



Anzeiger

SEPTEMBER 2006

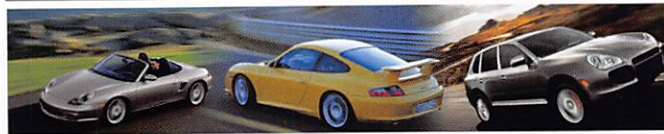
Oregon Region Porsche Club of America

SUMMER RACING ISSUE:
**American Le Mans
and Baxter Historics**



YOUR DESTINATION DEALERSHIP **RUF**

An oasis for people who care about cars.



Boxster

GT3

Cayenne

Pre-Owned

1987 911 Cabriolet Factory Turbo Look	.Diamond Blue
1987 911 Cabriolet	.Guards Red
1991 911 Cabriolet Tiptronic	.Grand Prix White
1998 Boxster	.Ocean Blue
1998 911 Cabriolet Tiptronic	.Ocean Blue
1999 911 Coupe	.Arctic Silver
1999 911 Coupe Tiptronic	.Black Metallic
2000 911 Cabriolet	.Zenith Blue
2001 911 Coupe Tiptronic	.Speed Yellow
2003 911 Targa	.Arctic Silver
2003 911 Targa	.Guards Red
2004 Cayenne Turbo	.Titanium
2004 Cayenne S	.Jarama Beige
2004 Cayenne Turbo	.Titanium
2005 Cayenne Turbo	.Crystal Silver
2006 Cayman S	.Seal Grey

New

2006 Boxster	.Arctic Silver
2006 Boxster	.Guards Red
2007 Boxster	.Black
2007 Boxster	.Atlas Grey
2007 Cayman 2.7	.Cobalt Blue
2007 Cayman 2.7	.Cobalt Blue
2007 Cayman 2.7	.Black
2006 Carrera Coupe Tiptronic	.Speed Yellow
2006 Carrera Cabriolet Tiptronic	.Midnight Blue
2006 Cayenne	.Sand White
2006 Cayenne	.Basalt Black
2006 Cayenne S	.Titanium
2006 Cayenne S Titanium Edition	.Pure Red
2006 Cayenne S Titanium Edition	.Iceland Silver
2006 Cayenne s Titanium Edition	.Pure Red
2006 Cayenne Turbo S	.Basalt Black

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BMW



Carrera
MOTORS

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Anzeiger

(an' zī ger), noun, German

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

MANAGING EDITOR
John Draneas
503.638.0396
ATR@oregonpca.org

MARKETING MANAGER
Cherie Oldenburg
503.690.0580
blkporschecar@hotmail.com

EXECUTIVE EDITOR
Kelly Dionne
503.906.7929
editor@oregonpca.org

CONTRIBUTING EDITOR
Peter Linsky
503.644.2709
contributor@oregonpca.org

ASSISTANT EDITOR
Sue Hodge
503.518.9203
assteditors@oregonpca.org

TECHNICAL EDITOR
Jim Ayers
503.292.5743
techeditor@oregonpca.org

GRAPHIC DESIGNER
Nancy Scott, Engrafix Design
503.997.2230
engrafix@comcast.net

Board of Directors

PRESIDENT
Jeff Gretz
16799 SW McFee Pl
Hillsboro, OR 97123
503.628.6253
president@oregonpca.org

PAST PRESIDENT
Don Stroum
4040 Imperial Dr
West Linn, OR 97068
503.722.1350
pastpresident@oregonpca.org

VICE PRESIDENT
Chuck West
18973 Indian Creek Ave.
Lake Oswego, OR 97035
503.720.2037
vicepresident@oregonpca.org

BOARD MEMBERS AT LARGE
Bob Grasso
2506 NW 159th CIR.
Vancouver, WA 98685
360.573.1405
rowbare47i@yahoo.com

SECRETARY
Kathleen Ellis
503.720.0184
secretary@oregonpca.org

Sue Hodge
21000 S Mossy Rock CT
Oregon City, OR 97045
503.518.9203
sghodge@bctonline.com

TREASURER
Faryl Ammon
503.635.9669
treasurer@oregonpca.org

Jim North
1025 NW Couch #1114
Portland, OR 97209
james.north@morganstanley.com

PCA ZONE 6 REP
Linda Bein
porsha@bendnet.com

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Postmaster:

Send address changes to:
PCA/OR Membership Chair
Debbie Clinkinbeard
8659 SW Muledeer Dr.
Beaverton, OR 97007
membership@oregonpca.org

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Anzeiger

Volume 46 No. 8

SEPTEMBER 2006

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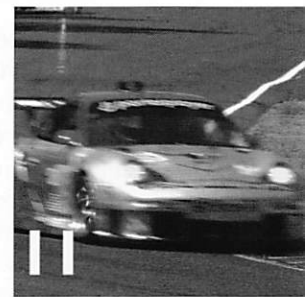
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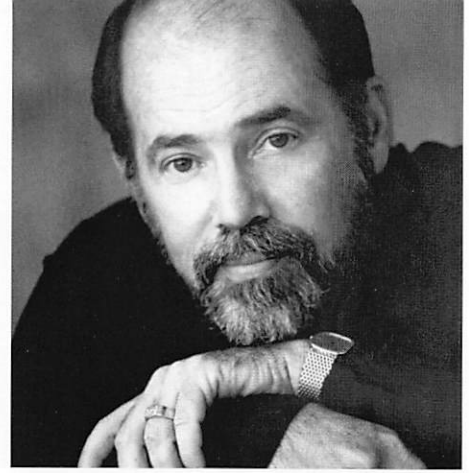


ON THE COVER What a summer for races! The ALMS provided many eye-candy photo ops, including this stunner by Gregg Hodge. More photos and the story on the event appear on page 11.

Keep your eyes open and your camera handy during our many fall events. See page 22 for details on entering the Anzeiger Cover Contest and win a year's FREE membership!

**FROM
THE
PRESIDENT**
Jeff Gretz

A great summer so far, with more to come



Welcome to September and the beginning of Fall. I want to personally thank all of you who contributed to the success of Parade Portland 2006. Your work ethic, dedication, and presence at Parade helped make this the largest and one of the most successful Parades in Porsche Club of America history.

The weekend following Parade we ran two very successful driver education days at PIR with over 125 cars running each day. Don Clinkinbeard and his team did their normal great job organizing and running this event. On Friday, Don and crew had to provide an "attitude adjustment" lecture to the fastest group after some overly aggressive driving and passing. I think the testosterone might have been elevated a bit when they found out they were designated as the "Pink" run group!

The October issue of Anzeiger will focus on Parade so look for some great articles and pictures next month. Parade's over and now we have some great regional events coming up this month including:

- Arrive & Drive on September 9
- Sunriver Exotic Car Show and Tour on September 15 -17
- Sunset Imports Swap Meet on September 17
- Monthly Dinner & Social on September 20
- Autocross at PIR on September 24

For those who didn't make it to the American Le Mans weekend in late July, you missed a great weekend of sports car racing and socializing courtesy of Porsche Cars North America. The weekend was kicked off on Wednesday by Sunset Imports hosting dinner and drinks for about 500 people at their

dealership. They had the both the Audi LM1 and Porsche LM2 cars on display plus the top Audi and Porsche drivers were there as well. At the race PCNA set up a tent close to the Porsche parking corral where they had appearances by ALMS Porsche and IMSA GT3 Cup Challenge Series race drivers for autographs and photo opportunities. Sunset Imports displayed a new 997 Turbo in the tent for all of us to drool over!

On Saturday the parking corral was completely full by noon with cars from the Oregon, Cascade, High Desert, Silver Sage, Pacific Northwest, and Canada West regions. Oh yeah, the racing on Saturday and Sunday was great even though the Porsche LM2 cars had their share of problems!

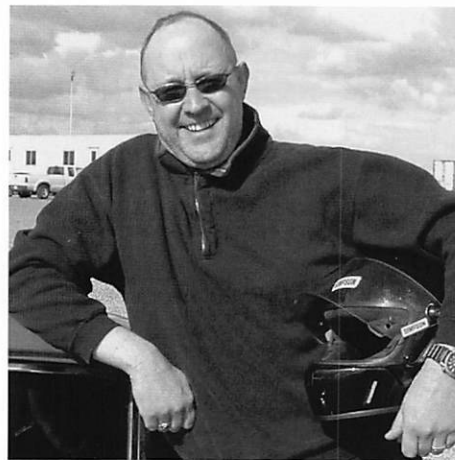
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**FROM
THE
EDITOR**
Kelly Dionne

Ladies and gentlemen, start your engines

Welcome to the Racing issue of the Anzeiger. The Baxter Historic races and the American Le Mans Series have graced our beautiful city and every diehard ORPCA fan was out to PIR to see one thing ... Porsche win.

