



Anzeiger

SEPTEMBER 2007

Oregon Region Porsche Club of America

IN THIS ISSUE

Porsche Parade San Diego

Portland's Historic Races



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WHO CARE ABOUT CARS.



BMW



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Anzeiger

(an' zī ger), noun, German

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

EXECUTIVE EDITOR
Jim Ayers
503.292.5743
editor@oregonpca.org

MARKETING MANAGER
Tom Pavlik
503.522.9409
tom.pavlik@comcast.net

ASSISTANT EDITOR
Chris Rotvik
503.730.5899
chris.rotvik@comcast.net

CONTRIBUTING EDITORS
Peter Linsky
503.644.2709
contributor@oregonpca.org

GRAPHIC DESIGNER
Nancy Scott, Engrafx Design
503.997.2230
engrafx@comcast.net

Tom Pavlik
503.522.9409
tom.pavlik@comcast.net

PRODUCTION COORDINATOR
Earl Green
503.330.2227
earl@millennium-graphics.com

TECHNICAL EDITOR
Don Clinkinbeard
503.970.4848
techeditor@oregonpca.org

Board of Directors

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

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

VICE PRESIDENT
Kathleen Ellis
503.720.0184
vicepresident@oregonpca.org

BOARD MEMBERS AT LARGE
Kevin Neary
24700 SW Valley View Rd.
West Linn, OR 97068
503.655.9293
kneary@erac.com

SECRETARY
Eric Freedle
2585 SW 75th Terrace
Portland, OR 97225
503.384.0453
secretary@oregonpca.org

Bill Shores
15130 SW Village Lane
Beaverton, OR 97007
503.646.2431
bill@billshores.com

TREASURER
Jim North
1025 NW Couch #1114
Portland, OR 97209
treasurer@oregonpca.org

PCA ZONE 6 REP
Linda Bein
porsha@bendnet.com

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SEPTEMBER 2007

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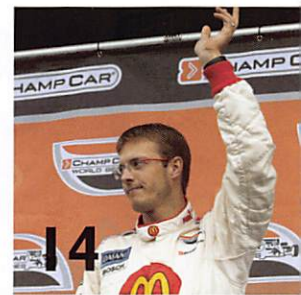
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ON THE COVER

A flachbau or "slantnose" 930 at 2008's Forest Grove Concours d'Elegance. Photo by Peter Linsky.

**FROM
THE
PRESIDENT**
Chuck West

There and Back Again



This year, I was excited to go to Parade! After two years of angst preparing for last year's Parade autocross, I was ready to relax for an entire Parade and maybe I'd even volunteer to help with an event. Just maybe.

Since I intended to compete in the Parade's autocross this year, I packed for my drive to San Diego accordingly. I even added a new tool to the ones I normally carry—an ice pick. This would be an essential tool for my journey south in the GT3.

One of the great joys of the GT3 is running up through the gears, turning the tachometer and speedometer clockwise in very rapid fashion. So as I get on I-5 at mile marker 290, I proceed to do just that—all the way through first

gear. Why would I possibly want to go through the rest of the gears when I just exceeded the speed limit in first? Let me think—

Now for the ice pick. As soon as I've locked on the cruise control, near the posted speed limit in sixth, I reached for the ice pick. A couple of quick thrusts through my upper eyelid into the "thrill" part of my brain and I'm good to go for the 1,100 mile journey. These low-cost lobotomy kits are the only way to go! It's also comforting to know that there are legions of souls out there in blue uniforms endeavoring to make sure that I don't hurt myself through the use of excessive speed, should the lobotomy not take.

Arriving in the LA basin during the commute hours, I spend three hours covering 45 miles; the GT3 handles this far better than I do. But with a quick blast down I-5 to Oceanside, moving with the flow of traffic (of course!), I begin to smile. When not in the middle of rush hour, keeping up with traffic means 85 mph!

Parade was great, as usual, with loads of events and lots of nice people who "speak Porsche" fluently. I've brought many fond memories of San Diego from my Navy days and I'm not disappointed, although they sure have planted lots
(Continued on page 22)

**FROM
THE
EDITOR**
Jim Ayers

The Joy of Moving



Kate and I put our house on the market a few months ago. Those of you who have been to our house know it was a bit odd: one bedroom (but with two full baths!) on two and a half Multnomah County acres with passive solar heating (in western Oregon?), miles of deck, and no paved access. We thought it would take some time to sell. Wrong.

Who in their right mind would just jump up and buy it? Eight years ago it was us; this year it was a couple from Jakarta, Indonesia. In this case, the mis-sus—a high-ranking manager for Nike's Asian operations—bought it with her cash savings. Nice, but just one problem: she and her husband were only

going to be in the states for 15 days and needed to close by the 10th of July. The new owners would gladly rent the house back to us for as long as we wanted at only \$162 per day, darn near \$5,000 a month. From the description alone you know how ridiculous that amount was!

Undaunted, Kate and I set out to find the home we wanted: one we could

move into quickly, one that wasn't new construction, wasn't in Multnomah County, one that didn't depend on the sun for heat, on a paved street, and had at least a 3-car garage. What's amazing is that we found the home of our dreams at our first stop of the day, the owner willing to move out when ever we needed her to!

Now for the other worst half of the move: unpacking and putting away. Kate and I thought we had done a great job of paring down but you would never know if from all the boxes left to unpack. While I'm really glad to have a 3-car garage, we've been here a week and I can only get one car in. Seniority
(Continued on page 22)

Oregon Region Events 2007



September

- 1 Arrive & Drive
- 4 Board Meeting
- 5-9 The One Way Out Tour
- 8 Sunset Imports' Porsche Swap Meet
- 14-16 Sunriver Exotic Car Show
- 16 Autocross
- 19 Monthly Social and Dinner
- 20 Anzeiger Editorial Deadline for November
- 22 Pro Drive Car Control and Vehicle Dynamics Course

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

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

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.

Wanted, Dead or Alive

Preferably Alive

Unknown person who knows what the letters HTML stand for and how to use them. Someone with more than a passing understanding of Microsoft FrontPage and how to properly apply it to our website. Be the one thousands wish they could be: ORPCA webmaster.

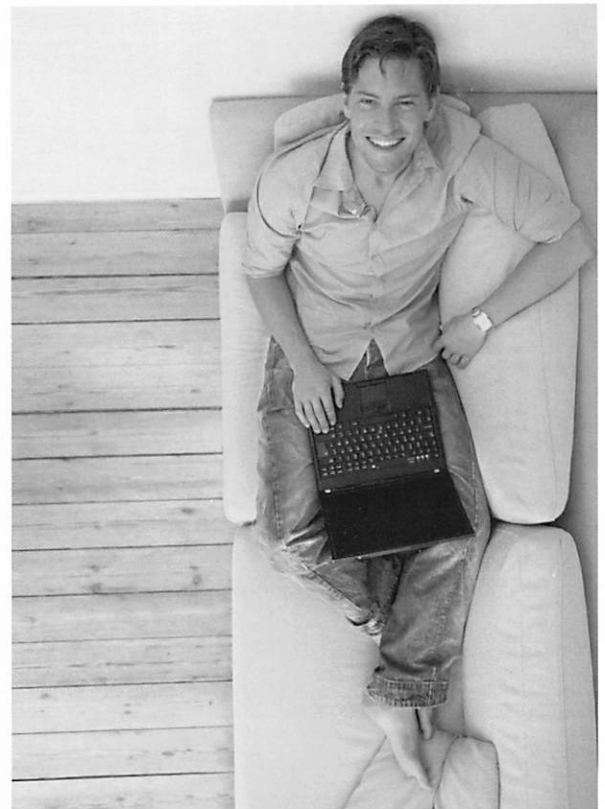
Compensation:

Nothing at all, unless you consider seeing your name listed in *Anzeiger* and on the website as compensation. You might also be invited to the annual volunteer recognition party.

Hours and work environment:

Flexible hours in the comfort of your own home

Interest parties contact Kathleen Ellis, (503) 720-0184
vicepresident@oregonpca.org



Arrive & Drive

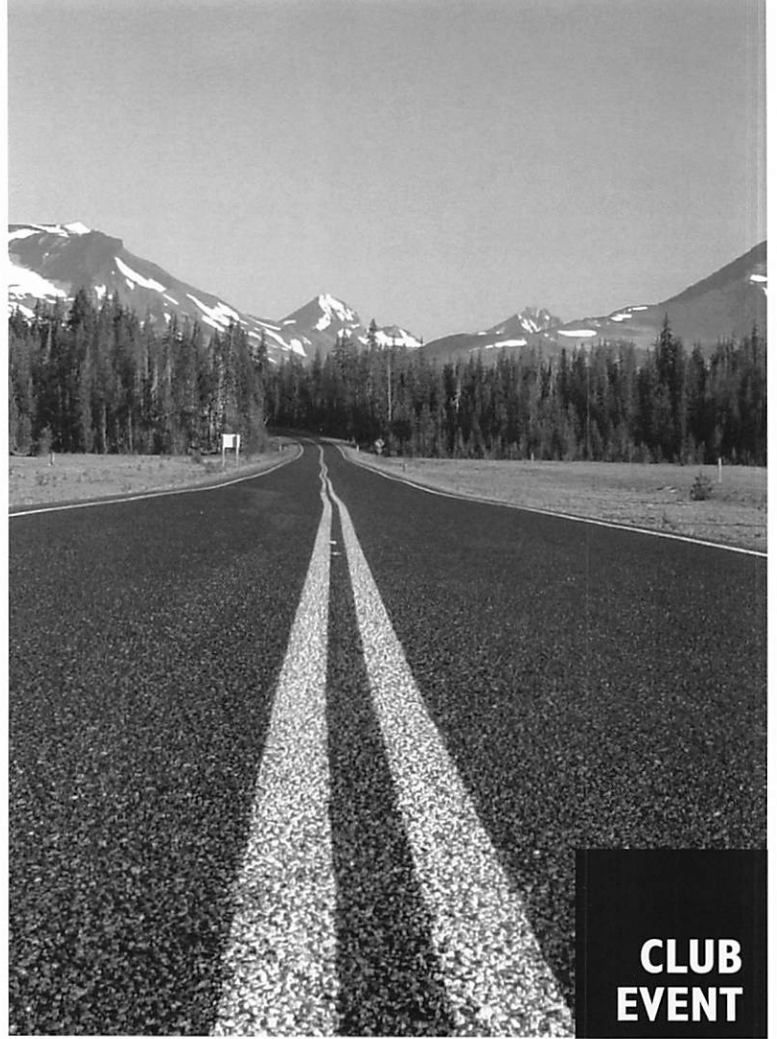
Saturday, September 1

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 (Sunday in August), each tour is roughly 100 miles and three hours long. It's a fabulous way to kick off the weekend.

