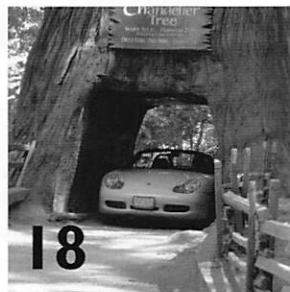
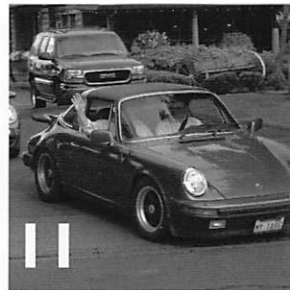
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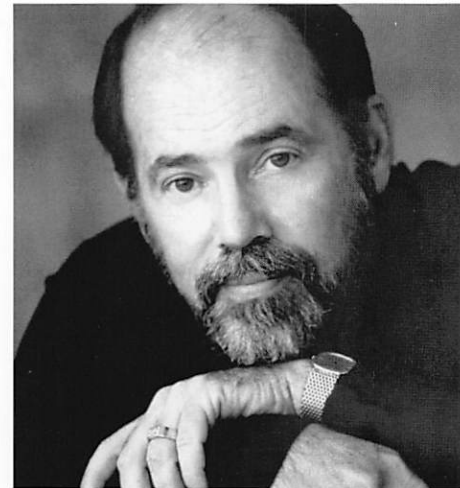


ON THE COVER The last Arrive & Drive of the year turned out to be a photogenic one for **Jim Hosford**. A rest stop in Mosier, Oregon found our Porsches under the watchful gaze of a totem pole in the bright September sunshine. Jim wins a year's free membership for his outstanding photo.

See page 8 for details on entering the Anzeiger Cover Contest and you could be a winner, too!

**FROM
THE
PRESIDENT**
Jeff Gretz

September featured outstanding events



Lamborghinis, Mercedes, Jaguars and lots of BMWs. John Draneas and the Sunriver Chamber of Commerce did a great job planning and running the event. Thanks, John!

The word must be getting around that the Oregon Region plans and runs great events like these all year long. Year-to-date through the end of August we've welcomed 89 new members and now have a total of 867. There are 140 regions in the Porsche Club of America and we're in second place in actual growth.

(Continued on page 20)

September was another great month for club driving events. We started the month with another terrific Arrive & Drive tour, cruised down to Sunriver for the annual Sports Car Gathering, and ended the month with our second to last Autocross of the year. Chuck West, our normal course designer, was working on his houseboat in California so his Autocross team designed a unique and fast course on the spot.

We started the Sunriver weekend at Gran Prix Imports in Wilsonville this year. After a continental breakfast provided by GPI (thanks, guys!) and a driver's meeting it was off to Central Oregon. Our group of about 40 cars included Porsches, Jaguars, Ferraris, a couple of Maseratis, a Lotus, and a cou-

ple of Lamborghinis. One member decided to bring his entire family this year so he drove his Ferrari Enzo, his son drove their Carrera GT and his daughter was in their Ford GT. Now that's my idea of a perfect family outing! We ran into quite a bit of rain in the Cascades on the way down but the weather for the rest of the weekend was just about perfect; cold in the mornings then sunny and warm for the rest of the day. Jeannie and I drove our Jaguar XKR and had the top down Saturday and all the way home Sunday on the "spirited" drive over the McKenzie Pass highway.

There were 94 cars on display in the Sunriver Mall Courtyard on Saturday. Along with the 26 Porsches there were Ford GTs, Ferraris, Maseratis, Lotus',

**FROM
THE
EDITOR**
Jim Ayers

New editor begs for event coverage :)

Most of you are probably wondering what the heck is going on with the Anzeiger, why can't we keep an Editor? Obviously due to a set of unfortunate circumstances, just as he was getting situated in the job Kelly Dionne had to return to Idaho. Sue Hodge had agreed to return to the helm on an interim basis, until a new Editor could be found when Kate Ayers gave up the reins after her three year tenure. Now here you are stuck with me in the driver's seat.

My goal as Editor is to continue the tradition of keeping our magazine one of the best volunteer publications in the country. In order to accomplish this

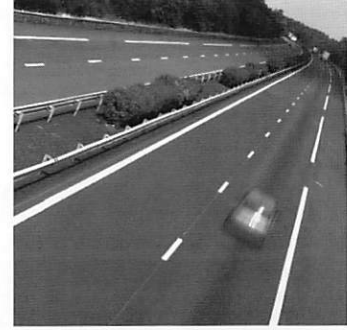
goal, I need your help. As I have said before, Anzeiger is not one person's magazine and should not reflect just one person's slant on events. Over the past four years I have written far too many articles because the magazine has needed coverage to fill the pages. Assuming the role as Editor is going to reduce my ability to cover as many events. I am asking for your help, actually I will get down on my knees and beg for your help. If you attend an event, please consider writing a couple of paragraphs about it. If you don't feel comfortable writing and have a camera take some high-resolution pictures and send them to me with a note saying

what is reflected in the photo or who is in the photo.

I have asked a couple of people to write articles over the past few months for both Autocross and the Arrive and Drives, Tom Pavlik and Jim Hosford have been gracious enough to take on these tasks. Both have indicated they do not want to do this on a full time basis and would like other people to contribute as well.

ORPCA is a group of very diverse people who have a common interest in one marque of very special vehicles. Anzeiger should be a mirror of the membership's diversity. Taking an hour
(Continued on page 20)

Oregon Region Events 2006



November

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

December

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

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

November Social and Dinner “Across the Border”

Wednesday, November 15

Where: Who Song and Larry's
111 E. Columbia River Way
Vancouver, WA 98660
360.695.1198

When: **PLEASE NOTE LATER STARTING TIME**
6:30 p.m. Social Hour
7:30 p.m. Dinner, \$20 per person

New members, please join us!

Please RSVP by Friday, November 10
Call Nancy Herron at 503-293-6714 or email

dinnermeeting@oregonpca.org

**CLUB
EVENT**

Holiday Party and Charity Auction

Saturday, December 9

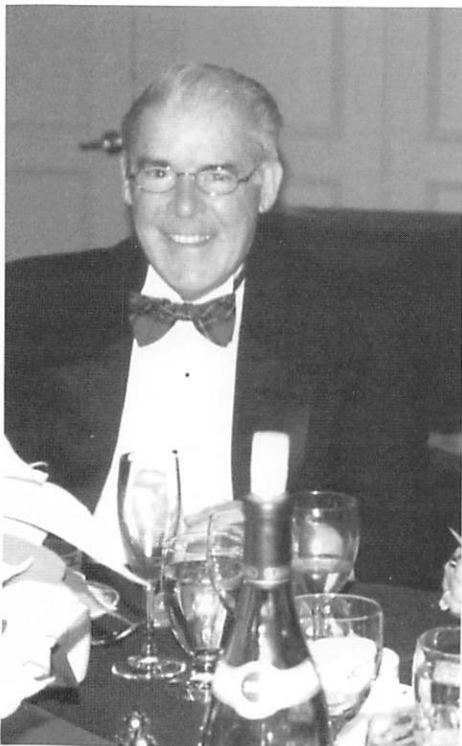
We are back at the delightful Riverside Golf and Country

Club again this year on December 9. Silent Auction and No-Host Bar starts at 5:30; dinner (salmon, or stuffed chicken breast) starts at 7:30.

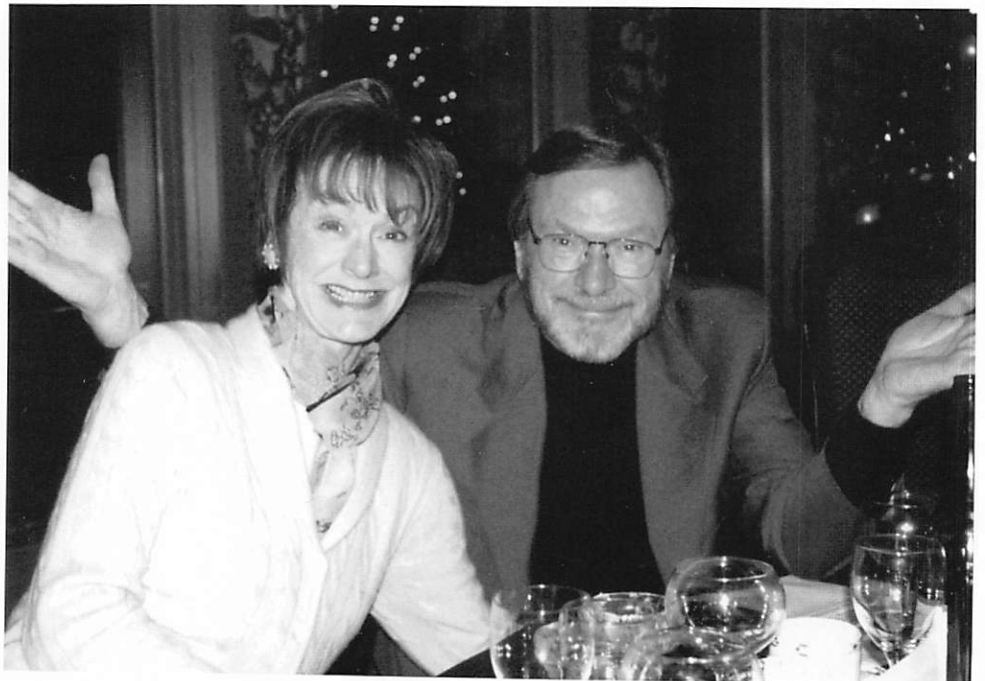
Now is the time to think about getting your donations together for the auction. They do not have to be big or expensive. If you have a talent and make something that members would like to have, or if you have something that

is used but special—perhaps a collector's item—these are great ideas. Think about what YOU would like to bid for and then go for it. Of course, if you have something big to offer like a weekend at your vacation home, all the better, as the money goes for charity.

