



Anzeiger

OCTOBER 2007

Oregon Region Porsche Club of America

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**Club Appreciation Night at
Sunset Imports**

**Gran Prix Imports'
Barbeque Bash**



**St. JOSEF
WINE CELLAR**



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WHO CARE ABOUT CARS.



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Anzeiger

(an' zī ger), noun, German

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

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Anzeiger

Volume 47 No. 9

OCTOBER 2007

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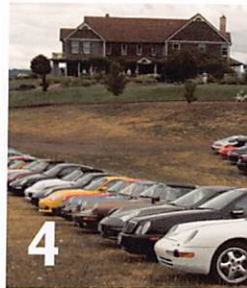
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ON THE COVER

Sampling a cab at St. Josef's Winery, near Canby, after a robust Sunday Arrive & Drive in August. Story on page 16. Photo by Greg Heinze.

**FROM
THE
PRESIDENT**
Chuck West

Making It Happen



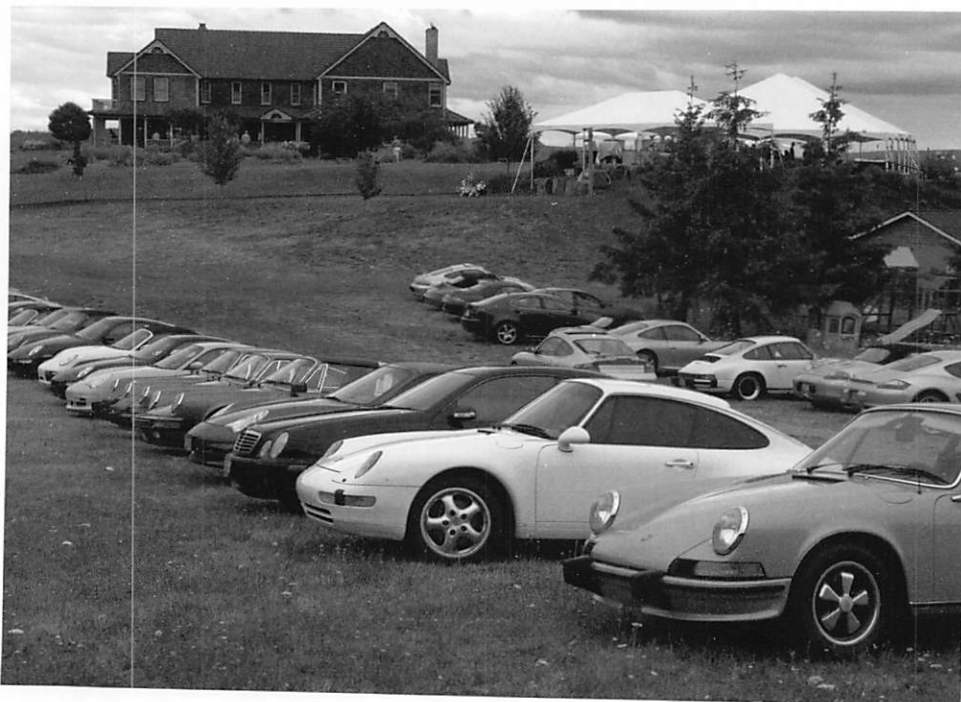
It's sure hard to speak of the present in the *Anzeiger*. We are all spoiled by the information age and the speed with which news and current events are available to all that tune in. As you read this, it will have been two months since we hosted the first Oregon Region club picnic in eight years. It was, by all measures, a resounding success. Chris and Trisha Rogers organized it from start to finish, literally and figuratively, and nothing was overlooked. We started with a great drive through the Oregon countryside to Evergreen Aviation Museum. Most of us spent nearly two hours looking at an incredible slice of aviation history. The museum is expanding and there will be more to see in the near future. I'm ready! A ten minute drive to Youngberg Hill Winery found us several hundred feet above the valley with a spectacular view of the surrounding area. Lunch was served under an oversized canopy, making sure that regardless of the weather we would enjoy the view, the food and, of course, the wine. We did.



IT'S THE VOLUNTEERS FROM OUR REGION THAT MAKE THINGS HAPPEN. WHEN YOU ATTEND OUR EVENTS, PLEASE LET THE FOLKS THAT PUT IT ON KNOW HOW MUCH YOU APPRECIATE THEIR TIME AND ENERGY. A SIMPLE "THANK YOU" GOES A LONG WAY.

Your ORPCA Board of Directors has spent considerable time and energy developing the calendared events we

put on as a region each year. There are seven board members this year; all have specific areas of responsibility. We cannot possibly, as individuals or as a group of seven, put on all of the events we have on the calendar. It's the volunteers from our region that make things happen. Volunteers organize and run the monthly Arrive & Drive, dinner meetings, tours, driver education events, autocross, skid car schools and all of our social events throughout the year. There are volunteers that let you know when and where our events are happening and even volunteers that will tell you how the events turned out, via articles in the *Anzeiger*. These folks are the real "movers and shakers" in ORPCA. When you attend one of our events, please let the folks that put it
(Continued on page 22)



Above: A caravan of Porsches travel the winding, scenic road to Youngberg Hill Vineyards and Inn. Below: Porsches grace the grounds of the Youngberg Hill Vineyards and Inn. While the tents were reassuring given the cloudy skies, the healthy turnout enjoyed a dry pleasant weather and great food and wine all afternoon (photographs by Chris Rogers).

Oregon Region Events 2007



October

- 3 Board Meeting
- 6 Arrive & Drive
- 13 2008 Events Planning Meeting
- 17 Monthly Social and Dinner
- 20 Anzeiger Editorial Deadline for December
- 20-21 The Fall Tour

All members are welcome to attend the board meetings. For the meeting time and location, please send an e-mail to president@oregonpca.org.

To be added or removed from the Oregon Region's event reminder service, please send an e-mail to postmaster@oregonpca.org.

November

- 6 Board Meeting
- 14 Monthly Social and Dinner
- 20 Anzeiger Editorial Deadline for Jan/Feb

December

- 4 Board Meeting
- 9 Charity Auction and Awards Banquet

Regional Dues Change

In 2008 we are shifting the renewal for Oregon Region dues to align with the member's national Porsche Club of America renewal date. Beginning in January, current members will receive a prorated invoice for ORPCA dues 30 days before their national PCA renewal date. This realignment of renewal dates has been in effect since June 2007 for members paying their ORPCA dues for the first time.

Chet and Lyn Martin, Oregon Region PCA Membership, (360) 635-5633 or membership@oregonpca.org.

2008 Events Planning Meeting

Saturday, October 13

Please plan to join us Saturday, October 13th from 11:00 am to 2:00 pm to help define and refine the Oregon Region's 2008 events. A luncheon will be served.

This meeting is our planning kick-off for all of our 2008 club events and the input of all members region-wide is needed.

We'll be covering the following:
Arrive & Drive, one-day and multi-day tours,
Autocross and driver education, Social
and community events, Technical sessions.

If you attended ORPCA events in 2007, we'd like to hear your thoughts about what you liked as well as what you didn't. And if you haven't attended any ORPCA events recently, we'd like to hear what you'd like to see to get you more involved in the club. The meeting will be held at Gran Prix Imports, 25300 SW Parkway Avenue in Wilsonville.

For more information, contact Chuck West at (503) 720-2037.

