

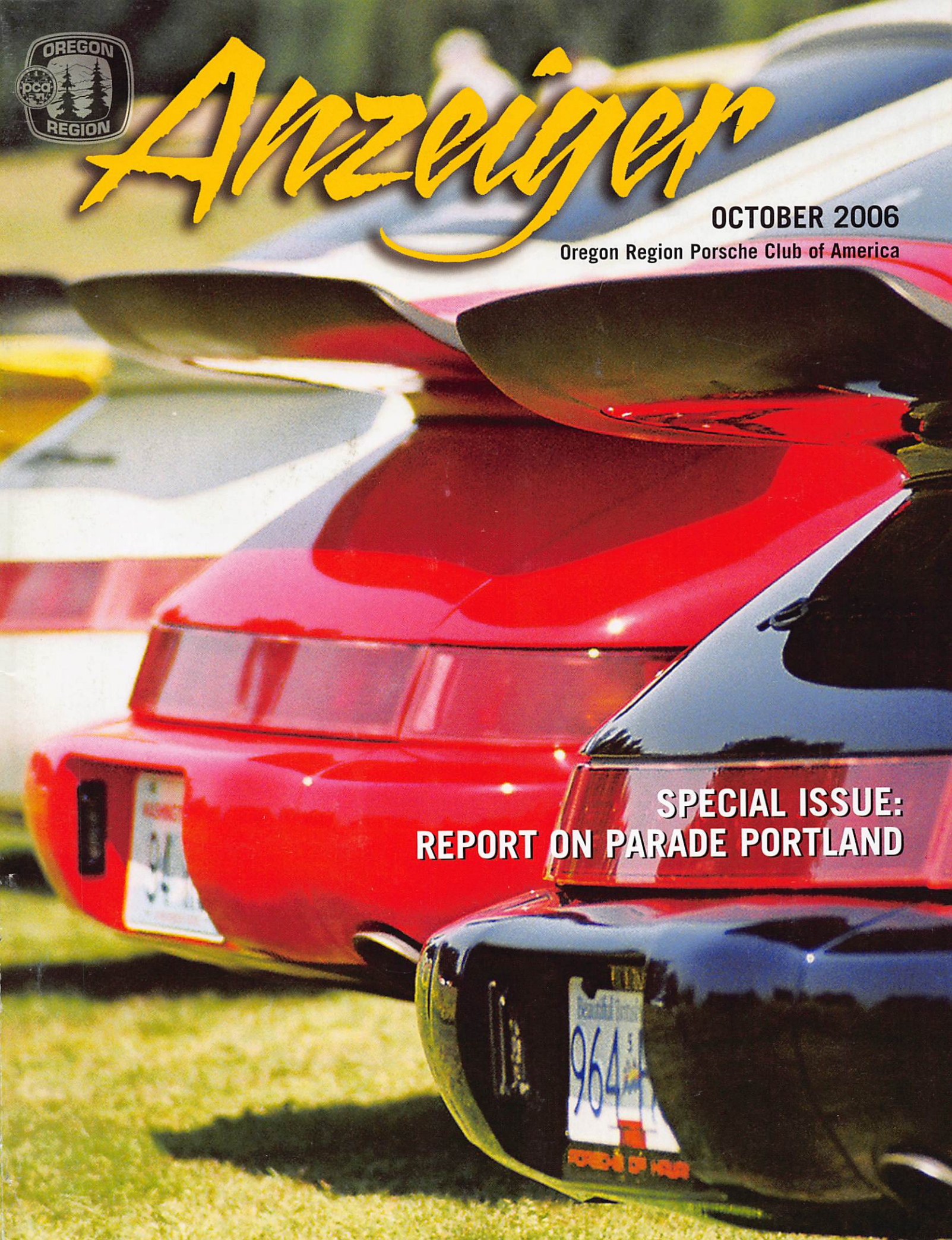


Anzeiger

OCTOBER 2006

Oregon Region Porsche Club of America

**SPECIAL ISSUE:
REPORT ON PARADE PORTLAND**





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WHO CARE ABOUT CARS.



BMW



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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

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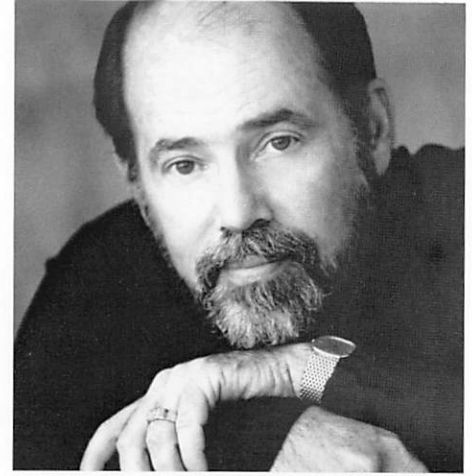
ON THE COVER

Parade Portland provided plenty of excitement and we're happy to feature just a taste of it in this month's magazine. **Norbert Pawelzick** captured some of the color of the unforgettable event in this gorgeous cover shot. Norbert wins a year's free membership (and many kudos!) for his efforts.

See page 12 for details on entering the Anzeiger Cover Contest and you could be a winner, too!

**FROM
THE
PRESIDENT**
Jeff Gretz

Parade Portland topped them all!



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

Andy & Margaret's Hill Climb on the 7th. Not really a hill climb but an Arrive & Drive on steroids!

Otter Rock weekend at the beach on the 13th-15th.

Our Monthly Dinner & Social on the 18th.

2007 Event Planning meeting on the 21st.

The last Autocross of the year on October 22nd.

Driver's Ed/Track Day on the 27th; last one of the year

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

type of events that you want in 2007. Please join us on Saturday, October 21 at 4 p.m. for our 2007 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@orpc.org

Talk about great events, August's Parade Portland 2006 topped them all! Registration of over 1,900 people, including about 100 vendors and VIPs, and 750 cars made this the largest Parade in Club history. The weather was perfect, the food at the banquets was great, almost 400 cars took the all day tour up the Gorge, 600 cars (including Sally Carrera!) were on the field for the Concours, and 300 cars autocrossed on the track.

The new events we introduced at Parade; Zone Challenge, Lifestyle Seminars, Northwest Wine Tasting, Wednesday Night Cruise-In and Drags, A Special Evening at OMSI, and The Marktplatz were all well attended and a big hit with the attendees. The two ORPCA Driver's Ed days after Parade were both sold out with over 125 cars on the track each day. Don Clinkinbeard and his team did an outstanding job organizing and running this event for the Oregon Region.

This Parade was a huge success because of the hard work and dedication of many ORPCA members. I'd especially like to thank the committee chairs who took on the responsibility of building a team to plan, organize, and
(Continued on page 20)

**FROM
THE
EDITOR**
Kelly Dionne

A fond farewell for a great experience



Fall is approaching and there is definitely change in the air. John F. Kennedy once said, "Change is the law of life. And those who look only to the past or present are certain to miss the future." Once again, my life has taken a change. By the time this issue comes out, I will be back living in Coeur d'Alene, Idaho. My company has approached me with a new direction and I agreed it would be the best for them, my family and me.

So my ORPCA friends, I must say adieu, but not without consternation. The members of ORPCA have been my

family during my stay in Portland. I have developed excellent friendships and have met some of the most wonderful Porsche enthusiasts one could have ever asked to meet.

I would like to thank the Officers and Board of Directors of ORPCA for having the faith and giving me the opportunity of being your Anzeiger editor. I very much enjoyed the challenge and wish your new editor, the ever-so-devoted Jim Ayers, the same joy and accomplishment I received. The title of editor is one of the most onerous positions in a Porsche club. Special thanks go to Sue and Greg Hodge, Jim Ayers, Earl and Liz Green, John Draneas, Peter Linsky, Don and Debbie Clinkinbeard, Jeff Gretz, Harry Danberg, Kathy Jones, Nancy
(Continued on page 20)

Oregon Region Events 2006



October

- 3 Board Meeting**
- 7 Andy & Marg's Hillclimb**
(See Page 6)
- 13-15 Otter Rock Weekend**
(See Page 6)
- 18 Monthly Social & Dinner**
(See Page 8)
- 20 Anzeiger editorial deadline for December**
- 21 2007 Events Planning Meeting**
(See Page 8)
- 22 Autocross**
(See Page 10)
- 27 DE Day**
(See Page 10)

November

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

December

- 5 Board Meeting
- 9 Charitable Auction & Awards Banquet



"Simplify and add lightness."

