



Anzeiger

OCTOBER 2005

Oregon Region Porsche Club of America



Porscheplatz



COVER STORY

ALMS: Exciting Weekend of Racing at PIR



GT3

GT3
2006

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Boxster

GT3

Cayenne

Pre-Owned

- 87 944 Turbo Marachino Red
- 88 911 Targa Grand Prix White
- 01 911 C4 Coupe Speed Yellow
- 03 GT2 Speed Yellow
- 03 911 Coupe Midnight Blue
- 03 Boxster Tip Midnight Blue
- 03 Boxster Tip Black
- 04 Cayenne S Sand White
- 04 Turbo Cabriolet Speed Yellow/X50 Option
- 05 Boxster S GT Silver
- 05 Cayenne S Dark Teal Metallic
- 05 911 S Coupe Atlas Grey
- 05 911 S Coupe Arctic Silver

New

- 04 Boxster Atlas Grey
- 05 Boxster Guards Red
- 06 Boxster S Guards Red
- 06 Boxster S Guards Red
- 06 Boxster S Arctic Silver
- 05 Cayenne Tip Crystal Silver
- 05 Cayenne Tip Jarama Beige
- 05 Cayenne Tip Titanium Metallic
- 05 Cayenne S Dark Sea Blue
- 05 Cayenne S Black
- 05 Cayenne Turbo Crystal Silver
- 06 Cayenne Tip Basalt Black
- 06 Cayenne Tip Black
- 06 Cayenne Tip Titanium
- 06 Cayenne Tip Crystal Silver
- 06 Cayenne Tip Lapis Blue
- 06 Cayenne Tip Black
- 06 Cayenne S Titanium
- 06 Cayenne S Basalt Black
- 06 Cayenne S Sand White
- 06 Cayenne S Black
- 06 Cayenne Turbo Titanium

**Latest Inventory, News and Events
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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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news and announcements:
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Anzeiger

Volume 45 No. 9

OCTOBER 2005

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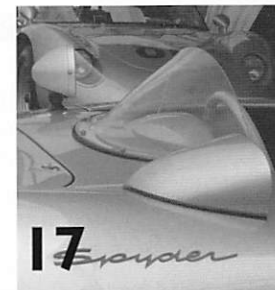
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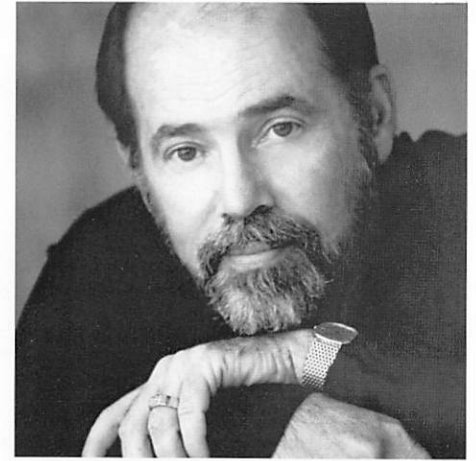


ON THE COVER Earl Green is this month's cover contest winner. He snapped this outstanding photo at the ALMS, a "pretty spectacular race," according to Sue Hodge (see complete story on page 16).

We continue to seek future covers from members. Check out the details on page 12. Good luck getting the perfect shot!

**FROM
THE
PRESIDENT**
Jeff Gretz

Rainbonnet: A great way to sample club events



The days have gotten shorter and it sure is cooler but we still have some great events planned for the rest of the year. This month we have:

Andy & Margaret's Hill Climb on October 1. Not really a hill climb but an Arrive & Drive on steroids!

Our Monthly Dinner & Social on October 19

2006 Event Planning meeting on October 22

Autocross on October 23

Rainbonnet on November 4-6

We've had some great events this year with attendance at an all-time high. Your Board of Directors wants to make sure we continue planning the types of events that you want in 2006. Please join us on Saturday, October 22, for our 2006 Event Planning Meeting at Gran Prix Imports in Wilsonville. The

club will be providing pizza and drinks. While you're thinking of events for the club, wander through some great cars, including Ferraris, Porsches, Aston Martins, Bentleys, etc. RSVP to me at president@orpca.org.

November 4-6 we hold one of our premier annual multi-region events—Rainbonnet. For our newer members, this is a great way to meet club members and sample the different types of events we offer throughout the year. We'll have a casual Welcome Party with a guest speaker on Friday night. On Saturday, there will be an indoor Concours and multiple tech sessions followed by an Awards Banquet Saturday night. Sunday is for drivers! We have three separate driving events planned at PIR: Driver's Education on the track, a Driver's skill clinic in the

hot pits, and Autocross. Last year, we had almost 100 PCA members registered from five regions—and no rain. I can't guarantee the weather but I can guarantee that you'll have a fun time and meet lots of great people.

Have you volunteered to help with Parade Oregon 2006 yet? This is going to be a world-class event that you definitely want to be a part of! Please contact John Draneas, the Parade Chairman, at draneas@msn.com and let him know that you want to be on the Parade Team.

Happy Trails,
Jeff

president@oregonpca.org ■

**FROM
THE
EDITOR**
Kate Ayers

Mapping A&D has lots of twists & turns

We just ended our Arrive & Drive season. At the Planning



Meeting last fall, my husband Jim had magnanimously volunteered to map out the September route. Naturally, many of the things he volunteers for unwittingly involve me.

So it was that, on a cloudy morning a mere week and a half before the appointed date, we set out, armed with our map book containing a rudimentary, but promising, yellow-highlighted route. Turning right out of the Miller's Homestead parking lot, we headed down McEwan to 65th, just like the old Thomas Guide showed. But it wasn't far down the road that we encountered a T intersection where the map book indicated a straight path. So we scrapped

that idea and returned to the parking lot, whereupon we turned left out of Miller's. We knew Lower Boones Ferry went through. Sure enough, it did, as did Bridgeport Rd. Our only worry was the possibility of an onslaught of early Saturday shoppers at the new, and very popular, mall. Well, there aren't many options aside from the ones we had

chosen, so we decided to stick to this one. At least the road was actually there.

Along the way, we varied only slightly from the yellow-penned route that Jim had spent some time putting together, and the variations avoided straight stretches in favor of abundant curves.

We found ourselves at the Log Cabin on Highway 6 just as noon struck, so we stopped for a highly enjoyable—and caloric—lunch. To top an already great morning, the sun broke out of the clouds that were forecasted to hang around for two days. We quickly put the top down on SNBEMR (yes, SNBEMR, because ESCRGO's odometer is more than slightly inaccurate) and continued on our way.