**CLUB
EVENT**

FROM THE EDITOR

Jim Ayers

Opportunity Knocks



While attending the Baxter Auto Parts Portland Historic Races earlier this year I engaged in conversation with a fellow Boxster owner whose name escapes me. We were talking about the problem of parking our cars with the top down and having all of the cottonwood seeds landing in the car. I mentioned I had seen a car cover for Boxsters which only covered the passenger compartment but had no idea where one could

ented in order to advertise in *Anzeiger*; doctors, lawyers, builders, realtors—to

ADVERTISING IN PORSCHE CLUB MAGAZINES IS A GOOD WAY TO CONNECT WITH POTENTIAL CUSTOMERS, CUSTOMERS WHO ARE GENERALLY IN THE HIGHER-END DEMOGRAPHIC.

find the product. Browsing though *Panorama* the other day I came upon an ad for custom covers from a company called Auto Chic out of Dover, New Jersey, and noted they have the very cover we were interested in. Going to the company website I ordered the all weather version (versus the cotton/poly) for \$59 plus \$10 for UPS ground.

This information is being related in my column for two reasons: first it is to convey the information to the gentleman I spoke with at PIR, secondly it is to make the suggestion to those of you who own or manage businesses that advertising in Porsche Club magazines is a good way to connect with potential customers, customers who are generally in the higher-end demographic. ORPCA distributes approximately 1,000 copies of *Anzeiger* eleven months of the year to our members and advertisers. Each advertiser is given between five and ten magazines to use as they please. Many leave them in their waiting area, further expanding the numbers of potential customers who will view the ads. Believe me, the majority of people who pick a magazine up will look closely at the ads within. Your company does not have to be car-ori-

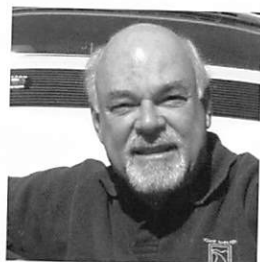
mention but a few—are welcome. *Anzeiger* is looking for one or two advertisers to step up to the plate and take the wonderful opportunity presented by one page of full color ad space. What a great way to maximize the impact of your advertising dollar! If

you are interested, please contact Marketing Manager Tom Pavlik at (503) 522-9409, tom.pavlik@comcast.net or Jim Ayers at (503) 292-5743, editor@oregonpca.org.

On another note; having now dealt with setting up an event which requires pre-registration in order to confirm lodging and meals, etc., I have come to understand why people call PCA "Procrastinators Club of America." I admit to having, in the past, put off registering for something that required an RSVP or had a registration deadline, then scurrying trying to get the volunteer organizing the event to squeeze me in. I vow to get registered at the earliest opportunity for all future events. Please help your event planners out by registering early; it sure takes a load off the planners mind and helps the club by not tying up funds to buy goodies or secure a block of rooms that go unfilled or unused. ■



**STILL
PLAYS
WITH CARS**
Peter Linsky



Curves in the Road

This has been a most interesting race season for Porsche in the United States. Ferrari has shown it has both the legs and the longevity to defeat the new 997-based RSRs in ALMS action, while over in the Rolex GrandAm series, it's the new Pontiac GXP/R coupe that's been getting to the checkered flag ahead of Porsche in the GT category. Both series have a history of trying to level the playing field; in years past, ALMS GT-class Porsches have been forced to use smaller intakes to limit horsepower and slow them down. That may also show up on the LMP2 Spyders, which have finished ahead of the LMP1 Audis on several occasions. Over in the France family-managed Rolex series, too much success usually means weight penalties, so if the Ponchos prove dominant, look for penalties.



FORTUNATELY, POLICE QUICKLY TRACED THE STOLEN ITEMS TO A WELL-KNOWN PORSCHE TUNER, WHERE THE ITEMS WERE RECOVERED AND THEN RETURNED TO WEISSACH. THE LINGERING QUESTION IS WHETHER THE TUNER COMPANY KNOWINGLY BOUGHT THE HOT PARTS; IF SO, IT COULD BE OUT OF BUSINESS IN A HURRY. HMMM ... WONDER WHAT THE SECRET ENGINE WAS?

Surprise/no surprise: Audi's dominance at the 75th running of the 24 Hours of Le Mans was briefly threatened in June, when a Peugeot 908 turbo-diesel prototype was a second quicker per lap in practice, but Audi's surviving R10 was first to the flag. Still, there were upsets; Aston Martin snapped Corvette's long winning streak in GT1 and a Porsche 997 RSR edged the favored Ferrari F430s in GT2.

electronic shock absorber system called Magnetorheological Suspension Control. The folks from Modena say it constantly monitors road surface, speed and steering, making suitable adjustments every 40 milliseconds. The key to this gee-whiz technology is a special variable-viscosity fluid that changes its damping ability based on the electrical charge sent through it by a computer. Will that send Porsche back to the drawing board?

You can't even blink this fast! The new 205-mph Ferrari 599 GTB Fiorano features a most interesting semi-active

In early July, a Porsche enthusiast website reported that thieves broke into Porsche's Development Center at

Weissach and made off with a number of items, including what's called a "top secret new engine." Fortunately, police quickly traced the stolen items to a well-known Porsche tuner, where the items were recovered and then returned to Weissach. The lingering question is whether the tuner company knowingly bought the hot parts; if so, it could be out of business in a hurry. Hmmm ... wonder what the secret engine was?

Some unfortunate news to pass along: Dave Hillman, a long-time enthusiast who helped raise the profile of the under-appreciated Porsche 912, died in a single-vehicle motorcycle accident in Colorado last June. No word at this writing who will take over his excellent website.

Until next month, drive safely! ■

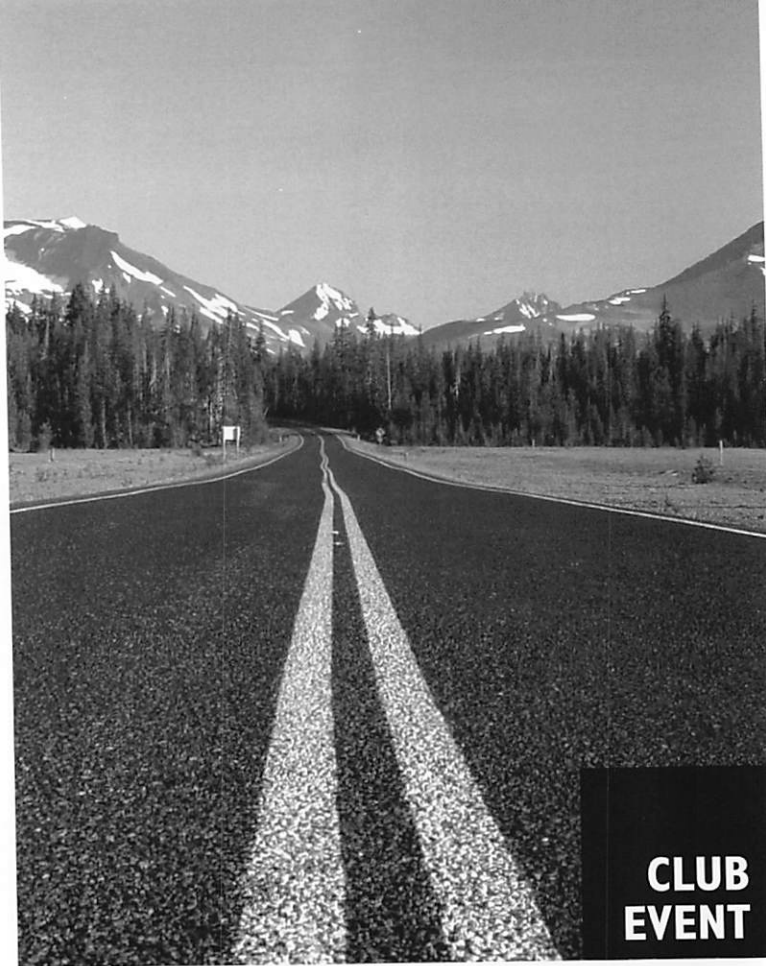
Arrive & Drive

Saturday, October 6

Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the first or second Saturday of April through October (Friday in August), each tour is roughly 100 miles and a few hours long. It's a fabulous way to kick off the week-

To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) at Miller's Homestead Restaurant, 17933 SW McEwan Ave., Tigard, not later than 7:30 am. A brief meeting to cover the route takes place at 8:00 am, but many folks rendezvous at 8:00 am for breakfast (no-host). With 50 attendees or so being common, we typically break up into smaller groups rather than try to maintain one long convoy. The first group of cars will depart Miller's Homestead at 9:15 am.