Colin Chapman

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.



Andy & Margaret's Hillclimb: A Tour of Delightful Proportions

Saturday, October 7

In what will be our last one-day organized tour of 2006, this one is sure to delight. Spectacular views of Mt. St. Helens, the Lewis River and a unique hilltop hideaway await travelers as we snake our way through SW Washington to Andy & Margaret Jacobson's home in Trout Lake.

- 9 a.m. Meet at Beaches Restaurant
1919 SE Columbia River Dr
Vancouver, WA
- 9:20 a.m. Tour departs
- 12-ish Hosted lunch at the Jacobsons
(Sloppy Joe Delight)

Event cost is \$5 per person, exact change only. Lunch and basic drinks will be provided at the final destination.

Otter Rock Weekend

October 13-15



An old Porsche Club tradition is back. The Otter Rock weekend is going to be held on October 13-15.

Spend a great weekend at the beach in our own private coastal lodging at the Alpine Chalets. There are 11 units that sleep four to eight people so get with your friends and get ready to party.

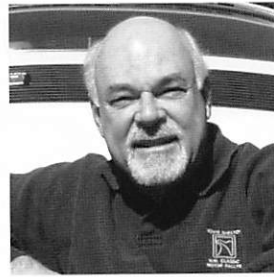
To make reservations, call 1.800.825.5768 or go online (and get a look at the accommodations) at www.oregonalpinechalets.com.

Debbie Clinkinbeard is your event chair and she'll be happy to answer your questions.

You can reach her at dmc993targa@comcast.net or at 503.356.1764.

STILL PLAYS WITH CARS

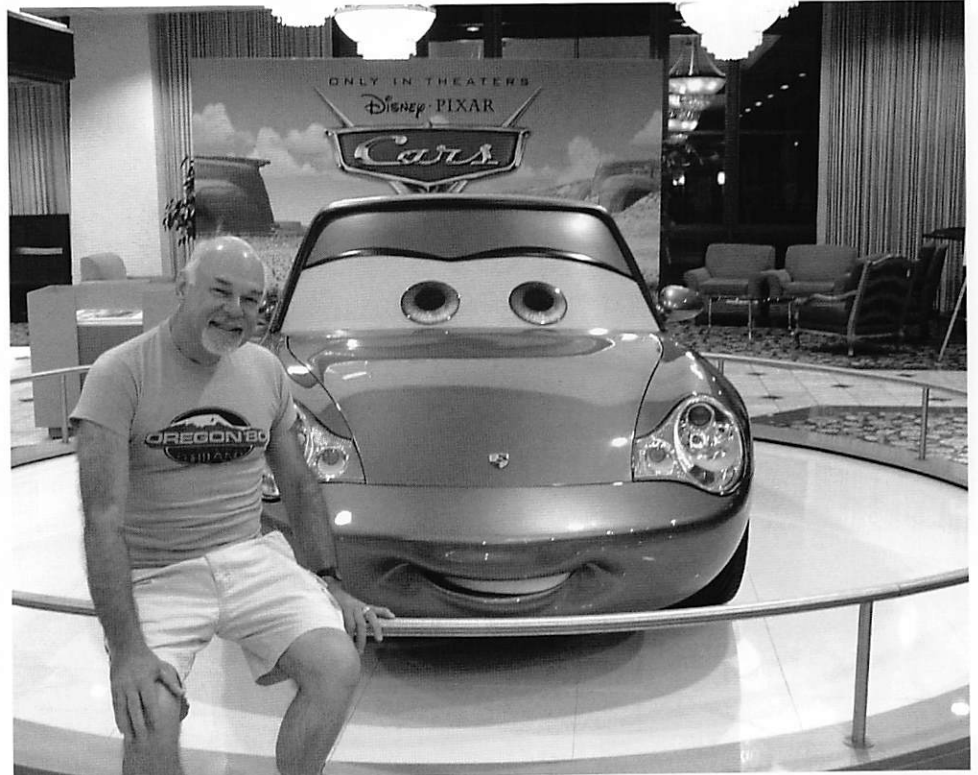
Peter Linsky



Parade Portland was an event to be proud of

Well, wasn't Parade a hoot? About the only place I can recall seeing more Porsches in one place at one time was at Monterey in 1998, celebrating our favorite marque's first 50 years. All of us in Oregon Region—along with those from other Zone 6 Regions who lent a hand—can be justifiably proud of everything they did to help send our guests home with lots of happy memories of Parade Portland and the gorgeous part of the country in which we choose to live. Elsewhere in this issue you'll find many other reports about PP'06, but I want to take this opportunity to thank everyone who helped produce the Technical Quiz, get everyone signed up in the right class, and assisted in every possible way—especially my wife Janice, who put in untold hours on our PC to ensure that everything that went to the printers was correct. The challenge for us now is to keep all our members involved in the club in the coming months.

I don't know if Porsche owners should be relieved or slighted. In early August, three separate surveys declared that various years and models of Honda-built Acuras dominated the Top-10 list of the Most-Stolen vehicles in the U.S. last year, claiming six of the 10 slots, a dubious distinction. Experts say that's primarily because their powerful twin-cam, variable-valve-timing engines were easy to swap out into smaller and lighter Hondas to create hot street racers. Based on that fact, I'd think the insurance industry would want to physically inspect the engine number of every Civic that comes up for license plate renewal. Interestingly, the most-stolen car reported by the surveys was the 2001 BMW Z3 Roadster. CCC Information Services found that slightly



more than one out of every two hundred registered 2001 M Roadsters were stolen last year. Go figure, but better Beemers than Porsches.

Only a very small percentage of new Porsche buyers ask the factory to paint their new toy a special color. The program apparently isn't as popular as it was a few years ago, probably because the cost of "Paint-to-sample" has gone up substantially, from what I'm told (One source says it now costs an extra \$10 grand). This summer, I ran across a striking new Boxster in an understated hue I'd never seen before. I was attracted to it because it was not too different from my own car's factory-optional color. "What's this color called?" I asked, "It's gorgeous!" "House Tan," was the tongue-in-cheek reply. Turns out that the owner

had an earlier Boxster that he kept at his winter home in Scottsdale. He noted that the interior color closely matched the orange-red tile roof of his desert home, and wondered what the car might look like if it was the same color as the house itself. He dipped a paint-mixing stick into a can of his house paint, let it dry, and gave it to his dealer, along with his new car order. One year later, he had his new Boxster, painted a unique shade of creamy tan, just like his desert home. With the Burnt Orange leather interior and a black soft top, it's stunning.

Until next month, drive safely! ■



October Social and Dinner

Wednesday, October 18

Where: Dessert Noir Cafe and Bar
Cedar Hills Crossing
Next to Century Theatres,
Facing SW Hocken Avenue
Beaverton
www.dessertnoir.com

When: Wednesday, October 18
6:00 p.m. Social Hour
7:00 p.m. A limited menu will be offered
Prices from \$12 and up

Please join us for a fun evening at this
award-winning restaurant
known for its intimate atmosphere
and impressive selection of fine wines.

New members, please join us for good food
and great company!

Please RSVP by lucky Friday, October 13
Call Nancy Herron at 503-293-6714 or email at

dinnermeeting@oregonpca.org

**CLUB
EVENT**



2007 Planning Meeting Saturday, October 21

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 2007 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:

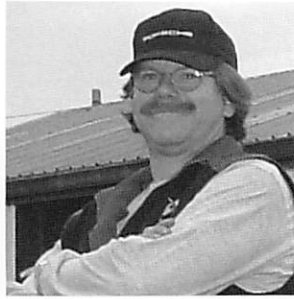
Ferrari, Porsche, Aston Martin, Bentley, Panoz, etc

RSVP by October 15 to president@oregonpca.org

**CLUB
EVENT**

AMATEUR WRENCH

Don
Clinkinbeard



Post-Parade DE tech report

Well, the Post Parade DE has come and gone. We had a record turnout for one of our DE with over 120 cars per day on the track. Overall, it was a very successful event with lots of smiles all around. As always there were a few issues some with people's attention and some with people's perceptions. In any case, my DE staff did a great job of making these two days run smoothly. I really appreciated the Staff and Instructor's efforts on the club's behalf.