Ernest Hemingway once said, "There are but three true sports—bullfighting, mountain climbing, and motor-racing. The rest are merely games." But I am drawn to a saying "Why RACING? Because football, baseball, and basketball only require ONE ball ..."



A salute goes to every one of you who have strapped yourself into your seat and driven your Porsche on a track as if you were Jackie Ickx. Whether you drive a GT3, 968, 924 or in my case, a 912, one thing has held since the begin-

ning of our marque; every Porsche was built to race. I encourage all of you, to take advantage of our clubs sporting events. Dedicated individuals of our club, who put on Autocross, Track Day and Driver Education events, offer us an opportunity to actually see what our cars are capable of; an incredible opportunity to sling your arm up and lawfully go as fast as you dare. It doesn't matter if your car has Hoosier slicks or street tires; competition seats or supple leather; a "raged aped" 500 hp motor or a 100 hp four cylinder; the sensation of

(Continued on page 22)

Oregon Region Events 2006



September

5 Board Meeting

9 Arrive & Drive
(See Page 6)

17 Sunset Swap Meet

15-17 Sunriver Exotic Car Show
(See Page 8)

20 Monthly Social and Dinner
(See Page 6)

20 Anzeiger editorial deadline for November

24 Autocross
(See Page 10)

October

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

November

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

December

5 Board Meeting
9 Charitable Auction & Awards Banquet

ORPCA announces bylaws change

The current bylaws for the club were revised and became effective as of December 1, 2003. We've recently amended Article XIII to enable us to expedite the election process if there is only one nominee for an open position. Article VIII, sections 2, 3 and 4 have been renumbered sections 3, 4 and 5. We inserted a new Section 2. No other changes were made other than a misspelling of the word number in the second to last line of Article VI, Section 7. Please refer to our website www.oregonpca.org and click on BOD Communications to read the complete Bylaws of the club.

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.

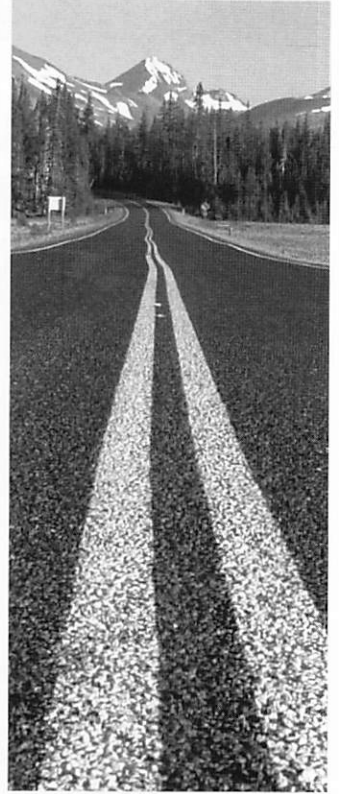
September Arrive & Drive

Saturday, September 9

Miller's Homestead Restaurant,
17933 SW McEwan Road
Tigard, OR 8:00 a.m.

Join us on the first or second Saturday of each month during the driving season for our very popular Arrive & Drive Tours. We rendezvous at Miller's Homestead Restaurant, at 8:00 a.m. for a no-host breakfast. Driving instructions begin at 9:00 and first car out is at 9:15. Each tour will be unique, last about three hours in most cases, cover about 100 miles on pavement, over some of the best drivers' roads in the five-county area. Mark these dates on your calendar, and get ready for some great driving experiences in your favorite sports car, along with 50 or more fellow enthusiasts. And bring a navigator; trying to read route instructions while driving can lead to missed turns! Our tour group is always too large to ensure a single, uninterrupted convoy!

Call Bob Grasso @ 360.573.1110 for details,
or send an email to rowbare47@yahoo.com.



**CLUB
EVENT**



**CLUB
EVENT**

September Social and Dinner

Wednesday, September 20

Where: Meriwether's
2601 NW Vaughn, Portland
503.228.1250
www.meriwethersnw.com

Please join us once again
at this wonderful Northwest Portland restaurant!

It will be a fun evening of sharing stories
and making new friends.

New members, please join us!

PLEASE NOTE EARLIER STARTING TIME

When: Wednesday, September 20
5:30 p.m. Social Hour at the gazebo (covered)
6:30 p.m. A limited menu of 4 to 5 choices
served inside

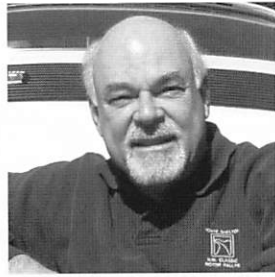
Please RSVP by Friday, September 15
Call Nancy Herron at 503.293.6714

Price: \$25 per person including gratuity (please bring
exact cash)

or email dinnermeeting@oregonpca.org

STILL PLAYS WITH CARS

Peter Linsky



American Le Mans provided interesting race weekend

So, how did you like Parade Portland? Look for lots of reports on this great week for Porschephiles in the next issue. There are so many stories ...

What an interesting race weekend the American Le Mans series provided us, in particular a reminder of the old racing saw, "To finish first you first must finish." Record-breaking heat with high humidity placed intense pressure on machinery, drivers, crews, and spectators in equal measure, and when the checkered flag finally dropped at 9:00 Saturday evening, we saw that the DHL-sponsored yellow Porsche RS Spyders under Roger Penske's management were not strong enough to defeat the only other entry in the P2 category, a privately-entered Lola from Intersport Racing.



Photo by Gregg Hodge

PENSKE BROUGHT OUT A PAIR OF ELECTRONIC READER BOARDS THAT FLASHED INFORMATION TO HIS CARS. I THINK A LITTLE MORE OF THE ROMANCE OF SPORTSCAR RACING IS GONE.

After running strongly with the P1 Audi TurboDiesels and Dyson Racing Lolas, a mid-race collision in the Festival Chicane sent the number 6 Spyder limping to the pits, while its sister car suffered terminal engine failure just a few minutes from the end of the three-hour contest. With its cooling and exhaust systems repaired and several rolls of black duct tape holding its shattered left-side bodywork together, the surviving Spyder returned to take a second-place class finish and pick up some critical series points. Further back, we watched incredulously as the single Risi Competizione Ferrari 430 GT recovered from an early collision to chase down

every other Porsche GT3RSR, BMW, and Panoz in GT2. The Ferrari dove into the pits for fresh tires with less than 20 minutes remaining, and waltzed away with another class victory.

The Penske team brought an interesting bit of new pit technology to the series this year. The days of a crew member leaning over the pit wall to display a message to his drivers are gone. Penske brought out a pair of electronic reader boards that flashed information to his cars. I think a little more of the romance of sportscar racing is gone. Best race within the big race? No question: Corvette versus Aston Martin in GT1.

A good friend with long-time involvement in local racing opined recently that if noise—not money—is the real reason behind local opposition to continued operation of PIR, than the racing community will have little choice but to find new ways to go fast, and go quietly—or go somewhere else. Consider the choice: Would you rather watch quieter racing at PIR, or no racing at all? That may be the bottom line. Otherwise, there's a good chance that we may have to drive a hundred miles or more to enjoy our sport, as racing enthusiasts in most other big US cities must. Incidentally, the private group developing a new road circuit in the high desert off Highway 97 south of Boardman says it has obtained all the necessary permits and hopes to have its basic facility ready for use by the end of this year.

Until next month, drive safely and enjoy your Porsche! ■

Sunriver Exotic Car Show

September 15-17



This event has become one of the favorites of the year. Don't miss it! Once again, the Sunriver Chamber of Commerce has invited the Porsche Club to participate in one of the most fun car club events of the year. Join the Jaguar, Ferrari, Mercedes, Corvette, BMW and other marque clubs at one of the best vacation resorts in Oregon.

Friday. Join the optional tour that leaves Portland at 9 a.m. with stops for lunch and then at Carrera Motors in Bend, where their detail shop will be available for cleaning up our cars beginning at 1 p.m. Or, get to Sunriver on your own. Either way, registration will be held at the Sunriver Village Courtyard.