Call Eric Freedle at (503) 384-0453 for details, or send an e-mail to mmooter@aol.com.



**CLUB
EVENT**



October Social and Dinner

Wednesday, October 17

Otto and Anita's Schnitzel Haus

3025 Canby Street, Portland (503) 452-1411

6:00 pm Social hour
7:00 pm Dinner (limited menu)

Please come and enjoy a fun Bavarian evening in Multnomah Village at one of the Portland area's finest German restaurants. A limited menu of delicious German dishes will be offered with prices ranging from \$10 to \$15 per person. Restaurant parking is limited; Loaves and Fishes has offered us the use of their parking lot located behind their building on Canby Street, across from the restaurant.

RSVP by Friday, October 12

to Nancy Herron (503) 806-4154
or e-mail dinnermeeting@oregonpca.org

*RSVP early as only 50
can be accommodated comfortably*

AMATEUR WRENCH Don Clinkinbeard



It's All About Traction

ORPCA's 2007 driver education season is complete, with five events hosted and 332 participants. It was an excellent season and fun was had by all.

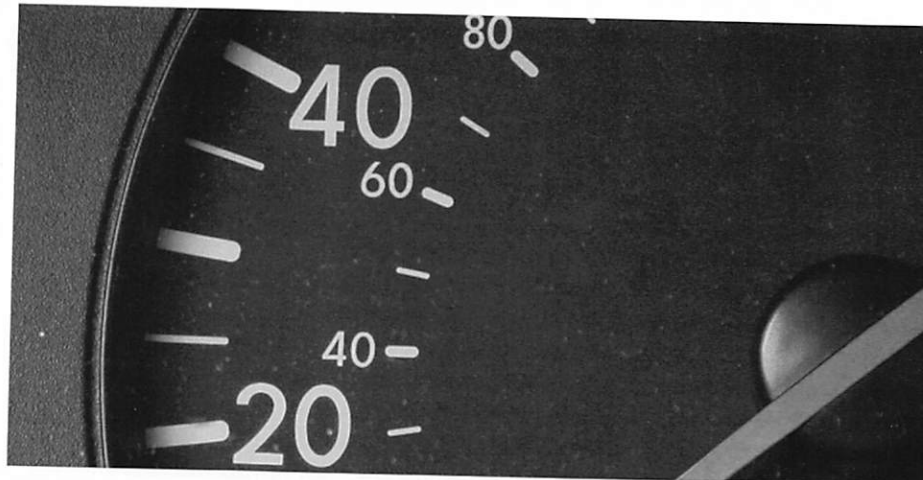
One of the interesting things to note about this season is that it appears we have a core of about 50 drivers—track junkies—that make it out no matter what the weather or time of year; the rest generally wait until May. This makes it tough to break even on the early season event. Consider this: the early event offers you seat time when the track conditions are suboptimal; the reduced traction means you experience driving your car at the limits of adhesion at slower speeds. If you slip, you have more time to react and that provides a better learning experience.

The repaving of PIR is moving forward. Reconfiguration of the track is planned in two areas. The turn 5-6-7 complex will be reshaped, with turn 7 looking like a second gear corner (at least in my car). The 10-11-12 series will be rerouted so that turn 12's exit—the entry onto the front straight—will be longer, straighter and a little safer. Exciting, to say the least!

THE EARLY EVENT OFFERS YOU SEAT TIME WHEN THE TRACK CONDITIONS ARE SUBOPTIMAL; THE REDUCED TRACTION MEANS YOU EXPERIENCE DRIVING YOUR CAR AT THE LIMITS OF ADHESION AT SLOWER SPEEDS. IF YOU SLIP, YOU HAVE MORE TIME TO REACT AND THAT PROVIDES A BETTER LEARNING EXPERIENCE.

Speaking of exciting, the new BFGoodrich g-Force R1 tires mentioned in my last column worked very well. I managed to eek out another 200

rpm of speed on every corner. Break away was more gradual than the Kuhmos that I had been running, leaving



me time to gather the car up without having to react quite as quickly. I liked 'em a lot.

The car ran very well at both the BMW and Porsche DEs in August. The changes to alignment settings yielded the returns I was looking for. Before, when braking at the end of the front and back straights, the back end of the car tended to wander around a lot. This, of course, led to having to steer the car a bit under braking to keep it pointed at the corner entry. There is a lot to do at the end of the straightaway—threshold braking, heel-and-toe downshifting and steering all at the same time. Yeah, I can

do it, but if I can find a way to reduce the effort, that's great. The back end of the car was rock solid heading into turn 1 and the improved rpm in the corners showed me that the new alignment setting did not sacrifice any rear end traction.

Ibroke down and purchased a data logger. The system uses GPS and accelerometers to collect data on your driving performance. A complete tracking and analysis package will help me understand what I am doing and when. I am excited to get this thing installed and try it out. By the time you read this, hopefully I will have used it at the September 16 autocross. The system also has integrated video so you can see the track in the video window while watching what you are doing with the car. Maybe it will help me learn to drive better. In any case it will provide exciting video with data, similar to the in-car video with telemetry you see on TV. A neat toy, and a learning tool to boot.

Debbie and I are heading down to Thunderhill Raceway in late October to drive for two days with the Northern California Racing Club (NCRC) program. It's been two years since we've been there and we both love this track. The three mile circuit is pretty wide open and features some great and challenging corners. Hopefully, I will have some data to share with you all when we get back.

All for now,
Don ■



The Fall Tour October 20-21

Traverse the Columbia River Gorge via the scenic highway. Visit the newly-refurbished Vista House at Crown Point State Park (www.vista-house.com). Stop for a no-host lunch at Multnomah Falls Lodge (www.multnomahfallsllodge.com). Opt for a spa treatment before dining and retiring to your room for a restful night at the Bonneville Hot Springs Resort and Spa (www.bonnevilleresort.com). Come morning, drive on to Maryhill Museum (www.maryhillmuseum.org) for a spe-

cial tour, boxed lunch and visit to Maryhill's Stonehenge memorial before making your way back home.

We'll meet at 9:30 am at the Columbia Gorge Premium Outlets parking lot in Troutdale and depart at 10:15 am. \$100 per person includes dinner at the resort, admission to and lunch at the museum, and a special gift for the fall season.

Reserve your spot on the tour at motorsportreg.com. Rooms at the Bonneville Hot Springs Resort and Spa

are at a reduced rate of \$169 with your choice of one King or two Queen beds.

Reserve your room by calling (866) 459-1678 by September 15.

Make your reservations by going to motorsportreg.com.