The news on ol' 65's side is not as good. I went to the BMW club day on Tuesday, as I expected I would not have much time to drive at our DE (I was right) and the car ran the first three run sessions flawlessly. It was fast and the tires were really hooked up. It was great. Debbie came out in the afternoon to get a little seat time, and as soon as she got into the car (in the right seat for my run session) the doggone oil filter gasket blew off. This covered the passenger side of the engine with oil and also left a trail down the front straight as it popped as we were leaving the point. I noticed it right away and got the engine shut down (I thought) just before the oil pressure dropped to zero. What a mess. The quarter car wash was a life saver as there was no way I was going to run all that toxic waste down the driveway and into the storm sewer.

Well, I got it cleaned up and a new filter on and refilled the engine with oil. It started nicely and ran as usual. So I jumped in the car Friday at our DE and got four laps in before the turbo bypass valve blew into its component parts. This is a billet machined piece and apparently the top unscrewed itself spilling the guts onto the track. (See photo). My tech advisor tells me that if a fastener comes undone it's because it

was not properly tightened in the first place. I suspect he is correct. In any case, I only got four laps in before this happened. I was hoofing it down the front straight at full throttle (read that as 13.5PSI of boost) and when I lifted I heard a bang. Now I have become much more attuned (read that as paranoid) about unexpected noises from the car. So I went straight through the chicane, pulled the car behind the wall so the session could complete and signaled the turn three worker for a flat tow back to the paddock. When we got back I was looking under the hood for the noise generator when Gordon Ledbetter asked me if I had taken the valve apart. Well, mystery noise detected. I called Sunset and they had a factory part available. Great. That is a five minute fix, loosen two hose clamps and remove the old part, put in the new, tighten. We'll be running tomorrow.

My son Ian brought the new part to the track on Saturday and took the five

minutes to replace the part. We got the car started to warm up the oil and everything looked great. We shut it down until getting ready for the Ian to drive the first intermediate run group. When he started it he heard an ominous knocking sound. Just like a rod bearing. Damn, I guess I didn't get the motor turned off on Tuesday as quickly as I thought. Well, it looks like I will have to disassemble the bottom end of the engine again. Fortunately, the very same maintenance items I installed and mentioned in last month's column will allow me to do this without taking the engine out of the car. Hey, three to four hours to get the rod bearings out of the car versus the 12 hours to pull the engine and then remove them will be welcome. However of the bearings have disintegrated or if the crank shaft is damaged then I will have to pull the motor anyway so I can clean it out ... well, so much for the plans I had made in last month's column. ■



Autocross 2006

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 50 mph with most of the critical action in first or second gear and at low speeds.

Sunday, October 22

All events begin at the PIR South Paddock.

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

**CLUB
EVENT**

Driver Education Days

Friday, October 27

We are excited to present the final ORPCA Driver Education event of the year. It will be held on Friday, October 27 at PIR with gates opening at 7 a.m.

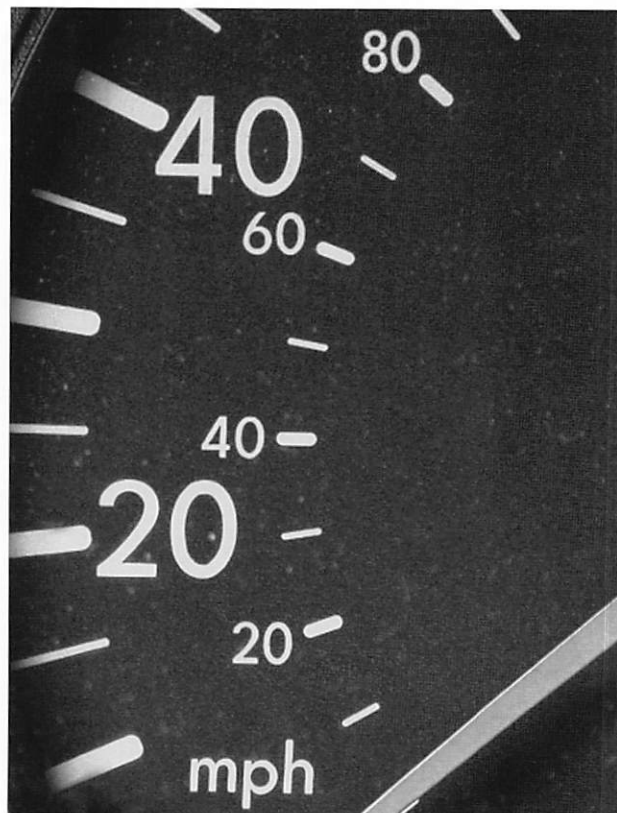
The pre-registration fee for this event is \$125, and the fee is \$175 for walk-in registration. We have implemented an online registration system we are using this year. You can access it by navigating to www.driverregistration.com, or better yet go the Driver Education page on the ORPCA website and read all about the program (there are links to the registration site there). We have made a few changes to the program this year and you should know about them.

Pre-registration opens September 1 and closes October 20.

Hoping to see you at the track in October.

For more information contact:
Don Clinkinbeard
ORPCA Driver Education Chair
503.970.4848

**CLUB
EVENT**



Report on Oregon Coast Parade tours

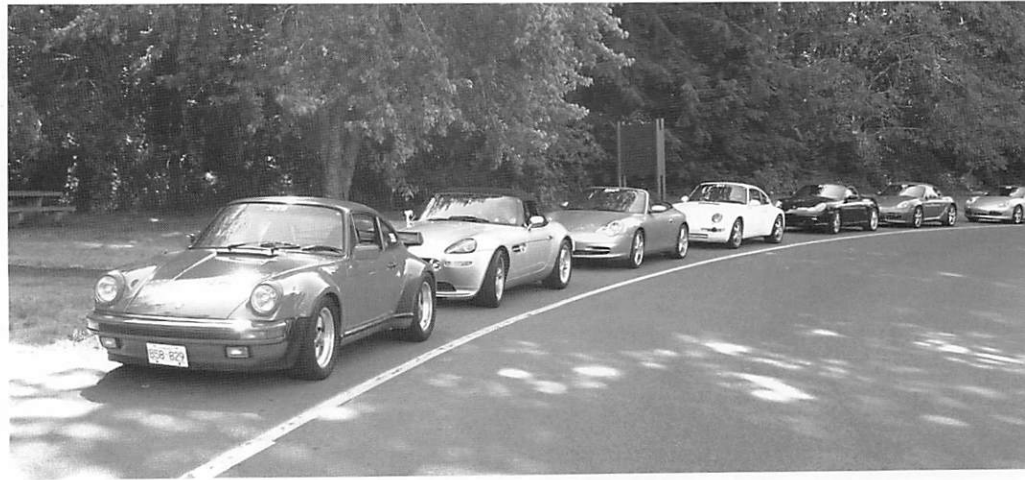
Story and photos by David Truitt

Our groups gathered for departure at the Safeway parking lot—thanks to the generosity of Jim Hansen, the Safeway manager, who also likes cars. Entry and check-in of the participants went well, and one thing that was clear was everyone was in a good mood and raring to go.

We had 40 cars on the 9th and 33 on the 10th. Keeping everybody together proved to be a bit of a challenge, especially when it came to navigating the neighborhoods of NW Portland. It proved to be even more of a challenge when our leader made a wrong turn, which led some to wonder which tour they were on! However, the leader gathered them, corrected course, and managed to keep the gang together.

Following a midway rest stop which turned out to be popular with all the participants we arrived at Ecola State Park late morning both days with fine, mild weather to greet what must be one of the most spectacular views on the West Coast.

Our caterer, Tom Morris of Morris' Fireside Restaurant in Cannon Beach arranged with the Park Service to allow parking of the Porsches on the grass field adjacent to the picnic tables for some photo opportunities. At least he thought he had approval. This proved to be a very mistaken assumption, as an excitable, red-faced park ranger informed us soon after he spotted about



a dozen Porsches maneuvering into position on the field. One of our opinionated PCA members exchanged deeply held views about parking, views, ecology, etc. with the ranger, which brought out even deeper shades of red to the ranger. We moved the cars; the ranger departed; and we all felt ok about the outcome.

Morris' catered lunch of salmon, chicken, and several side dishes was great. The combination of a delicious lunch and the incomparable view was hard to beat.