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 8:55 am. A brief meeting to cover the route takes place at 9:00 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.

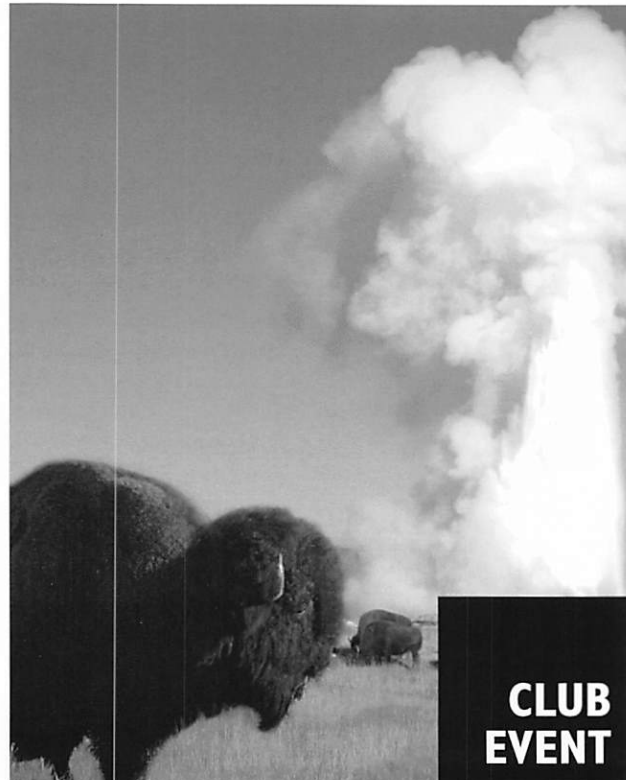
Call Eric Freedle at (503) 384-0453 for details, or send an e-mail to mmooter@aol.com.



**CLUB
EVENT**

The First Annual One Way Out Tour

September 5 - 9



**CLUB
EVENT**

This year's inaugural One Way Out Tour, the last major tour of the season, offers up a unique style and destination: Tourmeister John Johansen will guide us in a 3-day organized tour to Jackson, Wyoming and Yellowstone Park ... leaving the return route and timing open to your own personal whim.

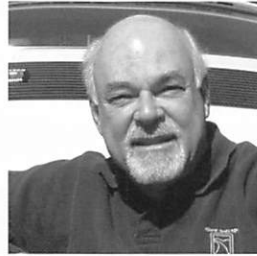
The tour begins in The Dalles, Oregon, with check-in at 6:00 pm September 5th at the Comfort Inn. Room rates for the evening will be \$80 to \$90. On September 6th we'll drive Highway 12 through Walla Walla, Washington and take Highway 95 from Lewiston to McCall, Idaho and the Tamarack Resort at Osprey Lodge for the evening's dinner and overnight stay. The room rate for the evening will be \$189.

On the 7th we'll say goodbye to McCall, driving scenic backroads to Stanley and over Galena summit to the Sun Valley Lodge (\$249 for the evening's stay).

September 8th brings a choice of route for the drive to Jackson, Wyoming, and two nights at the Best Western Jackson Hole, with a room rate of \$160 per night. A more direct route is offered for those planning to tour Yellowstone Park on their own after our final overnight stay in Jackson. An optional long route passes through Yellowstone Park en route to our Jackson overnight. Both routes will provide a wonderful driving experience.

Tour cost is \$100. Contact John Johansen, event chair, at (503) 708-6046, john4pdx@aol.com.

**STILL
PLAYS
WITH CARS**
Peter Linsky



Let the Buyer—or TV Viewer—Beware

Most Porsche purchases tend to be of the fairly local variety. That is, one will buy a new car from a dealer in this or a nearby state—or if the car is used, it's often a car that the prospective buyer is familiar with or it belongs to a friend, neighbor, or fellow club member. When there's a greater degree of separation, such as a car being offered on eBay or in a far-distant city, a buyer's antennae had better be in full-alert position. Over the past couple of months, I'd been reading on a Porsche Registry website about some early 911s that were purchased by a Swiss gentleman, apparently a dealer, from an American seller (US cars tend to be better maintained than their European counterparts). According to the unhappy buyer, the cars were advertised as nice and solid with few problems for their age and mileage and the prices seemed fair. The buyer sent the seller a considerable amount of money to close the deal. When the cars arrived, says the seller, they turned out to be rust buckets, costing much more to repair than they were worth. Of course, there's another side to the tale; the seller says he did not misrepresent the cars and also pointed out that the buyer did not invest in a pre-purchase inspection, which might have warned him off or at least allowed him some leverage in price negotiation. The

THE BUYER'S FAILURE TO OBTAIN PRE-PURCHASE INSPECTIONS WAS A MAJOR MISTAKE. OTHERS SAY THEY'VE MADE THAT ERROR AS WELL AND NOW UNDERSTAND THE MEANING OF CAVEAT EMPTOR.

seller did refund some of the purchase price. The consensus of Registry members who commented on the dispute was that the buyer's failure to obtain pre-purchase inspections was a major mistake. Others say they've made that error as well and now understand the



meaning of Caveat Emptor. Let us all keep it in mind when we go shopping.

Is NASCAR killing its own Golden Goose? This spring, Tony Stewart, one of stock car racing's more talented drivers, dared to question whether the Nextel Cup series was being manipulated. Stewart publicly alleged that NASCAR's notorious late yellow-flag cau-

tion periods for on-track debris were fraudulent, intended only to bunch up the field and create exciting restarts near the end of a race. Even television commentators had tossed out comments questioning the need for such late-race yellows and camera directors worried

that they might not be able to find the debris in question. NASCAR immediately called Stewart on the carpet, chewed him out, fined him, and told him to keep his mouth shut. Stewart quickly apologized but pointedly stated that the races were "entertainment" and should be seen as such. Tony took a big chance biting the hand that helps provide him a living but his point is well-taken. Is stock car racing at the highest level still racing or has it devolved into simple entertainment ... like professional wrestling? Let's hope this disease never touches our part of the sport.

Web site of the month: www.sports-carpros.com. You'll find great commentary by noted American racer and collector Kerry Morse along with Michael and Andrew Cotton, all familiar names to the Porsche community.

Until next month, drive safely! ■

Sunriver Exotic Car Show

September 14-16

Once again, the Sunriver Chamber of Commerce has invited us to join the BMW, Corvette, Ferrari, Jaguar and Mercedes clubs in one of the year's favorite events held at one of the premier resorts in Oregon. Don't miss it!

Friday Join the optional tour that leaves Portland at 9 am with stops for lunch and then at Carrera Motors in Bend, where their detail shop will be available for cleaning our cars. Or make your own way to Sunriver.

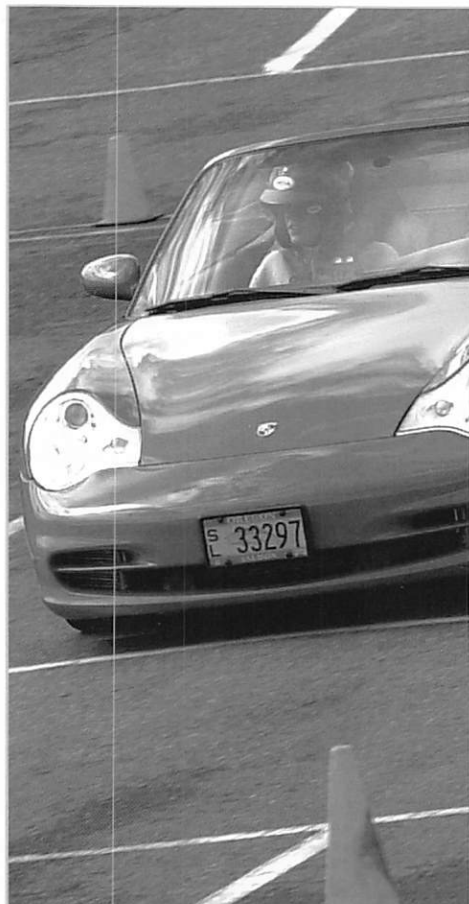
Saturday Put your Porsche in the Sunriver Exotic Car Show, held at the Sunriver Resort. Relax, it's not a concours, just a shine and show, with your choice of the traditional judging or display only. This year we will be hosting lunch at the concours. Finally, enjoy a great banquet held at the Sunriver Resort. Cheer the winners of the car show and other competitions in a very unconventional 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, doing what our cars are meant for: spirited driving! Finish it all off with a fantastic lunch at the end of the Dash, then take your favorite route home.