As always, we will have several members who you can drop off your donations with.

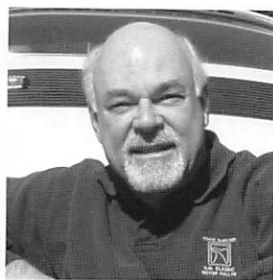


Scenes from the 2006 event: Left, Ray McNamee. Below: Bobby Jo and Rupert Koblegrde (Rupert being the only one at the table whose name was not drawn for a door prize). Photos by Gregg Hodge



STILL PLAYS WITH CARS

Peter Linsky



Impossibly small windows and slinky record covers

An automotive column I read earlier this year took issue with the trend toward smaller windows in some new cars. An oft-seen example is the Chrysler 300 and its Magnum wagon derivative, with their “chopped” rooflines and pill-box windows. Both are quite handsome and successful in the marketplace, in spite of the fact that they’re difficult to see out of, raising issues of safety. The amount of glass isn’t always the critical factor, either. I recall spending some time in a late-model, F-body Camaro, which had a relatively huge windshield and backlight. Both, though, were angled so steeply that the driver’s view out over the hood was impossibly narrow, and the rear window was also little more than a slit as seen through the rear-view mirror. With the seats properly adjusted, I was unable to see overhead traffic lights at an intersection, or figure out where the back of the car was when attempting to park. The columnist theorized that consumers might want smaller windows these days because they offer a sense of protection, less exposure to an external threat. That said, I think I’d prefer to have lots of glass, the better to see any flashing lights moving up behind.

CONSUMERS MIGHT WANT SMALLER WINDOWS SENSE OF PROTECTION ... THAT SAID, I THINK I'D PREFER TO HAVE LOTS OF GLASS, THE BETTER TO SEE ANY FLASHING LIGHTS MOVING UP BEHIND.

While I was cleaning out some old files over the winter, I discovered some interesting materials from my early days in radio, back when music distributors used to ship free copies of soon-to-be-released LPs to music stations. Occasionally, we’d receive a handful of what were called “samplers,” specially-



produced albums with one or two cuts from various vocalists and bands that were under contract to that recording company. I had held onto the jackets of one series issued by Capitol Records in the late 1960s, not because I wanted the

Toyota 2000 GT coupe, and my favorite, a Porsche 904 GTS. I don’t know what possessed me to stuff those dust jackets in a box back then, but I’m glad I did.

Aparting thought on Parade Portland: After such a huge undertaking, it would be understandable that many members would like nothing better than to excise “Porsche” from their vocabulary for a year or two. After taking a deep breath and a few weeks to recalibrate ourselves, let’s ease back into the lower-key, relaxed mode we once enjoyed - and enjoy our cars and our friends as we did before all the pressure from presenting the best Parade ever. Feedback from our guests was overwhelmingly positive.

Until next month, drive safely! ■

disc, but because the jackets bore artsy black-and-white photos of some exotic cars of the day, with slinky damsels draped over them. There were five albums in the series; the music was forgettable, but the covers were keepers: A Ferrari 275 GTB Berlinetta, a Gurney Eagle F1 race car, a Lotus Elite coupe, a

Quest for Anzeiger covers continues! Grab your camera and WIN

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

Details: Picture Format:

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



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

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



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

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

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

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

Send your entries to Jim Ayers,
editor@oregonpca.org

September Autocross: 914s rule the day

by Tom Pavlik Photos by Greg Heinze

The September 24 Autocross attracted 48 drivers and an assortment of vehicles. The majority were driving either a 911 or Boxster. As usual we had a potpourri of many other makes and models: Subaru WRX, Mazda Miata, Dodge Neon ... and I think the first appearance of an Infiniti G35.

And then there were 914s!

The 914s swept the medal stand and then some, finishing 1-2-3-4. (See Porsche results on page 21.)

With those kind of results I figured the 914 deserved a bit of research. I'm not quite the Porscheophile of even the average club member, so I had to consult Wikipedia for most of the information.

While I was aware the 914 was a joint venture between Porsche and Volkswagen; I didn't know all the details. Turns out VW was anticipating the end of their Karmann Ghia at the same time Porsche was looking to replace the 912 with a new entry-level Porsche. They both saw an opportunity to save on production costs and VW was eager to get Porsche engineering help. The original plan was to share the platform and differentiate the brands by the engine, brakes and suspension. Starting in 1969 VW would sell the 914-4 and Porsche the 914-6. On the production side, Karmann would manufacture the



chassis then send some chassis' to Porsche for fitment of the 911 brakes and suspension while keeping the rest of the chassis' to be fitted with

all 914s were sold as Volkswagen-Porsches. Porsche balked on letting VW sell what appeared to be the same car as a Porsche in the U.S., so all 914s were

AS USUAL WE HAD A POTPOURRI OF MANY OTHER MAKES AND MODELS: SUBARU WRX, MAZDA MIATA, DODGE NEON ... AND I THINK THE FIRST APPEARANCE OF AN INFINITI G35. AND THEN THERE WERE 914S!

Volkswagen brakes and suspension. This meant that while both cars looked the same, the Porsche had superior power, handling and braking.

Porsche and Volkswagen followed through with this plan in Europe, where

badged and sold as Porsche. I guess they felt the Europeans were sophisticated enough to tell the difference between the cars while us Americans would look at them side by side and basically consider them to be the same car. This begs the question: Do Americans think beauty is only skin deep, while European consumers delve below the skin to see the underlying beauty of a high performance car?

Due to production complications, the 914-6 actually cost almost as much as the 911T and thus suffered from bad sales. While the 914-6 sold poorly the 914-4 became Porsche's number one selling vehicle, far outselling the 911. The 914-6 was discontinued in 1972 after a production of little over 3,000
(Continued on page 21)



Check out September Autocross results on page 24!

2007 ORPCA Board Candidate Statements

President/Chuck West



All I ever aspired to do with ORPCA was a little autocross now and then. Well, after a year or two of autocross, Don Clinkinbeard mentioned that

there was a need for someone to run this event, and I accepted the challenge, being both flattered and curious. One thing has led to another, time has passed all too quickly, and now here I am, running for President. I am flattered and honored to be in this position. My predecessors have built up a tremendous momentum in both membership growth and in the number and variety of club activities we all consider being part of our culture. My plans are to continue in this direction with events that draw good participation levels and keep our members excited about the Porsche Marque.

Vice President /Kathleen Ellis



I would be truly honored to have the opportunity to serve as Vice President of our car club for the upcoming year 2007. I have served on the Board of

Directors for the past four years as your Secretary and the experience has been both educational and rewarding. I would like to continue to serve the Club and my goals include supporting the BOD Team, contributing to the efficiency of the BOD and lending support towards enjoyable events.

As I have not had the opportunity to meet all of you, I will provide some

background. We, Bob and I, have been members of ORPCA since 1999. During the past seven years, I have enjoyed participating in many of the events our club offers. Additionally, Bob and I have written and lead a couple of Arrive and Drives and also contributed time and effort towards the development of a rally program. This year, I served as Facilities Chair for the Parade Portland, learning much in the process. My Porsche experience has been enriched through all the great people I have met. I am passionate about Porsche and value the friendships I have made along the way. I look forward to serving on the BOD in 2007, contributing to the success of ORPCA and working with all you super people!

Secretary/Eric Freedle



Having been a Porsche Club member for eight years, I've met many great people along this journey! I've been impressed with the quality

of events, dinners, outings, DE and AX days. Working with all of the Parade Committee members was a growth experience. It is time to serve this club, I will deliver and be on time!

Treasurer/ Jim North



I am a 10 year ORPCA member and served as a board member at large for 2006. My primary role over the past year was securing insurance for all local organized moving car events through the

national PCA office. I feel am qualified for the Treasurers job since I earned an MBA, head the Investment/Budget committee at the Henry Condominium Homeowners Association, served as Assistant Treasurer for Portland Parade this year and have 30 years of financial risk management experience with various energy companies and Morgan Stanley.