Special recognition is in order for R.C. Grim and Ian Cuthbertson. During the tour of 9 August, upon entry to Ecola S.P., Tom and Linda Shaudis' 1971 911 developed throttle problems which grounded their car. RC was our designated sweep car, he radioed ahead,

advising us of the problem. Upon asking around, we found Ian Cuthbertson, of Alberta, Canada, who thought he could help—and he promptly departed the lunch gathering to help Tom and Linda. This took a couple of hours ... so, while most of us enjoyed lunch and the views, Ian was getting the Shaudis' Porsche back to health—which he successfully did! But by the time RC, Ian, Tom & Linda joined us, lunch was over, and many had already departed. A big hats off to Ian and RC!

Following lunch and a visit to the nearby town of Cannon Beach we prepared for a (very) fun drive back to Portland. Several members of our group departed early to check out the drive—and reported back that our chosen route 53 had 8+ miles of fresh gravel—not too compatible with Porsches. So, back to the drawing board: Enroute to Portland, we diverted to highway 47, which took us through the pretty, small towns of Mist, Jewel, and Vernonia. There were at least a couple hundred picturesque curves and hills to negotiate, and this gave our entourage (about a half dozen or so at this point) numerous great opportunities to exercise these great automobiles—including two beautiful Carrera GT's.

Finally, on back to Portland and the late afternoon rush hour, with too many cars and not enough roads! ■



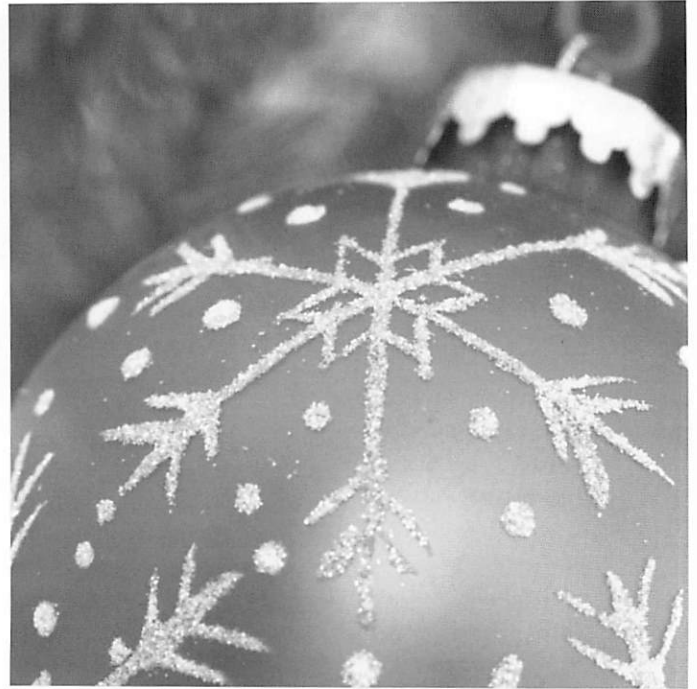
Holiday Party and Charity Auction

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. *Stay tuned for more details; a registration envelope will be included in the November Anzeiger.*



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 editor@oregonpca.org

Covered Bridge tour wows Parade-goers

Story and photos by Jim Hosford

What a concept, enjoying Oregon's old covered bridges in your modern Porsche; this was one of my favorite highlights of this year's Parade. Particularly having lived in Oregon all my life and only seeing a couple of these historic relics in the past. I even have a watercolor painting hanging in my home of the Gilkey Bridge which we visited on this tour. I had always wanted to see the bridge in real life, thanks to Parade I was able to make it happen.

John Scott and Joan Bennett really "covered," I mean thought of everything when they created this tour. All the participants agreed the free coffee at the Wilsonville Starbucks was a nice touch. We even got an early bird admission to the Target store; well at least we got to use their restrooms just before our departure time.

Just a few miles into the tour we had a surprise visit from our friendly State Highway Department, seems they closed down highway 551 between Wilsonville and Hubbard so as to resurface the road. No detour signs posted, but not a problem for John, who knows this area better than the back seat of his 911. John made a great detour around this mess and got us back on track with only a few more miles added to our odometer readings. Also noted, no one in our tour group got lost on the detour.

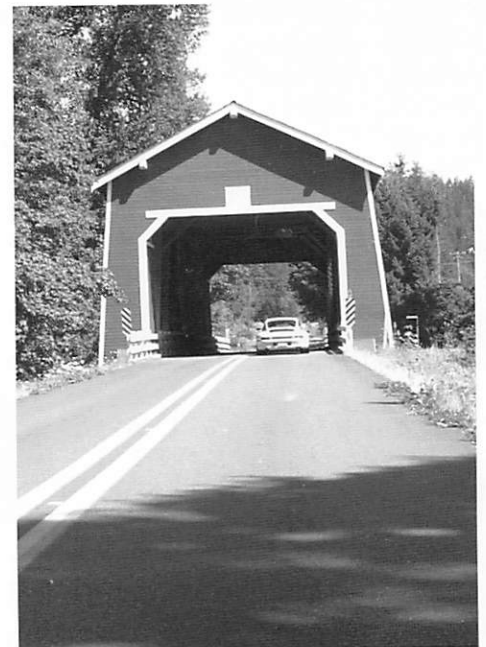
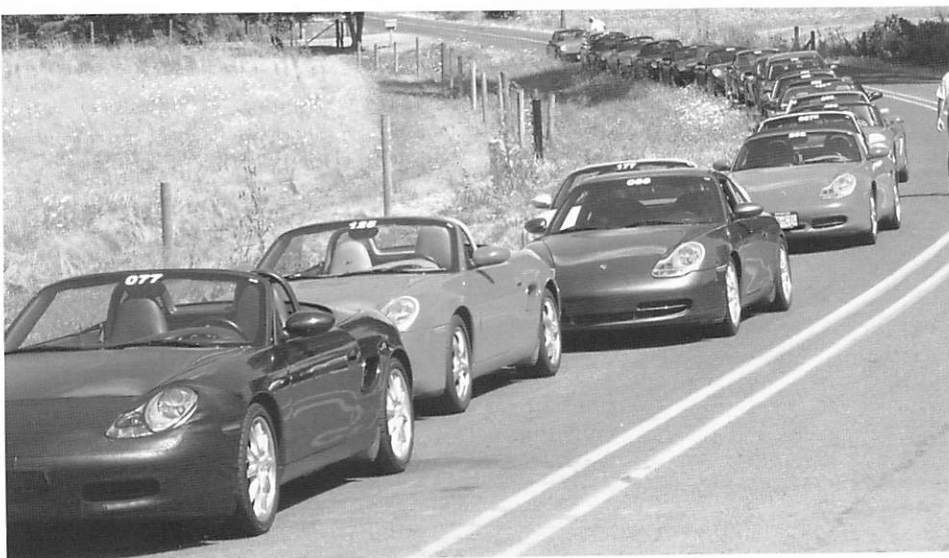


Above: The Jordan covered bridge. Below left: Tourists make their way to the Gilkey covered bridge. Below right: The Shimanek covered bridge.

Before we knew it we were driving on Whiskey Hill road. I have to admit, while driving this road lots of us were lulled into the thought of a rest break with refreshments at some local distillery, daydreams have a way of not coming true. After a few turns down the road we quickly made our way to the first bridge of the tour, Gallon House Bridge. Everyone pulled over on the side of the road and walked to the bridge, you could smell the hops growing in the fields along the road and alongside the bridge; it brought to mind the aroma of

crisp beer. Pictures were taken and everyone marveled at the construction of the historic river-crosser.

John, in the lead again, took the group to the Pioneer Park in Stayton, where the Jordan bridge has been completely rebuilt and is the centerpiece of this lovely park. Everyone enjoyed a half-hour walking over the bridge, which *(Continued on page 20)*



Autocrossing to the max

by Jim Ayers

What more could anyone ask for; two autocross sessions in one week. Parade sure did have its benefits. Of course the Parade autocross event was limited to Parade registrants only, which amounted to somewhere in the area of 300 cars and drivers. A few more than the normal maximum of 60 usually seen at an ORPCA event. The nice thing about this event was it was all Porsche cars. Funny though, some people just couldn't get the idea of how to class their cars through their heads. One prime example was a full vintage race car owner, whose prepared 356 was entered in Show Room Stock 1. The protest committee didn't even wait for a protest; they just disqualified the car and driver. Some how the concept of Showroom stock was the hardest one to understand, sticky tires, lack of spare tires and jacks, front brakes off of newer models the list went on and on. Everything was sorted out in the end and everyone enjoyed the heck out of

two great days on a road course autocross.

A major point to be made in this is the need for everyone to actually read through the PCR's in order to properly classify your car for competition. ORPCA has been using the small region classification system which is somewhat easier to deal with because of the reduced number of classes. In some areas it doesn't take much to move your car out of one class and into one higher.