Lodging Rent a room from the Sunriver Lodge. We've negotiated a special rate so be sure to mention the Collector Car Show when you register. You can also get a rental house with a small group of friends (our rental agents group can assist in matching you with other car enthusiasts).

Event cost is \$75/person.

To register contact Barbara Grayson at
barbara@consolidatedautoworks.com or (503) 246-8477



Autocross 2007

Sunday, September 16

Autocross is a great way to have fun, improve your driving technique, discover your car's cornering and braking limits, and gain confidence. You'll race solo against the clock over a temporary course, marked by traffic cones, designed to test your car handling skills and the limits of your car. With most of the course being taken in first or second gear, speeds are kept down, usually below 50 mph. Come to set a personal best time, or just to watch.

The cost is \$30 if you register in advance at orpca.motorsportsreg.com. All events take place at Portland International Raceway's south paddock. Gates open at 7:00 am for walk-up registration (\$40) and technical inspection. All cars must be registered

and inspected by the mandatory 8:30 am drivers meeting. Helmets are available for first-time drivers and instruction is available for anyone. For the full details, please go to www.oregonpca.org.

AMATEUR WRENCH Don Clinkinbeard



Was the Devil in the Details?

You may recall that the Determinator sprung a leak during the June 22nd DE day, oiling the right side tires and causing Ian to spin. We've since managed to find source of the oil leak, a freeze plug in the main oil galley on the front of the engine. It's not too hard to fix, but it's happened before—so why again?

We took a look at the freeze plugs I had used (a spare leftover from engine assembly) and compared it with a factory part from Sunset Porsche. Although the same diameter, the aftermarket plugs used were not nearly as deep as the factory plug and the coating on the mild steel used to make the aftermarket plug was substantially different. The aftermarket coating was smooth and shiny while the factory part was spikey and gripped your fingers much better. HmmmAfter removing the belts and the water pump on the front of the engine (the oil galley is behind the water pump), we installed the new plug. Following the factory service manual, we used Loctite high-strength, high-temperature thread locker to help install and seal the new plug.

I replaced the power steering pump—which also failed at PIR in June—as well as the seals on the pressure line as they had been seeping a bit



AFTER SO MANY YEARS OF STRUGGLING WITH ENGINE RELIABILITY, IT'S NICE TO BE DOING THE SMALL MAINTENANCE ON MY CAR AND CATCHING UP ON THE DETAILS. I HOPE THE TREND CONTINUES.

before that incident. I'm thinking I may have put the wrong power steering fluid in the car (Bad mechanic! Bad!), contributing to the failure, but the containers have been recycled so I can't confirm this. This time around I went with the factory fluid spec.

I had A-n-T Tire and Wheel install new BFGoodrich g-Force R1s as Ian's spin flat-spotted the Kumho Ecsta 712s I had on the car. After examining the wear patterns on the Kumhos, A-n-T's Garth Ankeny recommended I also have the alignment reset. As a starting point, Kurt Leipzig at Marque Motors aligned the

car with negative 3.5 degrees camber all around.

Since Debbie and I are heading up to Seattle for the BMW CCA's DE event at Pacific Raceways, a pre-event mechanical inspection was needed within 30 days of the event. If you are an instructor they allow you to do it yourself but with all the changes to the car it seemed to be a good idea to have the inspection done by a second set of eyes. Eddie Nakato, who runs the tech inspection program for our DE days and is a partner in AR Auto Service, stepped up and took a look at my car. Nothing really big was out of place but he did notice that my turbo oil return line was seeping at the oil pan connection, the pan gasket was wet and the left front control arm bushings seemed to be a little loose (when he yanked the control arm towards the front or back of the car there was a small clunking noise).

Once home, I pulled the driver side control arm off the car and, yes indeed, my monoball suspension bushings were a little loose. I called the Racers Edge—where I had purchased the units almost 5 years ago—and after some consultation with Karl Poeltl, the company owner and 944 club racer, I sent them off to be inspected. Karl turned the inspection and rebuild/replacement around the same day he received them and the new bits arrived only four days after I had shipped them!

After so many years of struggling with engine reliability, it's nice to be doing the small maintenance on my car and catching up on the details. I hope the trend continues. ■

September Social and Dinner

Wednesday, September 19

Buffalo Gap

6835 SW Macadam Avenue
Portland
(503) 244-7111
www.thebuffalogap.com

6:00 pm Social hour
7:00 pm A limited menu will be offered

Please join other PCA members for a fun night at one of the club's favorite spots! New members, we welcome you!

RSVP by Friday, September 14

Call Nancy Herron
(503) 293-6714 or e-mail Nancy at
dinnermeeting@oregonpca.org



Car Control and Vehicle Dynamics Course

Saturday, September 22

The Pro Drive Driving School has once again scheduled a Car Control and Vehicle Dynamics Course exclusively for Oregon Region PCA members. To be held from 9:00 am to 12:00 pm Saturday, September 22 at Portland International Raceway, the session is only \$100 per participant, a significant discount. Only 24 seats are available; please call Pro Drive at (503) 285-4449 to register as soon as possible.

The Pro Drive Car Control and Vehicle Dynamics Course utilizes Pro Drive's SkidCars to improve the skills of drivers at all levels. You'll learn the fundamentals of vehicle stability, skid recovery and precise car control applicable to the racetrack or the street.

Topics include:

- Stable platform concept
- Tire contact patch
- Vehicle weight transfer
- How to avoid and recover from skids
- Cornering techniques
- Proper eye placement

Additional course information is available at www.pro-drive.net. Contact Dennis Torgeson, the event chair, at (360) 892-0890 with questions.

Shifting Gears

The idea of Porsche producing an SUV—the Cayenne—turned heads, not to mention a few stomachs, when introduced in early 2003. Further rankling purists was Porsche's September 2005 announcement of a gasoline-electric hybrid variant, engineered in concert with Volkswagen and whose powerplant is expected to find a home in another divergence, the coming Panamera four-door sports coupe. Now owning a controlling interest in VW, Porsche clearly is responding in ways designed to secure its future.

What will power future Porsche vehicles is not so clear. Many acknowledge the hybrid as only a waypoint on the path. And in some cases—the Lexus GS 450h being one example—hybrids offer more illusion than reality of being green. Why drag this conversation into a club magazine? As enthusiasts, we're a target. As *Porsche* enthusiasts, doubly so. And as enthusiasts, we can be influential: it's probably better that we speak knowledgeably than appear blithely unaware.

When it comes to environmental worst offenders, the ubiquitous Ford F-250 comes close to topping the list. Granted, Lamborghini's Murciélago slightly outranks the lumbering Ford, but

GRANTED, LAMBORGHINI'S MURCIÉLAGO SLIGHTLY OUTRANKS THE LUMBERING FORD, BUT IT'S A RARE CONTRACTOR THAT PILES ON 25K A YEAR IN HIS LAMBO COMMUTING TO THE JOBSITE.

it's a rare contractor that piles on 25k a year in his Lambo commuting to the job-site. Sports cars may be icons of environmental irresponsibility to some, but real damage comes care of "America's best selling vehicle." By the way, within their class the Boxster and Cayman both receive superior "greenness" ratings (source: www.greencars.com).

This being the home to amber waves of grain, ethanol in the form of E85 is offered up by some as a neat and tidy solution for both our thirst for oil and



A Porsche may be an icon of environmental irresponsibility to some, but greater damage comes care of "America's best selling vehicle."

environmental goodness. However, big unresolved downsides remain, including how to scale up corn production, environmental damage from fertilization and deforestation, lesser air quality in some regions of the US (the LA basin in particular), increased food costs (as corn crops are shifted to energy production), and the need to rework the distribution network—recently estimated at \$1 billion—to handle the more corrosive fuel.

Moving from ethanol to electric vehicles, we're finally seeing some interesting EVs such as the Tesla. A Lotus Elise in drag, the Tesla is expected to have a range of 220 to 250 miles, a top speed of 130-plus mph and a 0 - 60 time of about four seconds (ignore for the time being that it will cost nearly as much as a GT3). But here's the dirty secret: roughly half of all US electricity production is from coal-fired power plants (perhaps our single biggest source of CO₂), so if your car plugs in to the grid, emis-

sions are simply shifted from tailpipe to smokestack. GM's EV, the Volt, avoids this by utilizing hydrogen fuel cell technology to produce electricity. Promising but not quite ready for prime time, the approach, like E85, is also beset with significant fuel production and distribution challenges.

Porsche's neighbor BMW has studied hydrogen as a fuel for decades. They have a limited-production car on the road now—the Hydrogen 7. Stored as a liquid under intense pressure, the hydrogen is used for combustion rather than the production of electricity. The remaining hurdle? As with fuel cell EVs, hydrogen production and distribution.

Another compressed gas, CNG, fuels Honda's Civic GX. Available nationwide by special order, the CNG-powered Civic loses a bit of power and range relative to its conventional brethren. However, it's rated as the greenest car in America (again, www.greencars.com). Good news, bad news: compressed natural gas is roughly 30 percent cheaper than gasoline but there are only about 750 CNG filling stations in the US. (Are you picking up on the common theme?)