Questions? Call Jim Ayers at (503) 292-5743. ■



Croctoberfest

October 18-21

The second annual Cayman Register national gathering, Croctoberfest, will be held October 18-21 in Las Vegas, Nevada. The event includes a show-n-shine, tech quiz, sponsor luncheon, gimmick rally, two days of driver education and an awards dinner along with live ALMS race coverage via satellite. The event is open to all PCA members and Cayman enthusiasts. Non-Caymans are welcome although show-n-shine judging will be limited to Caymans only. Detailed event information can be found at www.caymanclub.net; signup online at www.smiley.net/croctoberfest.htm. The cost is \$165/person for all events except driver education (see the Las Vegas Region website). We have secured rooms at the new Planet Hollywood Resort & Casino for a low, low rate of \$129/night.

Questions? Contact Ken Smiley, PCA Cayman Register Advocate, at (913) 681-6963 or (913) 302-1474.

Tinted Windows— What You Should Know

At a club dinner earlier this year, another member mentioned in conversation that he had been stopped while driving his Porsche in Vancouver, Washington by a traffic officer who said it appeared that the car had illegally tinted windows. The member related that the officer then tested the glass with a special device that checks light reflectivity and transmission. That conversation prompted me to get on the Internet and see just what the laws of Oregon and Washington have to say about tinted windows and share that with the rest of you.

Fortunately, it's pretty easy to check the motor vehicle laws of any state. You can either do a Google search for the special information you want, or just go to a site called dmv.com, a non-governmental information clearinghouse that can quickly link you to the state you want to see.

After a cursory look, it appears that Washington's laws should get our primary attention, because the rules up there changed in 2007. The section of the motor vehicle code we're looking at is 46.37.430, entitled "Safety glazing - Sunscreening or coloring." Section 5 addresses tinting. In short, Washington's



and right must meet that standard. Other glass behind the driver may be darker, provided the vehicle is equipped with both left- and right-hand outside rear-view mirrors. The business installing such sunscreening is required to attach a special label to the driver's door post by the VIN label attesting that the coating meets these standards. Finally, certain types of darkening film are not allowed. They include mirror-finish products; red, gold, yellow, or black material; and film material that is in liquid pre-

section; i.e. the front windshield, the side-wings, the side windows on either side forward of or adjacent to the operator's seat, and the rear window." The rules apply to "any sign, poster, one-way glass, adhesive film, glaze application or other material if the material prohibits or impairs the ability to see into or out of the vehicle."

Here's where things get interesting. As Oregon law stands at this time, "Tinting material may be applied to the side and rear windows of a motor vehicle if: (a) the tinting material has a light transmittance of 50 percent or more; (b) the tinting material has a light reflectance of 13 percent or less; and (c) the total light transmittance through the window with the tinting material applied is 35 percent or more." Note that both states require any window film on the driver's or front passenger's side window to transmit at least 35 percent of the light. The difference between Oregon's law and Washington's involves reflectance.

Oregon also offers a break to anyone who can prove they have a medical problem with glare. "Tinting material that has a lower light transmittance or produces a lower total light transmittance than permitted in subsection (Continued on page 22)

WHY WOULD YOU WANT TO INSTALL WINDOW TINTING?
ANONYMITY, IF YOU SUFFER FROM THE HOLLYWOOD STAR SYNDROME. TO REDUCE INTERIOR HEAT AND ULTRAVIOLET FADING OF THE INTERIOR. TO JUST LOOK COOL. WHY DON'T THE POLICE LIKE TINTED WINDOWS? WELL, DUH.

rules say you can't apply any aftermarket coating to safety glass unless it meets certain standards. Those standards are explicit: You are allowed to apply a single layer of "sunscreen" material to any window except the windshield, provided it has less than a 35 percent rate of reflectance and a light transmission rate of 35 percent or greater. Both figures allow a 3 percent variance. Windows to the driver's immediate left

application form and brushed or sprayed on.

Now, let's look at Oregon's rules. Vehicle Code section 815.220 addresses "obstruction of vehicle windows." Subsection (2) says you're obstructing vehicle windows if "any material that prohibits or impairs the ability to see into or out of the vehicle is upon any vehicle window described in this sub-

Holiday Party and Charity Auction

Sunday, December 9

Both the day and the venue of our annual Charity Auction and Awards Banquet has changed this year. We're at the Embassy Suites Hotel, Washington Square, and we hope this close-in location will allow more members to attend. At the time we reserved the venue in spring, all Saturdays were already booked, so please mark your calendars for Sunday, December 9th, 5:00 pm to 9:00 pm. A silent auction kicks the evening off, with dinner and the awards presentations following. (Note that the club calendar incorrectly shows the event as being on December 8th).

Now is the time to think about donating an item or service to be auctioned off. It does not have to be big or expensive; make something that members would like to have, offer your services, or donate something special—perhaps a collector's item. If you have something big to offer, like a weekend at your vacation home, so much the better. All money raised from the auction goes to charity.

Additional details on the event and on donating items for the auction will be included in November's *Anzeiger*.



Give Us Your Best Shot

Your photograph could grace the cover of *Anzeiger*! We're always looking for high quality, club-related color photography. And if your photo is selected for the cover, you'll receive a framed copy as well as credit in the magazine.

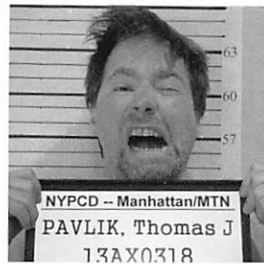
■ When shooting, keep in mind that the cover is oriented vertically (portrait format) and compose your photo accordingly.

■ If you're shooting digital, please set your camera to its maximum resolution and lowest level of JPEG compression, if adjustable.

■ If you shoot film, we'll need at least an 8x10 print to work from (no slides or negatives, please); attach your address to the back so we can return it.

■ Please also provide a succinct description—for use in the caption—and of course your name as you'd like to see it in the magazine.

Send all submissions to Jim Ayers,
editor@oregonpca.org.



Driving Etiquette 101: Part Two

Last month Random Ramblings initiated a series of driving etiquette articles. We assume bad driving etiquette results from a lack of education, not merely rude behavior, thus our educational series. September's lesson was about the purpose of the left/passing lane. For October we move from the fast lane to the ultimate slow lane, parking.

The need for this lesson presented itself when I parked my Boxster in a row of compact spaces at St Vincent's Hospital. After leaving my cardiologist, I found a Ford F-350 right next to me, rendering my doors totally useless. Luckily I had left my roof down, allowing me to climb over the door and into my car. My initial east coast reaction was to key this guy's truck or at least let the air out of his tires. But then I thought "perhaps I misunderstood the word compact?"

I've always been a math dweeb and consider myself a functioning illiterate. I often question myself when it comes to vocabulary, so I immediately consulted one of my most frequently used book-



Compact?

Hmmm, obviously it's not so clear. Perhaps the F-350 owner was right and the word compact was referring to the first definition, that of compacting us both into one tight space. Then again, that definition could apply to sardining passengers into a compact car. Heck, maybe he was thinking it was definition

less on the actual volume of an F-350 or even my own Boxster, so I was hoping Google would educate me.

Unfortunately, after over an hour of searching, all I learned about the Boxster's volume is that it has 9.5 cubic feet of storage. I couldn't find the passenger compartment volume for any car. Even the Boxster's Owners Manual doesn't provide this information. So off to the garage I go with my tape measure to try and estimate the actual volume. It turns out the Boxster's interior is roughly 70 cubic feet. This means the Boxster is legitimately below the compact car criteria, even falling into the subcompact to minicompact range.

But what about the F-350? Well, I finally realized I was over-thinking this whole thing. Upon a second reading of the definitions I realized the keyword in definition five is "car."

