

# Anzeiger



Oregon Region Porsche Club of America  
April 2003 v43-n3



OREGON'S #1 PORSCHE DEALER **RIF**



'03 Turbo



'03 Cayenne S



'63 356B

**PRE-OWNED**

1999 Carrera Coupe Arena red .....	\$49,988
2000 Carrera 4 Cab Silver .....	\$64,988
1963 356 B Red .....	\$19,988

**NEW**

2002 Boxster S Black/Black .....	\$10,000 off MSRP
2002 Boxster Red/Black .....	\$42,900
2003 Boxster Tip Seal Gray .....	\$48,870
2003 Boxster Black/Black .....	\$49,370
2003 Boxster Silver/Black .....	\$47,010
2003 Boxster Meridian/Gray .....	\$47,010
2003 Boxster White/Black .....	\$45,815
2003 Boxster S Speed Yellow .....	\$57,110
2003 Boxster S Slate Gray .....	\$58,870
2003 Carrera Coupe Seal Gray .....	\$75,390
2003 Carrera Coupe White/Black .....	\$73,645
2003 Carrera Coupe Midnight Blue .....	\$88,610
2003 Carrera 4 Cab Seal Gray .....	\$94,965
2003 Carrera Cab Silver/Gray .....	\$86,455
2003 Carrera Cab Red/Black .....	\$84,775
2003 Carrera Targa Silver/Gray .....	\$87,390
2003 Carrera Turbo X50 option .....	\$140,140

2003 Cayenne S ..... .6 available for May/June delivery



# Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

(an' zi ger), n. Ger.  
1. One who points out, indicates, shows.  
2. One who informs.

v43-n3

# Anzeiger

2003  
APRIL

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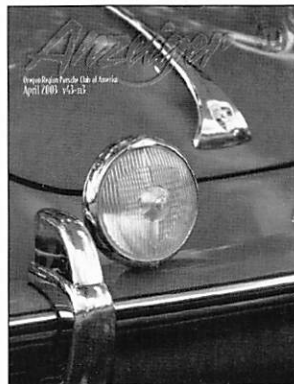
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**Cover image:**  
Dan Tidwell's 1962 356 as seen at last year's All-Porsche Campout.  
Photo by Chris Greenwood

Please check our web site often:  
<http://oregonpca.org/>



*Don Clinkinbeard*  
FROM THE PRESIDENT

Okay, so we are in high gear now. Our efforts to recruit some new volunteers to help the club have paid off. Under Kathleen Ellis' guidance we have a new e-mail team to replace Ken Blanchard.

Harry Danberg and Craig Loughlin are taking on this task for you all. We have also established a new website team to continue to develop our website communications, led by Larry Rinehart with contributions from Gregg Hodge and myself. We will add the email communications team and the web team together to create the e-communications team. This team will strive to augment the *Anzeiger* rather than compete with its content. Look for more here as we develop new communication concepts and content for

the web and email. We have a chair for the Holiday party, some familiar names and inveterate volunteers. Gregg and Sue Hodge are taking on this task. We have a Progressive Dinner chair, Cheryl Carpentier, and we are looking for a member in the North Portland or Vancouver area to host the Main Course. All in all, good progress by your BOD and volunteer members.

The first Go-Kart event was great. And there is a video of the event on the website ([www.oregonpca.org](http://www.oregonpca.org)). The first Tech session at Guy's Interior Restoration was fun and informative. Look for a video of this event on the website too. The Dinner Meeting was fun and the food was again excellent. We had several new members attend as well as a long-time member that had not come to an event for 25 years. Bob, Jacque, Austin and Ramsey Schatz ('77 911) attended as well as Gary and Lacey Vogel ('95 993). Steve Martin shared a brief story on the 19 Porsches he's owned over the years.

The Drivers Ed team, Craig Dahlgren and Chuck Bergeron, are working to enhance the program for our members. There are some tutorial materials with photos of proper line positions on the website in the Driver Ed section. These will also be at the DE events to aid the instructors in explaining the proper line. Bart Locanthi is working to automate the registration process on the web to reduce the time it takes to pre-register as well as make it easier to track participation and minimize the effort the registrar (Debbie Clinkinbeard) has to put in to support the event. We are hoping to roll this system out for the April DE day.

*continued on page 27*

*Kate Ayers*  
FROM THE EDITOR



By now, we have seen Spring flowers popping up for well over a month now. Geez, nearly two! There were some pretty wonderful days for driving just past - and some quite drippy ones too. Oh, well, when you're driving a Porsche, it really isn't important. Just become one with the steering wheel and off you go.

The Club had a growing number of goings-on in March, which I hope you all took advantage of. Our first autocross of 2003 was scheduled, plus Track Day. We saw the return of the Day

Tour, plus another rallye school and, early on, the Auto Appreciation Day Trip. Go-Karts started in late January and gathered momentum in February. We had some technical problems with the camera, so photos didn't turn out, but you can see the video at the website. Plan to come to the next one - middle of this month. At the start of February, we had the annual Ski Weekend. Believe it or not, there was actually snow! Well, at least enough to ski on. At least in the morning. But the food -

I'm considering going next year just for that part. I hear it's fabulous. Of course, there's the ever-popular monthly dinner meeting, which I keep missing. For a person so stomach driven, one would think I could make it at least once! Time constraints have conspired to keep me away. Soon maybe.

Anyway, April has another bunch of great ORPCA events slated. The year's second Track Day. (Check the club calendar for revised autocross dates. The one originally shown for April is not going to happen. Just hold onto your excitement until May 4th.) The 3rd Annual Cabin Fever Tour comes right at the end of this month. Again, check out the ad in this issue. It tells all about the Tour. Be sure you've got your reservations ASAP! The Hotel Condon isn't very big - it's not very expensive either! Plus, they make a pretty mean dinner (always an important consideration).

There's plenty of other good reading in this issue, too. The long-awaited conclusion to La Carrera has finally arrived. We also have a couple tech articles: one on the success of the first official Tech Session that was held at Guy's Interiors, and one doing some technical stuff under the bonnet. (I can talk about food and wine, but I'm stymied by engine lingo.) Some new members are featured, plus a glimpse into another board member's life. In short, we have great content. Enjoy!

*continued on page 27*

# OREGON REGION CALENDAR



## April

- 13 Vintage Iron Tour V
- 13 Go-karts & Lunch
- 16 Dinner Meeting
- 19 **Spring Clean**
- 20 Anzeiger Editorial deadline
- 25 ORPCA DE/Track Day
- 26-27 Cabin Fever Tour
- 27 Portland Karting DE

## May

- 4 Autocross @ PIR
- 10 Warbirds & Wine Day Tour
- 17 Fun Rallye
- 20 Anzeiger Editorial deadline
- 21 Dinner Meeting
- 23 Lotus Club DE
- 30 BMW DE
- 30-June 1 Half a Mille Miglia

## June

- 1 Portland Karting DE
- 13-15 Rose Cup Races
- 18 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 20-22 CART Races
- 27 Tri-Club DE

## July

- 11-13 Baxter Auto Parts Portland Historic Races
- 19 Fun Rallye
- 20 Anzeiger Editorial deadline
- 20 ORPCA Concours at Forest Grove
- 20 Autocross @ PIR
- 25 Shelby Club DE
- 26 Progressive Dinner
- 28 Corvette Track Day

## August

- 2 Mt. St. Helens Day Tour
- 20 Win Casey Barbecue
- 20 Anzeiger Editorial deadline
- 22-24 Otter Rock Weekend
- 24 Autocross @ PIR
- 24 Portland Karting DE
- 29 Lotus Club DE
- 30- Sept 1 All-British Field Meet/SOVREN races

## September

- 12-14 Sunriver Exotic Car Show
- 14 Shelby Club DE
- 17 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 21 ORPCA Volunteer Recognition Party
- 21 Autocross @ PIR
- 27 Fun Rallye

## October

- 3 ORPCA DE/Track Day
- 5 Portland Karting DE
- 12 Autocross @ PIR
- 12 Alfa Track Day
- 15 Dinner Meeting
- 20 Anzeiger Editorial deadline
- 25 Fall Mystery Tour

## November

- 7-9 Rainbonnet 2003
- 16 ORPCA 2004 Planning Meeting
- 19 Dinner Meeting
- 20 Anzeiger Editorial deadline

## December

- 6 ORPCA Holiday Party
- 20 Anzeiger Editorial deadline

**Late Addition!**  
**Spring Clean**  
**Saturday,**  
**April 19**

**see page 17**

# Vintage Iron Tour V

Club  
Event

## Saturday, April 13

Time: Meeting 9:00 AM departing parking lot at 9:30 sharp.  
Place: Stark Street Pizza, 9234 SE Stark Street, just west of I-205  
Cost: \$5.00 per car.

We will view collections of cars and related goodies very few have had an opportunity to see in their entirety. Two collections and a no-host lunch. We should be done about 2:30 PM. Touring will take place in the greater Portland area with great roads for your Porsche. Reserve your spot today!

Your tour leaders:  
Duanne Luckow  
(503) 761-9411  
Steve Knepper  
(503) 407-6408



# DINNER GATHERING

## Wednesday, April 16

Club  
Event

*OOH LA LA!*  
*springtime in - Lake Grove!*

at

*La Provence*

15964 SW Boones Ferry Road  
Lake Oswego, OR 97035  
503-620-7775

6 pm - L'heure Sociale

7 pm - Le Diner Delicieux

Choice of 3 entrées (budget, moderate or deluxe)

**RSVP by Friday, April 11**

Please e-mail or call Nancy Herron at:

[bonvoyages@msn.com](mailto:bonvoyages@msn.com) or 503-293-6714

~ No drop-ins please ~

# 3<sup>RD</sup> ANNUAL CABIN FEVER TOUR

Club  
Event

## APRIL 26-27

FEATURING A STAY AT THE HISTORIC HOTEL CONDON

We'll have a breakfast meeting in Vancouver, followed by a trip up the Gorge via Hwy 14. Lunch will be at Baldwin's Saloon in The Dalles, quickly becoming one of our favorite lunch stops. The historic Hotel Condon will be the destination for the night, same as last year, and we'll see what the town has to offer again in the way of night life on Saturday night (you might be surprised...) Bring your favorite bottle of wine for sharing in the afternoon when we arrive at our destination. They have a comfortable meeting area in the middle of the hotel, easy chairs - the works. Then we'll meet in the dining room for a good meal of special regional offerings. Rates at the Hotel Condon are unbelievably low, even on the weekend, \$70-95.