(Continued on page 22)

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**

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. ■

**CLUB
EVENT**



Driving Etiquette 101

Perhaps it's my uptight east coast attitude or just me getting old, but lately I seem to be feeling a bit like Andy Rooney. I can't help but wonder why so many in today's society have an inflated sense of entitlement—talking in the movie theater, using a cell phone in a restaurant, or staying at that restaurant long after paying even though others are waiting for a table. All of these things seem to happen more frequently now. It's as if many of us never learned common courtesy and don't realize how our actions impact others.

Another inconsiderate behavior I often see is driving perpetually in the left lane. I'm not sure if this is a function of perceived entitlement or just plain ignorance, but I'm tired of left-lane squatters driving with



THE AUTHORITIES OFTEN PRE-AIM THEIR RADAR GUNS AT THE LEFT LANE. THE LESS TIME YOU SPEND IN THE LEFT LANE, THE LESS CHANCE YOU HAVE OF PAYING THE SPEEDING TICKET TAX.

no consideration for others, as if it's solely their lane to use.

Random Ramblings believes people genuinely operate with good intentions; we assume poor behavior is merely a lack of knowledge and not rudeness. We also have a social conscience so, as a community service, we are going to undertake an educational series of articles on driving etiquette. (For you skeptics: No, this was not a court-mandated social service.)

Let's start with a quiz. The left lane is for:

- A) Driving an obnoxiously huge SUV. The shoulder provides the extra space needed to fit the vehicle's girth.
- B) For eastbound I-84 traffic, improved Gorge sightseeing. Why drive the right lane when you can see the Columbia River better from the left?
- C) Using your cell phone and drinking coffee while driving. It's always nice to have the shoulder's extra runoff

space when you aren't paying attention to the road.

D) Passing slower traffic.

If you answered anything other than "D," read on. You'll learn why other drivers are flashing their lights or waving at you with one finger as they pass on the right.

To quote The Soprano's Phil Leotardo, "Let me tell you a couple of three things."

It is a Class B traffic violation to not yield the left lane to faster traffic. Oregon Statue 811.315, Failure of slow driver to drive on right, states: "A person commits the offense ... if the person is operating a vehicle upon a roadway at less than the normal speed of traffic ... and the person fails to drive in the right-hand lane available for traffic ..."

If you are driving in the left lane and forcing faster traffic to pass you on the right, you are creating a safety hazard. Passing on the right is not the accepted norm; most drivers don't anticipate a faster vehicle approaching and passing on the right, increasing the likelihood of an accident.

The authorities often pre-aim their radar guns at the left lane. The less time you spend in the left lane, the less chance you have of paying the speeding ticket tax.

Repeat after me: The left lane is for passing. The left lane is for passing. Go out, spread the word, we can make a difference!

Until next month's lesson, enjoy the ride and always pay it forward! ■

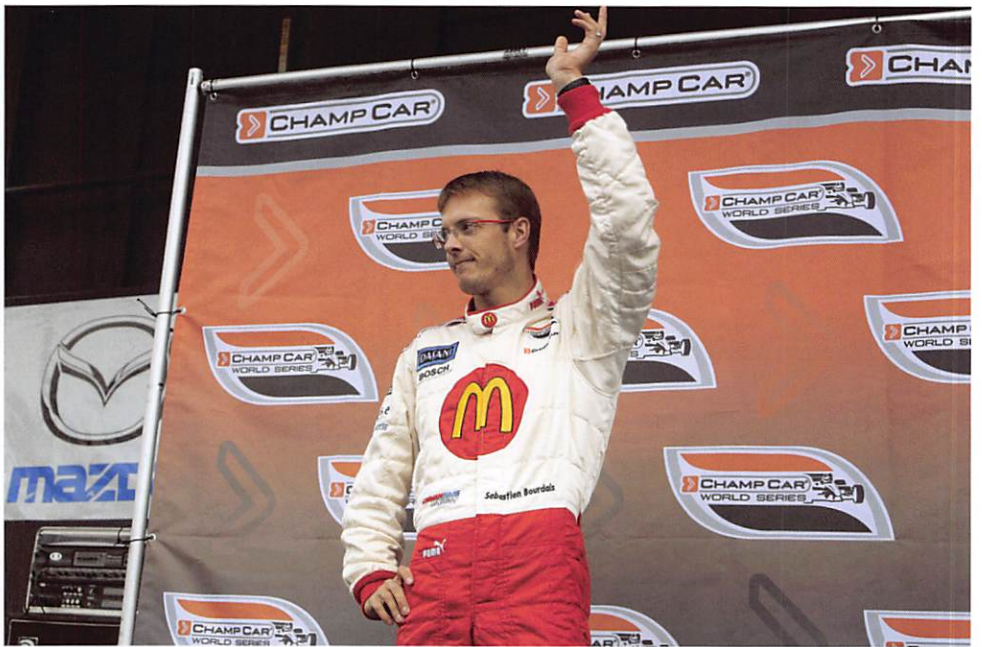
Making Champ Car History at Portland

by Brian Summers / Photos by Gina Summers

After a beautiful start to the month of June, the typical Rose Festival rains moved in just in time for the Mazda Champ Car Grand Prix of Portland. With showers in the forecast, I was a bit skeptical about the weekend. In true diehard fashion, I grabbed a hat and jacket and headed out to Portland International Raceway. The early morning hours were dreary and I held out hope that the showers would stay away but the day became a total washout. Fortunately for those fans that chose to come out (and unlike their oval-only counterparts in the IRL), drivers in Champ Car and the supporting Atlantic Championship switch to rain tires and keep on running. While it's not so fun to stand in, the pouring rain does make for some very exciting on-track activities. Saturday qualifying was very tense with several cars spinning or making an off-track detour; luckily there were no major incidents. Laps times were well off Friday's session, leaving Justin Wilson's pole-winning lap of 58.00 seconds (121.903 mph) standing. That's extremely fast, as those of you used to running high-performance driver education events at PIR know.

The Atlantic Championship race was very exciting though difficult to follow in the pouring rain. While all the cars made it through the Festival Curves on lap one, there were several incidents later in the race. 18-year-old Robert Wickens in the number 3 Red Bull Team Forsythe car held on for the win.

After the rain on Saturday, I was not looking forward to Sunday and considered watching
(Continued on page 22)



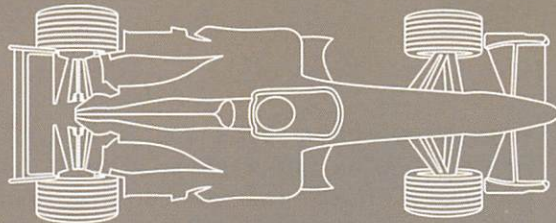
Top: Will Power's number 5 Cosworth DP01 undergoing pre-race surgery. Scalpel, er, spanner! Center: Sébastien Bourdais waves to the fans at PIR. Is it goodbye? Below: The Champ Cars slice through PIR's Festival Curves while rain cuts attendance in the adjacent stands.





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Eternal Sunshine and the Spotless Porsche

Parade 2007 San Diego

by Peter Linsky

Sunshine and Porsches just seem to go together naturally, so if you expected a big turnout for this year's PCA shindig, you weren't disappointed. With 967 cars in all, San Diego registered more entrants than did Portland last year. Only a relatively small number of Oregon Region members made the trek south (are we still burned out from last year?) but it was nice to see some new faces mixed in among the usual suspects.

I drove down to San Diego from LA on Friday morning and met Janice—she'd flown down directly from Portland—at the front desk of the Town and Country. Our room wasn't quite ready so we drove out into the city for lunch and shopping for groceries and the like. Other members were also trickling in at that point, especially those who wanted to get a head start on cleaning up for the Concours d'Elegance.

We spent Saturday wandering the spacious premises (so large that some folks got lost!) greeting old friends and meeting new ones, while Sunday morning

was spent assisting at registration. Sunday's Welcome Party, centered in the pool area, provided lots of good food and a great rock band that cranked out oldies until the very late hours.

Monday's Concours d'Elegance was strictly work, shooting every car up for judging along with many other interesting and colorful entries. Unfortunately, the concours produced a couple of embarrassments. A number of 356s told

LON JACKSON TOOK 2ND IN CLASS WITH HIS BOXSTER S, RICK WILLIAMS WAS 7TH IN THE CARRERA 97 – 98 CLASS, AND CHUCK WEST PLACED 5TH IN S12M WITH HIS YELLOW GT3.

to park along a dirt roadway were filthy within a few hours and the owners justifiably upset. Organizers also awarded the Restoration Group prize to two cars even though one had a higher score. I hope National can establish some stricter procedures to prevent this from recurring.

The TSD and Gimmick Rallies on Tuesday appeared to go off without a hitch and the rallymasters were kind enough to provide me with a map of the route so I could get out ahead of everyone to take pictures. The course was interesting (although not anywhere as scenic as ours); Oregon Region's Jeff and Nancy DeRoos wound up 43rd of 71 in the Unequipped Class.