All was going so well, and we were halfway through the test drive. Then we took the Timber Road. As we turned off
(Continued on page 20)

Oregon Region Events 2005



October

- 1 Andy & Margaret's Hillclimb**
See page 6
- 4 Board of Directors Meeting**
- 19 Monthly Social and Dinner**
See page 7
- 20 Anzeiger Editorial Deadline for December**
- 22 2006 Planning Meeting**
See page 8
- 23 Autocross**
See page 8

November

- 4-6 Rainbonnet
- 6 DE @ PIR
- 8 Board of Directors meeting
- 16 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for Jan-Feb

December

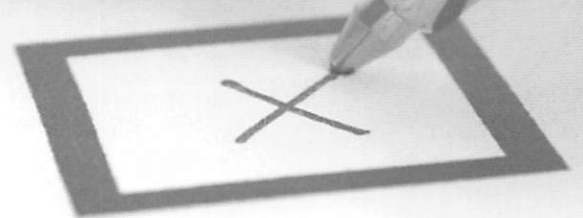
- 6 Board of Directors meeting
- 10 Holiday Party
- 21 Monthly Social & Dinner

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.

ORCPA ELECTION NOTICE

The Nominations Committee is working on candidate selection for 2006.

Interested in running for a board position? Contact John Draneas at 503.638.0396, or email atr@oregonpca.com



Andy & Margaret's Hillclimb

Version 2.0 Saturday, October 1

Join your Porsche Club as it leads a day tour through beautiful SW Washington. We'll snake our way up SR 14 through Stevenson, then north into the hilly country for views of Mt. St. Helens and the beautiful Lewis River Falls. After some time with nature, we'll move on to the Mommy Bear Lodge of Andy and Margaret Jacobson where we'll enjoy spectacular views of Mt. Adams and Rheinland-like forest.

Please bring \$5 cash per person for lunch to be served at Mommy Bear Lodge. Soft drinks will be provided.



Itinerary:

- 8:30 a.m. Rendezvous @ Beaches Restaurant
1919 SE Columbia River Dr., Vancouver, WA
- 8:45 Tour meeting - collect lunch money
- 9:00 Depart Beaches
- 9:45 Pit stop at Pilot Rock
- 10:45 Mt. St. Helens Observation point
- 11:15 Lewis River Falls
- 12:30 pm Andy & Margaret Jacobson's
"Mommy Bear Lodge"

Return home at your leisure.

RSVP and questions
to Bob Falleur:

bobs_toys@comcast.net
503.653.7691

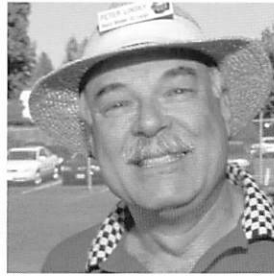
*Come one, come all to this
outstanding event!*



**CLUB
EVENT**

STILL PLAYS WITH CARS

Peter Linsky



Reflections on the soaring price of petrol

Well, has the soaring price of petrol put a crimp in your recreational driving? With Regular grade approaching \$2.60 a gallon at this writing (late August) and Premium, which most of our high-compression P-cars prefer, at 20 to 30 cents more, a fill-up is getting a bit costly, especially with older 911s that only return mileage in the lower-teens in city driving. As has been written, if you can afford the toy, you should be able to afford to feed it.

The issue in my mind is not the price, but availability. In early August, some gas stations in the Midwest actually ran out of product when the refinery industry wasn't able to meet demand for a week or so. A major interruption of deliveries from the Middle East would wreak havoc with our economy, to say nothing of our preferred lifestyle.

This prompts memories of the 1974 Oil Crisis and what that shortage meant to the average motorist. Do you recall Oregon's odd-even rationing program? I remember the dirty looks sports car owners ... and heaven forbid, racers ... received at the time. There was even talk of canceling the Indy 500 as a token gesture that year. (I know, those cars burn methanol, but it was the idea.) I'm thinking of finding a couple of 55-gallon galvanized drums ... just in case.

For those of you who hate the idea of scratching your baby's delicate paint whilst washing it off with warm water and whatever mild soap you prefer, here's a neat little gadget to add to your clean-up kit. The "Grit Guard" is a plastic grid about an inch or so thick that fits perfectly in the bottom of your dedicated wash bucket. The idea is that any and all particulates that rinse out of your washrag, sheepskin mitt, or wash brush

will settle through the grid to the bottom of the bucket, so you pick up cleaner water with your next slosh. Costs about \$16. I found one at Consolidated Auto Works, a Jaguar specialty shop at 1641 SW Multnomah Blvd.

Parade is coming ... have you volunteered yet?

Until next month, drive safely. ■



October Dinner Gathering:

It's time for Chinese!

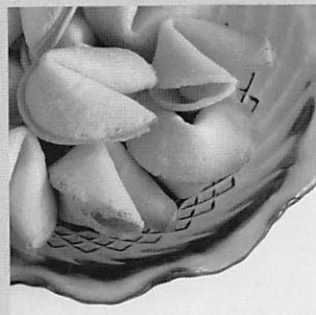
Where: Szechuan Kitchen
15450 SW Boones Ferry Road
Lake Oswego, OR 97035
503.699.5056
www.szechuankitchen.com

When: Wednesday, October 19
6 p.m. Social Hour/No Host
7 p.m. Buffet Dinner

Price: \$20.00 per person (including tip)

Please join other Porsche members for an evening of fun and delicious food!

If you are a new member, we hope you will come!



Please RSVP by Friday, October 14.

Call Nancy Herron at 503.293.6714 or email dinnermeeting@oregonpca.org

**CLUB
EVENT**



Autocross 2005

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

Sunday, October 23
Sunday, November 6

All events begin at the PIR South Paddock.
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**

2006 Planning Meeting Saturday, October 22

4 p.m. to 7 p.m.
Gran Prix Imports, 25300 SW Parkway Ave.
Wilsonville 800.763.4016

Come and help us plan the Club's 2006 events. We need to know what you'd like to do next year ... tours, picnics, Autocross, Driver's Ed, etc.

We'll even feed you!
Pizza and drinks on us!

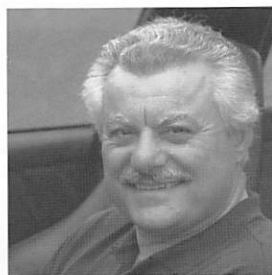
And while you're thinking, wander through the great cars at Gran Prix Imports: Ferrari, Porsche, Aston Martin, Bentley, Panoz, etc

RSVP by October 15 to president@oregonpca.org

**CLUB
EVENT**

AROUND THE REGION

John Draneas



Parade scheduling problem: finding nap time

Parade Portland is shaping up very nicely. I'm beginning to think that we are going to have so many activities scheduled that Parade attendees are going to have trouble finding time for sleep!