Saturday. Put your Porsche in the Sunriver Exotic Car Show, held in the courtyard of the Sunriver Mall. Relax, it's not a concours, just a shine and show. Your choice of the traditional relaxed judging or display only.

After the show, come to the hosted Beer, Wine and Cheese Party. It's the ultimate block party, with all the available parking taken up by exotic machinery. Bring a camera.

Finally, enjoy a great meal at the banquet held in the Sunriver Resort Pine Path Room. Cheer on the winners of the car show and various other undisclosed competitions, in a very unconventional form of presentation where the audience always gets into the act.

Sunday. Cap off the weekend with the legendary Sunriver Sunday Dash. It's a two-hour or so romp through the woods, letting our cars do what they were meant for—being driven spiritedly!

Finish it all off with a fantastic lunch at the end of the Dash. Then take your favorite route home.

Lodging Choices. Rent a room from the Sunriver Lodge, get a small group of friends to share a rental house for the most economical alternative, or let our rental agents group you with other car enthusiasts in a shared rental home.

Event cost will be \$75 per person.

To register, call the
Sunriver Chamber of Commerce, 1.877.669.3378.

For more information, contact
John Draneas, 503.638.0396 (evenings),
or draneas@msn.com

**CLUB
EVENT**

AMATEUR WRENCH Don Clinkinbeard



Triumph over an oil leak and Parade DE Day

So, while the car ran well at the Tri Club day it didn't make it through the SCCA DE on July 5. It developed an oil leak. Have I heard this before? Well yes, but this was a new failure and an old one combined. For my loyal readers of the past few years you may remember that I struggled to get the oil pan to seal in early 2005.

oil separator on the side of the engine. Likely this was due to the incredible heat put off the turbo that sits nearly four inches away from this rubber hose. Couldn't Porsche have used an all aluminum pipe to do this? I thought that this replacement would take hours as you have to access this hose from under the car and it's a long reach. I didn't

steering pump broke again, yes, the new one. I am going to try a different fastening technique for the parade day ... Stay tuned.

COULDN'T PORSCHE HAVE USED AN ALL ALUMINUM PIPE? I THOUGHT THIS REPLACEMENT WOULD TAKE HOURS ... I DIDN'T EVEN GET THROUGH THE FIRST STEVIE RAY VAUGHN SONG BEFORE IT WAS REMOVED AND THE NEW ONE TOOK ITS PLACE.

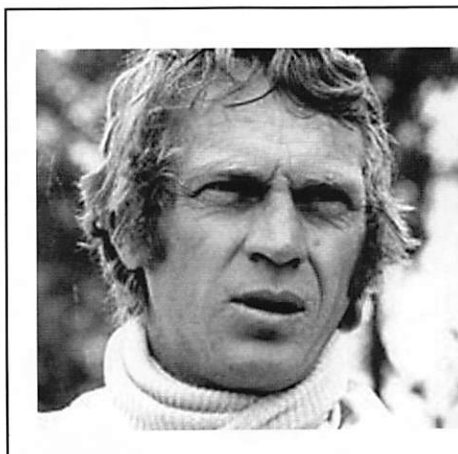
I had blamed that on my mechanic (me) not following the correct torque procedures when reinstalling the pan. I thought I had learned that lesson, but this time when I resealed the oil pump after replacing the freeze plug in the oil galley, I did the same thing as in 2005. Not following the torque procedure for the pan. The lesson taught in 2005 was not remembered in 2006 ... I did, however, install two maintenance items in the car that saved me numerous hours of time in fixing this oversight. I put in a three-piece cross member (the piece the engine mounts on) and a two piece exhaust crossover pipe. Combining these two mods makes it possible to access the oil pan with no obstructions in roughly three hours (or four classic vinyl albums). That was the best \$500 I ever spent on this car. These pieces saved me roughly 25 hours of labor removing the engine and made it possible to replace the leaky gasket for the oil pan in a total time of about six hours. The gasket was about \$48.

even get through the first Stevie Ray Vaughn song before it was removed and the new one took its place. Wow a repair on the turbo that took less than one side of a LP.

Hey, most excellent ... So next we took that car to the SAAC NW DE day. It ran all day with only a single issue. The oil level sender wire connection broke, illuminating the warning enunciator and oil level warning lights. Hey, I can live with that for a bit. I fixed it at the track with a simple crimp on connector, again taking about five minutes, and most of that was spent jacking up the car. The Power

So the Post-Parade DE will have passed by the time this appears in your mail box. As of this writing we are nearly full with a few last minute folks showing up and we have been using up the waiting list as folks cancel their parade plans. We have about 160 drivers registered overall. Boy, is this day going to be challenging. From herding the track cats and trying to get a few run sessions in the car, to making sure we stay compliant with the National DE standards. I need to make sure the car is reliable for our October track sojourn to my home state of California so we can focus on driving, not fixing. I will get this car on the Dyno, but it will have to wait until after Parade. The O2 sensor indicates that my mixture is generally correct, so I am not worried as much about blowing up the motor due to too lean a fuel mixture ...

All for now... ■



"When you're racing,
it's life.
Everything
before or after
is just waiting."

Steve McQueen



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, September 24

Additional dates:

Sunday, October 22

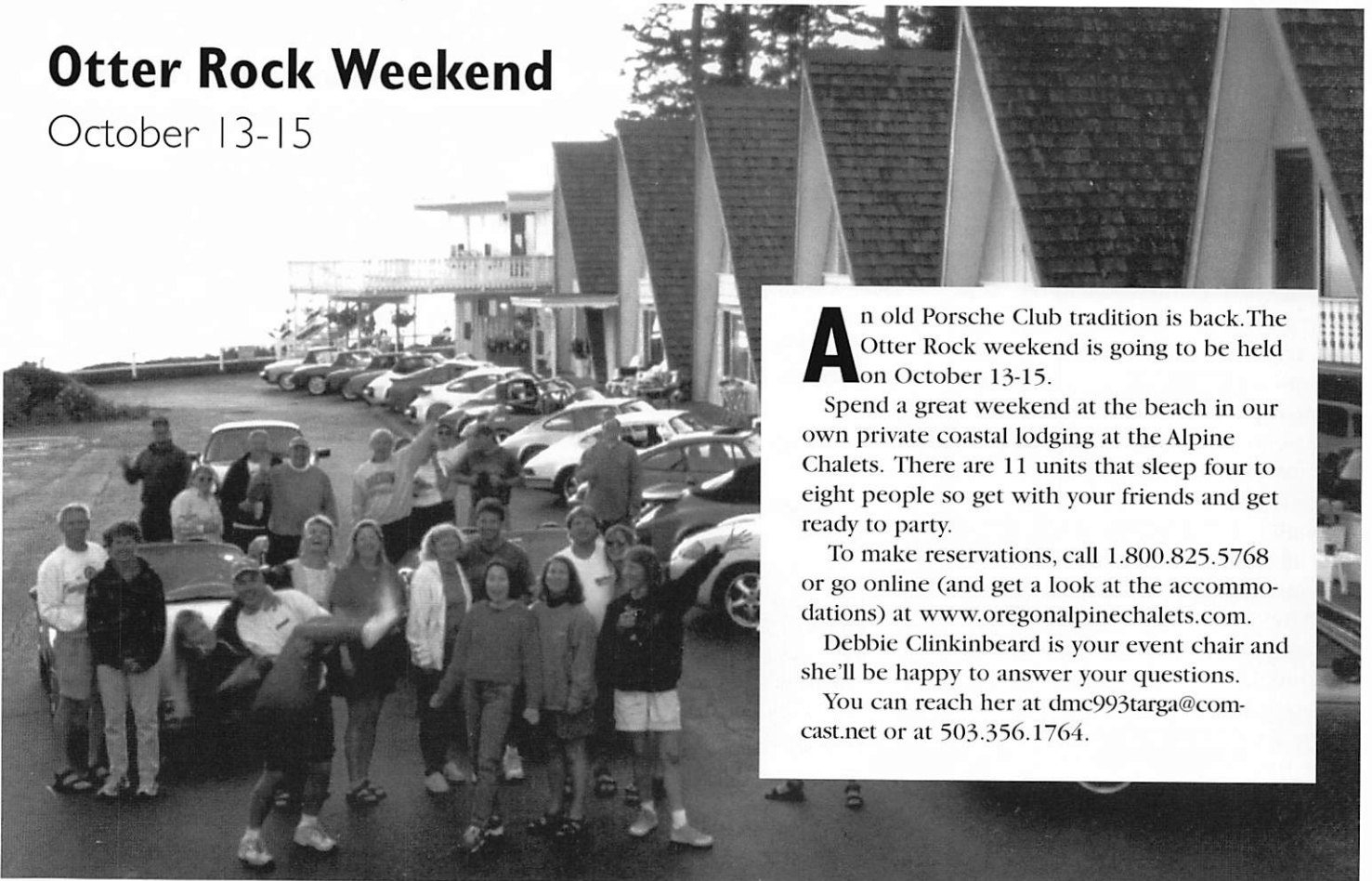
All events begin at the PIR South Paddock.