Bonus day for autocrossers came on Saturday August 12, one more set of runs for the road. A fair number of out-of-towners stuck around to run this event and even though this one was open to all comers we still ended up with mostly Porsche participants. Rather than the three runs allowed in the Parade AX, we got in six runs per session. Due to the sponsorship of Sunset imports everyone also was provided a great catered lunch, Thanks Sunset! Much as the local hot shoes, Chuck West, Gary Chapman, J.P.

Stein, and Trevor Rice tried, they could not take over first place in the modified group, Steve Nieslony lead his nearest challenger by nearly two seconds. Brand new race tires and the lack of my arch-rival Joel left me in the lead of the improved group. Ernie Kowal from Victoria, B.C. had told me before my first run I was going to have to lay down better than a 46.4 to beat him, no problem, I turned a 32.2. Just one slight problem, I failed to negotiate the second loop around the back side of the course, oh well.

Our ladies' contingent had the same problem the men did; an out-of-towner showed them the way: Joy Cease, co-driver in Nieslony's 914, coming in 12th overall. One thing needs to be said in defense of our ladies, none of them is driving a purpose-built autocross car like Joy. Sharon Hall led the local ladies, followed by Kathleen Ellis, Jeannie Gretz, Denise Peterson and Pamela Chapman.

August 12 Autocross Results*

Pos.	Driver	Car Model	Raw Time
1	Steve Nieslony	1972 914	41.015
2	Chuck West	1970 911	42.997
3	Gary Chapman	1971 914-6	44.182
4	Trevor Rice	1974 914-6	44.189
5	JP Stein	1974 914-6	44.554
7	Britain Smith	1974 914-6	44.828
8	Tom Karwin	2005 Boxster	44.845
10	Chad Edwards	1974 911S	45.007
11	Barry Cogut	2004 996	45.306
12	Joy Sease	1972 914	45.392
13	Charles Sandberg	1984 911	45.678
14	Wayne Begg	2002 996	45.804
15	Jeff Gretz	1997 993	46.048
16	Kevin Neary	2006 Cayman S	46.207
17	Ernie Kowal	1974 914	46.470
18	Scott Mills	1982 911 SC	46.556
19	Tom Pavlik	2001 986S	46.657
20	Mike Wilfing	1974 911	47.014
22	Eric Freedle	1986 911	47.166
23	Jim Ayers	1976 911	47.192
24	Bob Ellis	2002 Boxster S	47.362
25	Dave Darling	1974 914	47.427
26	Bob Schatz	2001 Boxster S	47.733
27	Larry Rinehart	1988 944	47.867
28	Bob Holzinger	1970 911T	48.103
29	Bob Grasso	2000 Boxster	48.407
30	Brooks Berardi	1999 Carrera	48.683
31	Gus Hall	1973 914	48.713
32	Brian Brock	2000 Boxster S	48.772
33	Sharon Hall	1973 914	48.781
34	James Prouty	1995 Carrera	48.904
36	Tracy Fannin	1987 911	49.255
37	Mark Mills	1973 914	49.434
38	Kathleen Ellis	2002 Boxster	49.593
39	Jeanie Gretz	1997 993	49.817
40	Wayne Ulrich	1975 911	50.54
41	Dennis Zenger	2003 Boxster	50.620
43	Gerard Berardi	1999 Carrera	50.960
44	Denise Peterson	2002 Boxster	51.077
45	Pamela Chapman	1973 914	51.277
46	Dan Yaillen	1995 993	52.391
47	Nick Rinehart	1988 944	55.843
48	David Hunt	1974 914/4	DNS
49	Gerry Hunt	1974 914/4	DNS
50	Tracy fannin	1987 911	DNS
51	Brooks Berardi	1999	DNS
52	Gerard Berardi	1999 Carrera	DNS
53	Dick Thomas	2001 Carrera 4	DNS
54	Chad Edwards	1974 911	DNS
55	Dave Hunt	1974 914/4	DNS
57	Gus Hall	1973 914	DNS

*Porsche results only



Give your Porsche new 'LEGGs' at Gran Prix Imports

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

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

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

Europe in support of the Tour Auto Races.

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

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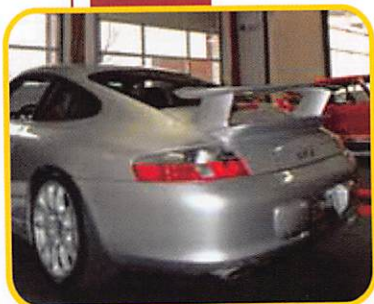


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Reflections on Parade Portland

by Jim Ayers

I am truly in awe that ORPCA was able to, so very successfully, host nearly 2,000 people for the national Porsche Parade. Every member of this region should take great pride in the quality product provided to all of the attendees. The fruition of one year of very hard work was capped off with the smiles and compliments coming from those who had chosen to attend this Parade.

Parade Portland was selected to break away from a number of traditional

PARADE PORTLAND WAS SELECTED TO BREAK AWAY FROM A NUMBER OF TRADITIONAL EVENTS, TO REDUCE THE NUMBER OF DAYS FOR THE OVERALL EVENT AND TO HOPEFULLY CHANGE THE WAY PEOPLE LOOK AT PARADE. WE SUCCEEDED IN SPADES.

events, to reduce the number of days for the overall event and to hopefully change the way people look at Parade. We succeeded in spades. Parade Portland not only broke the old mold, it cast a new benchmark for future Parades. Everyone on a National level felt there was no way Portland would be more than moderately successful; after all, Hershey was the 50th year Parade. Sorry Hershey, we left you in the dust. Don't get me wrong—Hershey was a great event; Portland was just a bit better. Shoot, we had Sally Carrera, we had one of the strongest autocross events on record and it was a gas, IMAX at OMSI with the great movie Speed. Even the Red Lion Hotel, which damn near doomed us to fail after closing their second hotel, came through in great style.

All of the tours were oversold, so what do you do with the 200-plus other people who wanted to go on tours? Come up with a group of self-guided tours for them to take. What a great idea. Gimmick and TSD rallies, it seemed like a half-billion people were going to be in the Columbia River Gorge for these events. It was a challenge, but through the hard work of a dedicated group of volunteers all things went well.

Speaking of volunteers, kudos to all who dedicated their time to make this event work. If you weren't involved in

this process you would have great difficulty understanding the number of hours the various chair people and committee people put in on this. I suspect most of the volunteers felt, as did I, what Parade, did I miss it, is it over? During the last week to ten days I doubt any of the key people got more than 30 to 40 hours of sleep, total. Bad combination, no sleep and 2000 people you need to try to satisfy.

Lack of sleep and a road course autocross didn't work well for the core

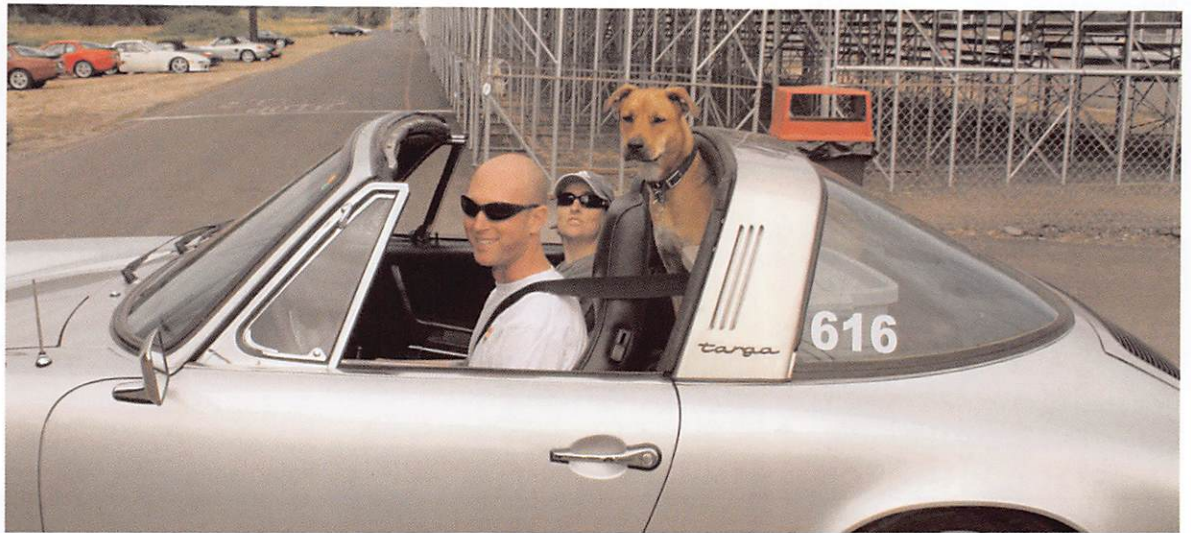
volunteers; none of us was awake enough to be able to place well in our own event. The lack of sleep didn't hurt the sidewalk engineers trying to assist getting the Cayman into the lobby of
(Continued on page 22)





Clockwise, from top left: Photos by C. Paul Patis; Richard Thomas; Mitchel Fry; Richard Thomas; Richard Thomas; Norbert Pawelzick; Richard Thomas.