**Now is the time to reserve your room.** Call 1-800-201-6706 to do so and mention that you are with the Porsche club. In the meantime, check out their web site at [www.hotelcondon.com](http://www.hotelcondon.com) for a preview of this beautifully restored, grand old hotel. If you came last year, come join us again (you know we had a good time!) If you have not joined us before, you should consider coming along for the first overnight tour of the season.

This is a no-host event, so there's no event fee. Contact Gregg and Sue Hodge for more information at [sghodge@bctonline.com](mailto:sghodge@bctonline.com) or by phone at 503-518-9203.

# Go-Karting

By Kate & Jim Ayers

January 26. Super Bowl Sunday and the first day of the 2003 Go Karts season. That could make for a tough choice.

Fortunately, the Go Karts started relatively early in the morning, while the game didn't kick off until sometime around 3:00 p.m. While I didn't make it out to the arena, folks tell me it was loads of fun. Andy Jacobson (see Meet the Members this issue) and a couple friends attended, along with Don Clinkinbeard and his son, and about half a dozen others. The comments: It was almost as much fun as driving on the racetrack ... very intense and lots to learn, and the cool part was they have an instant computer printout for you and your times, as the karts must have little transponders on them and you can tell how you did as well as the rest of the group. DRC is fast, but his son is faster.

February 23rd brought another Kart session. I managed to talk Kate into going

to the event. While she decided to run Clink's video camera rather than drive, I think she has gotten herself hooked. I look forward to her driving the next time out.

Funny thing, I had my annual physical two weeks ago and my Doc asked me what I was doing for exercise. I gave him the "Well, I play a little golf and walk a bit (mostly to the wine cellar or refrigerator)" line. He then proceeded to tell me that was not exercise, not even the golf. Just wait until I tell him I drive Go-Karts. He may not think it is exercise, but I can guarantee you every muscle in my body says it is. Not only is it good exercise but it really gets the "old heart" pumping. Think Track Day without rearview mirrors. Think Track Day without the worry of denting your car. While 35 mph doesn't sound fast, it sure feels like it is.

I found myself wondering what the tricks are to get around the track in less than 30 seconds. I wondered for three sessions and am still scratching my head. Next time... maybe.

Twelve drivers from the club drove and everyone was smiling at the end. Good fun, great competition and meeting more new people, what a day.

After the sessions were done almost everyone retired to Billigan's Roadhouse for lunch. Keep your eyes open for the next Hot Trax event, which is scheduled for April 13th. The more the merrier and truly an enjoyable way to meet your fellow club members. To see for yourselves, check out the video - yes, video - at our website, <http://www.oregonpca.org/>. It's way cool. ☺

**\*\*\* Please pre-register for this event at [oregonpca.org](http://oregonpca.org) \*\*\***

Club  
Event

PCA at Portland International Raceway

## DRIVERS ED/TRACK DAY

\$100/driver/full day

\$55/second driver

Pre-registration Strongly Encouraged

# April 25

### Required Equipment:

- \*\* Snell 95 or 2000 helmet (SA or M)
- No open exhaust
- Cabriolets require roll bar (except Boxsters)
- Long-sleeve shirt (recommended)
- Laced athletic shoes (recommended)

### Schedule

11:00 am Tech Inspection  
12:00 pm Mandatory drivers meeting  
1:00 pm First car out  
Track Closes at Dusk

### Track Chairman

Craig Dahlgren 503.692.1968

- ORPCA Instructors available upon request.
- Our best driver training is available on a wet track!

Novice drivers will be assigned an instructor, subject to availability

**Featuring:** ORPCA driver training program

Instruction provided in your car by the professional instructors at **PRO DRIVE Racing School.**



9:00 AM - half-hour ground school + 2.5-hour Skid-Car session (fundamentals of car control).  
12:00 PM track closed for lunch  
1:00 PM Pro Drive track instruction begins with assigned Pro Drive instructor.

**Cost:** a bargain at \$249.

Space is limited. (usually sells out)

**Call Pro Drive to register:** 503-285-4449

Please register in advance to secure your spot.

(ORPCA track days only. Normal \$100 ORPCA track registration fee is extra. Free ORPCA volunteer instructors still available.)

Please refer to the Oregon Region web site for the latest information on this event: [oregonpca.org](http://oregonpca.org)

# Rear View Mirror

By Peter Linsky



Are you losing sleep because some idiot's auto alarm keeps going off at Oh-Dark-Thirty? Here's something humorous I spotted in Forbes Magazine FYI (For Your Information) last summer.

Forbes did a tongue-in-cheek feature entitled "Best-Case Scenarios"... such as what to do if the ATM you're using suddenly starts spitting out an endless supply of nice new \$20s ... How to wangle your way into first-class without paying for it ... and so on.

The lead item was called "How To Proceed When You Discover Which Car's Alarm Keeps Going Off In The Middle Of The Night." Forbes' suggestions are as follows:

1) Note the license plate and have a friend at DMV identify the owner for you, or use an online database. Obtain the owner's telephone number.

2) Disable YOUR phone's outgoing caller ID.

3) Go to bed early.

4) Set your wakeup for 2:30 or 3:00 AM.

5) Call the nuisance car's owner.

Identify yourself as the "Watch Commander" of the neighborhood's new "Auto Alarm Rapid Response Unit." Tell the registered owner that a suspicious-looking person had been observed prowling the area, and since the alarm goes off whenever someone is nearby, you naturally had to call and check to be certain all was OK. Wish the owner a good night and hang up.

6) Call again 30 minutes later, apologize for NOT having given the impression that your first call was a matter of life and death, and assure the owner that all the neighbors were prepared to "pay any

price, bear any burden, to ensure the security of the owner's car CD player."

7) Call back 30 minutes after THAT, and say you're just "checking in" and assure him/her that neighbors are guarding the vehicle. Continue this routine every half hour until dawn. If the person is gullible, you can embroider on this theme for several more hours. If the owner has become very angry, gently explain the obvious importance of keeping a vigilant security perimeter around the car. After all, if the stereo is so valuable that it must be guarded by a loud alarm, the owner must certainly appreciate that his/her neighbors want to protect it, too. Eventually, he or she may tumble to the reality that the car's alarm has been keeping everyone ELSE awake and do something about it. If not, there's always tomorrow night. ☹

## AUTOBELLA

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- Undercarriage & Engine Detailing
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- Club Member Pricing

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Portland OR 97212  
503.335.6969  
autobellausa.com

# Coming Events



## Cabin Fever Tour – April 26-27

The Cabin Fever Tour is designed to be a value-priced event, providing a quick weekend get-away to shake off the winter doldrums. There is a no-host Saturday afternoon reception at our destination. Accommodations are selected to be good yet inexpensive, and all meals are no-host so there is no event registration fee for participants.

The tour visits interesting, out of the way places within a 200-mile radius of Portland. The roads are selected for their overall condition, lack of traffic and scenic quality. The leisurely pace and unique locations afford the participants a pleasant driving experience, and serves as a wonderful start to the Club's tour season.

## Day Tours

Day Tours are scheduled on a number of Saturdays throughout the year. Each time, a different tourmeister will be in charge of selecting a route and providing route instructions for all participants. Tour length depends on the tourmeister, but will not exceed six hours. Lunch stops are at the discretion of the tourmeister. Generally, tours will either end at lunchtime or some sort of lunch stop will be worked into the route. Day Tours are designed for casual motoring through the selected countryside, giving you a chance for spirited driving on interesting roads. There are no tricks or traps. When Day Tour specifics are available in time, they will be printed in *Anzeiger* and/or posted on the web site. Otherwise, it will all be a surprise. There is no cost for these events.

## Autocross

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

We have competitors of all skill levels; it runs the gamut from those with decades of experience all the way to those with a shiny new driver's license and 2 days on a stick shift. There's something for everyone, and everyone has a great time! If you ever wanted to improve your car

control, drive fast, or just develop the skills to stay safe in an emergency situation on the highway, this is the event for you. Watch for details on the 2003 schedule, fees and other requirements as they become available here in the *Anzeiger* and on the website.

## Rose Cup Races – June 13 - 15

Connected to the Rose Festival, this is a weekend of racing to really get into. The races are divided up into a number of different classes, based on engine size and modifications and also by age (as in the Vintage class.) The draw for this weekend event is that it is local in flavor. Cars come mostly from BC all the way south to California, and the competition is fierce. Many of the same group return year after year. It is a reasonably priced race compared to the others offered during the summer - with no frills, just good race entertainment. We have a number of our own members who race in this event. Come out to see them race in their Porsches (cars that actually look like the ones we drive down the street everyday) or in other cars that don't look like anything you would want to try yourself (like the Spec Racer Fords). There is also another race during this event that puts all of the different classes of cars on the track at the same time. This is the Rose Cup race which pits Porsche against Corvette and even the big engine American-made cars like the Chevy Camaro. This is always entertaining - although statistically the Porsche is "out-muscled" by a number of other cars traditionally in this one, you never know what is going to happen. Don't miss this event.

## Volunteer Recognition Party – September 21

ORPCA could not exist without the time and energy that Club members devote to making our events and activities function well. Every year, the Board of Directors has recognized Club members who have assisted in these efforts.

The Club will host a recognition party for those of you who donate your time and talent during the year to helping make our Club the best that it can be. It's hosted by the Board of Directors, preparing food for the attendees. It will be a great party and lots of fun for all.

In the meantime, keep in mind that you can't buy a ticket for this event. It will be totally free, but strictly limited to members who have volunteered their time and efforts during the year to making the Club work smoothly. If you want to join in the fun, contact any member of the Board of Directors for some ideas about what role you might be able to play this year.