Ah ha! Perhaps it's too tricky to tell if an Audi A4 or Honda Accord qualifies as a compact car, but with this new insight I realized the F-350 driver was probably the selfish jerk I originally thought.

Until next month, enjoy the ride and continue paying it forward! ■

I FOUND A FORD F-350 RIGHT NEXT TO ME, RENDERING MY DOORS TOTALLY USELESS. LUCKILY I HAD LEFT MY ROOF DOWN, ALLOWING ME TO CLIMB OVER THE DOOR AND INTO MY CAR. PERHAPS I MISUNDERSTOOD THE WORD COMPACT?

marks: dictionary.com. I typed in "compact" and here's what I found:

com•pact

1. Closely and firmly united or packed together
2. Brief and to the point
3. Marked by or having a short solid physique
4. To crush into compact form for convenient disposal: to compact rubbish
5. A car smaller than an intermediate but larger than a subcompact, having a combined passenger and luggage volume of 100-110 cu. ft.

four and he was trying to turn my Boxster into compact rubbish?

Definitions two and three further muddled things. They could be used to describe me. I am often brief and to the point (though you might not know it with my rambling writing style) and I'm definitely short (see the unfortunate Nick Nolte-ish photo above).

But wait a minute... finally clarity! Item five provides a very precise definition explaining the purpose of compact spaces. It turns out this strict definition is provided by the EPA. Armed with this information I rush to Google. I'm clue-

A Sunset-filled Evening

Story by Kathleen Ellis / Photographs by Bob Ellis

Sunset Imports hosted a Club Appreciation Night open to all ORPCA members July 11th. The event included the opportunity to see the new 911 GT3 RS in the flesh and 120 club members took advantage of Sunset's hospitality.

Arriving shortly after 6:00 pm, we were welcomed by Gregg Lawrence, Sunset's Porsche Brand Manager. Gregg directed us towards the buffet and beverages, however, the new GT3 RS was front and center in the showroom, commanding attention. What a spectacular car, with beautiful lines, orange in color—reminiscent of the early '70s Signal Orange—with black appointments. Compared to the standard GT3, the RS is 44 pounds lighter, has improved aerodynamics, and carries a 34-mm wider rear track nestled under 44-mm wider bodywork. The RS takes but 4 seconds to reach 60 mph and has a top track speed of 193 mph.

We made room for the other GT3 RS admirers and moved on to the hosted
(Continued on page 22)

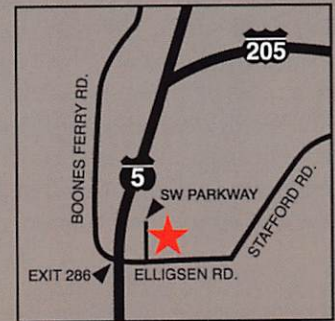
Top: Arriving in style. Right: Sunset Imports put out a fabulous spread. Below Left: Folks tended to stand away from the GT3 out of fear of getting sunburned.. Below Right: Yep, he's a motorhead.





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Religion on the Road

August's Arrive & Drive Sunday

Story and Photographs by Jim Hosford

The weatherman predicted an overcast, misty morning for August's Arrive & Drive—held Sunday morning versus the usual first Saturday of the month—so I was thinking there would be a small turn out. I was wrong: 41 Porsches showed up for our monthly event. Our first-timer team, driver Bruce Dalrymple and his faithful navigator Sandra, enjoy the Arrive & Drive; I think they will be back.

Tourmeisters Scott and Cherene Mills provided us with a very exciting route

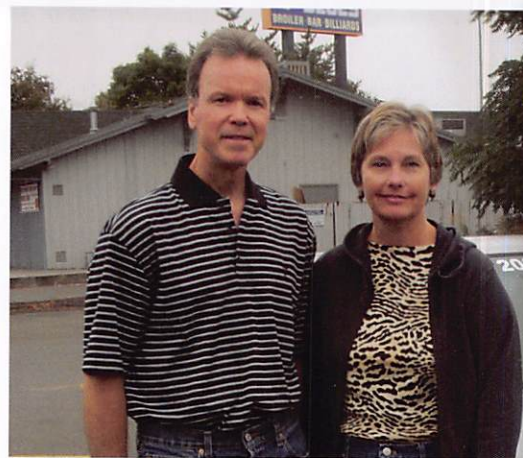
usual route would be about 8 miles. However, the Mills cleverly designed a 35-mile twisty route to the Ranch Hills Golf Course.

After roughly 30 minutes at the golf course, we noticed Scott heading for his car. Scott took the lead and pulled out the golf club driveway for the second leg of the tour. We all scrambled into our Porsches and got in line behind him. I saw a few golf carts scrambling also, trying to cut in front of me, but I held my ground.

TRYING TO STAY WITH THESE FOLKS PROVIDED ME WITH A VERY FAST, INTENSE AND FUN DRIVE. THE NEXT 45 MILES FORMED ONE OF THE FASTEST ARRIVE & DRIVE SEGMENTS THAT I HAVE BEEN ON IN A LONG TIME.

on rural Clackamas County roads. Cherene lead the drivers briefing prior to the start of the drive. Not quite like a Le Mans start, our Arrive & Drive began more like a mass exit from a Costco parking lot. We headed south on I-5 to the Charbonneau exit and navigated from there through Canby. Our first pit stop was a golf course near Mulino; the

Turning left onto Highway 213 split the cars into at least two groups. The next turn was only 1.6 miles down the road and the group ahead of me flew right past it. My great navigator was screaming "TURN NOW!" in my right ear. She was correct again and we were now headed east on Union Mills road
(Continued on page 19)





Top Left: The beautifully manicured entry to St. Josef's Winery.
Top Right: More than 40 Porsches of all generations joined August's Sunday drive. Above: Bruce and Sandra Dalrymple found great camaraderie on their first Arrive & Drive. Left: One of the sweeping views from the winery grounds.





Just How Big Was That Chicken?

Gran Prix Imports' Summer Barbeque

Story by Jim Ayers / Photographs by Kate Ayers

Never mess with a successful program unless you consult with the program administrator first. This should be one rule any all-volunteer organizations know and adhere to. Should be, but it seems everyone who had anything to do with setting up the August Social and Dinner failed to let Nancy Herron in on the plan, myself included. I became painfully aware of this lack of communication when Nancy sent in the ad for the August's monthly dinner but it was for a different location than where the interlopers had set it to be. A few quick calls and e-mails solved



Top: Club member rides adorn the lawn of GPI's impressive facility in Wilsonville. Center: Chet Martin describes to Eric Freedle and Dick Thomas how they can lift this pristine 911 up and out of the showroom for a surreptitious drive. Above: Jim Ayers working the pits. Jim never imagined his rapid reflexes, developed on the autocross course, would be put to good use navigating more than 100 pieces of chicken through the grates. Right: Dinner is served.



the problem as Nancy is ever flexible (and should be nominated for sainthood).

Gran Prix Imports had stated their intent to host the August Social and Dinner late last year, and host it they did. Barbequed chicken, potato salad, fruit and veggie platters galore; few, if any, went away with an empty stomach. Due to insurance issues the dinner was BYOB, which worked out well. Nancy Herron contacted me August 10th, saying 55 people had RSVP'd and suggesting the actual head count would be

Right: Nancy Herron (center), patron saint of the hungry, basks in the satisfaction of her flock.

around 70. Armed with the numbers I called Cindi Harris at GPI so that she could purchase the requisite amount of food. Thank goodness Cindi likes to insure everyone gets fed, buying extra provisions. Without a formal head count, I would estimate the crowd to have been over 100. I was doing the barbeque duties and I know I cooked nearly 150 pieces of chicken; we only had about 7 pieces left over so I suspect my crowd estimate is fairly correct.