Board Member at Large (1 year)/Bill Shores

My name is Bill Shores and I have been associated with Porsche cars since I purchased our first one in 1963. I started selling them in 1971 at Continental Porsche Audi and formed Motor Sports International with Wayne Ditsworth in 1974. We started racing two years later with a 924, a Super Vee and later a 914/6. We prepared and crewed for others who raced in Trans Am, IMSA, SCCA and Cascade. I joined the Oregon Region of the PCA in 1974 and became active in activities and then leadership, having served most of the board positions including President in 1980. It was great fun working with PCA members again on the 2006 Parade (my third) and was asked to join the board for 2007 as board member at large. I look forward to helping lead the club with many I know and respect. This is an important year as we go into this with momentum from the Portland Parade. It will be fun and exciting for us all.

(Continued on page 20)

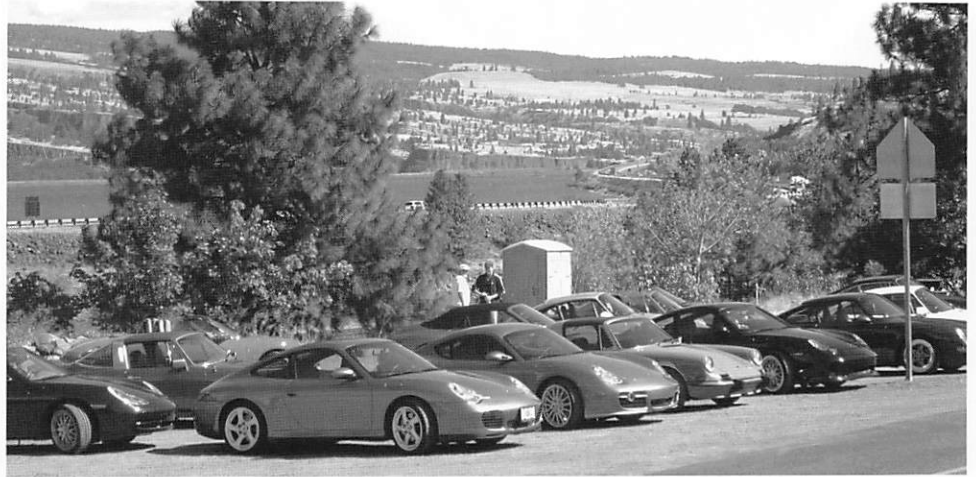
Report on the last of the 2006 Arrive & Drives

Story and photos by Jim Hosford

All of us agree eating is a big part of the Arrive and Drive event. We usually don't include the word eat when we describe arrive and drives because Arrive, Eat, Drive, and Eat (AEDE) excuse the pun, is too big a mouth full to say. We just call the events Arrive and Drives or A&Ds, another acronym to add to your already full alphabet soup memory bank. No matter how you say it, we all enjoy starting off our Saturday mornings with a nice breakfast with other Porsche enthusiasts. The usual starting point is Miller's Homestead Restaurant between Tualatin and Lake Oswego, right off I-5. Try the waist watcher special, it is really a good breakfast and not too filling for the three-hour drive on twisty roads. As you walk in you can easily pick-out the Porsche folks in the restaurant; they are wearing Porsche hats, shirts, drinking coffee, and talking while signing the waiver clipboard.

All the eating must be completed by 9 a.m. in order to attend the mandatory drivers' meeting in the parking lot, the purpose of which is the Tour Meister handing out the tour instructions, last minute road changes, next pit stop, and the restaurant where we could have our lunch. Then we are off again for one of the best Saturday morning adventures you can imagine.

September 9 we left the Miller's Restaurant parking lot at 9:15 a.m. and



Above: Parking lot across the street from the Route 30 Classic general store, museum, gift shop and snack bar. Below: Porsches leaving the restaurant on the way to the Red Lion Inn.

headed for Jantzen Beach Red Lion Hotel parking lot to meet more Porsche Club members. After a short regrouping at the Red Lion we headed North over

ragtops had their tops down all morning and afternoon. It was a beautiful fall day in the Columbia River gorge. The leaves were starting to turn yellow and gold.

MOST OF THE RAGTOPS HAD THEIR TOPS DOWN ALL MORNING AND AFTERNOON. IT WAS A BEAUTIFUL FALL DAY IN THE COLUMBIA RIVER GORGE. THE LEAVES WERE STARTING TO TURN YELLOW AND GOLD.

the Interstate Bridge to the Evergreen State of Washington.

After crossing the Columbia River we took a hard right on Highway 14 driving toward White Salmon, Washington. The weatherman predicted showers for Saturday morning, but luck was on our side; he was wrong again. Most of the

This was one scenic route; we had the full view of Mt. Hood and Adams, gorge cliffs, waterfalls, the Columbia River, trains, boats, and 25 to 30 shiny Porsches, something for everyone as we motored up Highways 14, 84, and 30.

At White Salmon our leader crossed the Columbia River on the Hood River Bridge.

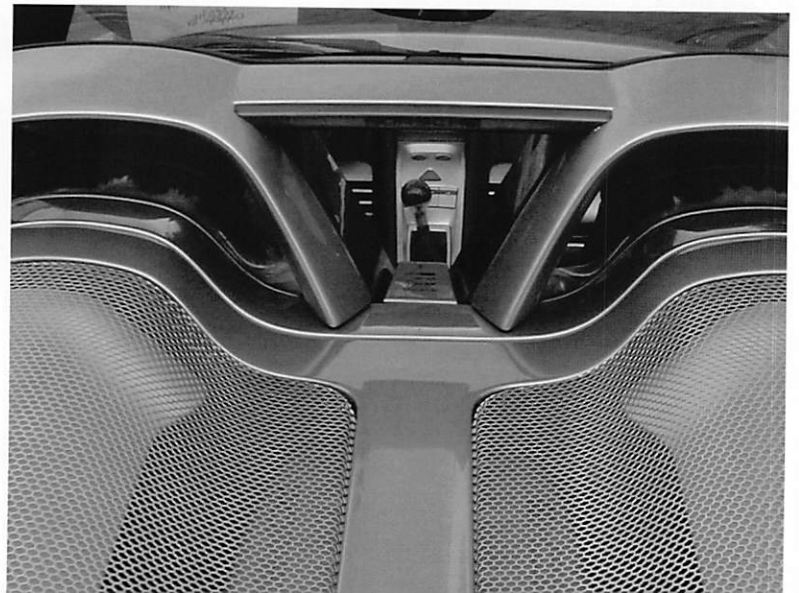
In Hood River, we drove East on Highway 84 to exit 69 for Mosier, Oregon. Our tour destination was Route 30 Classic general store, museum, gift shop, and snack bar. They had a nice display of Porsche apparel, old autographed pictures of James Dean and his Porsche during the 1950s, and a couple of Porsche project cars.

We had several options for lunch, some drivers continued on Highway 30 to The Dalles and enjoyed another nine miles of Porsche roads with great scenic views in route to a broad selection of
(Continued on page 22)



Sunriver Exotic Car Show photo essay

Complete story and more photos on page 16



Top: photo by Jim Ayers. Above left: photo by Bob Schatz. Above right: photo by Jim Ayers.

Crowd enjoys Andy and Margaret's Hillclimb

by Jim Hosford

This years Andy and Margaret's Hillclimb was so successful that a lot of folks had to park their Porches in the lower over-flow parking lot and physically climb the last hundred yards to Andy and Margaret Jacobson's Mommy Bear Lodge. The tour had almost twice the expected turnout this year compared to the previous two years. We were pleased to meet 15 PCA members that made this tour their very first Porsche tour. There were 55 Porsches, a couple of Corvettes, and three daily drivers gathered at Beaches Restaurant parking lot, a total of 115 drivers or navigators.

Bob Falleur not only restores cool old cars, but also restored a great fall tour for the third straight season. Chris Greenwood gave the tour instructions at the drivers meeting and shared the planning and other tour duties with Bob. Again this year Bob got us off on a good start by providing everyone with coffee



Above: Andy and Marg's beautiful "Momma Bear Lodge." Photo by Jim Hosford. Below: Warner considers becoming a car thief. Photo by Jim Ayers.



and cookies on the combination table/tail of his Carrera.

The first optional pit stop was Beacon Rock, with limited parking; therefore the strategy for most of the drivers was to continue driving for another hour to McClellan Viewpoint, big mistake! When I pulled into the McClellan Viewpoint parking lot it was jammed with beautiful Porsches; the restroom facility was also jammed with a long line of anxious drivers. The clouds were hanging around Mt. St Helens conspiring to hide the view of the active volcano. Usually this is a breath taking panorama of the volcano, worth the two-hour drive from Portland. Not all the beauty was lost as we spent our time looking at all the different Porsche models in the parking lot and talking to old friends and making new ones.