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**

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.

ALMS Grand Prix 2006: A fight to the finish

by Sue Hodge

As this event approached, all eyes were on the weather. It was predicted to have temperatures near 105 degrees on Friday and Saturday. For the first time here in Portland, the big race was to be held in the evening on Saturday; and that might work to the advantage of the racers. Of course when the temperature is that high, and the sun is setting after 9:00 p.m., it really doesn't make a huge amount of difference.

The overcast held on long into the day, and when I got to the track just before 3 p.m. it was still cloudy with all fingers crossed. I visited the Porscheplatz tent first thing and got there just in time to catch Lucas Luhr talking about the weather. Someone mentioned that he must be glad he got to wear a "cool" suit on days like this. He said that he actually didn't like those things, and was glad that in the open-top Spyder (P2 class) he was not required to wear them! From there I went to the bleachers on the outside of the Chicane to catch some racing. On my way, the Star Mazda Series race began and nine cars were out of the race on the first lap! The modifications in the Chicane



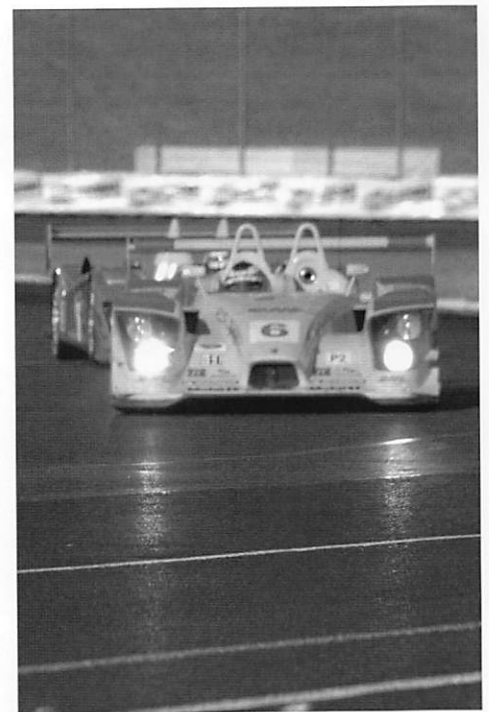
Above: photo by Gregg Hodge. Below left: photo by Jim Ayers. Below right: photo by Jim Ayers.

area seem to have a real "learning curve" attached to them this season. Sorry—I couldn't help myself ...

The next race was the Formula TR group. This is one of the stepping-stones towards competing in the big league. These cars are carbon-based, set up just like the big cars, and available for less than \$40,000 apiece. The other really interesting thing about this competition is that it allows a driver to be as young as 14 years old! There was a driver at the race here that was 15. As you can imagine, the announcers had a field day joking about the kids needing to catch a ride with an adult to get out to the track and back home.

As the main event approached, there were hints that the sun was going to break through the clouds. We all knew as soon as it did the temperature would go up at least 10, probably 15, degrees. It did, and IT DID. Gregg, as photographer for this event, needed to be out in the sun right next to the track to get the shots during the race. In 100+ degrees that makes for a tough assignment. I pulled up a chair in a spot under the corner of the bleachers. Fortified with a bunch of bottled water in a cooler, I was able to hand that off to him every half hour or so. The action on the track proved to be worth every minute of time spent in the sweltering heat.

The cars everyone wanted to watch were the new diesel-powered Audi R10



and the Porsche RS Spyder. Audi has traditionally been a hard one to beat in the ALMS race here and this year the R10 took first place at the 12 Hours of Sebring race in March, and then won the 24 Hours of Le Mans in June. It was said to be the first time a diesel car had done so at either track. However ... just to make things really interesting, the Spyder won at Utah just a week before coming to Portland! For most of the first hour the Audis and the Dyson Lolas worked the first four overall positions, trading back and forth, with the Spyderys
(Continued on page 20)

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.

If you've done this tour with us before, don't spoil the surprise for those yet to experience it.

Pack clothing for several microclimates and camera.

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.*



**CLUB
EVENT**



MEMBER PROFILE

Jim Ayers

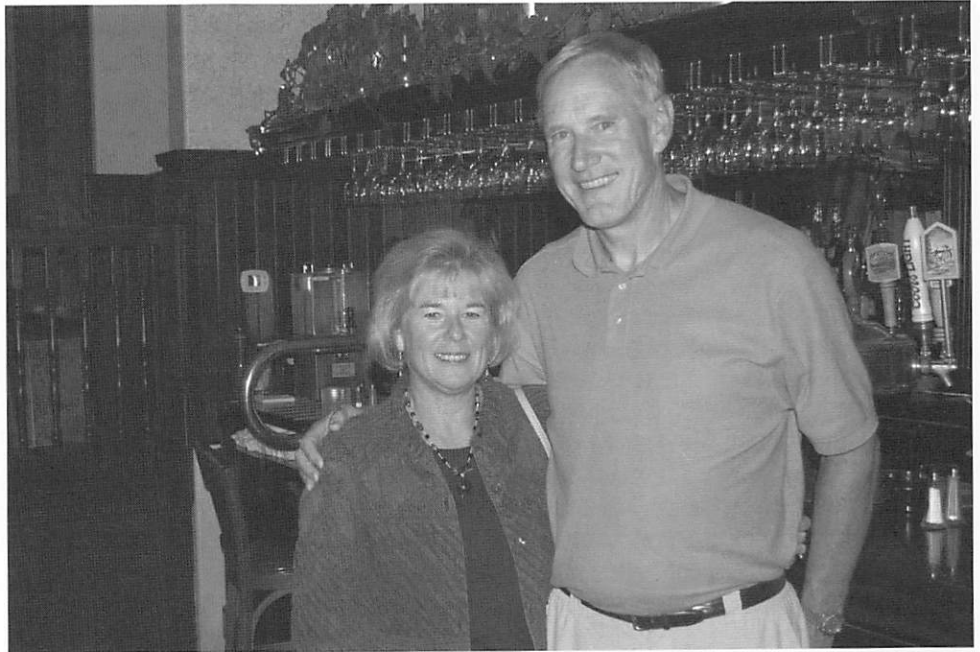
Denise and Don Peterson

Looking forward to two months of top-down driving

According to Don, Denise is the major Porsche nut in the family; she even surprised him one day while he was attending their daughter's tennis match by arriving in a 928 he didn't yet know they owned. Don and Denise have been members of ORPCA since 2002 when they purchased a new Boxster. Previous cars in addition to the aforementioned 928 were a 924 and a 944 and they have just recently purchased a Cayenne to compliment the Boxster.

Both Denise and Don are active in autocross, arrive and drives and the major tours like the Mille and Cabin Fever. While on the tours it is a constant battle to see who gets to drive first but they usually share the driving after the half-way point. Good Porsche Club members are always up for food and beverage and the Petersons try to attend every monthly Dinner Meeting. Both are planning on attending DE this summer to further enhance their driving skills.

Denise has just sold out her partnership in the family furniture business,



Denise and Don Peterson

Photo by Jim Ayers

Sparks Home Furnishings in Vancouver, to her brother. The business has been in the family for about 140 years. With the sale comes retirement from the retail

industry, which is planned for December. Don is retiring from the Vancouver School District at the end of the school year, having spent 37 years as a mathematics Teacher.

Retirement should provide more time to indulge in a game of golf, which they both love. Don admits neither of them is any good at golf, they just love to play it. Sounds like most of the golfers I have ever met. Denise enjoys gardening, making jewelry and taking care of the cars. Don prefers playing tennis three times a week, waterskiing when he can and crewing on a sailboat on the Columbia.

Their daughter Jenny now lives in Chandler, Arizona, a great place to get away from the winter rains of the Pacific Northwest. The plan for this winter includes taking both Porsches to Arizona for two months of top down driving. How much better can it get? ■



"If everything seems under control, you're just not going fast enough."