Wednesday brought most everyone out to Qualcomm Stadium's huge parking lot for the autocross. Under a lot of pressure to run as many as 400 expected entries through in a single day, event chairman Steve Dente employed timing software allowing as many as five cars at a time on the course. The very fast and
(Continued on page 23)



Far left: The ORPCA mob at the beach party; Front, left to right: Tom and Linda Jewett, Karen Hosford, Peggy Torgeson, Bill and Donna Helzer; Rear, left to right: Jean Ohl, Peter Linsky, James Ohl, Jim Hosford, Don and Joan Palmer, Karyn and Ted Coleman. (Photo by Peter Linsky). Center: The flight deck of the USS Midway, site of the Victory banquet. That's Chuck West up in the cockpit of the A-6 Intruder. (Photo by Jim Hosford). Above: Nancy and Jeff DeRoos, ready to rally. (Photo by Peter Linsky). Below: Lyn and Chet Martin. (Photo by Peter Linsky). Left: Karen Hosford (center) with Bill and Judy Addis at Tuesday's beach party on North Coronado Island. (Photo by Jim Hosford)



Parade 2007—Take Two

by Jim Hosford

After enjoying Portland's Parade so much, Karen and I decided to participate in San Diego's Parade 2007. We joined a small convoy of Porsche friends—including Tom and Linda Jewett, Ted and Karyn Coleman, and Don and Joan Palmer—leaving Portland on Friday morning for an easy, two-day drive through Oregon and California. Heavy rain from Eugene to Medford gave us the usual Oregon send off (so much for our concours-ready Porsches) while heavy traffic and heavy patrolling by the CHP (it was the week coming into the 4th of July holiday) kept

my Valentine radar detector working overtime. THE HALFWAY POINT'S PIT STOP OFFERED A STARBUCKS; A RALLY PARTICIPANT HAD SETUP A TABLE FOR MARRIAGE COUNSELING. THE LINE WAS TOO LONG FOR KAREN AND I, SO WE SETTLED FOR A COFFEE AND LETTING HER DRIVE FOR AWHILE.

my Valentine radar detector working overtime.

We cruised in to San Diego Sunday morning just in time for registration. The drive-thru welcome area was a nice touch, with bottled water, snacks, parking directions and registration information. We walked away from registration with a cooler tote bag—including lug-gage handle and wheels—stuffed with

goodies alongside the Parade notebook. Another nicety was the hospitality room, providing computers for e-mail and web access as well as HP Photosmart stations with free paper for printing our event photos.

Karen and I took Rusty, our Boxster, on Tuesday morning's gimmick rally. *(Continued on page 23)*

Vintage Fun: Portland's Historic Races

Story and photos by Kathy Jones

Of all the races I attend, my favorites feature vintage vehicles. Maybe it's because I've owned classics myself (including a '58 Buick Special and a '66 Mustang Fastback), or maybe it's the beauty of their classic lines and polished chrome.

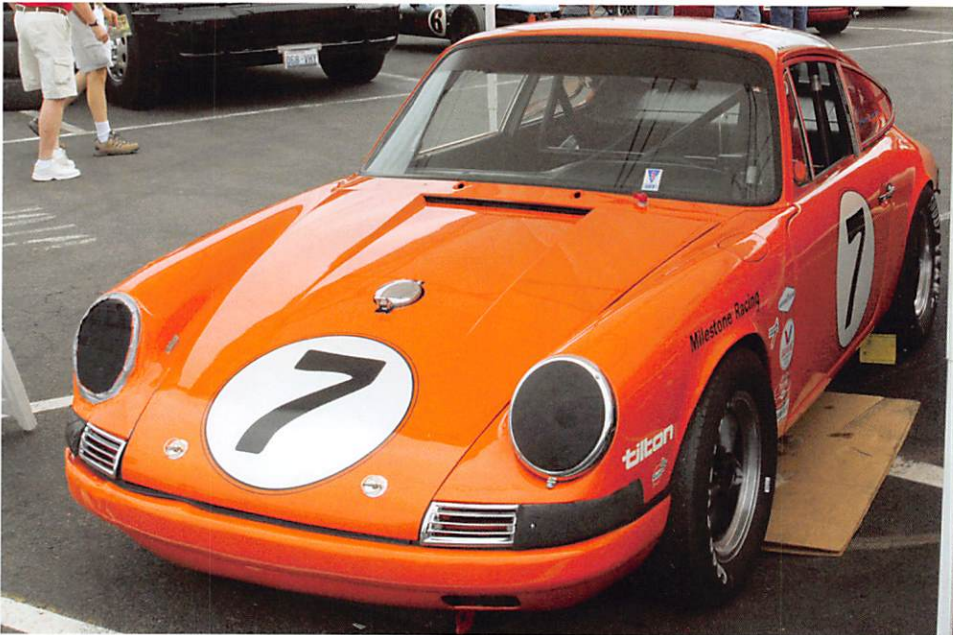
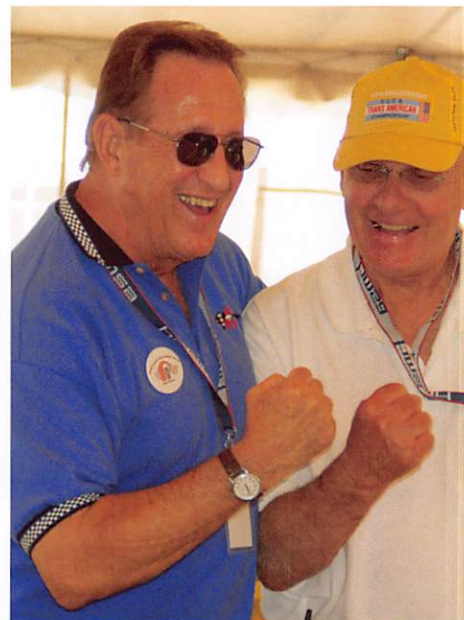
The weather this year was ideal for a weekend of vintage racing fun. More than 500 enthusiasts displayed their collector and special-interest cars in numerous car corrals and nearly 250 cars entered this year's races, divided into eight different groups based on make, year, and horsepower. The featured marque was—you guessed it—Porsche, honored for sustaining over 50 years of racing. Historic Trans-Am cars ('66 - '72) were also honored as a special feature of the event. If you attended, I hope you remembered your ear plugs: at nearly 112 dB, the Trans-Am cars were the loudest on the track.

This year's special guests included racing legends Tony Adamowicz and George Follmer. Tony's racing career spanned 25 years in Trans-Am, Can-Am, Formula 5000, Le Mans, Daytona, Indy and International Motor Sports Association (IMSA). Tony won the 1968 under-2-liter Trans-Am championship in a Porsche 911, often humbling the larger V8-powered Trans-Am cars [see www.a2zracer.com/page12.html—Ed]. Tony was particularly energized this weekend with the launch of a replica of that 1968 911, not seen on a racing circuit in almost 40 years. However, the weekend didn't yield the results Tony wanted, as there were several problems

sorting the car out and he was unable to compete in the final race.

In 1972, George Follmer became the first and only driver to win both the Trans-Am and Cam-Am championships, winning nine of the 14 races run. George, who grew up in Newberg, Oregon and flew in from his home in Coeur d'Alene, wasn't racing this weekend. When asked what he has parked in his garage, George answered "an '88 Porsche Carrera." George is a very well rounded driver, competing in Indy, NASCAR, Formula One, Trans-Am, Can-Am, the World Endurance Championship and IMSA. Given his vast experience, I was proud to hear that Portland is one of his favorite race tracks.

Burt Levy, author of *Montezuma's Ferrari: And Other Adventures* plus



Top: George Follmer (left) and Tony Adamowicz warming up to arm-wrestle for the chance to drive the ex-Trans-Am 911. Above: The Porsche 911 used by Tony Adamowicz to win the 1968 under-2-liter Trans-Am championship. Left: Author Burt Levy and the 1971 Trans-Am AMC Javelin.

many other racing novels, was also in attendance. Burt borrowed a classic 1971 Trans-Am AMC Javelin for a spin around the track. Although Burt had not driven PIR in over four years, and had never driven this particular car, the racing line came right back and he had a blast.

For the sixth year running, attending the Portland Historic Races helped raise funds for Portland's Children's Cancer

Association. Children's Cancer Association offers information, advocacy and support to enrich the quality of life for seriously ill children and their families. Generous drivers took passengers on parade laps to the benefit of the CCA. And the delicious food and drink in Fred Meyer's Food and Wine Pavilion made for an exceptionally tasteful event. ■

You Can Go Home Again

The Baxter Auto Parts Portland Historic Races

Story and photos by Chris Rotvik

The American novelist Thomas Wolfe said “You can’t go home again.” After enjoying the Baxter Auto Parts Portland Historic Races, I disagree. Growing up within view of Disneyland’s nightly fireworks (which accounts, at least in part, for my distorted view of reality), I made the foray to Riverside International Raceway many times in my teens and twenties to see the Can-Am, IMSA, Trans-Am and IROC cars run. While the soul of Riverside Raceway lies buried underneath shopping malls and housing tracts, many of the cars that burned their way into my adolescent consciousness live on, running Historic Motor Sports Association events such as Baxter’s.

Parked in Portland International Raceway’s paddock are many of my old hero’s steeds. An open paddock allows spectators to walk right up to any of the vehicles and chat with the driver or crew. Here’s a trio of 935s, an ex-Mark Donohue Trans-Am Camaro in Sunoco Penske livery, and an IROC 911 (the precursor to 1974’s RSR) as driven by George Folmer in the inaugural International Race of Champions. Like



Above: The madcap '59 Fiat Abarth 750 Berlina still upright in turn 12. Left: The next generation of Porsche enthusiasts. Below: Goliath's David: The Porsche Cooper, or Pooper, of Cameron Healy.

slightly hidden Easter eggs are other motorsport icons of my youth, cars I'd only glimpsed in print: the Porsche 908 driven by Hans Herrmann and Gérard

Nürburgring 1000km class win) and a Martini Racing '73 Carrera RSR. Each car has a tale (or two or three) to tell.