**Check out more
Parade photos on
following page**



Parade photo essay, continued



Clockwise from top left: Photos by C. Paul Patiss; Richard Thomas; C. Paul Patiss.

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A thoroughly Porsche Parade

by Kent Hermsmeyer Photos by Mitchel Fry

Parade Portland was a week that we will never forget. From the gregarious group of special friends at Registration, to the fabulous display of cars in preparation for the Concours on Saturday and Sunday through the entire week, many elements clicked for a great experience. This was the 3rd Parade for us, the other two being Parade '95 in Portland and Parade 2002 in Boise.

The ultimate wish of all Porsche enthusiasts is the fabulous Grand Prize trip to the Porsche Factory in Germany, with a new Porsche to drive on the autobahn for a week. More importantly, there will be a program of tours and meetings with the Porsche family and some of the Porsche team.

My previous visit to the Porsche Factory at Zuffenhausen included a delightful tour of the production line, special access to see the first GT3 cars off the production line, chances to ask several dozen questions allowing com-



parison of different Porsche models (especially regarding the 964 Carrera 4, Boxster, and race car elements and design criteria. The hospitality was especially memorable because of the gracious hosting by the Factory angel for the Porsche Club of America, Elke. She provided access to key people, information, and the executive dining room in a style that would impress presidents and kings.

here) show the result of our exchange of cameras allowing me to be included with Dr. Porsche, Ferdinand (who drew my name Friday night), and Mrs. Porsche. Felix took that photo, and then the Porsche family with both my and

their cameras with my clicking the shutters.

Letting my Cat's Cradle (Vonnegut) flight of fancy run unchecked, I remarked it was a delight to enjoy the spectacular Concours (a total of more than 500 Porsches) with the family. I told Ferdinand that I felt that this meeting was lucky for me. Perhaps there is an element of truth in the concept of a Karass (for you Vonnegut fans). Here are more examples: The great fun of the rally on Tuesday, the tour to Cannon Beach on Wednesday (with an Elk escort for the two Carrera GTs, and Jonathan Livingston Seagull joining us for lunch), the fantastic autocross on Thursday and the tech quiz on Friday. Add the great talks by many extraordinary speakers (e.g. Vic Elford, George Folmer, Bruce Anderson and Jay and Jessica Toney), along with interactions with heroes like Len Turner, and it certainly made Parade Portland a superlative experience.

When we floated back down to earth after the great excitement of being chosen by the hand of Ferdinand Porsche, we had the fun of planning for when to visit Ludwigsburg, what Porsche to choose for the week, and what to include (or not include) in that week lays ahead. Any advice about the most opportune time to visit the Porsche Factory from PCA members would be greatly appreciated. We thank all PCA members for a wonderful week at Parade 2006! ■



IT WAS A DELIGHT TO ENJOY THE SPECTACULAR CONCOURS AND A TOTAL OF MORE THAN 500 PORSCHEs WITH THEM, AND I SAID TO FERDINAND THAT I FELT THAT THIS MEETING WAS LUCKY FOR ME.

The special story that goes with this wonderful fortune of being the 2006 Grand Prize winner is the connection that I established at the Concours with Dr. Wolfgang Porsche and his family. My photography ventures on Monday led to filming Dr. Porsche and John Draneas having a conversation captured on both video and photo snaps. That introduction quickly led to introductions to Suzanne and the two Future Porsche Racers, as their bright yellow shirts proclaimed. Photos provided to Mitch for the gallery (in case they don't make it

PRESIDENT'S MESSAGE

(Continued from page 4)

execute the various schedules and events. They include Joe McQueen, Mark Constable, Chuck West, Nancy Heron, Sue Denfeld, Tom Karwin, Chandran Rajaratnam, Steve Dishman, Don Peterson, Liz Green, Eric Freedle, Kathleen Ellis, Mark Heninge, Tom Jewett, Nan Williams, Ted Coleman, Kelly Dionne, Tom Shilaos, Earl Green, Chuck & Judy Hervey, Greg Hodge, James & Jean Ohl, Mike O'Conner, Bill Rambo, Don Stroum, Dennis Torgeson, Bill

Shores, Jeannie Gretz, Peter Linsky, Alex Guletsky, Kevin Neary, Warner Lowe, Mitch Fry, and Parade Chairman John Draneas.

I'd also like to thank the following Oregon sponsors whose contribution of time, products and money helped insure the success of this Parade: Sunset Imports, Farmer's Insurance, Marque Motors, Made in Oregon, Enterprise Rent-A-Car, Gran Prix Imports, Oregon Rain, Carrera Motors, Matrix Integrated, Competition Motorsports, Red Bull,

Sports Car Market Magazine, Portland Visitor's Association, Computer CRT, Red Lion Hotel, South Pacific Holidays, Motor Sports International, Starbucks, and Widmer brewing

Our first Parade in 1980 was interrupted by a volcano, it rained on our second Parade in 1995, this one was just about perfect. Maybe we should quit while we're ahead!

Happy Trails,

Jeff

president@oregonpca.org ■

EDITOR'S MESSAGE

(Continued from page 4)

Herron and our ever so talented graphic designer, Nancy Scott. With out the involvement of these individuals, the Anzeiger would have been an impossible task.

Another joy I had the opportunity of being involved with in ORPCA was Parade. As an ORPCA member and Parade chair, I will never forget the camaraderie that existed with the Parade committee and I am so appreciative to

have been apart of it. The commitment and execution by your Parade committee was exemplary. Porsche Parades from here on out will have to reach very high to touch the bar that was raised by this club.

I know my new/old club, the Inland Northwest Region is getting a better club member back, than the one that left. ORPCA's excitement, dedication and enthusiasm have made me realize

how special all of the members of this club are.

Again, thank you for letting me be a part of your lives as you have definitely made an impact on mine.

Mit Besten Grüßen,
Retiring Executive Editor
Kelly Dionne
208.818.5900
porsche@my180.net ■

COVERED BRIDGE TOUR

(Continued from page 13)

crosses the Salem Power Canal and is not open to vehicle traffic. John and Joan had thought of everything even doughnuts and maple bars to munch on as we walked through the park.

The next two bridges, the Hanna and the Shimanek, we not stopping points, rather we all drove slowly across them and admired the structures. The cabriolet folks could even check out the rafters as they drove through. No reports of pigeons were made, so all of the clean sparkly Porsches and passengers remained unblemished.

Next on the list, the one covered bridge I had sworn to see, the Gilkey which is near Scio. Originally built in 1939, it received major repairs in 1998. The Gilkey is one of the hallmark covered bridges in Oregon. There is plenty of room to stop and take pictures of both the bridge and of course of the Porsches at the bridge. Given the loca-

tion of this bridge adjacent to a railroad trestle you might even capture a shot of one of the Yamhill Railroads engines crossing the trestle. Just a bit of a warning, don't get up on the trestle to take that once in a lifetime photograph of the Gilkey, you may be scurrying for your life as the local railroad uses the bridge throughout the day. It's a long jump off the trestle into Thomas Creek, besides creeks are not usually very deep and the water can be very cold. Seems several folks on the tour had to make a mad scramble to get off in order to avoid a close up of a locomotive or a cold swim.

John and Joan lead the way to the last two covered bridges on the tour the Larwood and the Hoffman. Both bridges are drive across bridges and that is the best way to view them. Lunch was fast approaching so after having crossed the Hoffman everyone made their way to

Roaring River Park a half mile down the road on Crabtree Creek.

It didn't surprise any of us, when we walked up to our picnic area and saw the catered lunch our hosts had arranged for us. The caterers set up a beautiful and tasty meal which was enjoyed by all and caused a round of applause for the chefs and the tour hosts, John and Joan. How can you beat it, a great tour, great food and great fun.