Everyone seemed to have enjoyed dinner amongst all of GPI's and our member's beautiful cars. Hopefully this will become an annual event. ■

RELIGION ON THE ROAD

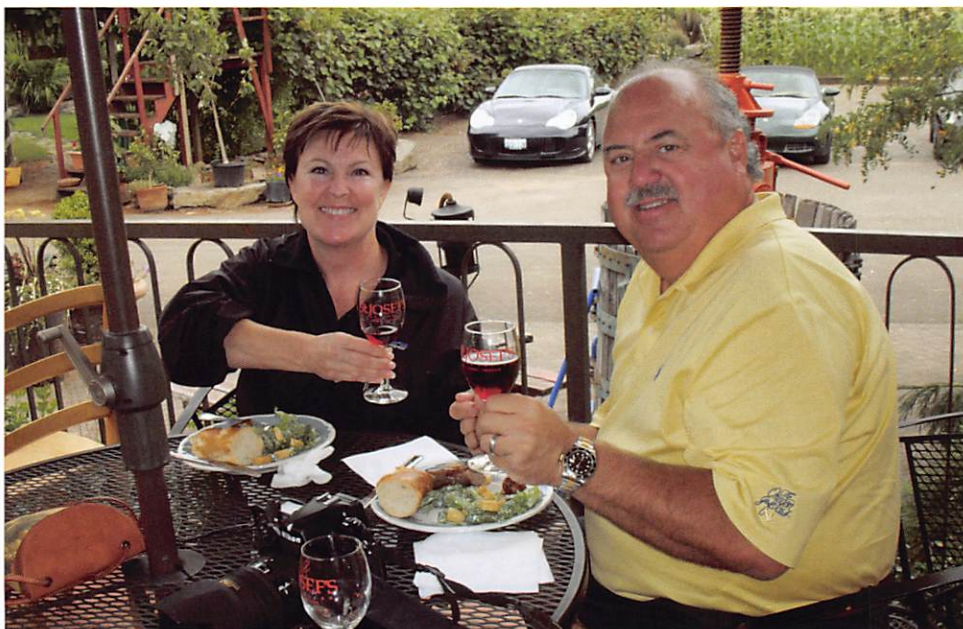
(Continued from page 16)

with no traffic in front of us. After a few miles we caught up with Scott in his 911 and the Petersons in their C4S cabriolet. Although I didn't know it at the time, Don and Denise Peterson and Scott are all very good autocrossers. Trying to stay with these folks provided me with a very fast, intense and fun drive. With two more 911s behind our Boxster, the next 45 miles formed one of the fastest Arrive & Drive segments that I have been on in a long time. Our group stopped at one point and waited a few minutes for others to catch up, but only two more cars

joined us. Then we were off again towards many more extreme turns and our final destination, St. Josef's Winery.

At one point our group caught up to a slow-moving pickup; my wife was real happy for the break. The navigator does not have a grip to hang onto during extreme turns and speeds while the driver always has the feel of the road through the steering wheel, so I am considering adding a non-functioning steering wheel to the passenger side of my dashboard. This might be a good option for Porsche to consider—the Arrive & Drive Premium Package.

We pulled into St. Josef's around 1 pm, completing a nice three-hour drive through some of Clackamas County's fun, made-for-Porsche roads. St. Josef's Winery was a great place to relax, drink wine, swap driving stories and have a nice barbeque. We all get caught up in the excitement of the Arrive & Drives but we should all remember it is not a race. It is all about the fun of driving our great cars through the roads of our magnificent scenic Northwest. Drive safely and enjoy life. ■



Above: Connie and Greg Heinze enjoy a toast over lunch at St. Josef's. Right: Scott and Chere Mills married a spirited course with a fine destination.



Gone to the Dogs

Story by Sue Denfeld / Photographs by Tom Shilaos

I will have to say that the Big Dogs Tour turned out to be my favorite tour this year. We all gathered at the End of the Oregon Trail Interpretive Center in Oregon City. With a good line of sight to the main road, we enjoyed the continuing line of Porsches, all prepped for a Saturday drive and anticipating great Porsche roads on our way to graduation.

As we gathered, all anticipating the graduation, the driver's meeting was called. But wait! One very important person was missing ... "Where's Jeannie?" How can we continue without her? We were all put at ease when we were told that Jeannie Gretz was at the Guide Dogs for the Blind facility in Boring, Oregon, preparing for our arrival. Little did we know, at that time Jeannie was actually gathering Kleenex tissue boxes for our use! Remember, we were told ahead of time that the graduation ceremony would be very inspirational but we were definitely not prepared for what would take place.



Top: Club members just hanging loose before the graduation ceremony. Top Right: Mike O'Connor (left) and Chuck West taking a moment to appreciate the large turn out for a noble cause. Below: It wasn't hard to tell that the Porsche Club was in attendance.

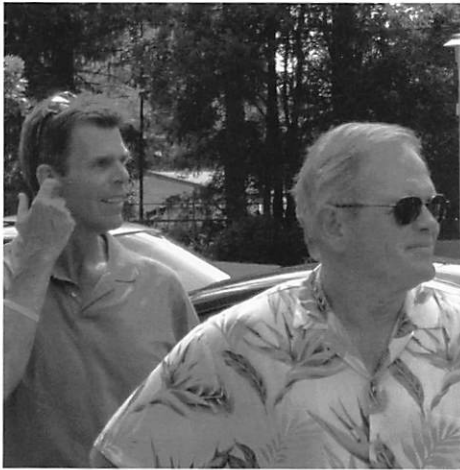
As we travel through the county roads, I'm trying to put a face to this recipient of the ORPCA Charitable Trust. I'm really looking forward to this experience and hoping to actually mingle with the little furry friends.

We arrive, line up the Porsches for display, and enter the state of the art facility. Jeannie greets us and we then pro-

ceed into the auditorium to sit as a group. Jeannie disappears only to return with a dozen or so tissue boxes and passes them out. Still not knowing what to expect we grab a handful of tissues and sit back for the start of the program.

Introductions are made and then the "Soul Mates" video begins....





Most of the dogs are bred by Guide Dogs at their San Rafael, California, facility. They are then raised by family puppy trainers for up to 15 months. You've seen them with their green vests on out in public places. (Several puppy trainers were actually in the audience with their dogs.) The dogs then go through intensive screening and training at a Guide Dog facility. At any one time, there are no less than 150 dogs at the facility. Those that make the cut are matched with a human partner based on personality, physical abilities and daily activities. The ones that do not make the cut are then placed in a "career change program." They go on to become search and rescue dogs, therapy dogs, diabetic assistant dogs or absolutely wonderful pets. If you are interested, you can fill out an

application with Guide Dogs and be placed on a waiting list. They are never short of good homes for these very special pets.

Adults who have applied for a guide dog come to Boring, Oregon and spend a month in a truly state-of-the-art dormitory supplied with gourmet food, computers designed for their every need, exercise facility and music room. The adult student receives all this at no cost whatsoever including the flight to and from the facility from anywhere in the US and Canada. They are matched to their guide dog early on and spend nearly a month learning how to truly trust

AS WE TRAVEL THROUGH THE COUNTY ROADS, I'M TRYING TO PUT A FACE TO THIS RECIPIENT OF THE ORPCA CHARITABLE TRUST. I'M REALLY LOOKING FORWARD TO THIS EXPERIENCE AND HOPING TO ACTUALLY MINGLE WITH THE LITTLE FURRY FRIENDS.

and communicate with their dog. Graduation is now just around the corner.