# Around the Region

By John Draneas

The February dinner meeting was a great opportunity to find out what ORPCAers are up to. For new members **Gary & Lacey Vogel**, the Mucho Grande rendezvous was their first club activity. They are the proud owners of a 993. Said Lacey, "When I die, I want to come back as a Porsche. I see the way he (Gary) rubs that car."

Making it a family affair, **Bob, Jackie, Austin & Ramsey Schatz** were all present for some tasty Mexican food. Owners of a 1977 911 S, the family is dreading the day when Austin gets his learner's permit.

Also present was **Steve Martin**, who is on his 19th Porsche. He still owns his last four and most of them actually run. Steve's pre-A Speedster has been found to be historically significant; it is perhaps the second Speedster made after the factory's transition from hand formed body panels to machine-stamped sheet metal. Steve may show it at the Speedster 50th Anniversary in June of 2004.

**Stefan and Tammy Brown** are having the family 356 restored and it should be ready by July. Because the same shop is doing it, they're counting on the restoration to be as good as the one that earned their VW Beetle top honors in its class at the 2002 Forest Grove Concours d'Elegance.

Meanwhile, they'll still have their Boxster S or Beetle as backup transportation.

It seemed that everyone in the Oregon Region received an invitation from Porsche Cars North America to go to the Portland International Auto Show and see the

Cayenne, with free tickets and a T-shirt included. Everyone, that is, except me. Must not be living right. But, car freaks to the end, Carlyn and I paid to attend on Thursday night anyway, and caught our first glimpses along with the rest of you.

When asked about their first impressions of the Cayenne, decidedly mixed reviews were given. A sampling: **Mike O'Connor**, "Thumbs down. I just don't like the whole idea. For Porsche to make an SUV is just a slap in the face."

**Dale** (still working on my MBA - that's degree, not car) **Rhoney**, "It was better than I thought it was going to be."

**Steve Martin**, "It was a major mistake for Porsche to go in that direction. It's philosophically wrong, socially irresponsible and the company is no longer true to its roots." **Chuck West**, "I like it.

Excellent and a hell of a deal, considering what you get."

Believing that our members might have a somewhat jaded view, I asked **Gary Engel**, from Sunset Imports, what he had been hearing from the rank and file attendees. Gary

confirmed that opinions were divided, but that most people really liked it. He had heard reports that people liked the Cayenne more in person than they did in the photos. This was likely because it was much bigger than it looked in the photos, and it was considerably lower in the front than it appeared in the photos, which had all been shot from a low vantage point, presumably to accent the SUV look. Many people commented to him that they really liked the interior, saying that it was very roomy and very nicely appointed.

My wife liked it, and claims she wants one. But then, she drives a Jeep. Personally, I agreed with what seemed to be the majority view. It's really a pretty nice vehicle, but I presently have to take Porsche's word about the performance. The Cayenne prompted me to take a look at

several of the other SUVs at the Show, like the Land Rovers, BMWs, H2s, GMs, Fords, etc. The cheapest ones are in the

\$50Ks, and they go up considerably from there. If I was going to buy any of the less expensive of them, I'd sure think about paying more to get the performance of the Cayenne, and I'd sure buy a Cayenne before I'd ever think about buying a Land Rover. But, I sure wouldn't buy a white one. I thought the white turbo Cayenne looked like a giant refrigerator!

Also seen at the Auto show were **Doug Barrett** giving a non-Porsche friend a guided tour through the Porsche display, **Bob McEwen**, and **Faryl Ammon**. Also of interest was the red hot rod on display that was built by **Bob Falleur**.

**Peter Linsky** is a very happy guy these days. He wrote a feature-length article about the 1973 911 RS clone that **Jeff Gamroth** recently built for **Page Stevens**, and he just got word that *Excellence* has accepted it for publication in an upcoming issue.

And on a different note, I am pleased to announce that the Saab I co-own with **Keith Martin** is back on the road. It runs and drives quite well, amazingly attracts a fair amount of attention, and has rekindled my senses of driving a chainsaw. My wife, Carlyn, named it "**Lucky**," after she learned that **Jeannie Gretz** has named all of their cars. Keith and I plan to hold a Saab party, where everyone will have to drive Lucky before we will give them any food. Jeannie Gretz thought that would be a great idea, and spiced it up by challenging Lucky to a drag race against "**Kippy**," her Nash Metropolitan. Keith has accepted the challenge, while upping the ante by also entering his Pacer, which I don't think has a name. We need a suitable race location: a three-lane road with light traffic, so we don't have to be embarrassed by the sight of other cars passing the racecars, and with a modest downhill slope, so we get the race over with during daylight hours. Ideas? Let me know.

And, at opposite ends of life's spectrum, we extend our sympathies to **Rupert and Bobby Jo Koblegarde** on the untimely death of their daughter, Mary Ann, and our congratulations to **Jeannie and Jeff Gretz** on the birth of their first grandchild, Lily.

*Ed. Note: Got any interesting news about yourself or any other Oregon Region member that you'd like to share? If so, send me an e-mail at Draneas@Teleport.com.*



The Schatz Family



Tammy Brown at Forest Grove 2002

# Meet The Members: The Jacobsons

*By Kate Ayers • Photo by Jim Ayers*

Perhaps you've seen the new, Speed yellow, Turbo. It parks beside a Boxster of the same color, making the Jacobsons' garage picturesque indeed. You might have glimpsed the Boxster at last May's Burrito Run, a drippy endeavor but a good introduction to Andy and Margaret Jacobson for my husband and I.

Or maybe you saw the Turbo at Rainbonnet. They entered it in the Daily Driver class of the Concours there. Or possibly you spotted Andy at the first of this year's Go-Karts. (But you didn't see either of the cars on that track!)

Members since early last year, Andy and Margaret add a lot to our club. And I'm not just talking about the cars - although they are quite delectable. You simply must meet this lively couple to understand.

They are a quiet, unassuming pair, with many passions simmering beneath their understated surfaces. He retired from Ford as a truck and car designer. When asked whether she retired from something, Margaret replied, with a sparkle in her eye, "I will never retire." A career woman of the house, home and family, even Andy won't touch that comment. He's learned that her job is nothing to scoff at.

Residents of tiny Trout Lake, Washington, they number among the couple hundred souls fortunate enough to live at the base of spectacular Mt. Adams. On the bright blue-sky days of an unseasonably dry February, lunch in the north alcove of their log home is almost overshadowed by the mountain's breath-taking beauty.

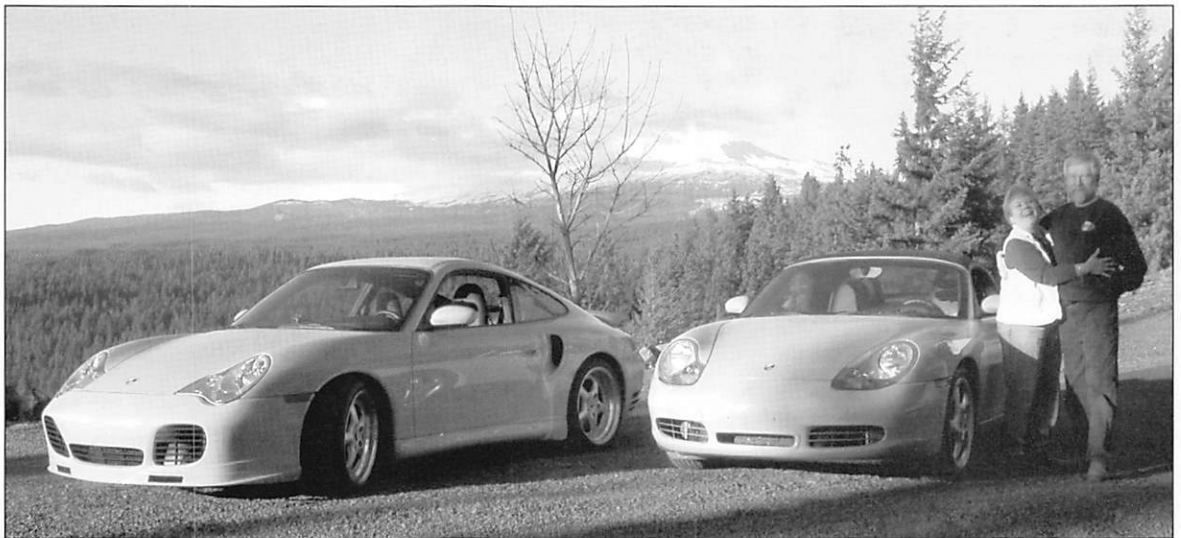
Having moved out from Detroit, they found a wealth of twists and curves to drive on in the Northwest (apparently a rarity in Michigan). Besides the abundant supply of Porsche roads to lure them here, Margaret considers herself lucky to have settled within an hour and a half of her folks - in Tigard - and closer yet to

her oldest son and family - just down the road.

When they are not seeking ever-more-winding roads on which to drive the world's greatest sports car, Andy climbs aboard his backhoe or his dozer and builds a few roads of his own. He delights in having a new one for the grandkids when they visit to run their quads - or snowmobiles on a normal year - up and down their wooded acreage. Margaret

ing in England. Its companion shows the view from his studio in that home. While he toils away upstairs, Margaret uses the time to relax with one of her hundreds of movie videos downstairs or she tucks in with a book on a chair handsomely designed by their oldest son.

You can see they have been active in the club. But, when asked about signing up for the Half Mille Miglia, Andy exclaimed how much they'd love to, but



feeds them, bundles them up and entrusts them to their two golden retrievers to watch over them while they play on the hillside.

On those inclement days when indoor activities prove more appealing, Andy secrets himself in his studio over the garage, builds a fire in the woodstove and sets to work on his models. Over a hundred of them line the shelves around the room: Porsches and Fords, of course, and a myriad others.

If he wearies of that, he turns to his watercolors, where he creates his own beauty, exhibiting a considerable talent. One wall is graced by a picture he painted of the house they lived in while work-

he explained that's the weekend he always heads to the old F1 track, Mosport, in Ontario, Canada. You see, another of his great passions is Ducatis. Racing. So he loads up the trailer (with motorcycles) and heads out.