THE RALLY HAS TAKEN SEVERAL FORMS SINCE WE STARTED PLANNING, BUT WE FINALLY CAME TO THE CONCLUSION THAT WE SHOULD JUST DO THEM ALL!

Topping the big news category, we have made great progress with Porsche Cars North America in getting the Porsche Driving Experience and the Cayenne Driving Experience to present a West Coast program at Parade Portland. All of this is not yet final, but the current plan is to offer Parade registrants the opportunity to enroll in a two-hour program of instruction offered by the regular PDE driving instructors. The program will include one session each in a Cayenne, Boxster S, Cayman, and Carrera. The line forms right behind me!

ORPCA first lady **Jeannie Gretz** has been working hard to add a ladies' fashion show to the Parade Concours. The show is expected to be a fund raiser for the Susan G. Komen Foundation. First choice Nordstrom was unable to participate, but Jeannie is hot on the trail of other benefactors. What does this have to do with Porsches, you ask? Well, it is another fluff-and-buff type of affair, and the combination works well at events like the Concorso Italiano, so why not? And it will probably be more interesting for a large segment of our membership than looking at a sea of shiny Porsches all day long.

The Zone Challenge is going to happen. Each of the 13 PCA zones will field a team to compete in a triathlon. We'll

probably get the PCA Executive Council to round out the field with a 14th team. The first event will be a Pit Stop Challenge, where teams will be timed while changing all four wheels on a Porsche. The second event will be a

four-person autocross in the Red Lion parking lot—one person driving, three people pushing. The final event will be a relay race, run over the same course as the Porsche Pusher Autocross. This time,

WE HAVEN'T DECIDED ON THE ACTUAL PRIZE FOR THE WINNING ZONE, OTHER THAN BRAGGING RIGHTS. BUT WE KNOW THAT THE REAL WINNERS WILL BE EVERYONE WHO GETS TO WATCH THE ACTION.

the contestants will be driving Porsche pedal cars. We haven't decided on the actual prize for the winning zone, other than bragging rights. But we know that the real winners will be everyone who gets to watch the action.

The Rally has taken several forms since we started planning, but we finally came to the conclusion that we should just do them all! It will run through the Columbia Gorge, and participants will have the choice of running it as a tour, as a gimmick rally, or as a TSD rally, or all. I'm calling it a Chameleon Rally.

We have PIR reserved for four days, and should be able to fit in some Driver Education. However, we haven't decided yet whether to do a Porsche Club Race. The Autocross Committee is searching

hard for a cool autocross site, hoping to find something better than PIR.

We plan to do a parade on Wednesday evening, and that will end at the PIR Cruise-In, where we will be the featured marque. Then, since we'll be there anyway, we might as well go drag racing.

We have OMSI reserved for an exclusive one-night event. We also have ideas for a number of driving tours throughout the week. As I said, there will be a lot of things to do. And, we still need more people to help organize the various events. If you haven't volunteered yet, please contact me to do so. With enough ORPCAers working on it, it won't be too much work for anyone, and it really is quite a bit of fun. ■

Board plans incentives for finding *Anzeiger* advertisers

The ORPCA Board of Directors is currently considering a formula whereby members who find advertisers share in advertising revenues ... sounds like a win-win!

Anzeiger rates remain a bargain and the magazine "sells itself" to potential advertisers. We know that among our members there are many who could benefit from spreading the word about their business, and many more who have contacts that would appreciate the opportunity to advertise to our membership.

Watch for details soon ...

Holiday Party Saturday, December 10

Celebrating PCA's 50th Anniversary and featuring Charity Auction

We are back at the delightful Riverside Golf and Country Club again this year on December 10.

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. *Stay tuned for more details.*



Announcing the Anzeiger Cover Photo Contest!

Your Chance to Gain Fame and Fortune

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 Kate Ayers, kateayersis@comcast.net.



Escape of the DE Day monster

by Gregg Denning

This dialog started a long time ago, in a '69 Porsche 911T. A very long time ago! Probably in 1986, probably shortly after that fateful day Sue and Gregg "found each other."

Way back when ...

Sue: Slow down! You're going too fast.

Gregg: It's a Porsche! It can do this and much more.

Sue: Well, it's too fast for me.

Gregg (with a sigh): All right.

May 2002

Gregg: Wow, this new Boxster is certainly all the old '69T was and much more.

Sue: Yeah, well, your driving still scares me.

Gregg: Switch with me. You drive. It handles great.

Sue: No way! I only drive it when you're not with me. You push me to drive it too hard.

July 2003

Sue: You're at it again.

Gregg: I've backed off—just for you. The car will do way more than this. It's a full package ride—acceleration, cornering, braking. That is what Porsche is about and always has been!

Sue: It's too fast. Slow down!

April 2004

Sue: See, I told you that you drive the Boxster like a crazy man! You're lucky you didn't get seriously hurt when you flipped it.

Gregg: Look, what can I say? I'm sorry. The car is meant for turns as well as braking and accelerating. I didn't put the water on the road in front of that turn where it couldn't be seen.

Sue: It's not about the car. You could have been seriously hurt—or even killed. You would have been if it weren't for the structural integrity of the car.

July 2004

Gregg: Let's get another Porsche.

Sue: No! I can't let you destroy another work of art. You've had three Porsches upside down and that's enough.

Gregg: Yeah, but the first two were on a racetrack and it was sponsorship money. They didn't count. It's more or less expected on the track.

Sue: No!

March 2005

Gregg (from his cell phone): Sue, I found an '02 996 at a really good price. It's about \$9,500 under KBB retail and has very low miles.

Sue: No! I won't go through this again.

Gregg: But it's Guards Red, just like the Boxster. And it's a Targa.

Sue: Guards Red? And the top opens?

Gregg: Yes, and the rollover protection is even better than the Boxster because of the structural roof frame all around the cockpit.

April 2005

Sue: Slow down! You're going too fast.

Gregg: It's a Porsche! It can do this and much more. This 996 is awesome!

Sue: Well, it's too fast for me.

Gregg: (with a sigh) All right.

May 2005

Gregg: Wow, this new 996 is certainly all the Boxster was and much more.

Sue: Yeah, well, your driving still scares me.

Gregg: Switch with me. You drive. It handles great.

Sue: No way! I only drive it when you're not with me. You push me to drive it too hard.

June 2005

Sue: You're going too fast! I'm never riding in this Porsche with you again. Never!

Gregg: But it's so far within its envelope that it's not even close to losing grip!

Sue: Yeah, that's what you said about the Boxster before you killed it.

Gregg: That's it! I've talked with you about doing a DE day. You really have to so you know what driving the car is all about.

Sue: I know what it's all about. I drive it all the time.