We had one short section of road that was; I hate to say this, gravel, yes gravel! Seems like the highway department thought we were having too much fun and had to downgrade the road that was actually in pretty good shape for last
(Continued on page 22)

Job wanted! Larry Hayes has the best one

Story and photo by Jim Ayers

I have had my fair share of jobs over my working life and even been happy with some. I must confess however, there is one job in this world I really want to have. Just my luck, it is already taken. Of course the job was never advertised as being available: rather it was offered to the person by the head of

get to drive his Porsche that often during the really good weather and as a result misses out on a lot of the good PCA events in his region; he attends every race and gets to meet people all over the country, all of the race car drivers know and respect him as do the team owners. If Larry needs a moment

spent a career in the United States Navy where he worked his way through the enlisted ranks and was then commissioned as an officer. Most of his time in the Navy was spent in the submarine service. My first question after hearing this was, what the heck did his military background do to provide him with the skills for his current job? Seems he was responsible for provisioning the entire submarine and ensuring that everything from tacos to toilet paper was available to the crew for extended voyages. Needless to say you don't want hundreds of sailors living under the ocean, in tight quarters to be uncomfortable or unhappy.

MAYBE LARRY DOESN'T CONSIDER HIMSELF TO BE LUCKY, BUT I SURE DO. LARRY IS THE GO-TO GUY, THE PROBLEM SOLVER, CONSUMMATE HOST AND COORDINATOR FOR ALMS SERIES.

IMSA. Most of us car nuts could only dream of being offered the position of Events Coordinator for one of the leading motor sports associations in the world.

During the last couple American LeMans races at P.I.R. I have had the great opportunity to get to know a truly lucky man, Larry Hayes. Maybe Larry doesn't consider himself to be lucky, but I sure do. Larry is the go-to guy, the problem solver, consummate host and coordinator for ALMS series. Never mind that he is on the road through out the entire race season, forget the fact he doesn't

with Roger Penske, he gets it. If Lucas Luhr is needed as a speaker at the Porsche Platz, Larry makes it happen. What a job ...

IN HIS EYES. PEOPLE HAVE TO FEEL THAT THEY CAN OWN AND DRIVE THE SAME BASIC CAR AS BEING RACED THAT WEEKEND.

I wondered how this man came to be in this position and asked if he would allow me a few minutes from his demanding schedule for an interview. As I said he is a consummate host, so he didn't fail to provide the interview. Larry

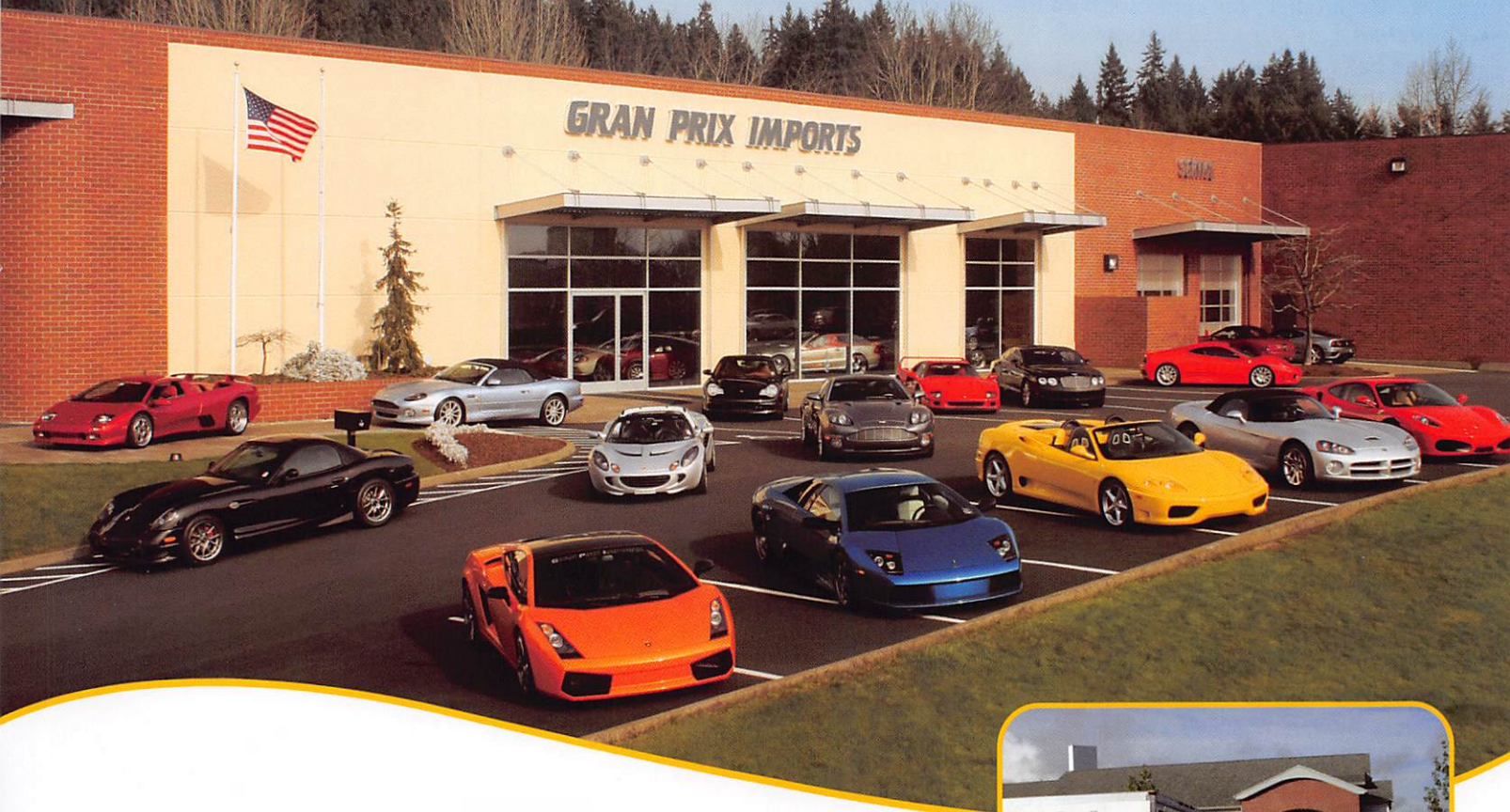
After retiring from the Navy, Larry took a job at the National Corvette Museum as their Events Manager where he was responsible for coordination of the 50th Anniversary of Corvette. Shortly after the culmination of the 50th anniversary he was recruited by IMSA and has been with the organization since 2003. Larry has among his other duties developed and nurtured the Porsche Platz at the ALMS races. Any of you who have attended the races the last couple of years can thank Larry for the benefits extended to PCA members. You can watch the races via a live feed closed circuit television in the Platz; have the opportunity to question drivers from the Penske racing team and other Porsche teams in the GT and Cup series races.

Larry has been a Porsche fan for years, having grown up dreaming of owning one, he currently owns a 930 Turbo. One of the things he likes most about IMSA is the factory involvement in racing. To keep attendance levels growing for IMSA style racing factory involvement is a must, in his eyes. People have to feel that they can own and drive the same basic car as being raced that weekend. The GT series is the most obvious extension of
(Continued on page 20)

Linda Bein with Larry Hayes of IMSA.



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Sunriver Exotic Car Show

Story and photos by Bob Schatz

What more can I say; a weekend with my wife, my car, and a pile of other very cool cars, hard to top that! Sunriver, I had never been there before and had been wanting to go to the show for the past four years, things just kept getting in the way. Then a new friend, whom I met at the Porsche club auction dinner, said "You can stay with us at our house in Sunriver." My response ... how much wine should I bring?