Mario Andretti

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 ...
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Ferrari, Porsche, Aston Martin, Bentley, Panofz, etc

RSVP by October 15 to president@oregonpca.org

**CLUB
EVENT**

Driver Education Days

Friday, October 27

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

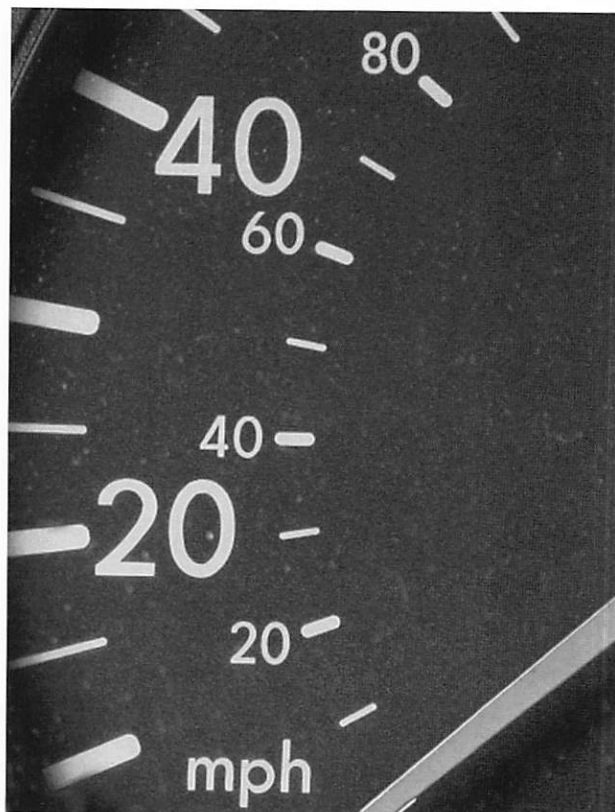
The pre-registration fee for this event is \$125, and the fee is \$175 for walk-in registration. We have implemented an online registration system we are using this year. You can access it by navigating to www.driverregistration.com, or better yet go the Driver Education page on the ORPCA website and 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.

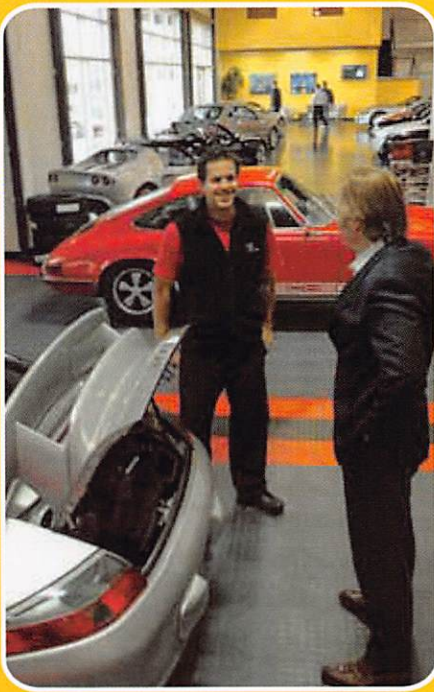
Pre-registration opens September 1 and closes October 20.

Hoping to see you at the track in October.

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

**CLUB
EVENT**





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."

Gran Prix Imports: Your Porsche Performance Resource in Portland

Gran Prix Imports is dedicated to meeting the needs of Porsche high-performance enthusiasts in the Greater Portland area.

The dealership has the staff and in-house capabilities to make performance repairs to your Porsche, and to perform the necessary pre-and post-track day inspections for those who participate in road course and autocross activities at Portland International Raceway.

Sign up for one of Gran Prix Imports upcoming events including upcoming sponsored track days – and while you're here get to know Joe Leggs, our new Porsche Master Technician.



Gran Prix Imports Events

September 9: Car show and silent auction benefitting the Boys & Girls Club of Oregon

September 9: 6:30 - 9:30 p.m. Martini social & unveiling of the all new "Spyker D12 Paris to Peking"



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Baxter Historic Races 2006

by Sue Hodge

It was another hot weekend of races but well worth coming out for: the Collector Car displays, for the fun of watching vintage cars go around in competition (albeit, not very fast) and for the support of your marque in your own car corral. The Porsche corral had a huge turn-out of beautiful cars again this year. This event has a different focus each year, which creates its own draw. For example, if you are a vintage motor-

to turn onto Clackamas River Drive. After I focused on the group, and as I began passing them I honked, stuck my hand out of the car and waved and got enthusiastic honks and waves back. There were at least 15 of them on their own tour. Very cool!

Saturday was qualifying in the morning, with the correctly named "Heat Races" in the afternoon. When I arrived I found Don Crawford (see the Rose

I CAME UPON A LINE-UP OF 914S WAITING TO TURN ... AS I BEGAN PASSING THEM I HONKED, STUCK MY HAND OUT OF THE CAR AND WAVED AND GOT ENTHUSIASTIC HONKS AND WAVES BACK. THEY WERE ON THEIR OWN TOUR. VERY COOL!

cycle fan, this was your year (motorcycles?). This is the first year I'd seen them.

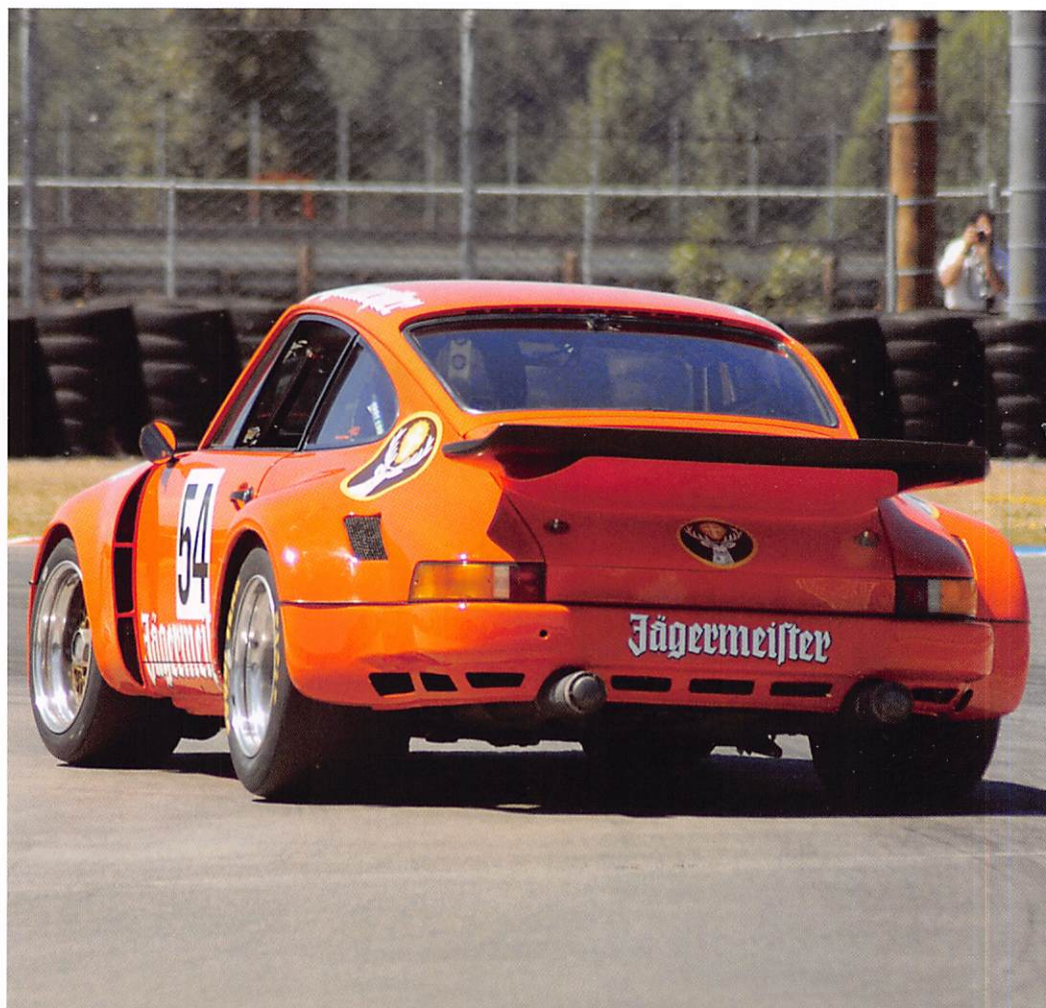
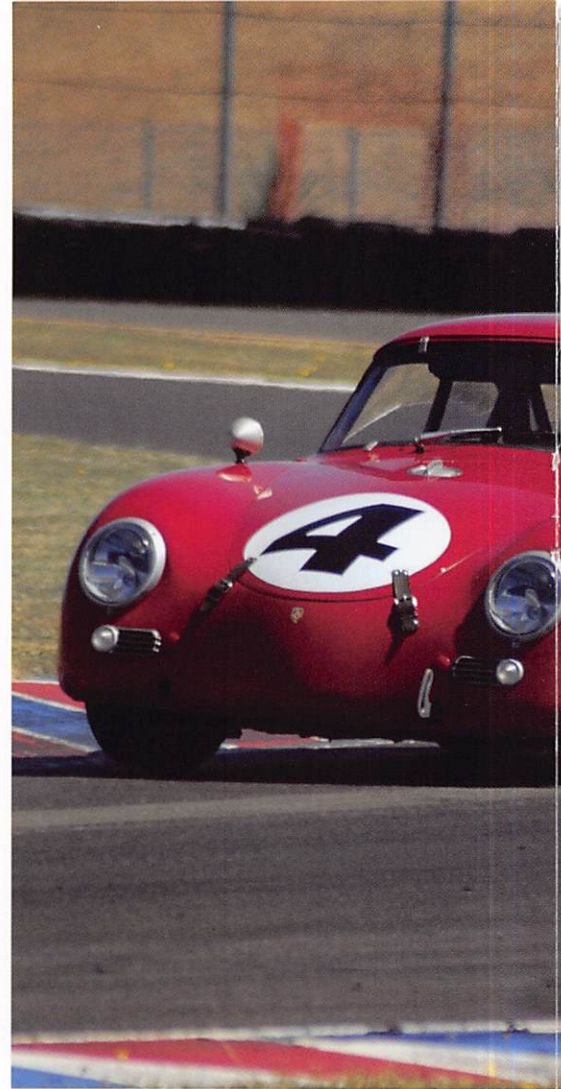
On the other hand, if you are a closet vintage Corvette nut (I know of at least one in ORPCA) this was your year too. The Corvette, called the first American sports car, was the featured marque. I missed seeing a Celebrity Master of Ceremonies this year. It would be hard to match or better Brian Redman from the 2005 event, however. I think the plan was to fill that void with a large showing of the legendary Allard cars, in a corral in prime real estate right up in front of the Goodyear Tower.