We only had one short afternoon to learn about the Jacobsons. There are so many layers to them that I'm sure we missed a multitude of great points. But this gives you a good start on how to strike up a conversation with Andy or Margaret, if you should happen to see them at a rallye, or the Go Karts or Rainbonnet or the ... well, you get the idea. ☺

# My Other Favorite Car

By Don Stroum • Photos by Chris Greenwood

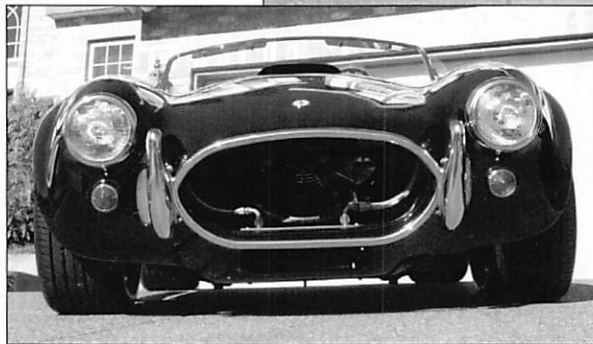
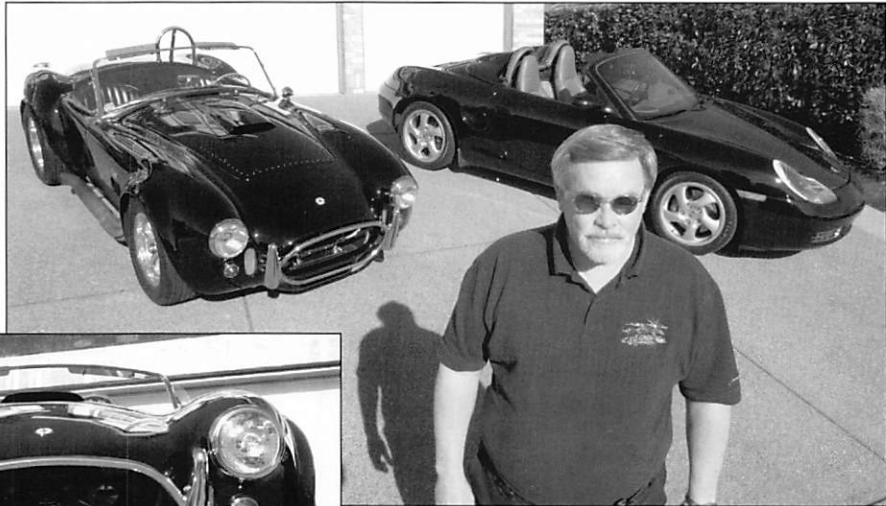
It must have been 1964 or '65, while walking in downtown North Hollywood, that I had a life-changing experience. I heard an engine start up. I looked toward the sound that was making my teeth vibrate and saw a black Cobra 427 SC pulling away from the curb. That was my epiphany. I have dreamed of owning an SC ever since. Why don't we lust for things that are attainable? I have never heard of anyone lusting for a van (well, maybe Ralph Nader). My Porsche desires were honed over time but that Cobra impression stuck like brain super glue.

Forward to Christmas 2002. While opening presents with the family, I held up a T-shirt I had received from a friend. It had a picture of a Cobra on the front and my wife made the comment that I could not wear the shirt

because I didn't have a Cobra! I wonder if she sensed what a big mistake that was. We have been married 38 years and you would think she would have learned. A few minutes later, my son told me that a local Cobra reproduction that I had admired for years for its quality and authenticity was for sale. Now when three events like this occur within a day, it's got to be a message from above to grab the checkbook and head for the phone. The next day, I bought the car and brought it home in a covered trailer. (It was raining.)

The previous owner, Cary Gressinger, built the car in 1989 using a Contemporary kit. The frame is the correct pattern, using huge four-inch frame rails and cross members. The fiberglass body is molded from an original aluminum car, serial # CSX 3045. The engine is a '67 Ford 427 FE Nascar side oiler with a sidewinder intake and a 750cfm Holley double pumper. The builder has a friend who totaled a real 427SC in 1989 in Los Angeles, CSX 3022. (There were only 32 originals built.) After a court battle, the insurance company paid \$950,000 and the owner got to keep the wreck. Gressinger went to California and retrieved numerous original parts that he used for the project. The Connolly leather

seats, air box, bumpers, gas cap, seat belts, wind wings, etc. were all used to make the car appear correct. The suspension is Jaguar independent front and rear. The rear disc brakes are inboard and the wheels are pin drive requiring a large aluminum hammer to extract the spinners.



After a pre-flight inspection, my wife and I headed out on the first drive. The car is blindingly fast, capable of 12-second quarter-mile times, I am told. Forget driver-passenger conversation as the deafening exhaust exits about three feet from your ears. The driving position is uncomfortable as the small pedals are offset to the left and the steering wheel is very close.

Upon arriving home, Mary Kay made several observations: You need to have an orthopedic surgeon on retainer for getting in and out. There is no room for your feet. There are no rollup windows. Actually, there are no windows, period. No air conditioning, heater, radio, or glove box. It rides hard, and every time you get out you burn your legs. I looked at her and said, "Yup, is this a great car or what? We both had a smile on our face. ☺"



# WARBIRDS

*Saturday, May 10*

8:30 am - Rendezvous @ Wood Middle School in  
Wilsonville (West of I-5 on Wilsonville Rd.)

8:30 - 9 - Pre-tour Meeting

9:00 am - Tour Departs

10 - 12 - Evergreen Aviation Museum  
Guided Tour

12ish - Depart for neighboring wineries

**J**oin the Oregon  
Region Porsche Club for a  
pleasant day drive through the lush  
Willamette Valley, and a guided tour of  
the Evergreen Aviation Museum. Afterward,  
we'll visit some neighboring wineries.

This is a bring-your-own-picnic-lunch event. Event  
cost is \$10 per person which covers admission to  
the museum. Please bring exact change, cash only.

*& Wine*



## ORPCA Autocross 2003

**May 4** - PIR Pro Pits (Cascade Club on track)

**July 20** - PIR South Pit Area (Motorcycles on track)

**August 24** - PIR South Pit Area (Motorcycles on track)

**September 21** - PIR Pro Pits (Cascade Club on track)

**October 12** - PIR Pro Pits (Alfa Club on track)

**When:** Registration 8:00 am, First Car out at 9:00 am.

Typically finished by 1:00 pm w/4-6 runs each.

Must cross the track for events in Pro Pits before 8:45am and stay  
until cleanup is done so we can cross the track as a group.

**Cost:** \$15/driver + \$6 entry to P.I.R.

Fun Runs \$1/run as interest and time allows.

**Requirements:** Helmet, any safe car w/loose articles removed.

18 yrs or older except children of ORPCA members w/license and  
parental permission. Non-members and non-Porsches are welcome  
to participate.

**More Info:** Dave Nance 503-313-3282, dmnance@armstrong.com  
Chuck West 503-624-9161, greenweapon@aol.com

Portland International Raceway (PIR) is on the west side of I-5 free-  
way at exit 306-B.

# PORTLAND HISTORIC RACES

## JULY 11-13, 2003



The Portland Historic Races is a great event for all. This event features a spectacular display of more than 600 types of collector cars including street rods and motorcycles. Also you will find wonderful automotive art, books and other paraphernalia. The cost of this event is \$35.00 for a 3-day admission for two people, corral parking and dash plaque. Parade laps will also be available Saturday and Sunday (LIMITED TO 25 CARS EACH DAY)

**\*\* DEADLINE IS MAY 25, 2003 - NO EXCEPTIONS \*\***  
**LATE REGISTRATIONS WILL NOT BE ACCEPTED!!!!**

For more information contact: Don Stroum at 503-722-1350

Mail your Check and Registration Form to:

**Don Stroum**

**4040 Imperial Dr.**

**West Linn, OR 97068**

Make checks payable to ORPCA, Please include your Name, Address and Phone Number.  
 (TICKETS WILL BE MAILED)

### Historic Races Registration Form

Parade Lap: (Choose One)  
 Saturday or  Sunday

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone # (      ) \_\_\_\_\_ E-MAIL ADDRESS \_\_\_\_\_

3-Day Ticket (Includes Friday) \$35.00 \_\_\_\_\_

Additional Tickets: Saturday - \$25.00 \_\_\_\_\_

Sunday - \$25.00 \_\_\_\_\_

Total Amount Enclosed \$ \_\_\_\_\_



# Half A Mile Mile! 2003

## The River Runs Through It Tour May 30-June 1

Your Half Mile Team has planned another

very special event that we are sure you will

enjoy. For the theme, we have given it the nick-

name "The River Runs Through It Tour."

We start with a hosted dinner on Friday night

at the **Salbasgeon Suites in Corvallis**,

catered by **Lovino's Restaurant**. Call for room

reservations at (800) 965-8808. Mention the

"Mille" group code, and you will be given spe-

cial rates.

On Saturday, we will follow the **Williamette**

and **Umpqua Rivers** south and east, finishing

old-growth forest along the **Umpqua River**. Our

evening destination is the **Steamboat Inn**.

Nestled among the towering firs of the **Umpqua**

**National Forest**, the **Steamboat Inn** is famous as

the home of some of the most challenging steel-

head fishing in the world.

Dinner will be the Inn's famous

**Fisherman's Dinner**, served family style. At

the dinner hour, guests gather in the library to

sip an aperitif, enjoy the evening's hors d'oeu-

res and exchange views of what made their

day special. The main dish is followed with

savory side dishes, fresh vegetables, and home-

made bread. Oregon wines will be poured by

the winemaker from **Abacela Winery**. The

meal is brought to a gracious conclusion with a

tempting dessert made specially for the occa-

sion. Vegetarian diets can be accommodated.