Gregg: You know what I mean. You gotta learn where the envelope is so you're comfortable with the car.

(Continued on page 20)

The Board is pleased to announce a contribution to the Cystic Fibrosis Foundation on behalf of the ORPCA membership.

The Cystic Fibrosis Foundation has played a major part in recent strides in combatting this deadly disease, but there is still have a long way to go.

Thanks to our members who continue to support our charitable donations.

Cystic Fibrosis Foundation
April 7, 2005
Oregon Roggen Philanthropic Club
c/o Gregg & Sue Hodge
2150 S. Mass. Hwy. Ct.
Oregon City, OR 97141

Dear Gregg & Sue:

Thank you for your commitment to improving the lives of the thousands of children and adults with cystic fibrosis (CF). Your donation will enable the Cystic Fibrosis Foundation to take full advantage of the tremendous opportunities in CF research that we now see on the horizon.

This acknowledgment verifies that we have received your donation.

Event:	General Contributions
Date of contribution:	2/28/2005
Item Contributed/Purchased:	Donation
Value/Amount of Contribution:	\$1000.00
Value of item received in return:	None

The amount of this payment deductible for federal income tax purposes is limited to the excess of the amount contributed over the value of the goods and services provided by the Cystic Fibrosis Foundation.

Please know how very much your gift means to us. We are most appreciative of your support and promise to invest it to the wisest way possible - to save lives.

Chris Oels
Executive Director

Chicken and riblets and 'dogs, oh my!

by Kate Ayers

Photos by Jim Ayers

For three or four years now, The Ribslayer has been catering our Volunteer Picnic. Boy, does he have it down! The aromas coming off his portable grill watered every mouth in the Gretzes' yard.

Seated under several nicely shading cherry trees, over 30 of ORPCA's dedicated writers, event organizers, autocross workers, tourmeisters and other assorted helpers joined together with the Board for this event designed to honor those who keep our Club working. In a departure from the usual, Jeff and Jeannie Gretz decided to host the event in their yard high atop Bald Peak. The cold beverages were most welcome, as the mercury inched toward the low 90s. The food, though, the food. Done to perfection, juicy chicken siz-



Volunteers enjoy a delicious dinner and great company in ORCPA President Jeff Gretz' backyard.

SEATED UNDER SEVERAL NICELY SHADING CHERRY TREES, DEDICATED WRITERS, EVENT ORGANIZERS, AUTOCROSS WORKERS, TOURMEISTERS AND OTHER HELPERS WERE HONORED.

zled next to nicely spiced country ribs, and sausages. To balance the plate were potato and green salads.

While everyone polished off the last of their lunch, raffle prizes were given out to the ten lucky winners—winners of Goodie Store gift certificates. (I was-

n't among them.) Several visited the winery next door, open for tasting just for our group. (I was among them.) While the winemaker proffered his vintages, Jeannie's horses amused the kids (and some parents) with equestrian

tricks. She has talents many of us don't even have!

Before the afternoon drew to a close, an array of desserts showed up on the table for the sweet teeth among the crowd. The appearance of the carrot cake and chocolate chip cookies caused a frenzy of snacking, followed by guilty groans of pleasure. The day could hardly have been better. All of us volunteers were indeed lucky. Next year, maybe more of you could join us? ■



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Great race at '05 ALMS

by Sue Hodge
Photos by Earl Green

Fan interest grows over time when the heat of competition creates rivals, but the lack of motor sport coverage and race promotion in recent years locally has corresponded with a decline in attendance at PIR. The relatively new ALMS series may have suffered for it here. But the recent challenges by the Lola team to the dominance of the Audi team, and some heated interaction between racing groups caught fan interest in the weeks before the race this year. A write-up in the Oregonian before the first race mentioned "Nascar-like attitudes" being displayed by some of the drivers; even among teammates. Wow! That's an attention-getter ...

This being one of the favorite summer race events for many, in our club at least, dictated that we have this event well covered. We had photo coverage by Gregg Hodge and rookie photog Earl Green, as well as veteran Chris Greenwood. Editorial coverage was divided, due to other time commitments, by Sue Hodge and Kate Ayers. On Saturday, the day of the BIG race, Earl has provided us with the play-by-play. Most of us who weren't able to be there saw and heard about it in the news or on ESPN or Speedvision—it was a pretty spectacular race.

But first, a little background. On Friday, coming into the first combined practice, the #20 Lola had posted the fastest lap overall with a 1:03. And the two Lolas were tied in points coming into this weekend. The #2 Audi won at Infineon (the previous race) with Biela and Pirro driving (more about them later). The top five cars in the GT2 class had all posted times faster than the previous track record of 1:13 set in '01. In qualifying, some of the notable stats included Olivier Beretta (#4 GT1 Corvette) setting a new class record and securing a sixteenth pole position—the most in ALMS history. Andy Wallace (#20 P1 Lola), by the end of qualifying, had set and broken new class records five times and earned his fourth ALMS pole

position. These are some impressive stats setting the stage for this race.

On to the race: At the end of the first lap, Andy Wallace in the #20 Lola led overall, and Romain Dumas in his #23 GT2 Porsche 911 led his class. Only 15 minutes later, Butch Leitzinger in the OTHER Lola (#15) passed teammate Wallace in the Festival Curves to take the overall lead. (According to Earl, these Lolas led over 90% of the race!) For reference, the Pirelli tire engineers, who keep track of these things, reported that 25 minutes into the race the track temp was 112 degrees with an air



temp of 93; certainly becoming a factor in the race outcome.

At the 30-minute point (20 laps), Dumas was an impressive 4.38 seconds ahead of the next one in his class. At the 45-minute point Wallace led the next two contenders (Werner and Biela in the Audis) by less than two-tenths of a second, for second place overall. Two minutes later is when it all started to break up. Frank Biela had side contact with Werner exiting turn 12, taking over third place overall and losing some body parts in the process. Earl says that, when exiting turn 3, Biela gave Werner the "bird"—caught on Speedvision coverage for all the world to see! At about the 50-minute point, Leitzinger led Wallace for first and second in the P1 class, Biela in third position. In GT1 class, Olivier Beretta was first and Terry
(Continued on page 23)





Monterey Historics not to be missed

Story and Photos by Peter Linsky

It's the middle of August, you're a gearhead, your appointment book has been penciled in for a long time ... You're going to be parked somewhere on the Monterey Peninsula, soaking up what's certainly the greatest automotive week on the planet.