This was a car I knew nothing about, but what beautiful cars they are—similar to each other in design, and with almost as many revisions as Porsche. These cars were only produced for 11 years, with about 1,900 made, all based on 12 cars produced before the war. They were not designed with beauty in mind, however. That must have just happened. They were pure race cars, with American V-8 engines, in a light frame. One of the cars at the show was owned by Clark Gable and wonderfully maintained since 1953.

On Saturday I headed out to the track a little later than I had planned. In spite of that, I knew it was going to be a good day when, at the last light before hopping onto 205 to sprint out to PIR, I came upon a whole line-up of beautifully turned out 914s. They were waiting

Cups write-up) bent over his "broken" Haggispeed that had just been towed back to their spot. With the help of other Vintage racers and their mechanics he hoped to get it running in time to do the Heat Race in the afternoon

(Continued on page 18)





Below, photo by Jim Hosford; all others by Kathy Cosgrove-Jones



BAXTER HISTORICS

(Continued from page 17)

(he did and was running in first position after the warm-up late Sunday morning). Don was the guy to watch, coming from WAY in the back due to his mechanical troubles and running a fantastic race. Monte Shelton brought another car to this race—a 1965 Ginetta. Legends (cars and people) abound at the Historics. Parker Johnstone was competing in Group 3 in a 1988 Spice, considered an “FIA Sports Racing Car.” I also made it a point to watch the Vmoto Group run (the vintage motorcycles). That was fun to watch. I used to really enjoy being a passenger on a motorcycle—must have been in a previous life as now I find I can’t help but flash on what would happen to these people in a serious accident. They do, apparently, wear some plates and things underneath their leathers in competition.

Of course, I had to visit the Food and Wine Pavilion at least one day. This is the 5th year of the event’s affiliation with the Children’s Cancer Association. It is Fred Meyer now and before that it was

Zupan’s Markets sponsoring the pavilion. It provides attendees an opportunity to also donate to this great cause while enjoying an offering of local wine (mediocre) and microbrews (OK) and a large spread of pretty good food offerings donated by and available at Fred Meyers stores. And it still is a decent deal at \$15. per person. This year I got

the chance to sit and chat with some ORPCA friends for an hour or so that I don’t get the opportunity to spend time with very often anymore. You know the refrain: Food, wine and a tent to keep the heat of the sun out: \$15; good, uninterrupted conversation with friends: Priceless! ■

Photo by Kathy Cosgrove-Jones.



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Porsches at Sunset

Story and photos by Kelly Dionne

It is another beautiful summer evening and you know there's excitement in the air. In a couple of days, Portland International Raceway will come alive with the American Le Mans Series and most Porsche fans are awaiting their first glimpse of the Porsche RS Spyder.

Tonight, Sunset Imports has invited their Porsche and Audi clients for an enjoyable evening of car viewing, fine beverages and delectable buffets. As in good taste, the participants are greeted by numerous valets, but the drivers eyes aren't bothered by handing the keys of their \$100,000 Porsche to a young valet. Their eyes have been fixated on the golden RS Spyder and silver R10 Audi parked in front of their perspective dealers. This is going to be a great evening.

This fan made a bee-line to Porsche's newest race car in their line up, but I had to contain my excitement just a little bit. I sauntered over to the new Cayennes and Boxsters, but I just could not resist heading over to the RS Spyder. My pace slowed as my mind drew me back to ABC's Wild World of Sports when my father and I watched the battle of the titans as Porsche's 917 squared off against Ferrari's 512S. Today, the clash is Porsche vs. Audi and both cars are here tonight. As I stroll around the Spyder, surrounded by a velvet rope, I am greeted by the ever so dapper Porsche Sales Manager, Gregg Lawrence. He could see my beaming radiance and said to me what everyone there was thinking,



"Pretty incredible, isn't it?" Gregg introduced me to the Penske racing team, who were showcasing their sublime beauty. After a long discussion about racing, your editor was invited to Charlotte, North Carolina and Penske's 450,000 square foot 'shop' to do a featured article for the Anzeiger ... I will definitely take them up on that offer. The other big surprise of the evening was when team manger Jeff Swartwout mentioned that they had never displayed the RS Spyder with a Porsche dealer before. Sunset Imports had pulled off a first and I am quite sure they have set precedence for Porsche, their race team and their dealers around the U.S.

The ORPCA fans were out in droves and one could have sworn it was really

one of our events. Then it happened. The velvet ropes came down and Warner Lowe climbed into the cockpit of the RS Spyder. I don't think Warner's smile has ever been that big!

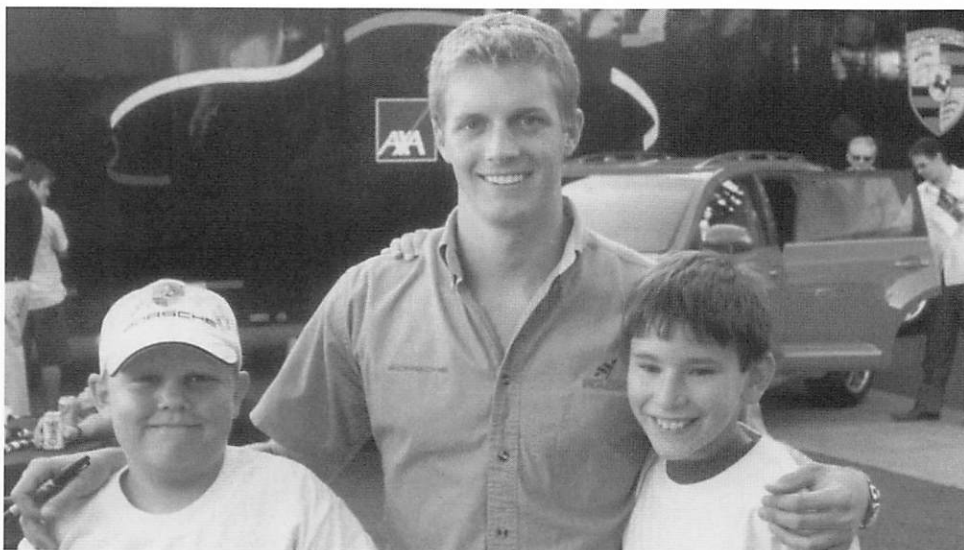
Also on hand for the evening was the AXA Equitable 2005 GT3 from Jon Groom Racing. Their pilot, Lawson, was on hand to talk about the car and provide some fun photo ops. Lawson, by the way, is a senior at Vanderbilt University, majoring in Mechanical Engineering and Mathematics. I'm sure we will see more of this impressive young lad in the near future.