The **Steamboat Inn** is a very picturesque,

friendly, cozy establishment (check it out at

[www.thesteamboatinn.com](http://www.thesteamboatinn.com)). Part of its appeal

comes from being small, which means that we

will have the entire property to ourselves. The

hitch is that many of us will have to share

accommodations, as many of their rooms are in

2- and 3- bedroom buildings. The **Steamboat Inn**

has agreed to accommodate our group by tak-

ing reservations by the bedroom. The choices,

and rates, are varied and range from \$90 to

\$140. Some accommodations are already

taken, so call **The Steamboat Inn** soon, as

reservations are on a first-come-first-served

basis. Their number is (800) 840-8825.

Remember to mention that you are with the

**Half Mile**.

Given the unusual situation of shared accom-

modations and the necessity that we fill the

lodge, there are three rules to be aware of

regarding your reservations:

1. You may reserve only one room per couple

(two OK if two singles).

2. Your reservation will be subject to cancella-

tion by us if you do not register for the **Half**

**Mille** within 30 days after making the room

reservation.

3. Reservations are non-cancelable if the room is

not rebooked.

Overflow accommodations will be available

at the **Dogwood Motel**, (541) 496-3403, located

11 miles down the river from the **Steamboat**

**Inn**. Transportation back and forth will be pro-

vided.

Sunday will start with an exhilarating drive

up the **Umpqua**, stopping for a short and very

enjoyable hike around a fabulous waterfall. The

500-mile tour will end in the **Portland** area

around 5:00 pm with a casual dinner. We prom-

ise you will never forget **The River Runs**

**Through It Tour**.

To register, contact **Don Clinkinbeard**  
(503) 356-1764 or [drcbike@aol.com](mailto:drcbike@aol.com).



# Tech Talk

By Jim Ayers

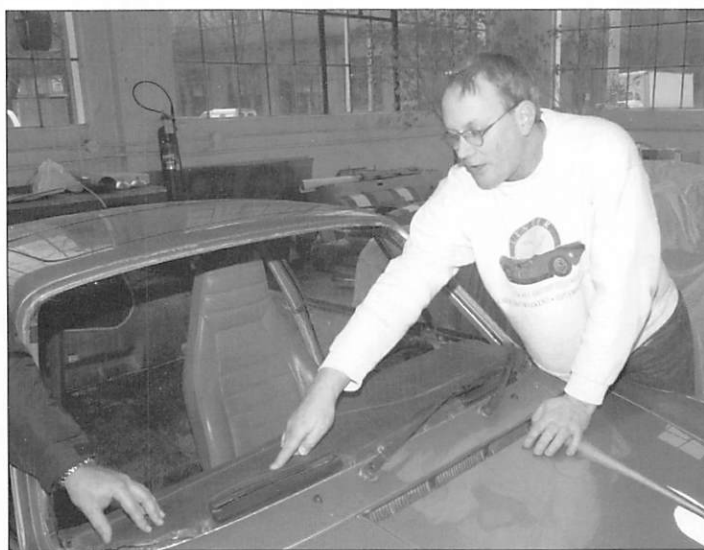
Photos by Chris Greenwood

Leave it to Guy Recordon to come up with another presentation on interior restorations, and you will undoubtedly gain new and useful information. Guy's Interior Restorations, 431 N.W. 9th, Portland, is the place to go for your interiors, concours quality restoration. 356, 911, 914, 928, 924 & 944, he can do them all. In fact, on January 25, 2003, anyone wandering around Guy's shop had to notice the only AC Bristol Zagato in the world (the only one ever built) sitting there in all its glory awaiting a new interior. In my opinion, if you own the only one of any car, you have to have a lot of faith in the person you allow to restore the interior.

January's tech session was devoted primarily to seats. Two sets of 356 seats and a 911 seat were ready to be dissected and studied. The common problem to both models' seat is you can't get the horsehair padding for the 356 and you can't get factory foam padding for the 911. Guy explained how he attempts to salvage as much of the factory material as possible. One set of 356 seats was found to have had restoration seat covers installed over the top of the original leather covering. Guy said this was a common practice in the '60s.

Ever wonder how the much-hallowed crease in the back portion of the seat bottom for the 356 gets there? Not as easily as one might think. The concept is simple but the actual doing for the restorer isn't so easy. A heavy string is stitched through the leather and then woven through the seat springs, pulling the leather down and into a crease. Guy told us about how one customer insisted the crease had to be a certain exact width for concours judging. Guy tried to explain to the customer that there is no specification established, by Porsche, for this crease. Seems the poor fellow had been confronted by a judge who thought there was one. The metal seat base frame on the 356 has a tendency to fracture at the bolt-down locations. This can be repaired and is not a major issue. Seat springs for the 356 are nearly always restorable. The major problem beyond the padding is matching the material and/or color of material for the seat covering.

911 seat frames are nearly indestructible. The wire, which forms the side bolster



support, has a tendency to lose its shape by bending out to the side; however, this is easily repaired. As stated above, stock foam for these seats is not available. Guy says he has become a master at cutting and shaping foam for repairs as needed but tries to use as much of the stock foam as he can. If you are in the same boat with me and have a rare color interior or one of the pop-art style interiors from the '70s, we have other problems.

The pop art material is not available; nor is most of the rare color vinyl. In my car, the copper-bronze color vinyl can be found but the simulated pigskin texture would have to be added to the material. The other option in this case is to change out the interior with a more standard and

available color. My intention is to replace my seat covers with the same color.

Nearly 30 people attended the session to generate questions and glean information. Guy stood up to all of the questions and had answers for most. From convertible tops to cleaning solvents, Hide Food to horsehair, he covered it all. A few of the important tips he had related to cleaning your interior:

Damp is good; wet is not. Leather should be fed with Hide Food no more than four times a year and no less than two times. Heat is the major killer of interiors, be they cloth, vinyl or leather. Vent your car by cracking a window, and opening the sunroof even when the car is in the garage. Carpets should not be more than damp when cleaning, as they will mildew and/or rot due to excess moisture.

As always, please support our advertisers! Not only are they the reason we get this fine publication, but they are also professional in their skills.

Ideas for Tech Sessions, contact me at jimnkater@attbi.com. I am always looking for suggestions. ☺

# A (not so snowy) Ski Weekend in February

By Sue Hodge

As we were approaching February 7th for the 2nd annual Mt. Bachelor Ski Weekend we were feeling two things - excited about getting together with friends to ski at one of the best ski resorts in the Pacific Northwest, and REALLY worried that there wouldn't be enough snow to appreciate the experience. Half the fun for us is the getting together part, but since we don't get out to ski except once a year we were hoping for a little more snow... And although we promoted the event well in advance, we had only the same core group that showed up last year. The High Desert region had a great showing for the Saturday dinner, however.

So we got together for a cozy dinner on Friday night, enjoyed some good wine and great food. Although we are all good friends, we learned some things in the course of storytelling after dinner that we would never have guessed about each other. It seems we all had something a little shady in our pasts. Pat Murphy's story was, perhaps, the most entertaining.

Imagine Pat with shoulder-length hair, traveling around Europe in a mini-van, with no agenda just a lot of free time on his hands. Places to see, people to meet and towns to plunder. Just kidding, but not too far off the mark... Andra Lunstrom said she'd share a picture of him back then, but I said I wouldn't publish it. After all, Pat has an image to uphold(?)

This year I decided to try cross-country skiing (a decision I may have made too hastily.) I had the good fortune to have Jim Neidhart as my mentor, and I was determined to learn how to do it right. Contrary to common belief, there was good snow on Saturday and plenty enough of it. In the morning we shared the area with a cross-country competition. These people are wonderful to watch - they are grace in motion. As the day progressed, I began to appreciate the strength and vigor it takes to do this sport. Those of us who have been accustomed to being shuttled up the hill after every run by a speedy chairlift just have no idea ...

After a few hours, I found a lot of things that appealed to me about cross-country skiing and one thing that I really couldn't resolve - the time it takes to side-step or herringbone up a hill to get to the next great downhill sweep. No contest - give me a chairlift any day.

We had a great morning, though. Beautiful weather and good snow. We retired to the lodge early in the afternoon for a hearty snack and a couple of pitchers of microbrew. The afternoon was shaping up to be a classic example of Spring skiing. The sun was out and we decided the snow would end up either slushing up (early) or icing up (later.) So we decided to retire to the hot tubs at the Mt. Bachelor Village where we were all staying. If you haven't stayed at this place before, you should really plan to do so. The accommodations are more than comfortable and the view out the back of most of the units is a breathtaking overlook of the Deschutes River.

*continued on page 30*



## Spring Clean Saturday, April 19

Cost: \$5

Time: 9 am - 2 pm

Place: Autobella

2046 NE MLK Jr. Blvd (north of Broadway)

503.335.6969

The driving season is upon us. Clean and prep your car with the help and advice of a professional detailer, Tom Rennie. Bring your favorite wash mitt & chamois while enjoying Autobella's soaps, waxes, interior & exterior detailing chemicals. You'll leave with a brand new car! See you there.

# Cool Oil

By Jim Ayers • Photos by Jim Ayers

Recently, while thoroughly enjoying an ORPCA Driver Education track day at PIR, I was more than alarmed to notice that the oil temperature in my 911 had crossed the 300-degree mark on the gauge. Only after a 30-minute cooling off period did the temperature begin its descent from perilous heights. Visions of a new motor danced in my head.

Fortunately, there are only a few things of a relatively minor nature, which can create this situation: The external oil cooler, the on-engine oil cooler, or the oil thermostat. Probably the easiest and maybe the least expensive of these to repair is the remote oil cooler ... not my luck. Next in cost and ease of repair is a real toss-up. The engine oil cooler and the thermostat are both located in the upper rear area of the motor. I am considering the front of the motor to be at the back of the car. You know, the part closest to the bumper. We all know the motor is at the back of the car, or at least I hope we all know this.

In my case, having the oil temperature shoot through the top of the gauge and not come back down while trying to cool it off was the key to a partial diagnosis. The external oil cooler could be eliminated as the source of trouble on the basis of its sole function being an auxiliary cooler. Additionally, it remained cool to the touch, indicating the hot oil was not getting to it. The question then becomes is it the on-board oil cooler or the oil thermostat?