Lunch was the final group gathering before heading back to Portland and Parade 2006 headquarters. John provided two return routes, one which went through Silver Falls State Park, and the other which was a more direct trip back to Portland. John and Joan really nailed this tour, everyone I talked with thought it was one of the greatest drives of any Porsche Parade. I am sure PCA participants will remember this day for years. So will I. ■

Rep

by Tom

Second Autocross

Our August 27 Autocross was mostly of the same format as the one in August, except for Jim Ayres who was busy working the Jeld-Wen booth at The Reserve. Even though he wasn't present Jim was willing to write the Anzeiger article, but I figured it was about time another driver stepped up to write the autocross article. Perhaps next month another driver could offer his or her perspective on the September 24 Autocross.

Enough on trying to entice some new Anzeiger writers and onto the results:

Thirty-six drivers enjoyed six runs on the most technical course I have experienced in my three years at PIR. Most of our courses seem to always have one section where I am almost redlining second gear. On this course I never was able to find that wide-open section and actually drove a large part of it in first gear. I think my driving skill (or lack of) had something to do with it, but mostly I just think it was one of our most challenging courses.

As I mentioned earlier, there were 36 drivers, you will note there are only 23

drivers listed in the results because we only publish Porsche results. One new name on the results page is Tom Kotzian, who posted the best time. It's not that Tom is new to our autocross events; he's actually there most of the time and always has the fastest time. What is new about Tom is that instead of driving his Z06 Corvette he jumped behind the wheel of JP Stein's 1974 914-6, thus his

the course. Even though he doesn't drive a Porsche he is a great addition to our autocross as he is always willing to share his knowledge by letting you ride with him or he'll hop in your car to help you negotiate your way through the cones.

On a personal note, this was the first time my wife, Ann Marie, joined me at PIR. She didn't drive but had a great

IT'S ALWAYS MORE FUN TO ENJOY AUTOCROSS WITH SOMEONE EXPERIENCING IT FOR THE FIRST TIME. I HIGHLY RECOMMEND YOU BRING A SPOUSE, NEIGHBOR, OR ANY CAR ENTHUSIAST ALONG FOR A RIDE!

results are included in this month's listing. This also means my brief visit into the Top 10 has probably ended as I usually end up in the teens but thanks to the "Porsche Only" listing I had been breaking into the Top Ten.

Three of the fastest four drivers were all in JP's car. Perhaps we can set a limit on two drivers per car and force Tom back into his Vette, thus allowing me to sneak back into the Top Ten. Actually, it is always a blast to watch Tom navigate

time in the passenger seat and meeting everyone. This is the second time I brought a passenger and both of them had a blast. It's always more fun to enjoy autocross with someone experiencing it for the first time. I highly recommend you bring a spouse, neighbor, or any car enthusiast along for a ride!

Hope to see you out there October 22 and remember to bring a friend! ■

August 27 Autocross Results*

Pos.	Driver	Car Model	Raw Time				
				13	Bob Ellis	2002 Boxster S	41.105
1	Tom Kotzian	914/6	34.732	14	Ron Pihulak	1986 911	41.129
2	Britain Smith	1974 914-6	35.912	15	Chuck Jarvie	1994 968	41.580
3	Chuck West	1970 911	36.060	16	Harry Danberg	1973 911T	41.740
4	JP Stein	1974 914-6	36.295	17	Kathleen Ellis	2002 Boxster	41.849
5	Gary Chapman	1970 914-6	37.085	18	Dick Thomas	2001 Carrera 4	42.177
6	Trevor Turner-Rice	1974 914-6	37.086	19	Mark Mills	1973 914	42.288
7	Chad Edwards	74 911S	38.293	20	Pamela Chapman	1973 914	42.292
8	Barry Cogut	2004 996	38.397	21	Jim Brown	1969 911T	43.359
9	Scott Mills	1982 911 SC	38.813	22	Mark Davis	1985 911	43.502
10	Jim Pileggi	84 911 carrera	39.195	23	Cherene Mills	1973 914	44.635
11	Tom Pavlik	2001 Boxser S	39.911				
12	Mike Wilfing	1974 911	40.699				

*Porsche results only

REFLECTIONS ON PARADE PORTLAND

(Continued from page 16)

the Red Lion. Seems the red beauty wouldn't fit through the doorway unless the doors were taken out. Best laid plans of mice and men. The New 997 Turbo wouldn't fit even with the doors removed, oh well, Sally fit just perfectly and the Cayman looked great.

A huge thank you needs to be extended to Sunset Imports, Parade Portland's largest local sponsor. Sunset provided

tremendous service to out of town Porsche owners. They provided additional sponsorship for the post-parade Drivers Ed and Autocross events. They manned an information table in front of hospitality on a daily basis.

Parade Portland broke new ground in generating more local sponsorship commitments than National did with the National sponsors. Pretty amazing, actually damn amazing.

I am still not sure we have actually had the Parade; I keep thinking some how I missed it. Maybe I will go to San Diego next year to actually enjoy the events. I would also suggest that if another Parade is headed to the North West, Pacific N.W. Region should host it with the help of ORPCA. They provided great assistance to us this year, it's their turn next. ■

backfire

Thanks for Parade driving events

DICK THOMAS

I want to share my pleasure that I experienced at the driving events at Parade. I am speaking of the autocross, Michelin Cayman autocross/tire test, and most importantly the two Driver Ed days on Friday and Saturday, Chuck West, J P Stein, Jim Ayers and Bob Grasso did a wonderful job of designing a terrific course and executing the two-day event under difficult time constraints—kudos to the entire team and volunteers.

While Driver Ed wasn't officially part of Parade, the more than full house on Friday was evident to me that it may well need to be. Chuck Bergeron and Don Clinkinbeard handled the job of coordinating this event and did an outstanding job of keeping it FUN but mostly SAFE! The safety aspect was brought home on Sat with an event on track. Don and Chuck stress at each event the need for safety and how to enjoy our car while being safe. Thanks, guys, for all you do to allow us to drive these machines the way they were intended.

I feel fortunate to be associated with our club and this level of skilled folks who do it on a volunteer basis. You are all the greatest.



"Life is nothing more than a roadcourse ... straight-aways, curves, and apexes.

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Peter "Perfect" Gregg

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backfire

Thanks for Parade hospitality

ROLAND & ROSIE (#491)

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.

Thanks for your hard work on Parade

TIM MERRIHEW

Speaking for myself, and I would guess everyone else who was lucky enough to be part of the planning and production of the Portland Porsche Parade, I would like to say that this opportunity to meet and work together over many months gave me a chance to meet a lot of members and appreciate their hard work and talents.

I would like to thank several people and companies for their time and generosity. North Wilsonville Starbucks donated over 200 cups of coffee for five of our tours, Matt Crandall of Gran Prix Imports provided lunch and a great tour for 47 people and last but not least Wes Rhodes and Ron Tonkin took time out of their busy

days to give entertaining and informational tours of their impressive car collections. As the leader of this tour, I could tell it was very successful by the way I had to constantly and repeatedly marshal people back to the bus when it was over.

My thanks to everyone involved.

Great events with great people

KOOROSH AND SHARON SHAFIA

Oregon 2006 Parade was our first Parade. We really enjoyed the whole week, starting with registration on Friday. It was so exciting to be around 800+ Porsches and 1500+ people, who breathed, talked, ate, and slept Porsche for one week! We met many people and made some new friends, but the most interesting part of Parade was being volunteers. We really felt we were part of this Parade and not just attending it. We worked with many wonderful people and want to thank Nancy Herron, Chuck West, and Kelly Dionne for giving us the opportunity to be on their teams. It was awesome to be able to help others with problems and to be recognized as someone who could help! The whole week we never heard anyone complain or say anything unpleasant about the Parade. We did hear comments that Oregon Parade was a class act and that San Diego has to work really hard to measure up to this one!

As first-time attendees, we learned there is never enough time to fit in everything, so there are a lot of events to look forward to at future Parades and plenty of opportunities to volunteer. Of course, we would have been on Cloud Nine if we had won the "Porsche Experience" door prize or the trip to Germany, but, that's life and there is always another chance next year! We look forward to next year's Parade in San Diego.