The incredible buffet of shrimp, salmon and prime rib was being replaced with chocolate delicacies. Laughter and smiles were abounded and everyone knew this was an evening to remember.

I and the 1,000 plus participants to this special evening would like to thank John Woo and his incredible team at Sunset Imports. They have truly raised the bar in regards to Porsche gatherings. Also, thanks goes to the Penske and Jon Groom racing teams for giving up their evening, to make ours.

As the sun began to set, one could see that single ray beam; cast out over our marque we call Porsche.

By the way, I ventured over to the Audi side to witness the indefatigable R10. All I can say is "What a COOL car!" ■



PRESIDENT'S MESSAGE

(Continued from page 4)

This month, don't miss one of our best driving events, the three day Sunriver Exotic Car Show and Tour on September 15 through the 17. We start with an

exciting drive from Portland to Sunriver on Friday, a car show on Saturday, and finish the weekend with the famous Sunriver Sunday Dash and barbeque.

Happy Trails,
Jeff
president@oregonpca.org ■

AMERICAN LE MANS

(Continued from page 11)

settling into the fifth spot fairly comfortably. Fifty minutes into the race the #7 Spyder, driven by Romain Dumas, made contact with one of the Lolas that was trying to pass and both cars spun. Dumas got the worst of it when he hit the tire wall hard, taking a chunk out of it and doing serious damage to the left rear of the car. The Spyder was out of the race for about a half an hour taking care of the body damage and replacing the radiator. It limped back into the race only to go out again shortly thereafter to replace the entire exhaust system. At this point, only Lucas Luhr in the other Spyder was a viable challenger to the Audis and Lolas for the remainder of the race. With less than an hour to go, the overall leader (#2 Audi, driven by Allan McNish) went into the pits for a routine stop and Luhr took the race lead in the #6. A whole bunch of us stood up and cheered in spite of the oppressive heat. Another visit to the pits changed the status again about 20 minutes later. At 8:45 Luhr's #6 left the race with engine fail-

ure. So at the end of the race, the standings were at about the same place they were at the beginning: McNish in the #2

I ENJOYED WATCHING A COUPLE OF PORSCHE'S COMPETE IN THIS RACE. IT WAS FUN ... IT WAS A NEW EVENT TO MOST, IT WAS COOLER AND I FELT LIKE THE COMMENTARY WAS UNRESTRICTED.

Audi was first, the other Audi was 2nd, then came the two Dyson Lolas and finally... another Lola driven by Liz Halliday took the fifth place spot that would have belonged to Luhr had his engine not failed in the last five minutes of the race.

I had so much fun I came back on Sunday morning to catch the final event of the weekend, the USA Touring Competition. I was curious as to what this was all about, and enjoyed watching a couple of Porsches compete in this race. It was fun, as there were many fewer spectators, it was a new event to most, it was cooler and I felt like the commentary was unrestricted compared

to comments that would have been televised in a bunch of countries around the world. One of the Porsche drivers, Eric

Kraus, got Rookie of the Race award. The other Porsche was a 968 who just happened to start in the back of the pack due to not showing up for qualifying, I believe. At any rate, he was in seventh position by the finish of the first lap, sixth on the second lap, fifth on the third and then held it at about that point for the rest of the race. The race was also fun due to MANY off track excursions. The race was dominated by something called an EVO Mitsubishi. Is that one of these electric powered vehicles I've been hearing about? I will have to do some more homework ... ■

THE OVERALL LEADER WENT INTO THE PITS FOR A ROUTINE STOP AND LUHR TOOK THE RACE LEAD IN THE #6. A WHOLE BUNCH OF US STOOD UP AND CHEERED IN SPITE OF THE OPPRESSIVE HEAT.

Below left: photo by Gregg Hodge; Below: photo by Jim Ayers.



An Old Diehard goes New

by Bob Schatz

After breaking down and buying a 'New Tech' car, this old tech Porsche enthusiast found a story. (Thanks, Jim, for the intro)

I have been driving a 1977 911S for the past years years—my first Porsche. I love the car because I can feel the road and hear the engine. It took me the past six months to finally make my mind agree with itself that buying a newer Porsche is the right thing to do. I purchased a Black 2001 Boxster S. I have a feeling it will take me a few months to really get the feel of things.

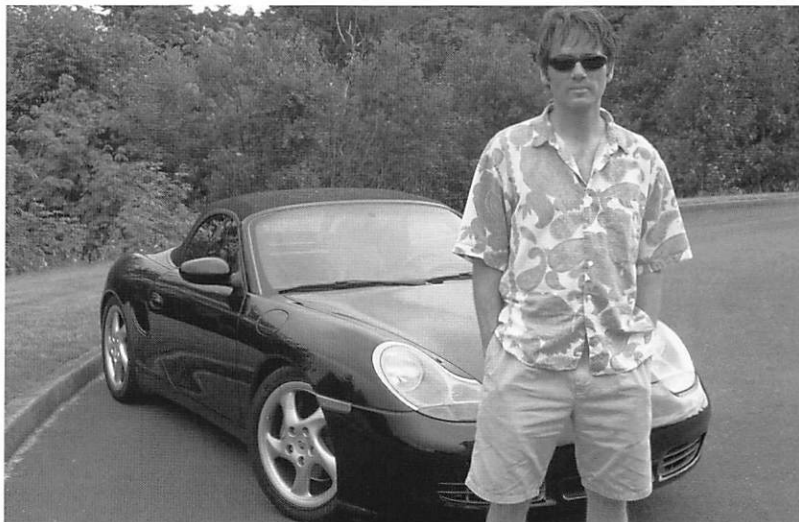
First thing that had to be done was to purchase a new battery, as the old one was working a bit sluggish and the last thing I wanted to do was be out in the Gorge on some twisty road and have the car not start because I had just put the top up or down. I went to my local battery shop and had them put in a new battery, took about nine minutes, cost about \$100. It was so simple I hardly noticed I stopped. Little did I know that when a battery is disconnected from a Porsche radio that the security code needs to be reset. I soon found out that I did not have the security code card. Apparently the resolve is to bring the car to Sunset and have them pull the radio and find a number and make a

phone call—funny how the security system to stop the radio from being stolen is keeping me from enjoying the radio.

Other than that issue, the car is “over-the-top” exhilarating. I have yet to really find out what it can do. That’s what the track is for; can’t wait! It is still difficult for me to not have that roar of the engine to guide me through the gears but I am getting used to it, however the aftermarket muffler helps. One thing I noticed is the car handles better (duh). What I mean is when I drove the 911S, I was able to go around a corner and give it some gas and kick the back end around for some fun. With the Boxster, I have yet to get the back end to kick

around. When I try to kick the back end out, the Boxster does this trick where it turns like it is on a turnstile; it’s like it just pivots around the corner. It is really a strange feeling because I am not sure exactly how to control it, but the car ends up facing the right direction. Then as I step on the gas, the jet engine sound comes out of the back while I seem to power glide over the asphalt. I have to constantly watch the gauges to tell if I am going fast or not, actually to see if I am going fast or really fast. Maybe that is why the car comes with two speedometers.

Congratulations, Jim, on your new Boxster, and we’ll see you at the track. ■



Security suggestion ...

Next time you come home for the night and you go to put your keys away, think of this:

It's a security alarm system that you probably already have and requires no installation.

Start keeping your car keys next to your bed on the night stand when you go to bed at night.