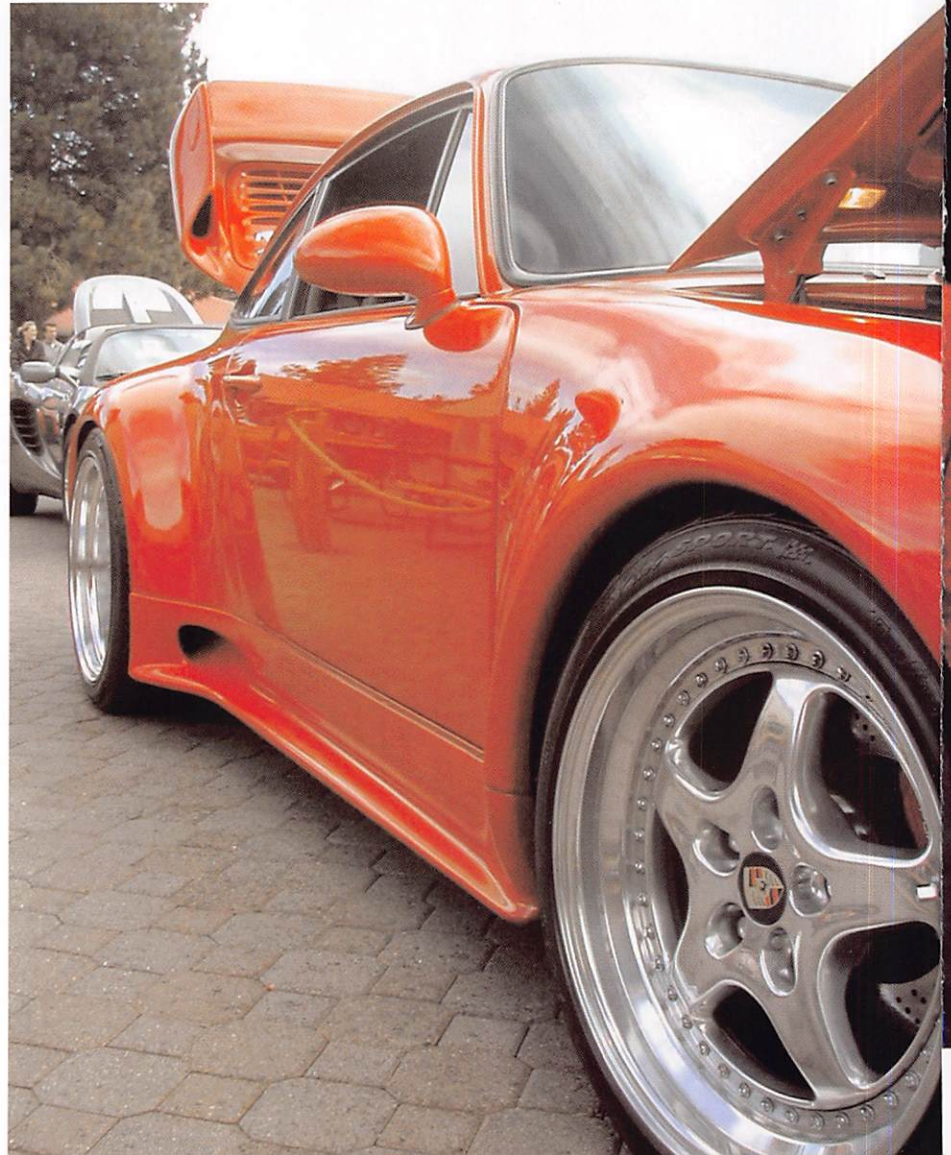
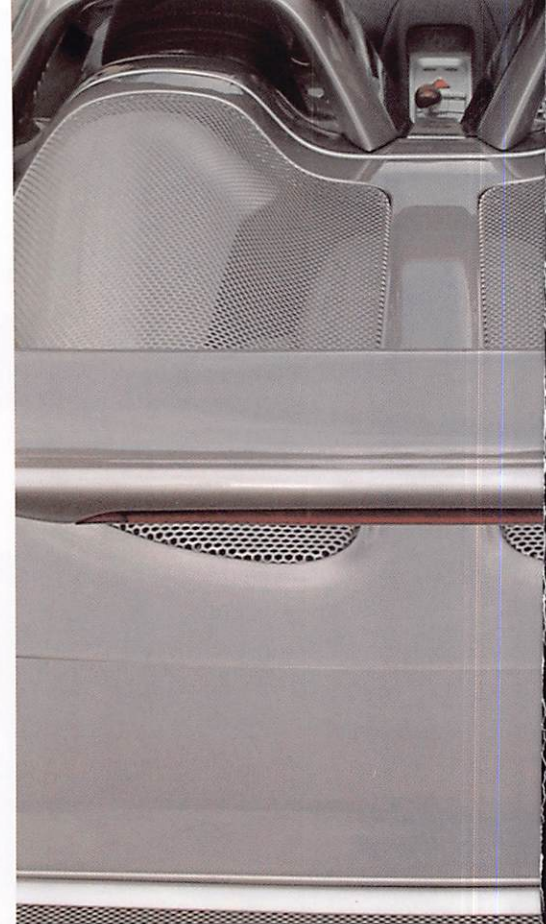
Ferraris that were pulled over a couple of weeks earlier in this same area for their triple digit driving. I'm thinking I'll keep that in mind, somewhere back in there. The rally left Sunriver via a mountain road on which I didn't see one car going the other way for 20 miles. I love driving those roads; I wanted to do it again. It was awesome driving with Lotus, BMW, Lamborghini, Ferrari and Ford (yea that GT is cool). I may be one

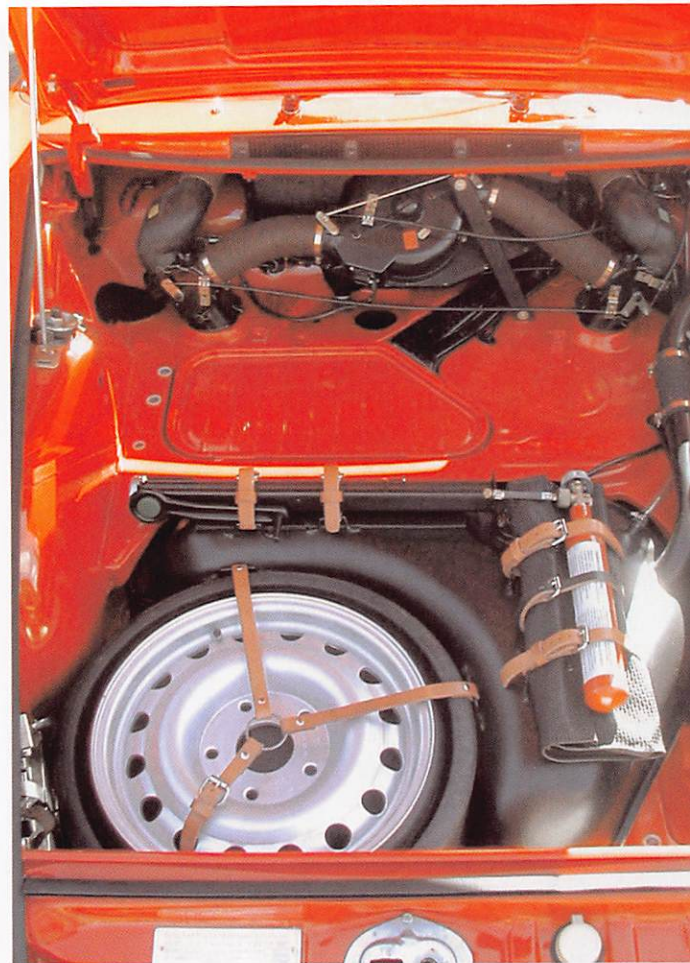
IT WAS AWESOME DRIVING WITH LOTUS, BMW, LAMBORGHINI, FERRARI AND FORD (YEAH, THAT GT IS COOL). I MAY BE ONE OF THE LUCKY GUYS WHOSE WIFE SEES AN ENZO AHEAD AND SAYS "PASS HIM!"

Having an exotic car show in Sunriver is like showing off your stallion at the stable next to the race track. The location is in the middle of the downtown shopping district surrounded by the 25 mile per hour twisty roads of Sunriver. Beyond that are the no posted speed limit of the mountains (none that I saw anyway). Next year they are trying to see if they can showcase the cars on the golf course. It should be a beautiful site. There were some amazing cars at the show. Some cars are amazing in that they are made in the first place, like the Ferrari Enzo or the Porsche Carrera GT. Equally amazing are the fine people who can afford to own these cars and are willing to share them with us. Also, what I just love seeing is people who take the older cars and either restore or highly modify to truly get a one-of-a-kind vehicle. I have a lot of respect for someone who buys a 1969 911, takes it completely apart and puts it back together adding a 3.8 liter engine. Some of the cars at the show I just have to wonder, how much time did it take to do that? I always try to make it a point to tell those people how much I appreciate them doing all that work and bringing it out for us to see.

Although the show itself was enjoyable, I really enjoyed the rally on the way home. Now that we talked about our toys we got to go play with them. We were warned about the handful of