On September 9, 2006, we participated in our first Arrive and Drive. After we had been at Route 30 Classics for a while Dale Thero, the Zone 9 rep, approached us. He and Koorosh had shared a seat on the bus to OMSI during Parade week. Dale was on his way to Portland from Colorado delivering his 911E that he had sold last month when he decided to make a quick stop in Mosier. When he identified himself, the owners of Route 30 Classics told him to stick around for 15 minutes and he could meet up with our club members. What are the odds that we should all be there for him to meet and even greater are the odds that he would be seeing us, the same people he had met at their first Parade and now, their first Arrive and Drive? It was a delightful addition to our wonderful first tour. Everyone who can should try to attend some social events. It's great to be around people who are real Porsche enthusiasts!



The Coast Tour stops in Cannon Beach. Photo by David Truitt.

Anniversaries

5 Year Anniversary

Raul & Carlos Cruanas

Kyle Bliffert & Becky Detering

Jeff & Laretta Young

D.A. & Collene Kenna

10 Year Anniversary

Daniel Kiefel

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20 Year Anniversary

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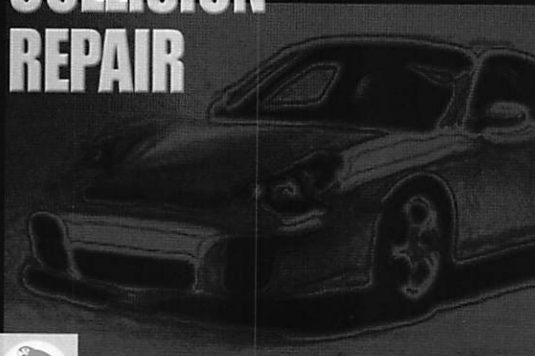
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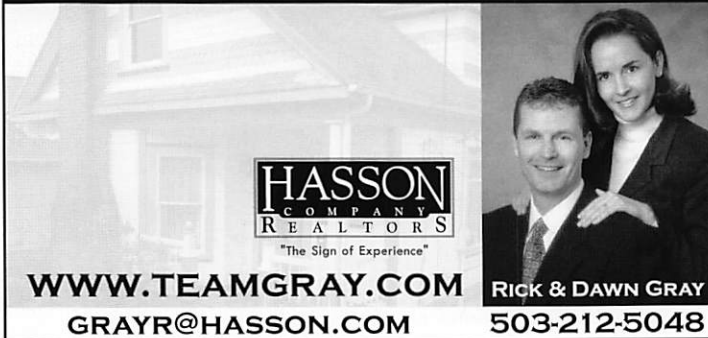
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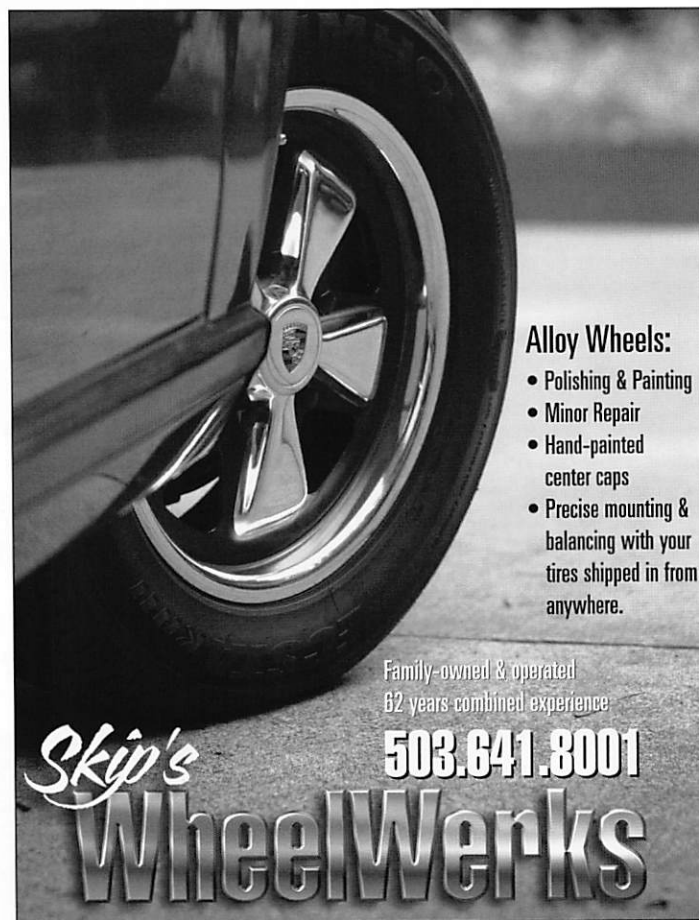
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1/4 page	635
1/8 page	315

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Outside back cover	\$3,150
Inside Front cover	2,970
Inside Back cover	2,736
Full-page premium	2,736
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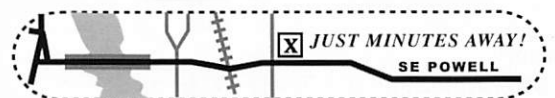
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2007 911 Unveiled in Atlanta

ATLANTA - September 29 - The latest version of the Porsche 911 sports car—type 997—has already been hailed by the media, dealers and owners as the best 911 ever, so it is no surprise that the North American unveiling of the race car version, the 2007 Porsche 911 GT3 RSR, today at Road Atlanta has caused equal excitement.

“We are pleased not only to show the car to the racing world for the first time in the U.S., but to announce that two veteran Porsche racing teams have committed to buy the car to race next year in the American Le Mans Series. Both Flying Lizard Motorsports and Tafel Racing have won races in Porsche 911 race cars this year covering both major U.S. road racing series, and each team has decades of skillful Porsche technicians who are capable of preparing this new car for an ALMS championship run,” said Uwe Brettel, president of Porsche Motorsport North America, the Santa Ana, Calif.-based subsidiary of Porsche

AG responsible for race car sales, service and parts in North America.

“Porsche has a long and inspiring history of responding to competitive challenges. The release of the 997 is the next chapter in that story. We’re pleased that Flying Lizard will get a chance to play a part in it,” said Seth Neiman, Flying Lizard Motorsports principal and driver of the team’s No. 44 Porsche.

“This relationship with Porsche will be a great opportunity for Tafel Racing to add to its engineering resources in a

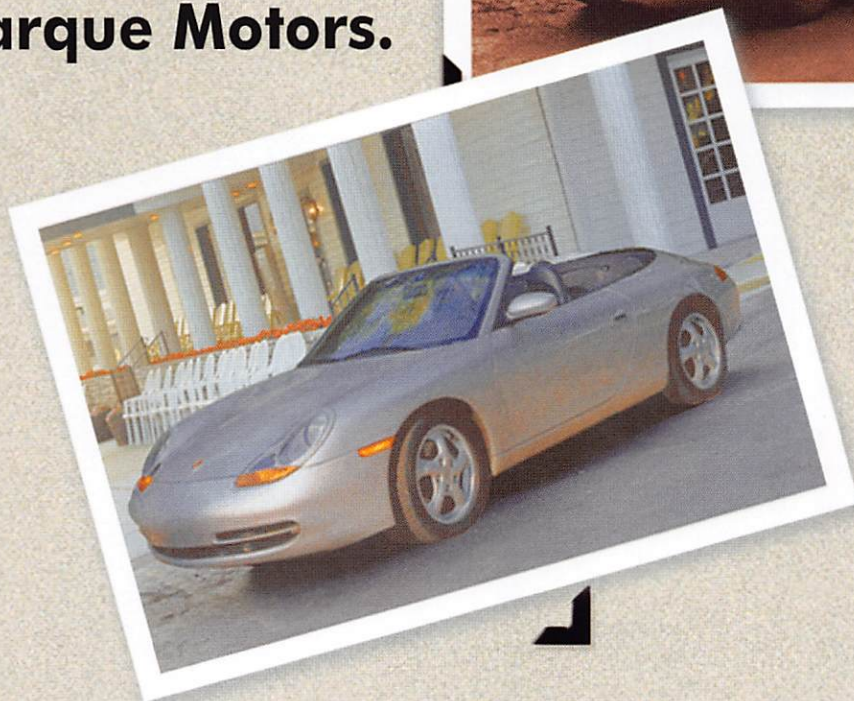
quality environment.” said Jim Tafel. “Our program is at a point in our developmental where we feel that we can perform well against the high level of competition we will find.”

Brettel indicated that other U.S. teams have shown interest in the newest Porsche road racer for 2007, and that he hopes there will be additional team announcements soon.

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