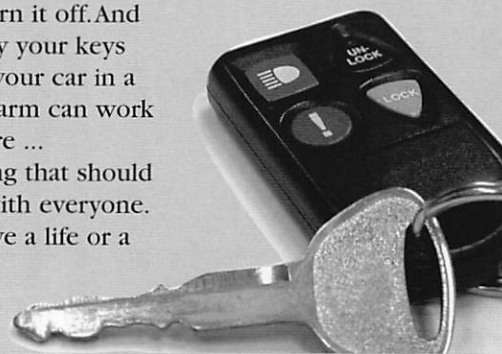
If you think someone is trying to get into your house, or if you hear a noise outside your house, just press the panic alarm on your car key chain. Test it! It will go off from most everywhere inside your house and will keep honking until your battery runs down or until you reset it with the button on the key fob chain. It works if you park in your driveway or garage.

If your car alarm goes off when someone is trying to break in your house, odds are the burglar or rapist won't

stick around...after a few seconds all the neighbors will be looking out their windows to see who is out there, and sure enough, the criminal won't want that.

Try yours to make sure it works before you rely on it. Just know that you must press the alarm button again to turn it off. And remember to carry your keys while walking to your car in a parking lot. The alarm can work the same way there ...

This is something that should really be shared with everyone. Maybe it could save a life or a prevent a crime.



EDITOR'S MESSAGE

(Continued from page 4)

your butt puckering in your seat as you hit your apex and go through a corner faster than you could have ever imagine, IS a sensation you will never forget. The opportunity is out there and your club has made it possible...TAKE IT!

As your new editor, I am highly encouraged with the email articles I

have received. Please, please, write down your experiences (believe me ... even if you feel you can't write, the talented proofreader of the Anzeiger will make you look like Peter Linsky) and send them in. This is your club and we want to hear from you, because your experiences are the heart and soul of

this organization - let your mind go and your fingers fly.

Mit Besten Grüßen,

Executive Editor
Kelly Dionne
503.906.7929
porsche@my180.net ■

Announcing the Anzeiger Cover Photo Contest!

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 Kelly Dionne,
editor@oregonpca.org



Fast and furious, Part ? July Autocross

by Jim Ayers

Tuner cars, no way; fast cars, furious drivers, way! What a great way to spend part of your Fourth of July weekend. No barbecue ... No beer, just fast cars and good friends.

Gary Chapman took his first shot at designing an autocross circuit and did a remarkable job of it, considering all of the Kibitzers changes to his original course.

Speaking of Gary, his new high-horsepower, skinny-tired 914-6, without flares,

came in a close second to Britain Smith driving J.P. Stein's heavy hitter 914-6 that has fat rubber and big flares. Two-tenths of a second is a pretty tight competition. Even the "Old Sage" Mr. Stein was in the fray, coming in a scant .3 behind Gary. The only thing keeping the top five positions from being a 914-6 sweep was Doug Barrett's new-to-him shiny, red GT-3.

ESCRGO and the Green Weapon duked it out with the snail getting to

within .4 seconds of the green machine. Better watch out Joel, "old men" can bite.

All in all, a good level of competition was had; with times being very close in all classes.

Given all of the work everyone is putting into the upcoming Parade Portland, some articles may seem to be a bit brief; there is only so much time in the day. ■

July Autocross Results*

Pos.	Driver	Car Model	Raw Time
1	Britain Smith	1974 914-6	44.051
2	Gary Chapman	2122 1/3	44.252
3	JP Stein	1974 914-6	44.577
4	Doug Barrett	2004 GT3	45.682
5	Trevor Rice	1974 914	45.687
6	Jolene Williams	2004 996	46.472
7	Eric Freedle	1986 911	46.791
8	Jim Pileggi	1984 991	46.902
9	Tom Pavlik	2001 Boxster S	46.926
10	Tom Karwin	2005 Boxster	46.949
11	Joel Siegersma	1966 911	47.206
12	Jeff Gretz	1997 993	47.556
13	Jim Ayers	1976 911	47.606
14	Barry Cogut	2004 996	48.306
15	Harry Danberg	1973 911T	48.578
16	Larry Rinehart	1988 944	48.767
17	Lon Jackson	1983 944	48.847
18	Brooks Berardi	1999 Carera	49.067
19	James Prouty	1995 Carrera	49.08
20	Dick Thomas	2001 Carrera 4	49.697
21	Don Peterson	2002 Boxster	49.707
22	Gerard Berardi	1999 911	49.986
23	Pamela Chapman	1973 914	50.262
24	Jim Chambers	1970 914	50.284
25	Brian Brock	2000 Boxster S	50.368
26	Bruce Dunlap	1987 911	51.131
27	Jeanie Gretz	1997 993	51.221
28	Bob Ellis	1979 911 SC	51.807
29	Catey Stettiner	2003 Turbo	52.171
30	Veronica Brock	2000 Boxster S	52.188
31	Kathleen Ellis	1979 911 SC	52.279
32	Denise Peterson	2002 Boxster	53.816
33	Mark Mills	1973 914	DNS
34	Scott Mills	1982 911SC	DNS
35	Tom Pavlik	2001 Boxster S	DNS

*Porsche results only

Welcome New Members

Don & Donna Bell
2003 Boxster
Sunriver, OR

David C. & Scott Dannenhold
1986 911
Oregon City, OR

Kelly J. & Marilee Dionne
2000 Boxster & 1968 912
Coeur d'Alene, ID

Jack L. & Sally Jorgenson
1957 356
Portland, OR

Joan & Ted Rodgers
1988 911 & 1957 911
Dayton, OR

Anniversaries

25 Year Anniversary

Robert J. Rand
Claudia J. Rand



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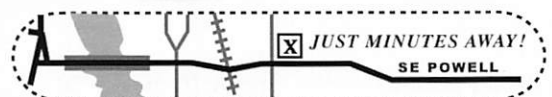
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Include a check made payable to Oregon Region PCA with the ad text. Placement of non-member classified ads depend on the availability of space after all member ads have been included. All ads must be submitted to the classifieds editor by the 15th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

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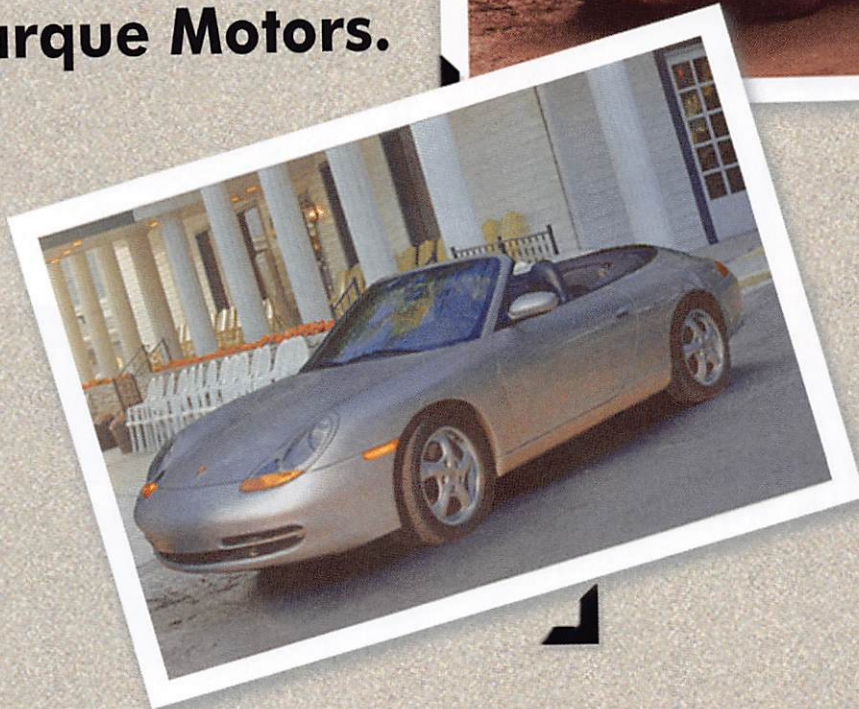
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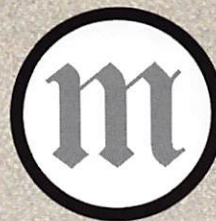


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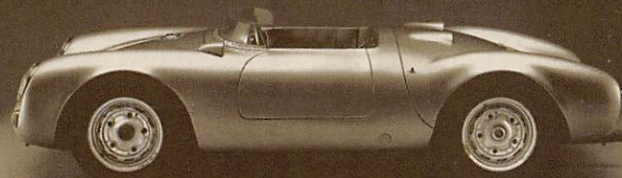
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