Again, the diagnosis relied on the fact the oil did not seem to be moving into the external oil cooler. A not-so-easy and not-so-quick check of the on-board oil

cooler revealed it was not surrounded with the nest of a mouse or other vermin who traditionally like to take up residence

engine has been removed from the vehicle, it's a bear to get to with the engine in place. Problem is the fuel injection system, fan and a myriad of other items lie between you and the thermostat.

I had great hopes of being able to take a picture of this wonderful device on my motor, in my car with my chief mechanic (Wes at Motorsports International) pointing it out. Unfortunately, the only photos I was able to get were of Wes in very unflattering positions. I suspect I could sell them back to him for some free mechanical assistance! (Fig. 1) I did try to stick my head and camera into the available space to get a picture, only to find I couldn't see the damn thing anyway!

There are some tricks to getting to this wonderful little device: Drop the two front (remember, front is at the rear) motor mounts, while the engine is supported by a lift. Slowly lower the motor and transmission a few inches. Of course, this can only be accomplished if the car is already raised by a lift. That puts most of us do-it-yourselfers out of the game. Remove the airbox from the fuel injection system (Fig. 2). Know exactly what you are looking for and where it is

located. A good inspection mirror and trouble light help in this instance. Have the coordination of a chimpanzee or, at



Figure 1



Figure 2

in that area. This left the last and, hopefully, final choice to be the oil thermostat. While conveniently located when the

least, be small and not afraid of tight spaces. Once you find the two bolts holding the thermostat in the block, you have the fun task of removing them. (Ever wonder why mechanics charge so much?)

The other problem that presents itself at this point is you are opening a vital part of the motor to outside pollutants — bolts, washers, dirt and any other foreign objects, all of which will cause great damage to your motor if allowed access through the oil system. Some of you may be wondering why we didn't just drop the motor. I have to admit it would be easier to get the thermostat out. Dropping the motor is not an easy or inexpensive task, sort of a last-resort type issue.

Having removed the thermostat (Fig. 3), it can be checked to see if it is operating correctly, but I won't even get into that. Why, after having gone to all the work of



Figure 3

removing a \$35.00 part, would one want to put the same part back in?

This is one job I would suggest be left to the local Porsche mechanic, dealer or privateer. As much as I would love to have been able to perform this surgery, I just didn't have the tools. I was finally able to obtain a photo of the thermostat in an engine (Fig. 4)

while touring Gary Emory's Parts Obsolete in McMinnville, Oregon. Those of you not familiar with Gary's business need only to know, shy of Stuttgart, this is Porsche Heaven!

Next month, I will tackle my remaining oil problem: a leaking reservoir, a do-it-yourself project.

If you have a project you are working on and think it is worthy of a tech article, let me know. I am always looking for material. ☺

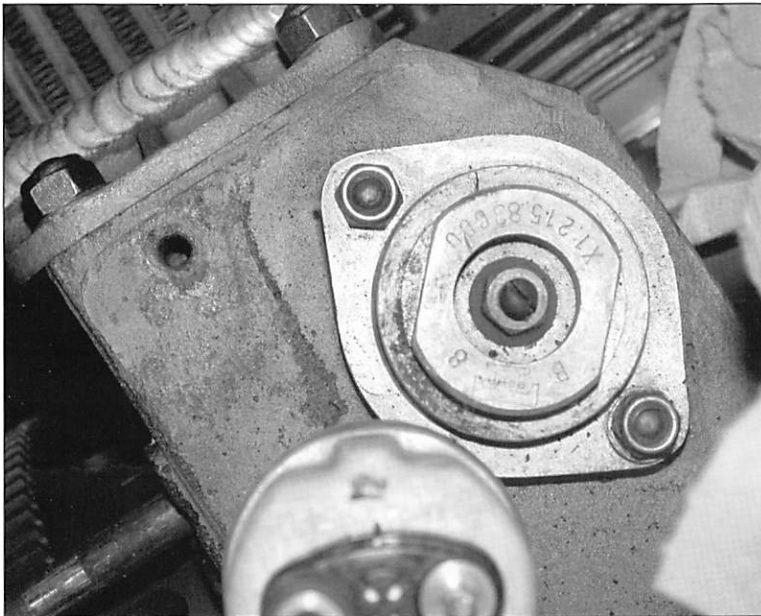


Figure 4

*Parts Obsolete*  
presents the

**All Porsche**

**CAMP**

**2003**

*June 6-8*

McMinnville, Oregon

Register online:  
[www.356shop.com](http://www.356shop.com)

503.835.2300

VW + Porsche Swap Meet on Sunday June 8

# "Born to be Wild:" La Carrera Panamericana 2002

by Forrest Hatch

*Editor's Note: Forrest and his wife Bonnie are long time members of PCA. They currently live in the hills near Medford, OR. Forrest has been a piloto/copiloto in the LaCarrera Panamericana for the last 5 years including a first-place finish in 2001 in a 912 Porsche. What follows is the third installment of the story surrounding the 2002 race in Mexico.*

**Day 5, Tuesday; Aguascalientes to Zacatecas: 4 Velocity—62K; 7 Transit—158K**

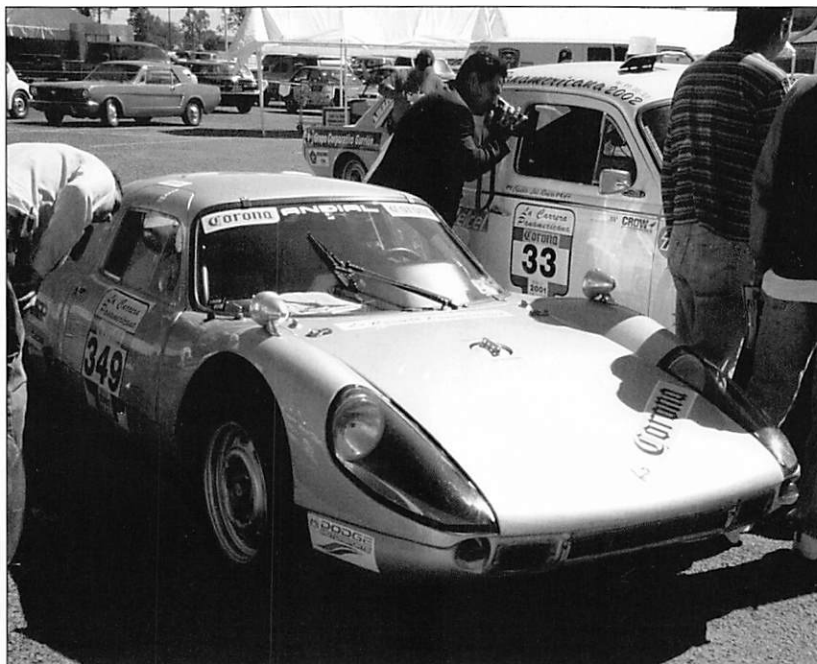
Today, after the starting arch, we went immediately to the Aguascalientes Autodromo for the on-track session. This is a really fun format as it is a road track with fast turns and a one-lane chicane. This is also a format familiar to Peyton, as he is a former Historic racer on many East Coast tracks. We were blistering fast: the sixth fastest car on the track overall and the first in our class. Then we were off to Zacatecas and two runs on La Bufa. The guys had insulated the hydraulic lines, run air-cooling ducts on the lines and done everything they could think of to stave off another clutch failure. The car ran well. Again, Peyton drove smooth as a baby's butt, and the times showed the results.

The first La Bufa run was from the town side. We were really truckin' when the goat/sheep incident occurred. We knew our time would be adversely impacted but we kept 'floggin the beast' and had the car up to 6000 RPM with the Rally Meter indicating 200-plus kph. We were not sure how badly we had been slowed. On the return run, we felt we had done pretty well and caught Shanahan's Historic A winning car just as we entered the downhill twisties to the flag. We knew we were rockin' but could not pass in such close quarters near the finish line. We were a little disappointed but felt that it would have to do.

This was the night of the Zacatecas street dance with the decorated donkey carrying the Mescal jugs. No racing until noon the next day, so it was an opportunity to get a little crazy. Peyton, Jan, Lyn, Will, Shamus, everyone got a little nuts and had a great time. The dance ended at the

awards ceremony, which I skipped for a nice dinner at a neat restaurant I have been going to for five years. Not something I wanted to miss.

When the team got back, I was told that we did not podium at all. I knew something was wrong. Sure enough, when the results were posted the next day, we had been given 17 seconds too much time in error. I requested a review in writing and



was supported by Shanahan during the review. The following day, the times were corrected and we had once again finished second. The officials didn't ask for the trophy back, so someone still has a trophy they didn't really earn. We were satisfied that we got the time corrected as we both have plenty of trophies already.

**Day 6, Wednesday; Zacatecas to Zacatecas: 2 Velocity—31K; 2 Transit—25K**

Today, we started at noon and ran two shortened versions of La Bufa. This was because we finished and started at the monuments near the tram exit. At the end of these runs, we all transited to the Corona Beer Factory and had a great buf-

fet, a little beer and the awards for the day. Corona put on a very nice feed near their private lake and zoo. The beautiful setting was really something.

Once again, we were second. We looked at the car with the best time, and he had large chunks of rubber ripped out of his tires. We felt okay, as this is one of those hill climbs that is very unforgiving. One mistake and you crash. Peyton was again smooth and swift. Our tires still looked almost new. We were already talking about how to improve the runs for next year. The starting gears were killing us and we both knew that a taller fourth gear would also help a little.

We went back to town, and the guys started working on the car. Oil, valves, jet changes, brakes; it was time for a general once-over as the last day was coming tomorrow and all the runs, including La Bufa, were high speed and we would need it all. We were still trying to make up for the first day. We had gone from a nine-plus-minute deficit to a one-plus-minute deficit. It would still be difficult, but we were not quitting and would not let off until it was over.

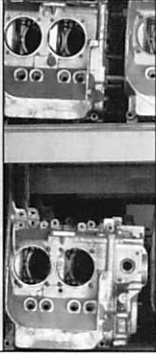
Zacatecas is a great place to shop for silver, so I was glad to have a few minutes to get some-

thing for my sweetheart. Then it was to bed and dreams of quick starts, fast corners and long 6000-RPM straights.