NOSE-TO-TAIL WITH A BELLOWING '57 CORVETTE, THE POOPER, AS IT'S CALLED, LOOKS LIKE A DINGY IN TOW BEHIND A MOTOR YACHT. THE CROWD ERUPTS IN CHEERS ON THE NEXT LAP AS IT SAILS ON ALONE, WELL IN FRONT OF THE 'VETTE.

Larrousse to second behind a GT40 at Le Mans in 1969, one of the handful of 914-6 GTs built by the factory in 1970 for endurance racing (this one originally campaigned by Kremer to a

The on-track action is equally entrancing. Cameron Healy's diminutive '53 1.7-liter Porsche Cooper dances with choreographed grace around the Early Production Car (Continued on page 23)



Weather Gods Mess with Autocross Season

by Tom Pavlik

We're Oregonians. We expect rain most of the time.

We're Oregonians. We believe that three months of utopian weather is worth nine months of rain.

We autocrossers know that our March and April events will be wet. We hold out hope that the June session will be dry and expect July and August to reward us for our patience with the weather. Unfortunately, this year the gods of weather are toying with us. Even the meteorologists are toying with us.

Driver education, suspension tuning, weight reduction and tires are the weapons in our arsenal to improve performance. Weather.com is another component in my arsenal. Seven days before each event I start checking the website. Unless they can predict a monsoon with 100-percent certainty, I'm pre-registering (I'm cheap and want to save that 10 bucks). But I still like to have a rough idea of what I'm signing up for.

I'm sure weather.com gets tons of hits the day before each event from entrants who run R-compound tires. Oregon

weather is moody, making the decision to swap the street tires for the R-compounds a significant part of autocross preparation. The no-brainer days, where we have a greater than 50 percent chance of rain, aren't so bad. But the days when the number fluctuates between 10 and 40 percent can drive you crazy!

The June 24th autocross is a great example. Early Saturday the chance of Sunday morning rain was 20 percent, by late afternoon it was down to 10 percent. At 11 pm I decide the 10 percent chance was worth the risk, so I spend the next 40 minutes changing tires. Just before going to bed at midnight, I take another peek at the website; the new prediction is 30 percent, making me question my decision to play the odds. I'm now thinking I should get up early in case I need to change back to street tires. Oversleeping, I forfeit my chance to change tires. Luckily the ominous skies only drizzled slightly during the two run groups. We could have escaped PIR warm and dry but greed took over. The fun runs were too much temptation

for the weather gods: they decided to soak us for not being satisfied with a relatively dry regular session.

July 22nd was rainless but I don't think one participant stayed dry with the high humidity bringing back not-so-fond memories of summer in New Jersey. San Diego may have better autocross weather but let's be thankful we're not in Atlanta.

For those that believe things even out in the end, note that our March and April events were dry (but cold and cloudy), May was very wet, June was damp (followed by a good soaking), and July was uncomfortably humid. We're overdue for an ultimate weather day! The middle of September is almost always sunny so I suggest you pre-register by September 9th and set aside 40 minutes on September 15th to change tires. Once.

I look forward to seeing you at Portland International Raceway on Sunday September 16th for our last autocross of 2007. ■

Farewell, Champ Car? by Peter Linsky

It's possible that by the time this article appears, a decision will have been made as to whether the Champ Car World Series will return to Portland next year, maintaining what has been a 24-year tradition.

A red, white and blue bumper sticker from the inaugural race lives on my roll-away in the garage, proclaiming "I survived the Portland 200!" The city held its collective breath and wondered whether the huge traffic jam predicted to tie up Interstate 5 at Delta Park would materialize. As memory serves, everything turned out just fine that year and for many more following, as the Portland 200 and all its excitement became an ingrained part of the Portland Rose Festival. Then came the fateful split in US open-wheel racing that begat the Indy Racing League plus a new series that became Champ Car. While most of the best-known American drivers and teams stuck with

Champ Car for a while, their sponsors wanted to be associated with the Indy 500. Slowly they shifted their allegiance, leaving Champ car with sparse grids and drivers that few care about.

Organizers said they needed 100,000 fans in the seats at Portland International Raceway over Champ Car weekend June 8 - 10 to show that Portland and its neighbors cared enough about the series to keep it coming back. The race had landed a major new sponsor—Mazda—along with long-time backer Joe's, formerly GI Joe's. Heavy rain on Saturday pretty much killed hopes of a large gate. Although there was a fair crowd on hand Sunday, the reserved seat grandstands along the straight, especially those adjacent to the crash-prone Festival Curves, were barely half occupied, if that. The feature race itself was the expected parade of closely-matched cars; the only important lead changes

occurring at the standing start and during pit stops. As usual, the cream rose to the top and the number 1 entry of defending series champion Sébastien Bourdais was out front when the checkered flag dropped. (From Portland, Bourdais buzzed over to Le Mans, France to show what else he can drive: a Peugeot 908 diesel sports-prototype in the 24 hours.)

If Champ Car is willing to take a risk and the sponsors step up again, the open-wheelers will be back. If not, Portland will own a world-class racing circuit without a major race to speak of. Would the IRL be interested in taking the date? What about NASCAR? I'll bet you could get 100,000 paying spectators in there to see Stewart, both Gordons, Earnhart Jr. and all their friends trade paint in the Festival Curves. I'd even buy a ticket ... racin' is racin'! ■

ORPCA autocross results

Portland International Raceway, June 24

Pos.	Class	Driver	Vehicle	Time	Pos.	Class	Driver	Vehicle	Time
1	MO1	Trevor Turner-Rice	1974 914	51.861	21	PO3	Ryan Sauer	1979 911SC	57.503
2	PO5	Jeff Gretz	2001 Boxster S	53.25	22	PO3	Harry Danberg	1973 911T	57.552
3	PO4	Barry Cogut	2004 911 Carrera	53.799	23	PO5	Jeannie Gretz	2001 Boxster S	57.638
4	MO1	Britain Smith	1974 914/6	54.26	24	SO2	James Prouty	1995 911 Carrera	57.658
5	SO1	Bob Schatz	2001 Boxster S	54.318	25	PO2	Chuck Jarvie	1994 Porsche 968	57.677
6	PO4	Chuck West	2004 911 GT3	54.831	26	NP	Bruce Allert	1997 Mazda Miata	58.44
7	PO3	Eric Freedle	1986 911 Carrera	55.469	27	SO1	John Travis	2000 Boxster	58.601
8	PO2	Larry Rinehart	1988 944 Turbo	55.838	28	SO1	Bill Shores	2000 Boxster S	58.86
9	NP	Orfi Sanchez	2006 BMW Z4 Roadster	55.892	29	IO1	Matt Ring	1987 944 Turbo	58.925
10	SO1	Bob Ellis	2002 Boxster S	56.01	30	NP	Jim Grundy	1994 BMW 325is	59.543
11	PO5	Jack Volstedt	2007 911 Turbo	56.043	31	NP	Doug DuFresne	1965 Chev. Corvair	60.054
12	NP	Bryan Brock	2002 BMW M3	56.451	32	SO1	Kathy Ellis	2002 Boxster S	60.403
13	PO5	Tom Pavlik	2001 Boxster S	56.584	33	PO3	Jamie Nowlin	1969 911E	60.478
14	PO5	Donald Peterson	2002 Boxster	56.72	34	PO2	Nick Rinehart	1988 944 Turbo	60.502
15	SO1	Randy Stolz	2003 Boxster	56.753	35	NP	Patrick Oser	2002 BMW M3	60.724
16	PO5	Denise Peterson	2002 Boxster	56.78	36	PO5	Dennis Zeidhack	1979 911SC	61.633
17	IO1	Jim Ayers	1976 911S	57.218	37	SO1	Terri Travis	2000 Boxster	63.076
18	NP	John Gonzalez	2005 Dodge SRT-4	57.271	38	IO1	Richard Averitt	1971 914	63.747
19	NP	Earl Stanton	1993 Mazda Miata	57.287	39	NP	Pasquale Cocchini	2000 Ford Focus	64.937
20	SO1	Dave Rothwell	2001 Boxster S	57.416					