of the lucky guys whose wife sees an Enzo ahead and says "Pass him!" ■





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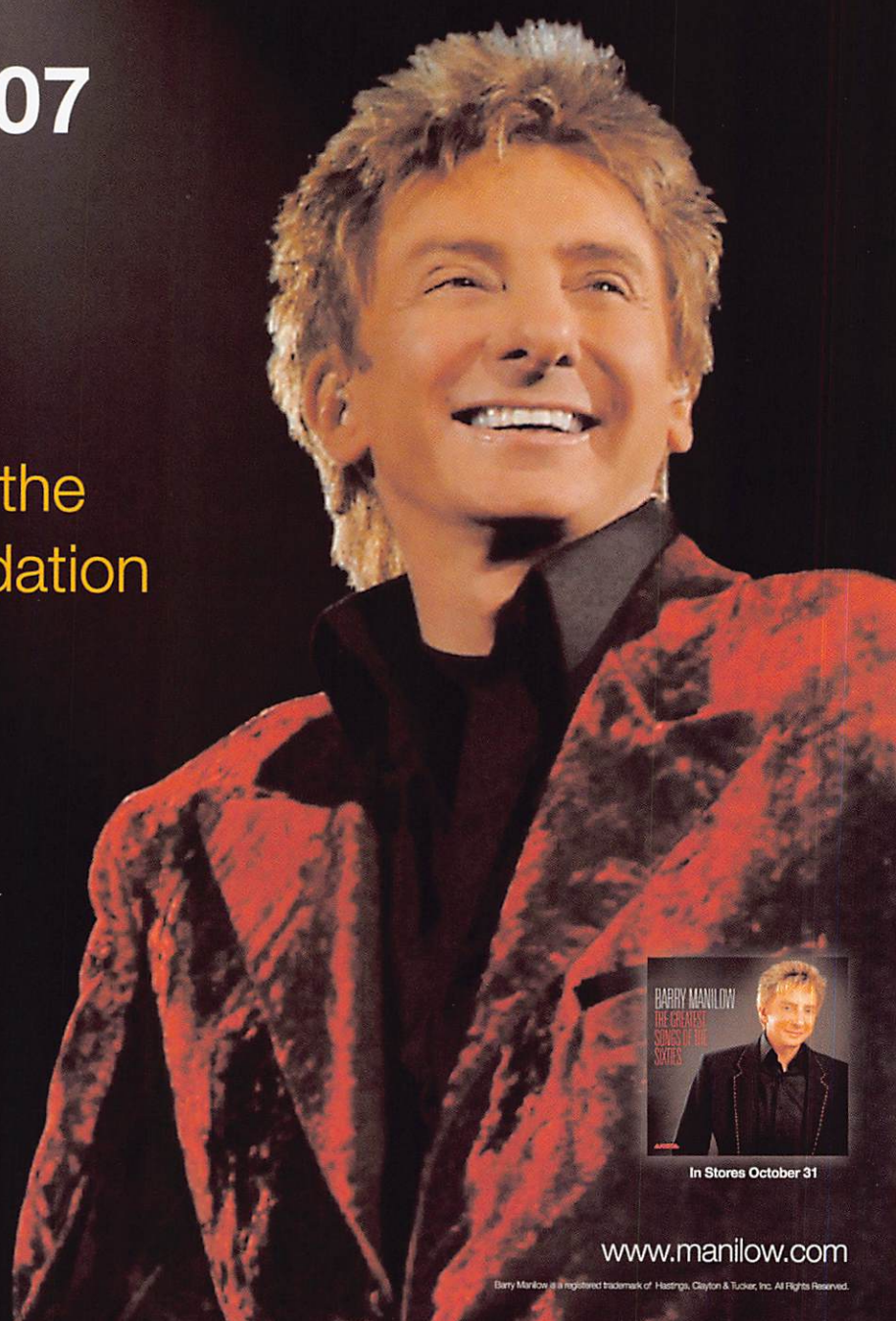
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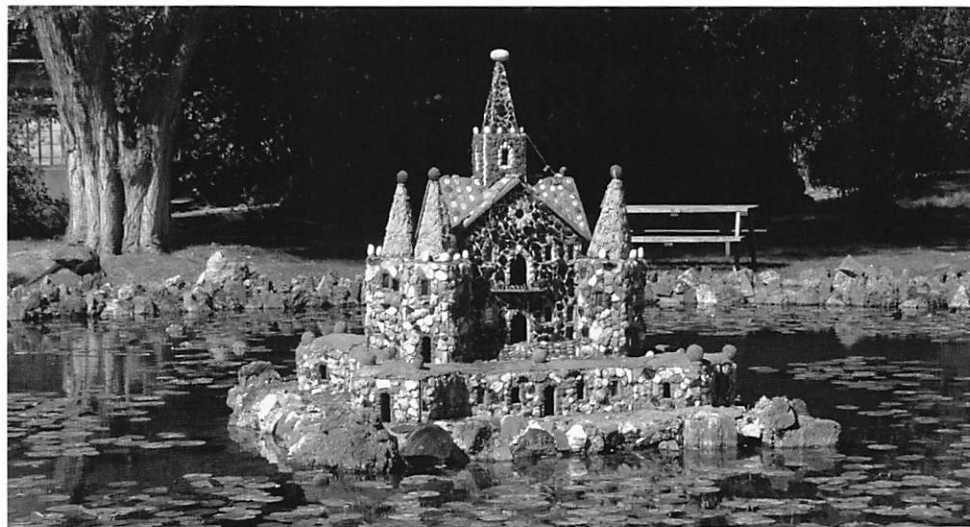
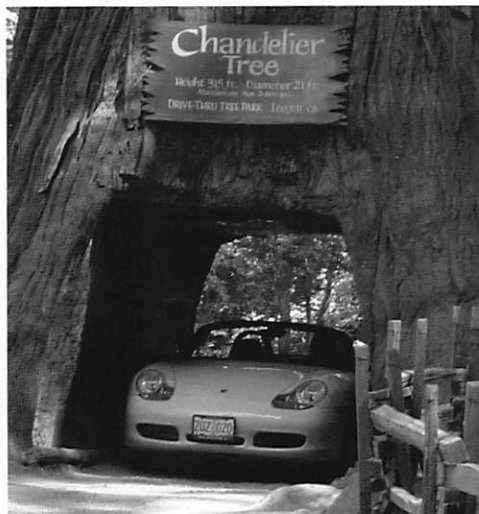
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Remembering great tourist attractions along the way

I am going to deviate a bit from the normal content of this column and reflect on things other than Porsche Club. Most of us grew up during the true expansion from novelty to necessity of the motor car in American society. World War II brought with it the expansion of the national highway system, Ike brought the development of the Interstate Freeway system and here we are today with too many cars using insufficient road space in most metropolitan areas. Fortunately, we have a great number of highways and byways throughout this great land which are lightly traveled, oft times scenic and for those with the time, a better way to travel.

With the increase of paved and gravel highways and roads during the 1930's and 1940's, people took to driving rather than taking the train. Seizing on the moment numerous backyard entrepreneurs developed some of the most unique and sometimes bizarre forms of Americana to entertain and house the weary, curious and often gullible American motorist. Welcome the advent of the Motor Hotel, now called a motel. Remember the vibrating beds? What self-respecting kid could avoid begging for a nickel for the pleasure of being shaken senseless on a hard as concrete mattress? Drive Route 66, Hwy. 99, Hwy. 101 and a number of lesser-known roads,



Above: One of the astounding displays at Petersen's Rock Garden. Photo by Jim Ayers. Below: The Trees of Mystery still beckons tourists. Photo by Bob Ellis

once the major arteries of transportation, and you will see a goodly number of these motor hotels in various stages of repair or disrepair. Fortunately, a few have been well maintained over the years and still provide a clean and comfortable place to rest on a relaxing journey, and most of these are at or near some of the most enjoyable Kitsch from the mid-twentieth century. How about the Trees of Mystery? Do you remember the billboard signs, with the Indian warrior riding the horse, which told you how much further it was before you would have the opportunity to stop and see Paul Bunyan and Babe the Blue Ox? Highway 101, through the California Redwoods was and still is one of the most eclectic collections of American Tourist traps available. The Chandelier tree, one of a number of mighty redwoods you can drive through, The Ripley's Believe It or Not tree which has an entire curio shop housed in its trunk.

The Sunriver Exotics this year presented Kate and me, accompanied by Bob and Kathleen Ellis, the opportunity to revisit what had been one of my favorite places to go as a small child in the early 50's, Petersen's Rock Gardens. Begun in 1935 by Rasmus Petersen, it became his

17-year passion. Petersen died in 1952 and his family has continued to run the Oregon oddity since. Both Bob Ellis and I, having grown up in central Oregon, had experienced the Rock Gardens as children and wanted to share the experience with Kate and Kathleen.

A short drive up Hwy. 97 north of Bend you will see a sign on the east side of the highway directing you to take a left at the next street to get to the gardens. Getting there is somewhat like a TSD rally instruction as you really need to be vigilant in finding directional signs. Once you arrive you are greeted by peacocks and chickens. Unfortunately, the younger generations of Petersen's family don't maintain the grounds or exhibits to the same standard held by the older generations. A visit is still worth while as you get to view one of Oregon's quainter little nooks. A nominal donation of \$3.00 per car is requested as you enter the gardens. The collection is on the honor system with lock boxes at all portals to the actual gardens. Castles of Obsidian and Jasper, hillsides of petrified wood, even a small rendition of the Statue of Liberty made of rocks. What more could you ask for? ■

PRESIDENT'S MESSAGE

(Continued from page 4)

Porsche has set a new sales record in North America. For the fiscal year ended July 31, sales surpassed the previous year's figure by 7%. Sales of the 911

series increased by 18% to 12,534 vehicles, while the Boxster series (included the Cayman) soared 65% to 10,701 vehicles. 13,217 Cayenne models were sold,

which represents a decline of 27% over the previous year.

Happy Trails,
Jeff
president@oregonpca.org ■

EDITOR'S MESSAGE

(Continued from page 4)

of your time after an event to record your thoughts will help the magazine more accurately reflect the breadth of the club.

Peter Linsky, Don Clinkenbeard and Nancy Scott should be commended for their tireless efforts as well. Peter is truly

the only professional writer on staff, having been published in Excellence and a number of other commercial publications. Don, the steadfast race junkie and ace mechanic has submitted a monthly column for as long as I can remember, often penned on a red-eye flight from California. Nancy Scott while not a mem-

ber, yet, stepped in as our only paid staff person after Chris Greenwood left to follow other challenges. Without the continued assistance of these three people I would not be able to do my job. I look forward to working with everyone in the club and to continue the high standard set by the previous Editors. ■

CANDIDATE'S STATEMENTS

(Continued from page 10)

Board Member At Large (2 Year)/Kevin Neary

In my sixth year of ORPCA membership.