**Day 7, Thursday; Zacatecas to Nuevo Laredo: 5 Velocity—54K; 8 Transit—631K**

Today's runs would start with another full La Bufa run on a cold road and cold tires, so discretion was a must. The other runs were mostly long turns and high speed. We had dropped in a little taller gear in the hope of getting a little more top end out of the car. The transit would be a tiring run as it was over 630 kilometers up past Saltillo, Monterrey and on into Nuevo Laredo. A lot of autopista travel as well.

*continued on page 22*



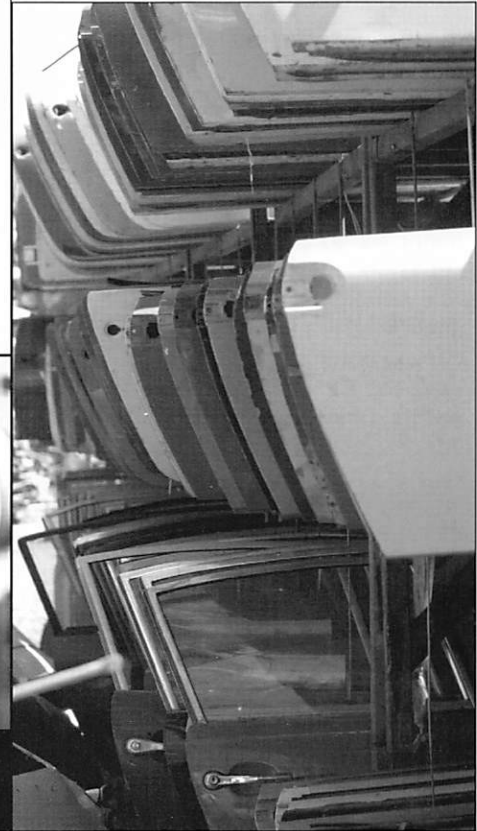
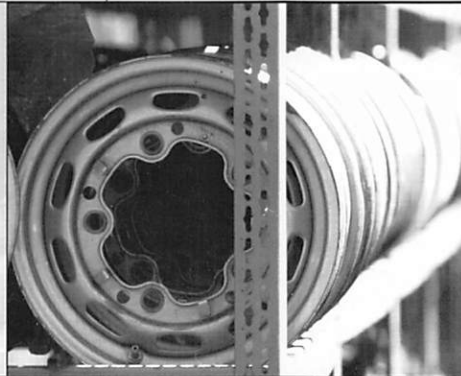
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# La Carrera

continued from page 20

Everything was going well. We were ticking off the 'clicks' when we looked across the valley at the hills, and it was a beautiful sight. A solid cloud-like wall nestled at the foot of the hills. It really was pretty until we drove into it. We had to maintain about 120 to 140 kph in order to make our time at Z control, and doing this in a fog with visibility of 20 to 30 meters is a little unnerving. To make things worse, the fog was a heavy fog with lots of water. I had the Rally meter in a plastic condom and the route book inside a plastic sack. Our driving suits were soaked. The outside and the inside of the windshield were fogged and our car had no defroster. Peyton even had the inside and outside of his glasses fogged up and he was looking over the top of the glasses since he was trying to keep the water out of his eyes as well. Peyton was driving by registering off the yellow line on the side of the road. I was using the centerline to make sure we were on the road. All at once, I heard a voice of panic as Peyton called out, "The yellow line is gone! Everything has gone black! I can't see and I don't know where I am."



I yelled, "Switch to the centerline".

Finally, a kilometer down the road, the repairs ended, the yellow line came back, and our semi-calm returned.

About this time, Peyton said, in a very soft voice, "I think we are going to die." We were both waiting for a truck or car to do something stupid and take us off and out. But we charged on, determined to make

the control within the time limits and not get any penalties. We both pretended he had not said anything as it was more of a spoken thought than a real statement and, besides, we both knew that neither of us was going to stop.

We made all the control points, had the car over 206 kph in the fog on wet roads and we both thought it was perfectly normal. We made the last checkpoint just as the skies opened and dropped a full bucket on us. We scrambled to get the pretend top on the car. When we finally rolled into the town center in Nuevo Laredo, we both were dripping wet and shaking so bad from the cold that neither of us could sign an autograph. But the smiles on our faces could not have been broader. We stumbled around, hugging and shaking hands and laughing like a couple of idiots. Then we turned on Born to be Wild and we were at peace.

This last day, we finished second again but had not made up enough time to podium on the overall results. It was ok; we felt like winners. After all, we had tried hard, we had finished and the car didn't have a mark on it. Out of seven days, we had two first-place trophies, four second-place trophies and one DNF. We would be back to win another day. ☺

## Results

### Overall Winners:

- 1st Doug Mockett/Alan Baillie 3:05:55
- 2nd Jorge Pedrero/Angelica Fuentes 3:10:52
- 3rd Luis Uniket/Alfonso Oneto 3:16:48

### Turismo Mayor

- 1st Doug Mockett/Alan Baillie
- 2nd Jorge Silva/Horacio Chousal
- 3rd Alfredo Selbach/Gerardo Sotelo

### Turismo de Produccion

- 1st Jorge Pedrero/Angelica Fuentes
- 2nd Luis Uniket/Alfonso Oneto
- 3rd Juan Carlos Sarmiento/Juan Carlos Sadot

### Sport Menor

- 1st Arturo Merzano/Vinicio Marta
- 2nd Richard Clark/Andrew Prill
- 3rd Oscar Uribe/Sergio Nieto

### Sport Meyor

- 1st Pierre de Thoisy/Carlos Macaya
- 2nd Pedro Zuniga/Salvador Rojas
- 3rd John Fudge/Chuck Ferrell

### Historica C

- 1st Gerie Bledsoe/Mike
- 2nd Tom Silver/Dave Fuss
- 3rd David Giller Jr/David Giller Sr

### Historica B

- 1st Helmer Broich/Klaus Memmert
- 2nd Daniel Heald/Federick Jakob
- 3rd Ugo Martelli/Monica Cangioli

### Historica A

- 1st Bill Shanahan/Fred Gunther
- 2nd Davide de Bernardi/Mose Franco
- 3rd Luis Barona/Javier Valdovinos

### Original Panam

- 1st Prisca Taruffi/Antonio Maglione
- 2nd Marco Cajani/Marco Rossi
- 3rd Terry Sayer/Forest Barber

### Terlinqua Racing Team:

- Peyton Feltus: Piloto
- Jan Feltus: Home Support/Cheerleader
- Forrest Hatch: Copiloto
- Bonnie Hatch: Home Support
- Will Munson: Master-Wrench/Service Crew
- Seamus Nolan: Master-Wrench/Service Crew
- Royston Lightfoot: Service Crew
- David Bell: Constructor/Service Crew
- Michael Munson: Dallas Crew
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- Watt Bigham: Engine Builder

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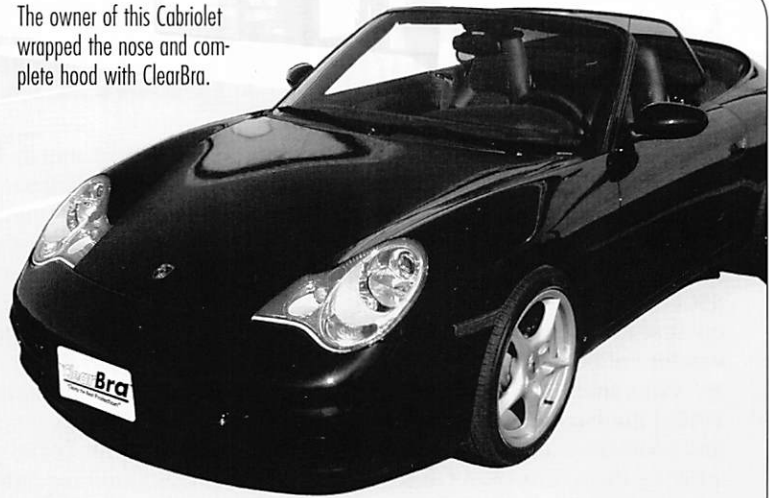
ClearBra is an "RGD" (Ricochet Graduated Density) film. It is clearly the logical alternative to traditional naugahyde bras which can "protect" only a portion of your car's paint. ClearBra actually does protect the paint and lets you see all of it, all the time.

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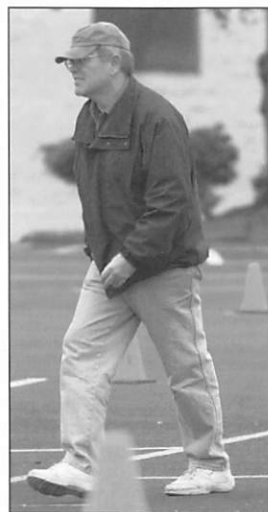
# Meet the Board: Chuck West

I guess I have been a "motorhead" of sorts since the first time a neighbor let me mow his lawn with a power mower when I was eight years old. I graduated to a Honda 50 in the early 1960's, and really felt I had reached a pinnacle when I got my first car, a 1957 Volkswagen, after a summer of being a box boy at the local Mervyn's store in Fremont, California. In 1968, I guessed that the Navy could use a few good men, and the draft was not far away, so I was off to San Diego to see the world. After my first pleasure cruise to Vietnam, I decided that I deserved new wheels and bought a new 1969 Z28, as I had a ski boat to pull. The 912 I really wanted just couldn't cut it as a tow rig and, looking back at it, the Z28 was not all that hot either, but I sure smoked a few Corvettes and other non-suspecting prey with it. Temptation got the best of me and, as soon as the new 911SC made its debut in 1978, I had to have one, and have owned no other "sports car" but Porsche since.

The Golden Gate Region of PCA was my first exposure to the camaraderie associated with Porsche ownership. Moving to

the Portland area in 1987, I discovered, through the media, that at that time there was a larger per capita ownership of Porsches in Portland than any other city in the United States. WOW! I drifted in and out of PCA for several years, but have now been a consistent member for six years.