From humble beginnings half a century ago as a small car show at the Pebble Beach golf course and a sports

cars as they whiz (usually) past, it's more fun to have a late breakfast in Carmel and then walk down to Ocean Avenue to see all the cars and owners as they arrive for their lunch break. The city closes off the street for about six blocks in both directions so enthusiasts can get up close and personal. This year's tour leader was Sir Stirling Moss, a guest of Mercedes Benz, which had

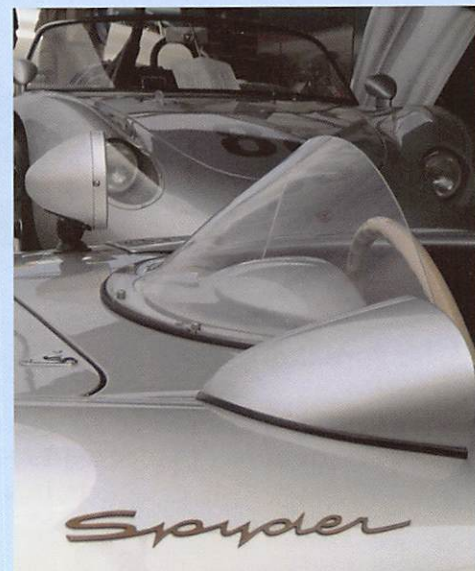
MONTEREY HAS BECOME A CAN'T-MISS EVENT THAT DRAWS THOUSANDS OF PARTICIPANTS AND SPECTATORS FROM AROUND THE WORLD.

car race through the Del Monte forest, "Monterey" has become a can't-miss event that draws thousands of participants and spectators from around the world. Several Concours d' Elegance, half a dozen auctions, a parade of classic and competition cars and, of course, the Monterey Historic Races. There's more to do than one can cram into a solid week, so it's pick and choose what interests most.

This year, we flew down a day early to catch Tony Singer's Literature and Automobilia Expo. Well worth a look, and of course, I found a new Porsche Prototype book by Bill Oursler I couldn't live without. Lots of wonderful collectables for the discerning buyer.

Thursday is the Pebble Beach Tour, in which 50 or 60 top-level Concours entries are driven over hill and dale, thus demonstrating that they are not simply over-restored trailer queens. While it's easy to post oneself somewhere along the route and enjoy the

him driving a splendid dark blue 300SL. Moss, probably the greatest F1 driver to never win a world title (it was his dogged determination to race British cars if he could), was kept busy signing autographs and posing for photos. Lined up behind his SL were scads of gorgeous Ferraris, Alfa Romeos ((featured marque at Pebble), and a broad range of other classics. A special treat awaited those who found their way to
(Continued on page 23)





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Fall '75 featured ORPCA vs. Corvette Club in challenge race

October, 1975: Anzeiger has had a new editor for a couple of months. Lori George has begun tuning the magazine to her style. Gone are the all white pages. We are in the 70s now; mustard yellow, brownish gold and orange pages bring stylish color to the tabloid.

Dennis Phelan's term as president was coming to an end and in his column he notes the elections are forthcoming. Apparently having been accosted by a female family member who called him a "male chauvinistic pig," Dennis did a bit of research and noted there were no rules in the bylaws preventing family or associate members from voting for club officers. The unnamed woman had stated it was the men who were the members and the ladies were associates or family members. No rule against it, Dennis and the board allowed voting by all member categories.

Shelby Newman authors an article detailing his attempts to install intermittent wipers in his 1972 911. Apparently an upgrade kit had been made available from the factory. Just one problem: The

parts kit came with no instructions and no wiring schematic. After consulting both local dealerships, all of the local service shops, Panorama's tech staff and the factory—all to no avail—the parts took up residence on a shelf in his garage. Even the factory had no idea how to install the upgraded wipers.

Dennis Puetz writes to inform the membership about the recently held Corvette Challenge. Seems ORPCA laid the challenge to the local Corvette club, probably some words to the effect, "We can wipe out your overweight, big block monsters on any road track," and placed a bet to match. Final results, ORPCA overall lost a total of \$8.75. Top time of the day went to a Corvette driven by Max McKibben, who took away a \$50 prize. A number of Porsche cars did well in their run groups. Plans were made to hold the event on an annual basis and even try to get the public to pay admission to watch. ■



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EDITOR'S MESSAGE

(Continued from page 4)

Highway 6, I flashed on what that large orange sign had said. As the words came into focus, I saw the ominous phrase "Road Closed—Local Traffic Only." Hmm, this can't be good. The orange sign was followed shortly by another announcing that the bridge was closed two and a half miles ahead. Sure enough, it was in quite a state of impassability. We stopped and read the notice,

which claimed that the construction would be completed by September 1. The A&D was scheduled for September 3. Not a very comfortable margin for error on the construction crew's part. But Jim, ever the optimist, hopped out and asked whether they would be finished on time. They assured him that, yes, indeed they would. I was feeling pretty skeptical at that point, but we journeyed doggedly on.

Now, if you were one of the several dozen that joined us over the Labor Day weekend, you know that the crew's confidence was merited. Just a little burp in the planning for us. We did have an alternate route just in case, but it turned out it wasn't necessary. The whole A&D ran smoothly and put a nice cap on the 2005 season. It should go so well next year ... ■

MEMBER PROFILE

(Continued from page 9)

and Neil, age 20, is in Southern California exploring the world of acting and is a bit of a Honda buff. Bite, Porsche bug, bite!

Saving Nancy's best interview comments until last seemed appropriate ... "To this day, I still get that same feeling in the pit of my stomach when I see a fellow Porsche owner drive by me ... but then I remember ... I have one too!

Summer is here (the interview occurred in August) and I think it's time to park the Toyota, get ol' Red out of the garage and hit the road." Nancy, you are, indeed, a certified Porsche Freak. Party on! ■

DE DAY MONSTER

(Continued from page 13)

Sue: I hate those helmets. They give me "helmet hair."

Gregg: Then let's get rid of the car and just not have a Porsche. This is ridiculous.

Sue: No. I'm not letting it go.

Gregg: But you don't drive it. You just putter around—always!

Sue: No!

Saturday, July 24, 2005 (Drivers Skill Day at PIR), about 8:30 a.m.

Sue (on her cell phone at PIR): I've finished with my first session. Wow, it's amazing what that 996 will do!

Gregg: Are you enjoying yourself?

Sue: Yes! I didn't knock down any cones in the slalom!

Same Day, about 10:15 AM

Sue (on her cell phone at PIR): This is great! Monte Curtis, my instructor, told me I was best in our class of about 24 students in braking without the ABS. I stopped from 60 mph in just 84 feet.

Gregg: Great! You sound tired.

Sue: This is one heck of an adrenaline rush! I thought I wouldn't like it but it's great. Thanks for getting me here.

Same Day, about Noon

Sue (on her cell phone at PIR): I just learned how to modulate the steering and speed when the rear end is loose. Now we're learning how to heel/toe down shift.