I have the following priorities for our club, in no particular order:



Continue, and expand, our diversified event schedule with additional opportunities for community outreach.

Produce first class events

that represent a good value to the membership.

Ensure sound fiscal stewardship.

Encourage growth in our membership base.

Work with the City of Portland to save and improve P.I.R. ■

JOB WANTED

(Continued from page 14)

that thought process. Street cars well maybe not, but you can sure go out and buy one. Larry believes Porsche has historically built the race car first and then developed the street car as a result of the race car. He explained that this is evident when Porsche takes their new race cars to be certified and seldom if ever need to obtain waivers from the sanctioning body. Another critical issue for IMSA as well as other auto racing venues is growing the audience demographic. IMSA recognizes the need to draw more women and minorities into the audience. CART and IRL have made advances with drivers like Danica Patrick and Janet Guthrie. NASCAR has used sponsorships from household products to enlarge their female audience.

CART has increased their Hispanic audience as a result of the number of Mexican and South American drivers. IMSA will follow suit in efforts to expand their audience as well.

I asked Larry what complaints he had heard from the drivers regarding P.I.R. and he responded with two issues. First was the lack of a tunnel or drive across bridge from the Pro pit area of the track, any of us who use the Pro pit area while

there is another event going on at the track can understand that issue. Secondly the track surface has had so many patch type repairs made to it over the years that the surface is like a skating rink. Again something those of us who use the track would agree with. ■

I ASKED LARRY WHAT COMPLAINTS HE HAD HEARD FROM THE DRIVERS REGARDING P.I.R. AND HE RESPONDED WITH TWO ISSUES. FIRST WAS THE LACK OF A TUNNEL OR DRIVE ACROSS BRIDGE FROM THE PRO PIT AREA OF THE TRACK; ANY OF US WHO USE THE PRO PIT AREA WHILE THERE IS ANOTHER EVENT GOING ON AT THE TRACK CAN UNDERSTAND THAT ISSUE.

SEPTEMBER AUTOCROSS

(Continued from page 9)

units. The 91344 continued until 1976 with a total production of over 118,000 cars. The 914 was eventually replaced by

the 924, the factories new entry level car, in 1976.

While the 914 might have been the "poor mans" Porsche of the 70s, many are still going strong three decades later.

As evidenced by ORPCA's autocross results the 914's low cost and nimble handling have made it a favorite on amateur racing circuits. Parts are still fairly accessible and the car is capable of handling much more power, so many owners have done engine transplants with 911 engines or even small block Chevy v-8s.

Porsche foresaw the opportunity to put more power in the 914 and actually produced two prototype 914-8s which were powered by 300 horsepower 908 eight cylinder engines! I guess it's a good thing for guys like me Gary Chapman or J.P. Stein haven't gotten their hands on one of those, it's bad enough that I get my butt kicked by three seconds against their 914-6s. ■



Photo by Greg Heinze

September Autocross Results*

Pos.	Driver	Car Model	Raw Time				
1	Gary Chapman	1970 914/6	45.861	18	Chuck Jarvie	1994 968	52.343
2	Britain Smith	1974 914-6	46.297	19	Lon Jackson	1983 944	52.431
3	Trevor Rice	1974 914	47.085	20	Jeanie Gretz	1997 993	52.794
4	JP Stein	1974 914-6	47.312	21	Randy Stolz	2003 Boxster	52.857
5	Scott Mills	1982 911SC	48.126	22	Jim Ayers	1976 911	53.124
6	Chad Edwards	74 911S	48.227	23	Bruce Dunlap	1987 911	53.459
7	Tom Karwin	2005 Boxster	48.610	24	Brian Brock	2000 Boxster S	53.856
8	Kevin Neary	2006 Cayman S	48.945	24	Dick Thomas	2001 Carrera 4	53.938
9	Jeff Gretz	1997 993	49.150	26	Bob Tuzik	2002 Boxster	54.078
10	Tom Pavlik	2001 Boxster S	49.161	27	Bruce Moody	1985 911	54.560
11	Jim Pileggi	1984 991	49.665	28	Pamela Chapman	1973 914	55.099
12	Barry Cogut	2004 996	50.068	29	Ron Pihulak	1986 911	55.258
13	Eric Freedle	1986 911	50.175	30	Nick Rinehart	1988 944	56.229
14	Bob Schatz	2001 Boxster S	50.264	31	Jim Williamson	2002 Boxster	57.743
15	Larry Rinehart	1988 944	51.386	32	Mike Wilfing	1997 Boxster	72.998
16	James Prouty	1995 Carrera	51.494	33	Jim Brown	1969 911T	dns
17	Harry Danberg	1973 911T	51.592				

*Porsche results only

ARRIVE AND DRIVE

(Continued from page 11)

good restaurants. A few of us drove back to Hood River and had great lunch at Three Rivers Grill Restaurant. Getting back home from the terminus is up to the individual drivers, some chose to take the Mt. Hood loop from Hood River to Government Camp then down to

explore the small towns in the Gorge. By the time we got back to Portland it was 5 p.m. and time to eat again, but that is another story and acronym for the next A&D.

We had a great summer of Arrive and Drives with only one Oregon rain Saturday. Make sure you mark your cal-

MAKE SURE YOU MARK YOUR CALENDARS FOR NEXT SUMMER'S A&D SCHEDULE. SO IF YOU LOVE TO EAT OR LOVE TO DRIVE GIVE ARRIVE AND DRIVE A TRY AND YOU WILL BE HOOKED.

Portland. Karen and I decided to stop at the nearest Starbucks in Hood River for a finishing touch on our lunch. I have been told that my Porsche passes everything on the road except a nice Starbucks café. Then we drove back across the Hood River Bridge to Washington and headed west on Highway 14. Taking our time driving back in order to enjoying our coffee and

endars for next summer's A&D schedule. So if you love to eat or love to drive give Arrive and Drive a try and you will be hooked. This is one club event that will introduce you to some real nice Porsche enthusiast, drivers and navigators. These folks know a lot about Porsche cars and will share this information with you. See you at the next A&D and we will have fun driving the world's best sports car



"Eat Here, Get Gas!" proclaims the gas pump at Miller's Homestead. Photo by Jim Hosford

on some of the world's best twisty and scenic roads, right here in Oregon and Washington. ■

ANDY AND MARGARET'S HILLCLIMB

(Continued from page 13)

year's tour. We all geared down and crawl for about a half-mile. Then the road was back to Porsche specs and we quickly made our way to the second stop the Lewis River Lower Falls campground. This scenic waterfall resembles a miniature Niagara Falls surrounded by Douglas fir trees. I highly recommend the Lewis River Falls for a great summer weekend drive.

Our final destination was at Andy and Margaret's home. Again this year Andy was standing out in the driveway welcoming us all into their log home. Marg was busy inside the Lodge feeding the visitors with her famous Sloppy Joe lunch (see December 2005 Anzeiger addition for the recipe). She was expecting around 50 to 60 folks for lunch, but to everyone's surprise 115 folks showed up. Thanks to the Jacobsons everyone got lunch and enjoyed touring the Mommy Bear Lodge. If you like motorcycles and cars, you will love Andy's toys. There are about a dozen Ducati racing bikes in the basement and a 356 Porsche Speedster replica in the driveway. We

were blessed this year with a sunny day that allowed us to eat our lunch on the huge decks that overlook Trout Lake valley and Mt. Adams.

This was a great October tour, we had the sun, scenic views, great food, cool

looking Porsches, and a beautiful destination. What a great finale to the 2006 Porsche driving season. ■

"Nicest table I've ever seen!" Photo by Jim Hosford



backfire

Gimmick event was great

RIK LARSON

I don't think I got to congratulate you on a great gimmick/tour event.

Do you have an electronic copy of the routes and questions? I would like them for my file ... and maybe I will get a chance to run the course one of these days.

BTW: you indicated that the box lunches for the rally workers would be great ... they were.

Still has one question

DAVE

We had a ball on the Rally. Hopefully the next Parade will have one as well.

Are you going to post the answers anywhere? It would be fun to know what we messed up.

One that is driving us crazy. What was the oxymoron for a Lake?

Thanks again for a great time.

Thanks for the memories

ROLAND & ROSIE LOHNERT

Now that we are back home and the dust has settled, Rosie and I want to thank you and everyone on your committee for your wonderful hospitality at the Parade. We also wanted to thank you for including the Porsche-Diesel tractors in your historical display. We never have seen so much interest in these tractors at any other event.

We have attended many Parades over the years, usually showing a car in full concours. So, this was the most fun and most relaxing Parade we ever attended.

Thanks to you and your team.