My current Porsche, a 1966 911, aka Greenweapon, was purchased from the original owner in 1986. I have added odds and ends to keep it in working order such that I can participate in track days and autocross. Over the past three years I have become increasingly involved in these two activities and enjoyed them to the extent that I wanted to give something back to ORPCA. My conscience asked me how I could simply arrive, drive, and leave. Club dynamics are such that there is always room for volunteers, so when Don Clinkinbeard asked if I would care to take autocross and run with it, I did. I feel that, if each of us do a little something to help, then the usual few don't have as big a



load, and it is certainly proving true with the autocross participants.

The autocross events have introduced me to a great group of Porsche pilots, many of whom have never pushed a gas pedal in anger. That has changed over the course of six events, and many are interested in adding track days to their list of things to do

with the club, in part because of newfound confidence at the lower speeds that autocross affords.

My primary focus on the board of directors is that of autocross. We averaged 30 drivers at each of our events for 2002, and anticipate more participation for 2003, as everyone knows we are a permanent venue for the club now. The new autocross chairman for this year is Dave Nance. Dave has a ton of enthusiasm, a can-do attitude, and is actively pushing me with requests for upgraded equipment and other ideas to make our events a great place to be on Sunday mornings. ☺

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The Silver Sage Region will again host the 2003 Bogus Basin Bacchanalia (BBB) weekend that includes PCA's only hillcross. This is a multi-region event that includes the hillcross, a TSD rally and a mystery event on Memorial Day weekend, May 23-26, 2003.

The BBB weekend starts with registration and a get-acquainted dinner on Friday evening in the Pioneer Lodge at the Bogus Basin ski area, 16 miles north of Boise. Saturday is for the hillcross, where you can drive your Porsche as it was meant to be driven: safe, fast and on a beautiful stretch of winding mountain road. The course is nearly two miles long

and features six tight turns and over 500 feet of elevation gain. Kim John Crumb in his 928 set the hill record of 2:01.549 in 1999 on the recently repaved road. If you want to be challenged by the BBB hillcross, be sure to register early since the number of entrants in the hillcross is limited. Saturday ends with dinner and partying in the lodge.

Sunday is reserved for rallyists to tour scenic parts of southwest Idaho. The day ends with the awards banquet at the lodge. Sometime during the weekend, a mystery event will take place. Since it's a mystery, that's all you get to know for now.

Those of you who attended the 47th Porsche Parade in Boise last year may have seen the course. Now is the time to come back to Boise to drive it and to experience more of our unmatched hospitality.

You can learn more about BBB and get an application form by visiting the Silver Sage Region's web site at [www.pca.org/ss](http://www.pca.org/ss). Information is also available from Registrar Mike English, 9440 W. River Beach Ln., Boise, ID 83714, (208) 375-1884, [engl356@aol.com](mailto:engl356@aol.com).

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## From the President

continued from page 4

Coming up in March is the Zone 6 Presidents meeting. Hosted by our Zone Rep Dick Grant, this meeting is a great opportunity to share experiences and get a different perspective on issues from the presidents of our sister regions.

In the continuing saga of the 944 Turbo, I'm currently getting a roll cage installed. I started the project and Marque Motors is finishing the job (and cleaning up the messes I made), as I don't have the welding skills to complete the job. The car has been running well and, since Debbie and I are driving much nearer the edge, I thought it was time to upgrade the safety equipment. The 914 is leaking transmission fluid so it looks like I'll get some experience changing the front shaft seal in the near future. Boy, is this car fun to drive. I'm getting the hang of sliding the car around the corners and hanging the backend out whenever I want. Of course, this is pretty easy to do with the roads being wet but it's still a kick in the pants. Just goes to prove you don't need 400 HP to have fun in a car.

All for now,  
-drc-

## From the Editor

continued from page 4

By the way, keep looking at the website - frequently - and watch for an upcoming link for a "live" goodie store. You won't have to wait for the elusive store to appear at a featured event. You'll be able to buy right off [www.oregonpca.org](http://www.oregonpca.org).

Please continue to send stories and stuff to Sue Hodge ([sglhodge@bctonline.com](mailto:sglhodge@bctonline.com)) AND to me ([kateayersis@attbi.com](mailto:kateayersis@attbi.com)). Please send stuff!

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**1983 911 SC Kiln Red metallic**, brown leather, 3.0 litre, factory spoilers, polished Fuchs, power sunroof, a/c, cruise, new tires. 82K original miles. Always owned in Oregon, all owner history. Engine rebuild Dec. 2000 by Marque Motors. less than 1,000 miles since re-build. Meticulous care. 503-242-0228 \$20,000 OBO 04.03

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**1997 911 Carrera Coupe**, 6-speed, arena red/cashmere, 18,000 miles, 18" technology wheels, limited slip, sound package, tips, RS tail and front splitters, H&R springs, records, impeccable. \$49,000. **Pat Murphy**, 25343 NE Butteville Rd., Aurora, Oregon, 97002, 503-780-2927, pat.murphy@paccoast.com. 04.03

**1995 928 GTS coupe**, black ext, camel int. 345 HP V8 DOHC, 5-speed manual trans. rear wing spoiler, power roof, AM/FM radio cassette w/ remote CD changer and 10 speakers. All options except lumbar support. 31,500 mi. Excellent condition, no dents or scratches. \$48,000 **Dick Helser** 503/228-4449 E-mail dick@helsers.com 04.03

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**1999 Boxster**, \$33,500/obo. **Rick Stehno** 503.439.8469 04.03

## PARTS FOR SALE

Free to a good home: 1 pair of leather hi-backed seats from '76 911S. I think these are the manual standard seats. The leather is cracked and stiff. They need to be recovered, but the reclining mechanisms work. **Steve** 360-254-8046. 04.03

Brand new, in box, Custom Colgan Bra - Fits 1985-1989 930 non-factory slant nose. \$65.00  
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**Rick** 503-439-8469 04.03

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*Non-members* may place one non-commercial classified ad, 50 words or less, for \$12.50 each issue. Include a check made payable to Oregon Region PCA with the ad text. Placement of non-member classified ads depend on the availability of space after all member ads have been included. All ads must be submitted to the assistant editor by the 15th of any given month.

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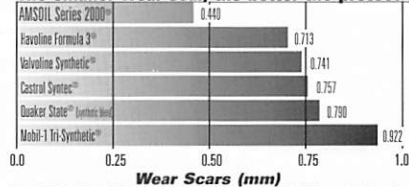
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Board meetings of the ORPCA will be held on the first  
Tuesday of the month at 6:30 pm

Consult [oregonpca.org](http://oregonpca.org) for the  
latest information and location

## Ski Weekend

continued from page 17

Saturday night's dinner with the High Desert folks was one of the high points this year. What a fun bunch! We mixed it up, with some of the ORPCA group sitting at one table and the rest at the other so we could really get to know their group (who seriously outnumbered us, by the way.) We sat across from Bill and Mary Zilk and their daughter Katie. Bill was an interesting guy, there at the inception of the region, and filled us in on the High Desert group. They number about 62 right now and, according to Bill, they are a very social bunch - preferring dinners over tours. But he did say they have gotten to the point where they have so many events this year that there was hardly room on the calendar for them all.

I also met Bill and Jane Moore. Bill was the first President and his wife is the newsletter editor now. He's a character, with a dry sense of humor that is right up my alley. Linda Bein, current president, was there again this year and I got the opportunity to have a few words with her. Jim Neidhart and Nancy Tufts had met Linda and her husband at Parade last year and were invited to their place in Stanley afterwards for a fun "after-Parade" event (you may have read their report on it in the *Anzeiger* last fall.)

Sunday morning we were visited by a whole family of deer before we packed up to go. John Johansen and Pat Murphy put a few last hours in on the slopes, and Gregg and I left early. All in all, we had a terrific time. If we do this again as a club event next year, we hope more of you will join us. We found, as we thought we would, that a good time is NOT dependent on how much snow happens to be on the ground.

## Moved Recently? Missing Your Anzeiger? Non-Member Looking to Join?

Please contact ORPCA membership chairs to update your information or receive details about the club.

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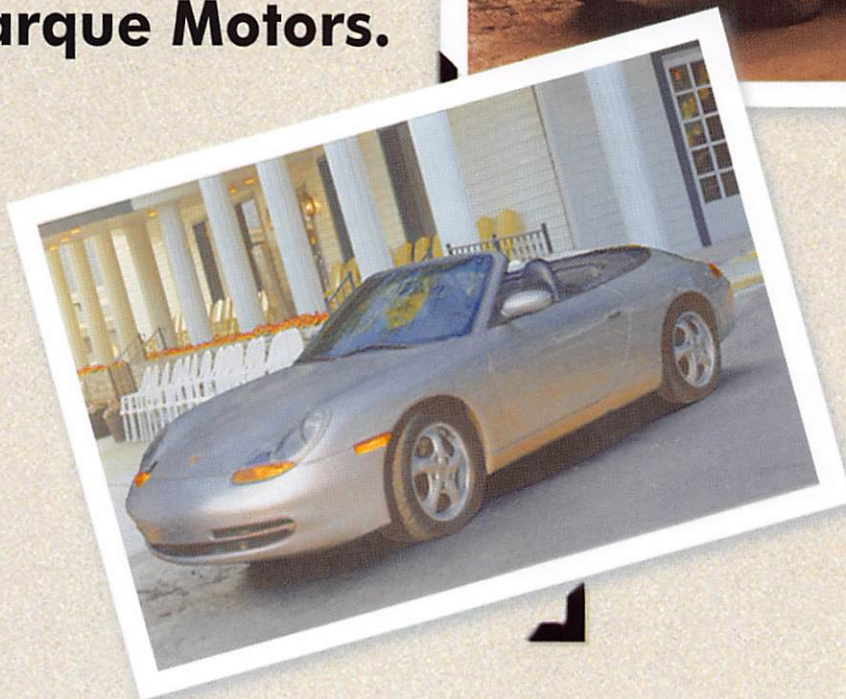
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