Guide dogs are in service anywhere between seven and ten years, then retired. Some stay on with a family member (but not as a service dog), returned to the puppy trainer or adopted through the facility. Due to the dog's limited length of service, many adults return for their second, fifth or even tenth dog.

Now the Kleenex plays a very important role....

Volunteers who raised the puppies and the guide dog recipients each took turns to address the audience—a very emotional time. We learned that graduation isn't the end of the process, it's just the beginning. Success comes from one-on-one support in getting through life's every day challenges. Staying focused and disciplined is probably the hardest thing for us humans!

After the Kleenex tissue boxes were emptied, we left on our private tour of the 14 wooden acres housing immaculate kennels, a visitor center, dormito-

ries, veterinary buildings and training facilities. We all then departed the facility with a new found respect and appreciation of the guide dog partnership! I can hardly wait until the charity auction [Sunday December 9th, see the ad on page 12—Ed] to see how much we can raise this year for one of the notable recipients of our charity. See you there!



'TIS THE SEASON OF SHARING

THINK OF WHAT YOU CAN SHARE

FROM THE PRESIDENT

(Continued from page 4)

on know how much you appreciate the time and energy it takes to make it happen. A simple thank you goes a long way.

This year the Board of Directors elected to act upon a proposal to do something special in recognition of the thousands of hours our club members spend volunteering: We put on an invitation-only cruise. The criteria? Any volunteer that consistently helps events go smoothly throughout the year, or any volunteer that has actually run an event start to finish for us during the calendar year. Sue Denfeld and Kathleen Ellis collaborated and came up with the venue: an afternoon on the Willamette. The

cruise happened. Approximately 95 of us cruised the Willamette, enjoyed good food and wine, and met folks that run events we would not normally attend. I think this will turn into an annual event.

Our annual holiday party and auction is coming up. Embassy suites at Washington Square will be the new location. All Saturdays were already booked, so Sunday is our new day of choice. We hope our new close-in location will encourage more members to attend. Please mark your calendars for Sunday, December 9th. Please note that the club calendar incorrectly shows December 8th; in many cases we print the calendar prior to final confirmation with all par-

ties involved and this is certainly what happened here. Look for more information on our holiday party and charity auction next month, as well as an update on PIR.

One more thing! Our annual planning meeting is coming up on Saturday, October 13th. It will be held at Gran Prix Imports, from 11-2 in their conference room. All ORPCA members are encouraged to attend and help us plan the many events we have in mind for next year. A pizza lunch will be provided. Please join us and help to plan the 2008 calendar of events and help make them "your" events.

Later,

Chuck ■

TECH TALK

(Continued from page 11)

(2)(a) and (c) of this section may be applied to the side and rear windows of a vehicle registered in the name of a person, or the person's legal guardian, if the person has an affidavit signed by a validly licensed physician or optometrist stating that the person has a physical condition requiring window tinting that produces a lower light transmittance than allowed by this section."

Oregon and Washington share the same rules on types of tinting materials

disallowed. Oregon only requires that the operator of a vehicle with aftermarket tinted windows keep a certificate from the installer in the car.

So why would you want to install window tinting? Anonymity, if you suffer from the Hollywood star syndrome. To reduce interior heat and ultraviolet fading of the interior. To just look cool.

Why don't the police like tinted windows? Well, duh. They want to be sure that they're not walking up to a car containing an armed and dangerous felon if

they have to make a traffic stop. They also say that excessive tinting reduces the driver's ability to see other traffic or dangerous situations, especially at night. I've never seen police test glass for reflectivity and light transmission, so I don't know if the officer requires access to the interior of your car, something you might choose to decline. That's a legal question best taken up with an attorney. ■

A SUNSET-FILLED EVENING

(Continued from page 14)

beverage center, where beer, wine, soft drinks and lively conversations were in abundance. Cruising the buffet after a second round of ogling the RS, we found a generous selection of fruits and veg-

gies, cheeses and crackers and, in the German spirit, various sausages and hot dogs. We admired the many other terrific Porsches on hand between dinner and desert—oh yes, a full table of tempting sweets—while many club members

tried the GT3 RS on for size (Warner, the car looks really good on you!). For those of you who were unable to attend, you missed a super evening at Sunset Imports. Many thanks to John Woo and his talented team for a great evening! ■



HOLIDAY AUCTION

TIME TO MAKE YOUR DONATIONS

Backfire

A Bone to Pick

DON CLINKINBEARD
CHAIR, ORPCA DRIVER ED

As a medium-term member (13 or so years) and a willing volunteer for ORPCA, one of the greatest things about this club is the people. I love to yak at and do things with the other club members. Having fun with and without our cars is the pinnacle of the experience for me. Speaking as a volunteer for many years in this club one, of the greatest rewards for me is seeing our members have fun that is enabled by my and other volunteers dedication, effort and giving spirit, with very little thanks to show for it.

I have a bone to pick though. Last night I was returning phone calls from people that wanted information or had a problem or you name it. I ran across one that really bothered me. This person had called to inquire about the upcoming Driver Ed event. He was responding to the ad in the Anzeiger. Now this is expected and perfectly fine. The part of this story that bothered me was when called and found out that two days before the event registration was to close it was booked up with a waiting list and that there was an attendance limit, he got upset that this information was not published in the Anzeiger. For those of you that are unfamiliar with the DE program, there are over 30 pages of important information on the website that you should know before you even register for a DE event. Now it is patently impossible to put all of this stuff in the ad in the magazine. The advertisement even tells you this and asks you to peruse the web pages so you understand this program. This person

had the moxie to lecture me (at least that is the way I felt about it) on leaving important information out of my event advertisement because I had not included the event registration limit in the ad and suggested that you need to register early. Worse, he told me that he had been anticipating doing this for a whole year, plenty of time to do a little preparation by reading the program information that is published on the website which clearly shows the event limits. I expect that this happens to the other volunteers too. I certainly see it with membership as Debbie has been doing that for several years too.

Your event volunteers give freely of their time and effort to create and develop the club's event calendar and then communicate this information through various means. Imagine running an event that you have pretty thoroughly documented (like DE) and having five to 10 people call you up and ask you if they need to have a helmet to drive on the track before each event (a bit of an exaggeration for effect). The information is already there if you just spend a few minutes reading it. Please do a little research before you ask questions that are already answered and don't insult your event volunteers for expecting you to put forth a little effort on your own so you can be prepared. Remember, we are all working to help you have fun. You should always be respectful of the volunteer's willingness to do this. We all make mistakes from time to time—after all there are very few perfect people on the planet—and you should step up and give of your time just as freely as the rest of us if you think you can do better.