We met many old friends and made many new friends, and that is what a Parade is all about. It was definitely worth pulling a trailer with a tractor 1300 miles each way. If you ever come to Denver, please let us know so we can pay back a small portion of your wonderful hospitality.

Thank you very much for everything.

Had a great time

GEORGE AND SHIRLEY

Just want you to know we enjoyed our time there and want you to know that more people commented on the GREAT JOB you two did with that many people registered.

Congrats on a great job

BERNDT BRENKEN

Just wanted to thank you and your wife, as well as all of the volunteers in your region for the tremendous amount of work you did for the PCA Portland Parade. Congratulations also on a great job.

This was the first parade I was able to make it to. We enjoyed ourselves a lot.

Kudos for DE's fun and safety

DAN CHAMBERS, CO-CHIEF DRIVING INSTRUCTOR, PCA-SDR

Congratulations on a great DE. My wife and I thoroughly enjoyed the DE and had one of the best big-track events of our driving career at PIR. By far, the best part of our week at the Parade Portland was in fact your Regional DE. The tight-ship organization was quite impressive.

I wanted to comment on your emphasis on having fun, and safety. I was thoroughly impressed with your attention to safety, driver responsibility, and run-group management. You, Debbie, and Chuck Bergeron really handled all the day's conditions with great responsibility, professionalism and leadership. It made the day really fun for us. I was really impressed. I'll take some of your methodologies back to my region.

Finally, I wanted to thank you for accommodating my, and my wife's last-minute changes. That was really great, and made our driving experience that much better.

I hope you have a chance to visit SDR and drive our events. I'll roll out the red carpet to you and Chuck, and all your compadres.

Thanks again!

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Real Estate Agents

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Steve Dishman503.998.9260

Synthetic Lubricants

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A-n-T Tire & Wheel503.236.2106

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Advertising Rates

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

Black and White Display

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

Color Display

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

Porsche Club of America Membership

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

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

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

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

Debbie Clinkinbeard
membership@oregonpca.org
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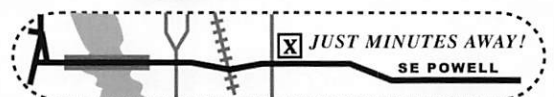
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Marketplace

■ CARS FOR SALE

911

1993 RS America, Triple Black, Ltd Slip, Air conditioning, 58 K miles, unmolested, all original. \$35,000.00. Dan Jessie, 503.717.3694

1976 911S, ESCRGO is on the Market, lowered, corner balanced, 28 mm rear bars, adjustable spring plates, anti-sway bars, 4 new Kuhmo Victoracer tires on BBS wheels, 4 Fuchs wheels with good Falken street tires, Extra NOS seat covers, 3.0 liter motor, with rebuilt 915 transmission. Serviced and rebuilt by MSI. \$15,000.00 Jim Ayers 503.292.5743 Home, 504.453.6939 Cell

1997 Carrera Coupe, Pastel Yellow / Cashmere, 6 speed, 18" with painted crest, 51k, The best example of a air cooled legion. A one of a kind color combo. \$46,995 Call Dave 503.381.4925 or email 2demax@comcast.net

Anzeiger

Classified Advertising

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

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

Non-members may place one non-commercial classified ad, 50 words or less, for \$12.50 each issue.

Include a check made payable to Oregon Region PCA with the ad text. Placement of non-member classified ads depend on the availability of space after all member ads have been included. All ads must be submitted to the classifieds editor by the 15th of any given month. Please mail payment to the club Treasurer as listed in the back of the magazine, but e-mail the text of your ad to the address above.

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

1996 993 Carrera 2 Arctic White / Black partial leather. 43K mi. 6spd., Vario/Cam Vario/Ram (282hp). 17" cup wheels. 3rd owner. Excellent cond. Newer tires. 32,000.00 obo. Pictures and more info: snaz@web-ster.com

914

1973 914, Track or street, Excellent mechanicals. 911 brakes, susp, wheels. \$7800 OBO AbsolNeon@aol.com

1985 911 coupe, slate blue metallic, navy leather interior, sun roof, spoilers, power sport seats, sport suspension, short shift, heated mirrors, automatic heater, AC, central locking, cruise control, delay wipers, fuchs turbo wheels (16x7, 16x8) Momo steering wheel/shift knob, new tires, Mobil 1, trans overhauled at 73k, 2nd owner since 75k 08/97, never raced, great condition. \$18,000.00 OBO. John Sundstrom 503.436.9121 sundstrom132@charter.net

Boxster

1998 986 Boxster, Guards Red/Black/Black, 43K miles. All Service Records. Technic Sport Package, Color Porsche Wheel Caps, 17" Wheels, HI-FI Sound, Alarm System and more. Please contact me for additional information, pictures, \$19,000. Bill Slaughter, Gleneden Beach, OR. 541.764.7577 wslaughter@centurytel.net

Carrera

1975 Carrera, True Carrera, number 196 of 396. 2.7 motor, Gran Prix white with Tan interior, 106K miles, all original. \$10,000.00. Dan Jessie, 503.717.3694

Other

Porsche Speedster Replica. Intermeccanica Speedster, 1600 cc motor with twin 40mm Weber carbs, 410 trans axle. Correct ivory white in Porsche-Glasurite paint, with black Hartz cloth top, side curtains, tonneau cover. Gray carpet. The car is very tight, runs and drives great ... need to "make room" \$17,000. A K Jacobson, 509.395.2365 or AKJDUCATI@aol.com, Trout Lake, WA



■ PARTS

Boxster Exhaust - Stock exhaust from 2004 Boxster, 5000 miles of use. Enhance the sound of your pre-2003 Boxster (really!) with no loss in power and cheaply! Exhaust tip not included (these are bolt on for this model). \$150 plus shipping (if any). Gary Hays 360.573.6397, gary.hays@hp.com

Boxster Front Sway Bar - from M030 package (2.7L base model). Bushings included. Nicely improves turn-in of your stock-suspension Boxster. \$100 plus shipping (if any). Gary Hays 360.573.6397, gary.hays@hp.com

Recaro Pole Position Seat, nearly new condition, complete with side plates, sliders and mounts, ready to install in a 996 (or other car models with some modification). \$600.00 OBO Paul 503.789.1205

Harness bar for a 996 near new condition ready to install \$200.00 OBO Paul 503.789.1205

Sparco 5 point race harness blue, includes Lap, shoulder and sub belt excellent condition \$175.00 OBO Paul 503.789.1205

2 Recaro seats that fit in GMC pickups, suburbans and mini-vans. I had these installed my Honda van and loved them. Have mounting rails. Blue cloth, electric adjustment fore and aft. Inflatable lumbar. \$600 for the pair. Jim Flynn 503.225.0558

Give to a good home. Catalytic converter off of 1988 911. Rather than putting in garbage, thought I would see if any one needs this. Jim Flynn 503.225.0558

17" Boxster wheels - "Sport Edition Cup 3" style from Tire Rack - \$940 new, will sell for \$550 OBO. Good cond, perfect for track tires, etc. David Rice 360.750.6815 drice44@hotmail.com



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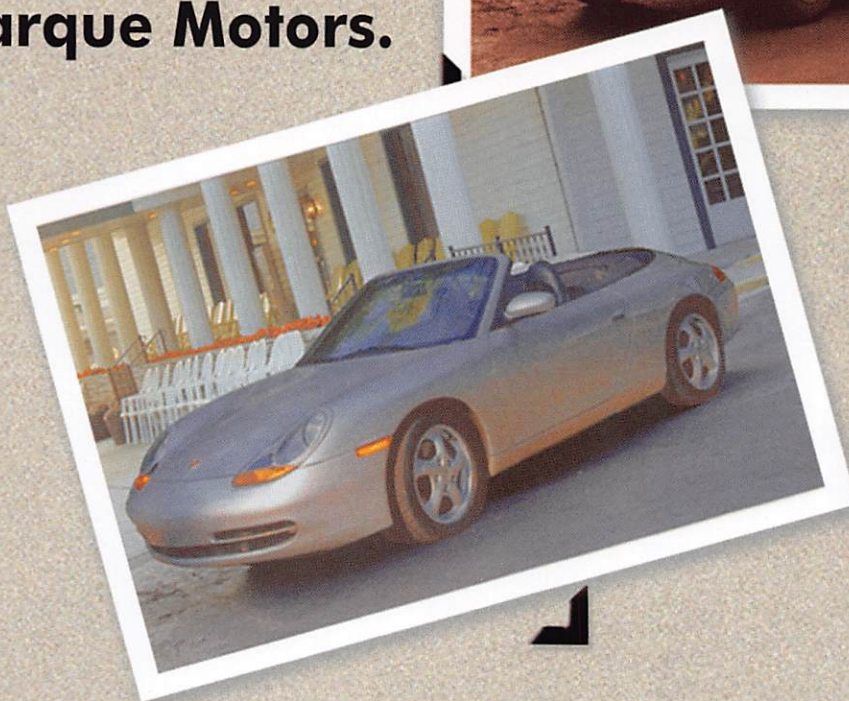


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