Best-in-class times are shown in bold

Portland International Raceway, July 22

Pos.	Class	Driver	Vehicle	Time	Pos.	Class	Driver	Vehicle	Time
1	MO1	Britain Smith	1974 914/6	54.843	32	SO1	Bill Shores	2000 Boxster S	64.701
2	NP	James Paulson	2006 Subaru WRX STi	56.027	33	SO1	Steven Streimer	2007 Cayman	64.732
3	MO1	Gary Chapman	1970 914/6	56.208	34	SO1	Kathy Ellis	2002 Boxster S	64.883
4	MO1	JP Stein	1974 914/6	57.588	35	PO3	Jim Brown	1969 911T	65.014
5	MO1	Trevor Turner-Rice	1974 914	58.099	36	PO4	Dick Thomas	2001 911 Carrera 4 Cabriolet	65.17
6	PO5	Tom Karwin	2005 Boxster S	58.479	37	SO2	Grant Olsen	2002 911 Carrera Cabriolet	65.303
7	MO1	Chad Edwards	1974 911S	59.543	38	SO1	Michael Frommlet	2003 Boxster	65.332
8	NP	John Gonzalez	2005 Dodge SRT-4	59.806	39	PO5	Jeannie Gretz	2001 Boxster S	65.574
9	PO4	Chuck West	2004 911 GT3	60.039	40	PO4	Mary Chase	2003 Mazda Miata	65.574
10	PO4	Barry Cogut	2004 911 Carrera	60.411	41	SO1	Andy Chenoweth	2001 Boxster S	65.598
11	NP	Danielle Paulson	2006 Subaru WRX STi	60.456	42	NP	Bruce Allert	1997 Mazda Miata	65.614
12	PO3	Jordan Aid	1969 911T	60.456	43	SO2	James Prouty	1995 911 Carrera	65.921
13	SO1	Bob Schatz	2001 Boxster S	60.6	44	NP	Aaron Green	1986 Toyota Corolla	66.233
14	NP	Jim Pileggi	1995 Mazda Miata	60.71	45	SO1	Gordon Empey	2006 Cayman	66.629
15	PO3	Eric Freedle	1986 911 Carrera	61.782	46	IO1	Matt Ring	1987 944 Turbo	66.697
16	PO3	Scott Mills	1982 911SC	61.805	47	MO1	James Wong	1976 911S	66.812
17	MO1	Pamela Chapman	1970 914/6	62.374	48	PO5	Bob Moser	2000 Boxster S	66.876
18	PO5	Jeff Gretz	2001 Boxster S	62.539	49	NP	Jim Grundy	1994 BMW 325is	67.12
19	NP	Phil Nishikawa	2002 Subaru WRX	62.644	50	PO4	Jeremy Thomas	2001 911 Carrera 4	67.447
20	NP	Bryan Brock	2002 BMW M3	62.716	51	PO3	Robert Aid	1969 911T	69.083
21	PO5	Tom Pavlik	2001 Boxster S	62.722	52	NP	David Brock	2002 BMW M3	70.328
22	SO1	Bob Ellis	2002 Boxster S	62.902	53	IO1	Richard Averitt	1971 914	70.371
23	PO5	Donald Peterson	2002 Boxster	63.024	54	NP	Mike O'Conner	2003 Mazda Miata	71.061
24	NP	Orfi Sanchez	2006 BMW Z4 Roadster	63.07	55	NP	Don Nguyen	2007 Mazda Protégé	72.181
25	NP	Kris Lilly	1985 Toyota Corolla	63.259	56	NP	Jordan Quioque	1995 Audi S6	73.74
26	NP	Brooks Thompson	2001 BMW M5	63.348	57	NP	William Helzer	1994 Mazda Miata	75.437
27	PO2	Chuck Jarvie	1994 968	64.097	58	PO5	Denise Peterson	2002 Boxster	75.749
28	NP	Doug DuFresne	1965 Chev. Corvair	64.23	59	NP	Jerry Headley	1960 Austin Healey	76.165
29	PO3	Ryan Sauer	1979 911SC	64.473					
30	NP	Evan Chenoweth	1997 BMW 328is	64.588					
31	SO1	Randy Stolz	2003 Boxster	64.667					

Best-in-class times are shown in bold

PRESIDENT'S MESSAGE

(Continued from page 4)

of houses where there used to be open fields. And it's only been 35 years since I lived here! Who'd have thought

Even though I arrived two days before the official start, Parade is at least a day short of what it needs to be, based on attending the last four. There's lots of events and not a lot of down time between them, assuming that you want to attend as many events as possible. Last year we were sweating bullets, hoping to get 300-plus drivers through the autocross in two days. The San Diego folks got between 300 and 400 drivers

through the course in one day! They did a heck of a job and congratulations are in order.

My Parade highlights were the autocross and the banquet on the USS Midway (no one should be surprised at that!). What did surprise me was an F-4 on the flight deck painted in VF-142—my old squadron—colors. Ah, nostalgia ... the smell of half-burned JP5, the 120-plus degree conditions on the deck, 16- to 18-hour shifts. Yeah, those were the days.

We drove back via Pismo Beach the first night, and from there on to

Yosemite and Angels Camp for the next. It's beautiful country all the way, but soooo crowded. Following a week at Shasta unwinding, it was time to come back to Portland and reality. A new part of that reality is getting an amazing 29 miles per gallon (at near-legal speeds) during the 2,200-mile round trip! If you can dial back the speed, the GT3's mileage is incredible. But I'd rather get 20 mpg, spinning the tach and speedo clockwise in very rapid fashion.

Later,

Chuck ■

FROM THE EDITOR

(Continued from page 4)

landed ESCRGO the cherished position inside the one available bay, while the Boxster sneers at him from out on the driveway every time I open the garage

door. After finally arriving at a home served by a paved road, most of you would have immediately washed away the offending grime from your cars. But I'm waiting until all of the unpacking is

done—hopefully by week's end—in order to get them all into the protection of that beautiful 3-car garage. ■

TECH TALK

(Continued from page 11)

What about diesel? Audi's R10, Peugeot's 908 and BMW's European-only turbo diesels have done a fair bit to help equate diesel with performance. Although more efficient than gasoline, diesel combustion is much dirtier. A number of technologies (urea injection and particulate filters, for example) are being developed to reduce the environmental negatives.

Where's all this leave us? In the near term, perhaps only with evolution. Evolution such as electric-driven water and oil pumps, alternators that decouple from the engine when not needed, the use of regenerative braking as a source of electricity to power accessories, and direct injection. I find this exciting because Porsche, as a car and as a company, excels at evolution. The 911 and Porsche's financial health are the ultimate testaments to that fact. And in that

light, rather than being icons of environmental irresponsibility, our cars showcase the technological way forward.

Postscript: After writing this column, originally penned in June for the August issue of *Anzeiger*, Greenpeace accused Porsche of building "climate pigs." Read about Porsche's response at <http://www.porsche.com/usa/about-porsche/pressreleases/pag/?pool=international-de&id=2007-07-26> ■

CHAMP CAR

(Continued from page 14)

the race on TV. Reminding myself that I had committed to writing an article, I loaded my 12-year-old son Tye into the car and took off for PIR, arriving at the track around 9:30 am to a rather sparse crowd. The track was dry and, heading over to the pits, I found a bevy of activity. All of the Champ Car teams were out warming up their cars, scuffing tires, and making final race adjustments. Warm up ended and I watched as the drivers headed their cars back to the haulers and awaited the start of the race. Wandering around a bit while waiting for the race to begin, checking out the vendor displays and sampling items from

the food booths, I made a few celebrity sightings. I spotted our own Don Clinkinbeard wandering through the pits (I suspect he was trying to find parts that he could bolt on to his 944) and, looking to my right just as the national anthem began to play, there was none other than Paul Newman. Before I could reach him he climbed up on the pit box for the race; I guess he was eager to see his driver, Sébastien Bourdais, attempt to give Newman/Haas/Lanigan Racing its 100th Champ Car victory.

As the green flag neared, I was reminded that this was to be a historic race, the first Champ Car event to utilize a standing start rather than the tradition-

al rolling start. What better place for this to happen than Portland, the site of the closest Champ Car finish in history? The race began without incident and time flew by, with only a couple of lead changes and no yellow flags. With a 13.537 second margin of victory, Bourdais was successful in his bid to earn Newman/Haas/Lanigan Racing their 100th Champ Car victory. Mario Andretti earned the organization—then Newman/Haas Racing—their first Champ Car victory in 1983 at Road America. ■

ETERNAL SUNSHINE

(Continued from page 16)

open 1.2-mile course was somewhat unusual for autocross, which everyone enjoyed. Among Oregon drivers, Lon Jackson took 2nd in class with his Boxster S, Rick Williams was 7th in the Carrera 97 - 98 class, and Chuck West placed 5th (missing a trophy by a quarter of a second) in S12M with his yellow GT3. The San Diego Region dominated the autocross with 24 1sts across 75 classes. The afternoon's Beach Party and Zone Challenge was also entertaining—again in a different way—with sandcastle-building, a tug-of-war, and Frisbee tossing.

PARADE 2007 TAKE TWO

(Continued from page 17)

Finding the right freeway access to the rally was the most challenging part! It took us two tries, which tells you what a great rally driver I am. But the rally itself was close to 100 miles of nice Porsche roads east of San Diego, where the temperatures rose from the mid 70s to the high 90s. Huge boulders protruded close to the twisty roads; called “kissy-rocks,” paint smeared across the rocks told the rest of that story. The halfway point's pit

stop offered a Starbucks; a rally participant had setup a table for marriage counseling. The line was too long for Karen and I, so we settled for a coffee and letting her drive for awhile. We returned just in time for the ice-cream social. At Porsche Parade, life is good.

Except for the concours dinner, all the banquets were held outdoors. Tuesday's beach party on North Coronado Island was one of our two favorites; Parade had the entire beach to itself. Thursday

stop offered a Starbucks; a rally participant had setup a table for marriage counseling. The line was too long for Karen and I, so we settled for a coffee and letting her drive for awhile. We returned just in time for the ice-cream social. At Porsche Parade, life is good.

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big will have a couple of glitches. And well done to all who traveled south and represented the Oregon Region. Y'all done good!