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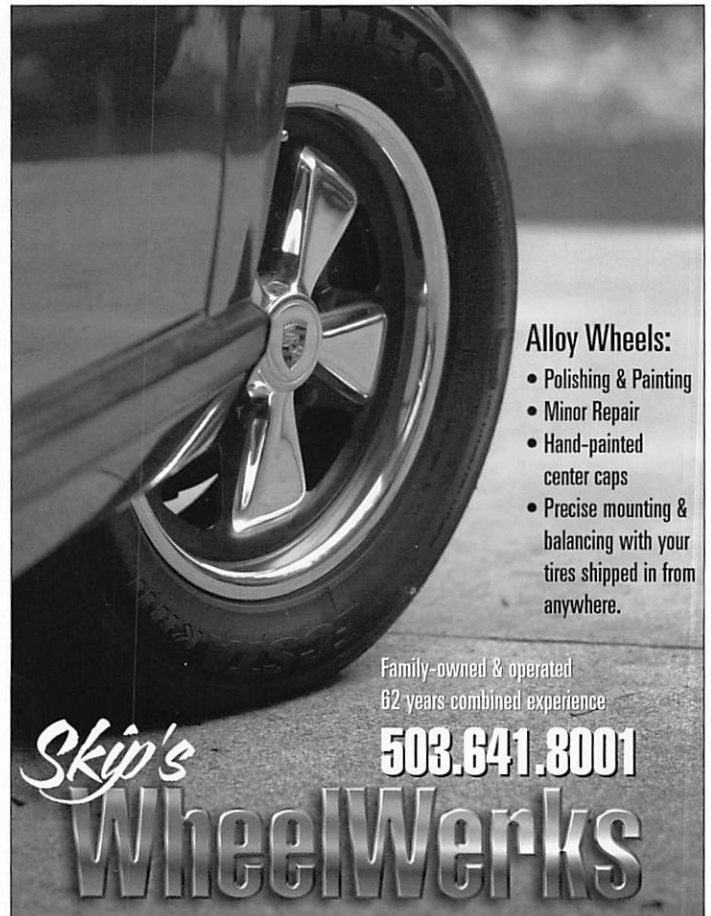
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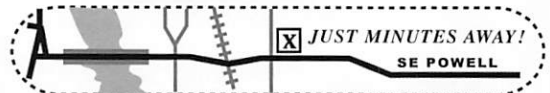


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2000 Carrera 2 Cabriolet. Tiptronic, black on black on black, 8600 miles, perfect condition, extended warranty until April 2008 through Carrera Motors. Boise, ID. \$46,600. Joel Server, (208) 338-1555 (days), (208) 336-7167 (evenings/weekends) [06/07]



1995 Carrera Coupe. Guards Red/black, 66k mile, Rothsport-prepared street performance/track. H&R shocks and springs, RS adjustable sway bars, RS camshafts, custom gear ratios and performance chip. Only on track one time. Three sets of wheels, one with Hoosiers. Beautiful inside and out! \$45,500. Earl Green, (503) 330-2227, early.euro@verizon.net [10/07]

1981 911SC coupe. Metallic chocolate/tan, sun-roof, 16" Fuchs w/second set of 15" wheels, pop off valve, Carrera tensioners, new clutch and brakes, AC, cruise, CD, PW, 136k miles. Dallas, OR. \$14,000. (503) 831-1177 or (503) 917-9002 (cell) [06/07]

1979 911SC Targa. 60k original miles, recent professional repaint, including engine compartment, with PPG base/clear coat. Fresh interior and seals. 16" Fuchs, pop-off valve, Carrera tensioner, valance and fog lights, updated oil cooler, high performance exhaust with late-model turbo tips. Bilsteins, strut brace, pads and rotors replaced. \$19,500. davidstewart24@gmail.com [10/07]

1967 912. Red w/black trim, black Fuchs, good upholstery. New floor pans, interior carpet, trunk carpet, woodboard, windshield, brakes. Dellorto carbs. 5 spd. No rust. 165k miles. \$9,500. Mount Brice, evenings (503) 931-1023, (503) 588-8132 [10/07]

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1989 944. White exterior, burgundy leather interior. Power steering, windows, locks and driver seat. Cruise control. ABS, air conditioning, Blouplunk stereo. moonroof. 2.7 liter engine, 5 speed, sports suspension, limited slip differential, premium wheels. Excellent condition, garaged and non-smoking. Service records. 118k miles. \$8,150. Terry Page, (503) 590-4489 [10/07]



■ PARTS FOR SALE

Porsche car cover for 996 wide body (Turbo or C4S), new condition. \$100. John S. Mazmanian, (504) 617-4680 or fastmaz@comcast.net [10/07]

(2) Bridgestone 225/40 ZR18 S0-3 (fronts), used but excellent shape, no plugs or patches, 7/32nd tread depth. Manufactured 22/04. P/U only, Eugene. \$100 for both. Michael Sinclair, (541) 338-4029, suzegarden@msn.com [10/07]

Factory Boxster (986) car cover. Reflective silver exterior, flannel interior, Porsche logo. Like new. \$100 or best offer. Bob Grasso, (360) 573-1110, rowbare47@yahoo.com [09/07]

993 Porsche Turbo Twist wheels and new (never used), heat treated Michelin Pilot Sport Cup track tires. Front 8x18 with 225/40 tires; rear 10x18 with 285/30 tires. Rims are in good to excellent condition and will fit wide-body 993. \$2,000. John S. Mazmanian, (504) 617-4680 or fastmaz@comcast.net [09/07]

18" 997 5-spoke factory wheels with Hoosier ASO6 autocross tires. Will fit all 996 and 997 narrow bodies. Fronts are 8" wide with 57 offset and rears are 10" wide with 58 offset. \$1,900. Barry Cogut, (360) 210-7900 [09/07]

Borla exhaust for 2000-2004 Boxster S. Lightweight, great sound above 3,000 rpm, increased power and one-half the weight of the stock exhaust. Slightly used and highly discounted. Bill Shores, (503) 644-4640, bill@billshores.com [08/07]

Deist 6-point harnesses (2 each), gray, with all mounting hardware. \$250. Speedware harness bar with fire extinguisher bracket and I/O camera mount, will fit any Porsche up to but not including a 996. \$250. John S. Mazmanian, (504) 617-4680 or fastmaz@comcast.net [08/07]

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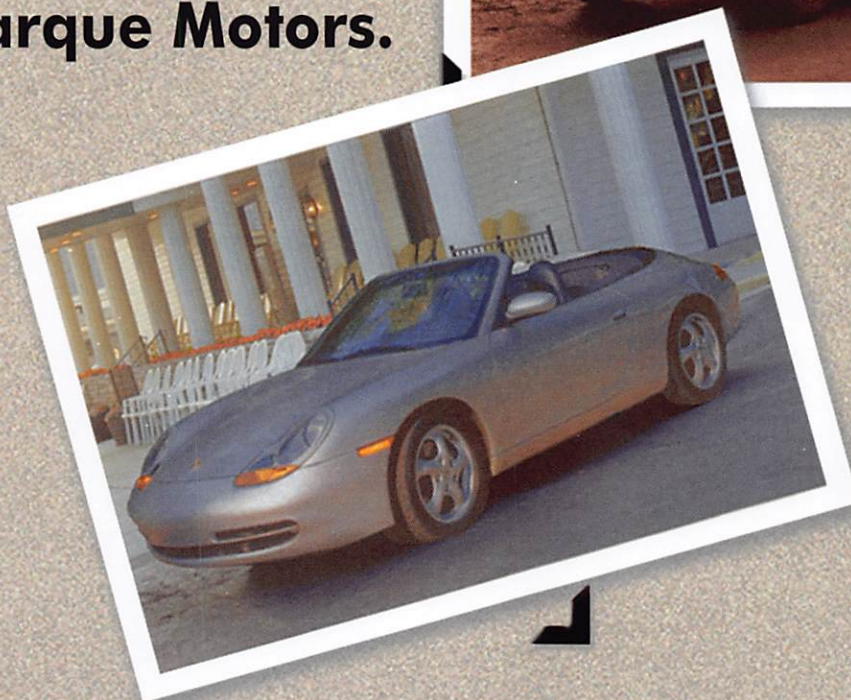
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