Gregg: Really, heel/tow shifting. How is that progressing?

Sue: Well, it will take some practice, but now I know what you were talking about—and doing—when you were driving.

Gregg: Yeah, the heel/tow technique takes time to master, but it's a great skill. So you listened to Monte but not me.

Sue: He's a better teacher than you. We have to quit soon because this is a half-day class. But that's okay; I'm drained.

Same Day, about 2:30 PM

Sue: Hi, honey, I'm home.

Gregg: So, you liked it?

Sue: Yeah, but I need a shower and a nap.

Gregg: Oh, look at your hair. Bad hair day, Helmut Head?

Sue: Who cares? It was worth it.

Gregg: Want to schedule the next DE Day?

Sue: No, that's enough for me.

Tuesday, July 26, 2005

Gregg: Hey, Sue, here's Harry's weekly ORPCA email. The next DE Day is ... Too bad you don't want to do another one.

Sue: When is it? I better buy a helmet so someone else can use the club's loaners. Where do I get driving gloves and shoes?

Gregg: Oh, geez, I've unleashed a Porsche-driving monster! ■

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Instructions describe too-familiar scenario

Found on the Internet by Harry Danberg

Oil Change Instructions for Women

Pull up to WalMart when the mileage reaches 3,000 miles since the last oil change.

Drink a cup of coffee.

15 minutes later, write a check and leave with a properly maintained vehicle.

Money spent: Oil Change \$20.00, Coffee \$1.00, Total \$21.00

Oil Change Instructions for Men

Wait until Saturday, drive to auto parts store and buy a case of oil, filter, kitty litter, hand cleaner and a scented tree, write a check for \$50.00.

Stop by 7Eleven and buy a case of beer, write a check for \$20.00, drive home.

Open a beer and drink it.

Jack car up. Spend 30 minutes looking for jack stands.

Find jack stands under kid's pedal car.

In frustration, open another beer and drink it.

Place drain pan under engine.

Look for 9/16 box end wrench.

Give up and use crescent wrench.

Unscrew drain plug.

Drop drain plug in pan of hot oil: splash hot oil on you in process. Cuss.

Crawl out from under car to wipe hot oil off of face and arms. Throw kitty litter on spilled oil.

Have another beer while watching oil drain.

Spend 30 minutes looking for oil filter wrench.

Give up; crawl under car and hammer a screwdriver through oil filter and twist off.

Crawl out from under car with dripping oil filter splashing oil everywhere from holes. Cleverly hide old oil filter among trash in trash can to avoid environmental penalties. Drink a beer.

Buddy shows up; finish case of beer with him. Decide to finish oil change tomorrow so you can go see his new garage door opener.

Sunday: Skip church because, "I gotta finish the oil change." Drag pan full of old oil out from underneath car. Cleverly dump oil in hole in back yard instead of taking it back to Kragen to recycle.

Throw kitty litter on oil spilled during step 18.

Beer? No, drank it all yesterday.

Walk to 7Eleven; buy beer.

Install new oil filter making sure to apply a thin coat of oil to gasket surface.

Dump first quart of fresh oil into engine.

Remember drain plug from step 11.

Hurry to find drain plug in drain pan.

Remember that the used oil is buried in a hole in the back yard, along with drain plug.

Drink beer.

Shovel out hole and sift oily mud for drain plug. Re-shovel oily dirt into hole. Steal sand from kids' sandbox to cleverly cover oily patch of ground and avoid environmental penalties. Wash drain plug in lawnmower gas.

Discover that first quart of fresh oil is now on the floor. Throw kitty litter on oil spill.



Crawl under car getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug. Slip with stupid crescent wrench tightening drain plug and bang knuckles on frame.

Bang head on floorboards in reaction to step 31.

Begin cussing fit.

Throw stupid crescent wrench.

Cuss for additional 10 minutes because wrench hit Miss December (1992) in the left boob.

Beer.

Clean up hands and forehead and bandage as required to stop blood flow.

Beer.

Beer.

Dump in five fresh quarts of oil.

Beer.

Lower car from jack stands.

Accidentally crush remaining case of new motor oil.

Move car back to apply more kitty litter to fresh oil spilled during steps 23 - 43.

Beer.

Test drive car.

Get pulled over: arrested for driving under the influence.

Car gets impounded.

Call loving wife, make bail.

12 hours later, get car from impound yard.

Money spent: Parts \$50.00, DUI \$2,500.00, Impound fee \$75.00, Bail \$1,500.00, Beer \$40.00, Total: \$4,165.00 —But you know the job was done right!



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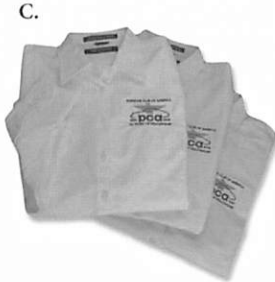
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D. 6-PANEL PIGMENT-DYED TWILL CAP >> \$12.00
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Sizes: S, M, L, XL, 2XL



F. MEN'S PIMA COTTON POLO >> \$30.00
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Sizes: S, M, L, XL, 2XL



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ALMS

(Continued from page 16)

Borcheller second. And in GT2 class, Romain Dumas was first in class. Five minutes later, Werner in the Audi and Berreta in the GT Corvette made contact when Werner's brakes locked up and he spun into the Corvette. They both continued on with damage to both cars. Werner sustained the most damage to tail and exhaust.

Earl says that, in the ensuing visit to the pits, they replaced the tail clip and the left exhaust pipe but the locator pin for the tail was damaged as JJ Lehto stepped in to drive. Less than 10 minutes later, Lehto came to a stop with the rear cowling missing, and there was a full course Yellow. A couple of minutes later, Leitzinger pulled into the pits, losing his overall lead, and James Weaver took over the driving. Wallace was replaced by Chris Dyson in the Lola at the same time. Biela was replaced by Pirro in the Audi. At 6:10, Lehto lost the tail clip going down the back straight at full speed (170mph), sending the car into a flat spin into the wall. Earl said the car hit a camera and sheered off a boom, but it filmed the entire crash! Later, the boom operator said he saw it coming and was barely able to lift the boom enough to keep from hitting JJ in the head! JJ commented that he also saw the camera coming at him, but at that

point he had no control over the car—with the tail off, he lost his down force and, therefore, was reduced to being “a passenger” in his own vehicle. Borcheller in the GT1 Saleen was caught in the flying debris and couldn't do anything but follow Lehto off the track. They were both officially retired from the race.

For most of the rest of the race, it was the two Lolas trading the lead back and forth. Then the unthinkable happened. With just over one lap to go, Pirro passed Weaver for the overall lead. Weaver had run out of gas! It should also be noted, per Earl, that the #23 (an Alex Job sponsored car) totally out-classed the GT2 field to win their fourth race in a row.