Oh, one last item at Jeannie Gretz' insistence: It seems that Jeff Gretz and John Draneas wandered down to San Diego's Old Town the evening they arrived, found a Mexican restaurant and sat down to enjoy drinks and dinner. The requisite strolling musicians stopped by their table and asked if there was anything special they wished to hear. Both politely declined but the band's leader was persistent. “Perhaps something romantic?” Are you certain you wanted me to mention that, Jeannie? ■

evening's spectacular Victory Banquet on the USS Midway was our other favorite: Tables on the flight deck provided a great view of San Diego while Peter Linsky, who served on carriers for a few years, gave us a wonderful tour of the ship.

San Diego's Parade was our second and both Parades have been great fun. Karen and I are looking forward to participating in many future Parades around this great country. ■

HISTORIC RACES

(Continued from page 19)

entries. Nose-to-tail with a bellowing '57 Corvette, the Pooper, as it's called, looks like a dingy in tow behind a motor yacht. The crowd erupts in cheers on the next lap as it sails on alone, well in front of the 'Vette. After an unscheduled stop in Saturday's Big Bore Production heat race, Curt Kallberg's '67 427 Corvette fires out of the hot pits with such violence that it redefines the phrase “shock and awe.” The Pooper is about what you can do with little weight and modest horsepower; Kallberg's Corvette is about coupling light weight with monster horsepower. And Matt Flinn's '59 Fiat Abarth 750 Berlina is about making do with only a smidgen of each. His car brings spontaneous cheers as it circulates in madcap Italian fashion. Coming into turn 12 at maximum velocity, the boxy Abarth

dances this way and that—up on two wheels at times—under braking as the driver struggles to keep the shiny side up. (The SCCA corner workers say he rolled it here last year—they simply flipped it right-side up and off again he went!) Screaming its little 750cc heart out as it exits onto the front straight, the tippy ex-FIA Group 2 racer wags its tail like a puppy greeting his master at the door. Bravo!

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15 Years

Lynne Korte
Koenraad Marien

20 Years

Craig Gleason
P. Bruce and Dyann Myers

25 Years

Robert and Kathleen Ames

Backfire

A Few Giggles to Boot

DANNI KING

I just finished reading the August issue and wanted to send my appreciation to Jeannie Gretz for her article "A Goddess is Your Co-pilot." It was very enjoyable for me, a regular *Anzeiger* reader, woman, and frequent co-pilot, to read a female perspective in the magazine. She included interesting detail, I could relate to much of what she wrote and she gave me a few giggles to boot!

Best Roads Ever

WARNER LOWE

Congratulations to the entire Mille team on the occasion of the tenth annual Mille Miglia. Very special kudos to "autostrassemeister" Bill and Peggy Munson for the very best selection of roads ever. Their dedication and time consuming efforts produced a most enjoyable event.

Great Tribute to Dads

LINDA BEIM

Tom [Pavlik], I just had to write to tell you how much I enjoyed your article in *Anzeiger*. [A *Drive with Dad, June*] My dad probably wanted a son but decided that he could teach his daughter to love airplanes and cars and he did. So much of your article reminded me of our father/daughter relationship and I do think of my dad a lot when driving. He and my mother were the best driving instructors I ever could have had. And when I park in a rather tight parking space and my husband congratulates me, I think of the hours of practice I had at a tender young age ... with my father supervising every turn of the wheel! May all who read this wonderful tribute be reminded of their own dads and shed a tear or two. I certainly did. Thanks for sharing!

Kudos to the Mille Team

KATE AYERS

Kudos to the Mille team, once again. Bill Munson's route was spectacular, with a wide variety of scenery and climate, straights and curves. (My new all-time favorite road is Oxbow Road, which joins Highway 101 just north of Reedsport.) And thanks to Rupert Koblegarde for the lovely wine receptions. I'm not sure who all did what, but it came together beautifully. Oh, and kudos to whoever was in charge of the weather. Incredible!



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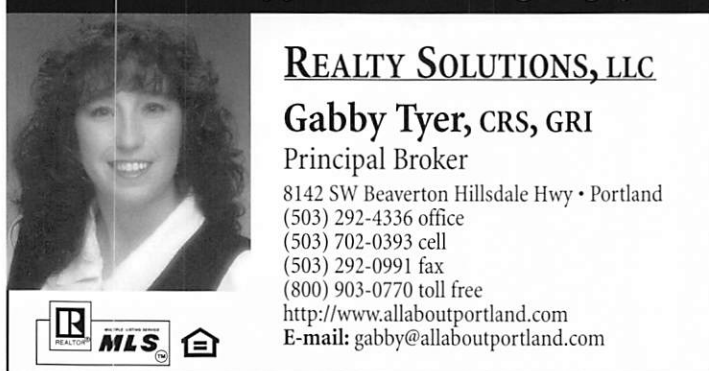
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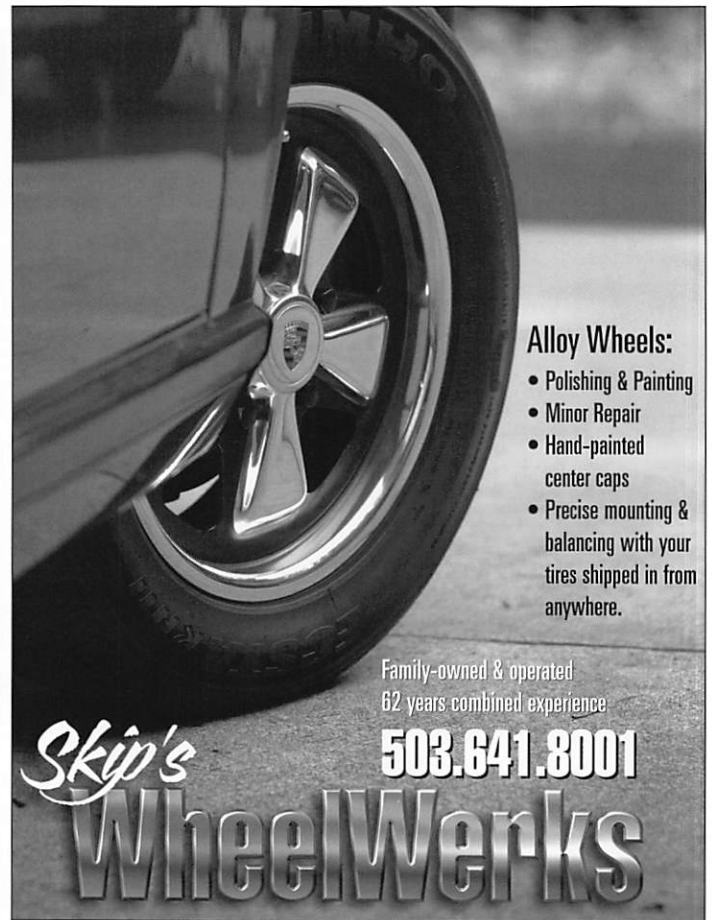
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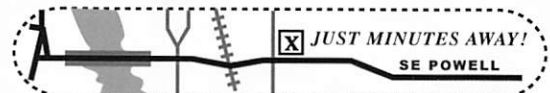
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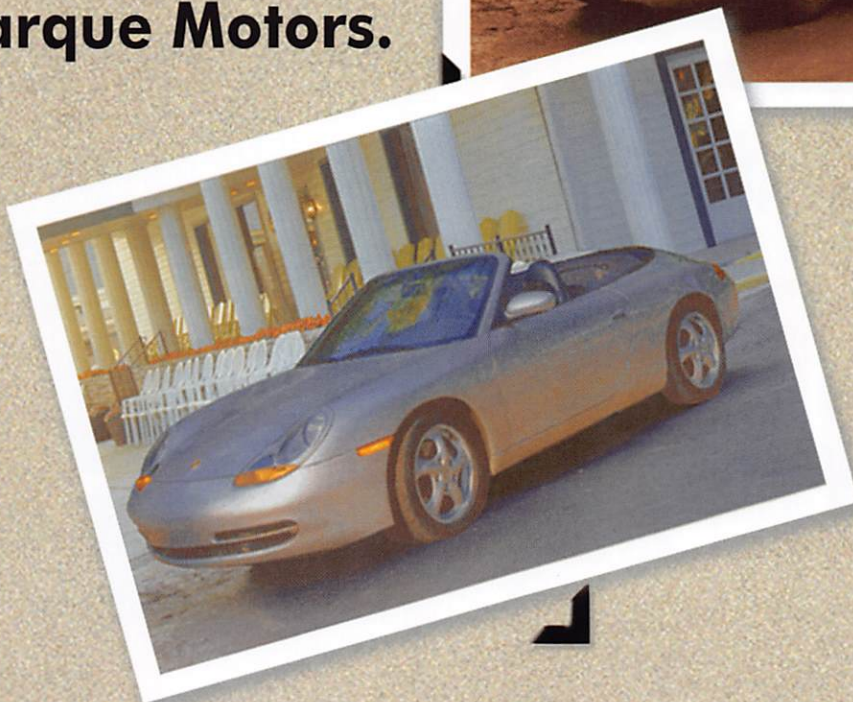
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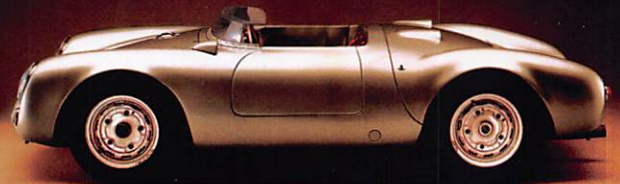
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