The IMSA GT3 Cup Challenge on Sunday, which I was fortunate enough to catch, was an excellent race as well. The cars in this race were extremely close going into Sunday's event, with only .005 seconds separating the pole from second place and only .007 seconds between the second and third place cars. The action started almost immediately when the pole position holder tapped the bumper of the car who had jumped ahead off the start and he sprang a leak in his radiator in the second lap. From turn 7 all the way to the pits, radiator fluid and water spilled onto the track—but there was no Yellow flag!

I couldn't believe it. Another car took an unexpected lead at that point and turned it into a huge lead (five seconds) by the tenth lap. That looked like a done deal, but at the 28th lap, he just coasted off the track at turn 5. Apparently, there was some debris on the track so the remaining cars were in jeopardy when three of them challenged each other rather closely in the Chicane, causing one to actually miss it entirely on the next lap. So for this they called a full-track Yellow. I apologize that I was unable to get a roster for this race so I don't have car numbers and names to report here. Those of you that caught the race enjoyed the constant challenges going on in this race, as I did, I'm sure. Some very spirited racing. You can see the difference from the PCA sponsored events that have the 13/13 penalty for contact. These guys were really aggressive—I loved it!

This is perhaps the best racing action and entertainment we have access to here at PIR. We did get a pledge by a PCNA representative that there is a return to factory-sponsored racing in the works. They were there that weekend in a big way to show the Portland fans that they want to do everything they can to help renew interest, and I for one hope this race will continue for years to come here in Portland. ■

MONTEREY HISTORICS

(Continued from page 17)

the back of the group. MB shipped over the Moss/Jenkinson 1955 Mille Miglia-winning 300 SLR roadster, the immortal “722,” complete with the factory's special high-speed transporter reproduction. It might have been the last public appearance for the pair; an MB flak said they were going back to the factory museum to stay. Uber-enthusiast Jay Leno got the ride of the weekend when Moss gave him a few quick laps in the SLR at Laguna Seca.

We decided to forego the Concorso Italiano Friday morning, instead opting for The Quail concours and then the Bonham-Butterfield auction across the road. The Quail offered a selection of stunning automobiles, including the recently-restored 550-001 Carrera Panamerica coupe of 1953 and a newly-

completed Bugatti Type 57/59 sports roadster interpretation originally designed by Don Hollis. It was absolutely stunning. The Bonham auction, one of about six in the area that weekend, was of special interest to Porschephiles. The so-called “Speedster Collection,” six benchmark cars, was offered for sale. Bidding reached \$2.7 million, but that came up short of the reserve price.

The rest of the weekend was devoted to the Monterey Historics, dedicated to “American home-built sports cars.” While the best of the 1950s and 60s specials were impressive, the most technically-advanced mid-engined Can-Am cars came from Texan Jim Hall. Several of his early Mk.1 roadsters were on hand (and ran 1-2-3 in their race group), but Hall delighted the crowd by hauling all his own later lightweight, aerodynamically-

advanced Chaparral 2s to California. Hall's crew finally got the Chaparral 2H “sucker car” running properly, and Vic Elford drove it around the course, its twin snowmobile engines whining louder than the big Chevy V8.

Altogether, it was another great week for lovers of exotic automobiles. Next year's featured racing marque will be Cooper. Make your reservations early; and go online for your tickets next spring. ■

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backfire

New Member Correction

TAKA YAMADA

I have received an August issue of "Anzeiger" today. Since I am a new member, my name and car type is posted. But I do not own a 2003 911. I own a 2005, 911S. It may not be significant

for you which Porsche I own. But to me, it is important. I work very hard to own this Porsche, and I am proud of it. If you can correct this information, please do so. I hope that I am not too picky.

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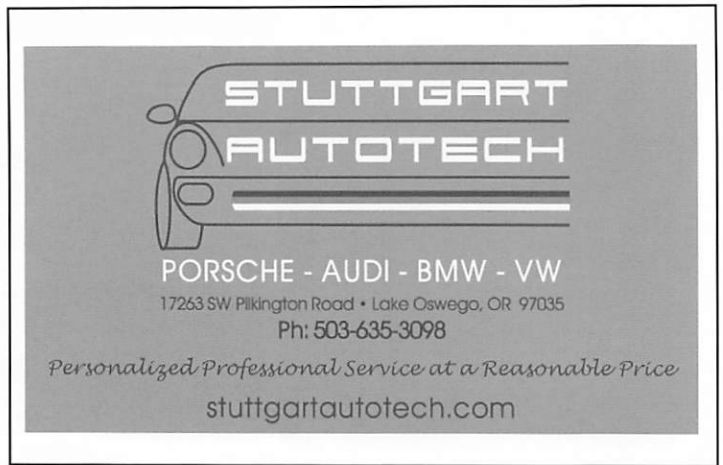
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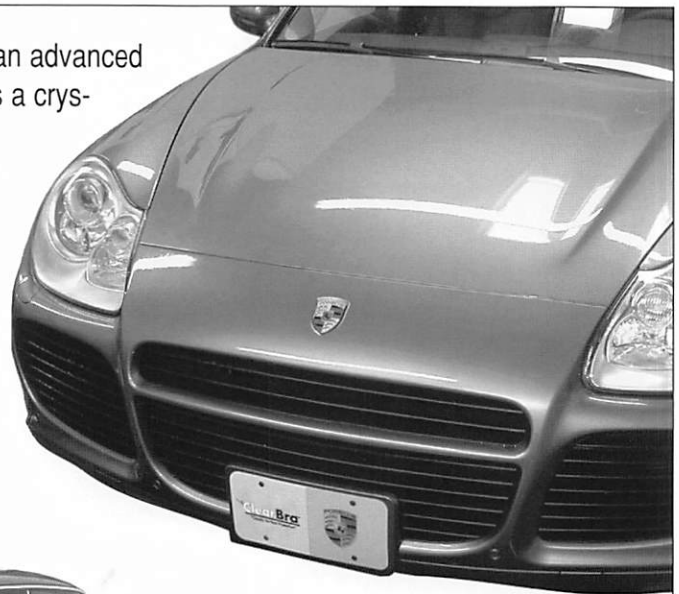
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In America, it's the Porsche Club of America. We invite you to join us! For more information, contact our local membership chair:

Debbie Clinkinbeard
membership@oregonpca.org
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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
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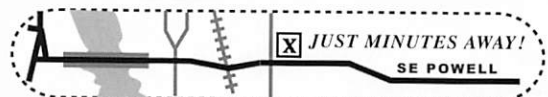
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1984 911 Targa, Venetian blue/tan, 964 body kit, C2 power rear spoiler, 17" C2 Turbo rims, NEW FAB-SPEED stainless steel exhaust, CD/AM/FM, MOMO steering wheel, H4's, 5-Speed. 119,900 miles young. Recent work June '05: tune-up, plugs, oil change, valve adjustment, O2 sensor, and shift linkage bushings. At 100K miles, transmission rebuild with new clutch kit, brakes and rotors. \$12,950 obo. 503.838.3298 or mitchfry@msn.com 07.05

1982 911 SC Coupe - Sunroof, F&R spoiler, updates, charcoal metallic/tan, recent clutch, recent head studs, well cared for, all records since ownership, non-smoker, PW, PM, CC, AC, no leaks, runs and looks great. Less than 99K miles. \$14,000 Frank 503.371.6309, fdward@yahoo.com 06.05

2005 C2, 3.6 L, all options. 322 miles. New costs \$76,000. Sacrifice for \$70,000. Eric, 503.332.8724.

Boxster

2004 Boxster - Guards Red/Black, manual trans, Factory sport suspension (M030), PSM, Heated Seats, 18" Carrera wheels, Cruise, Alarm, Porsche Sport Exhaust, Satellite Radio & much more! Factory warranty until 50k/Sept 2007. Pristine condition, 11k miles, \$37,900, Gary Hays 360.573.6397, gary.hays@hp.com 07.05

2000 Boxster S, Speed Yellow/ Black, Black Top, BBS, custom made of Porsche, 18-in black 5-spoke alloys w/polished lip. Eibach springs, Dansk sport tuned performance exhaust. Custom Oregon license "BXSTR S". Local Oregon car sold new @ Carrera Motors. Non-smoking adult owned. Garaged kept and covered. Never taken out in rain. 8,300 miles. \$37,975 Mike O'Connor 503.579.3752 06.05

944

1985 1/2 Porsche 944 Dark blue w/brown interior. Runs excellent. BBF wheels. Both glass and hard top inserts included. Needs TLC w/minor paint and replacements. \$12,000. Contact: Lyle Gaddis 503.257.7359 07.05

914

1970 914-6 White/Black, new tires, brakes, clutch and flywheel, shift kit, 911S brakes and suspension, Fuchs, good condition. \$14,995 obo. Bob Rand 360.695.5171 or 360.921.0880 07.05



■ PARTS

Wheels/autocross tires for Boxster: Lightweight Carrera 18's (7.5 & 9's) with Hoosier A3S04's that have about a half season on them. I'll let them go to a good home for \$1500 for the package! Includes wheel center caps and 4 extra wheel bolts so that you don't have to fuss with locking lugs when you swap tires for autocross days. Gary Hays 360.573.6397, gary.hays@hp.com 08.05

Wheels. Standard 16-inch wheels for 1st generation Boxsters. \$250/offer. 17-inch Michelin Pilot Alpin snow tires for Boxsters (50%) \$100/offer. 503.669.0520 or sordello@earthlink.net 06.05

2004 Boxster arctic silver front bumper, excellent condition, removed due to upgrade to RUF front bumper. \$700/offer. Shawn 408.207.5131 or shawn60tw@hotmail.com 06.05

■ WANTED

Manual Wanted: Owner's manual for 1988 911 Carrera. The one that came with my car was hoarded or lost by a previous owner. If you have one or know of a source at a reasonable price, please contact John Lacko 360.904.3089 jclacko@comcast.net 06.05

Anzeiger

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

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

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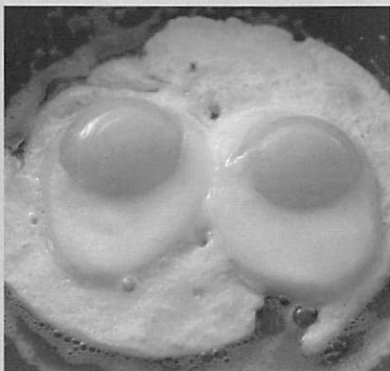
'NUFF SAID ...

A lady was making a breakfast of fried eggs for her husband. Suddenly, he burst into the kitchen.

"Careful! Put in some more butter. You're cooking too many at once. Too many! Turn them! Turn them now! You need more butter. They're going to stick. Careful ... careful! I said, be careful! You never listen to me when you're cooking—never! Don't forget to salt them. You know you always forget to salt them. Use the salt. Use the salt!"

The wife stared at him. "What's wrong with you? You think I don't know how to fry a couple of eggs?"

The husband calmly replied, "Of course. I just wanted to show you what it feels like when I'm driving."



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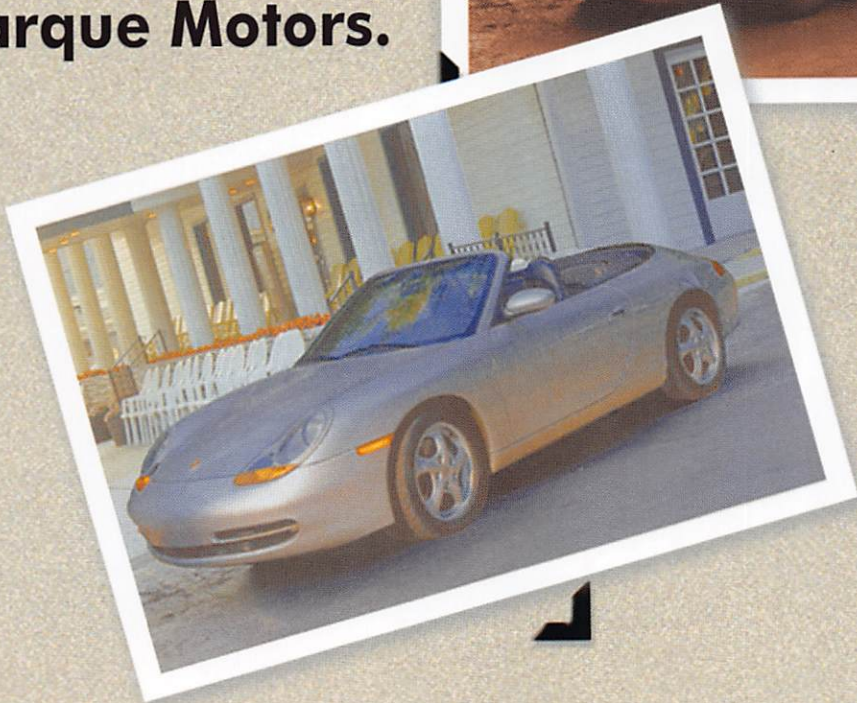
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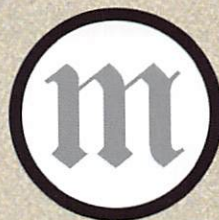


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