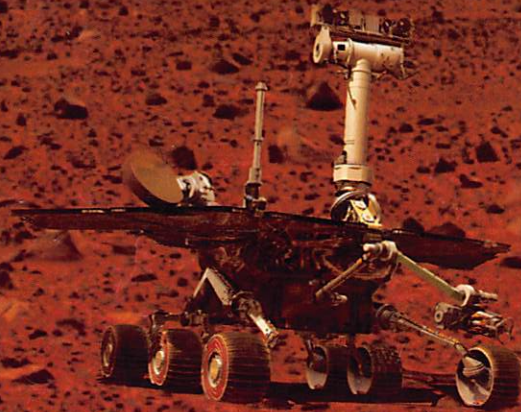


# Anzeiger



April 2004 v44-n3  
Oregon Region Porsche Club of Earth



**GERMAN SPACE AGENCY LANDS "ROVER TURBO" ON MARS**

YOUR DESTINATION DEALERSHIP **RUF**

*An oasis for people who care about cars.*



'03 Turbo



'03 Cayenne S



'63 356B

**New**

'03 Carrera Targa . . . . .	Silver/Black . . . . .	\$87,460
'03 Carrera Cpe . . . . .	Midnight Blue/Grey . . . . .	\$88,610
'03 Carrera Cab . . . . .	Silver/Grey . . . . .	\$86,455
'04 Boxster . . . . .	Speed Yellow . . . . .	\$49,150
'04 Boxster . . . . .	Carmon Red/Black . . . . .	\$48,605
'04 Boxster S . . . . .	Silver/Grey . . . . .	\$58,205
'04 Carrera C4S Cab . . . . .	Speed Yellow/Black . . . . .	\$97,485
'04 Carrera Cpe . . . . .	Black/Black . . . . .	\$91,035
'04 Carrera Turbo . . . . .	Silver/Grey . . . . .	\$93,470
'04 Carrera GT2 . . . . .	GT Silver//Grey . . . . .	\$96,765
'04 Carrera Cab . . . . .	Lapis Blue/Grey . . . . .	Call for price
'04 Carrera Cab . . . . .	Speed Yellow/Black . . . . .	Call for price
'04 Carrera Cab . . . . .	Seal Grey/Black . . . . .	Call for price
'04 Carrera Cab . . . . .	Guards Red/Black . . . . .	Call for price
'04 Cayenne . . . . .	Black/Black . . . . .	\$47,195
'04 Cayenne . . . . .	Prosecco/Havanna . . . . .	\$54,315
'04 Cayenne S . . . . .	Jama Beige/Havanna . . . . .	\$63,385
'04 Cayenne S . . . . .	Black/Black . . . . .	\$67,270
'04 Cayenne S . . . . .	Basalt Black/Black . . . . .	\$63,715
'04 Cayenne S . . . . .	Carmon Red/Black/ . . . . .	\$61,985
'04 Cayenne S . . . . .	Sand Whitesand/Havanna . . . . .	\$62,940
'04 Cayenne Turbo . . . . .	Black Topblack/Havanna . . . . .	\$96,710

**Pre-owned**

'84 Carrera Cab . . . . .	White/Linen . . . . .	\$18,995
'99 Carrera Cab . . . . .	Silver/Black . . . . .	\$58,988
'02 Carrera Cpe . . . . .	Basalt Black/Natural Brown . . . . .	\$63,795
'03 Carrera Turbo . . . . .	Seal Grey/Black . . . . .	\$119,900
'04 Carrera GT3 . . . . .	White/Black . . . . .	\$123,500



**BMW**



**Carrera**  
MOTORS

www.carreramotors.com Bend, OR 541.382.1711

# Anzeiger

A monthly publication of the Oregon Region Porsche Club Of Earth

(an' zi ger), n. Ger.  
1. An unpronounceable German word  
2. Announcements.

v44-n3

Editor  
Kate Ayers  
editor@oregonpca.org

Ad Sales  
Bob Falleur  
adsales@oregonpca.org

**Classified Advertising**  
Classified ads are free to ORPCA members. More information may be found in the "Marketplace" section near the back of the magazine.

Non-members wishing to place non-commercial classified advertising may do so, and are limited to one submission. The rate for 50 words or less is \$12.50 for one issue. Include a check or money order made payable to The Oregon Region of the PCA accompanying the submission. Placement of non-member classified ads depend on the availability of space after all member ads have been included. **More information can be found in the "Marketplace" Section.**

*Anzeiger* is the official publication of the Oregon Region of the Porsche Club of America, Inc., P.O. Box 5652, Portland, Oregon 97228-5652, and is published eleven times a year. Non-member subscription rate is \$28.00 annually.

Statements made in the *Anzeiger* are those of the authors and do not necessarily constitute the opinion of the Porsche Club of America, The Oregon Region, the Board of Directors or the editor. The editor reserves the right to edit, as necessary, all materials submitted for publication. Permission to reprint or reproduce articles may be granted by the editor or the respective author(s). Photographs may not be reproduced. Electronic versions of this document may only be distributed by the the Region's official web site of record. ORPCA is not responsible for any services and/or merchandise advertised herein.

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

**Graphic Design/Production**  
Chris Greenwood  
503.460.9494  
production@oregonpca.org

© Copyright 2004  
Oregon Region  
Porsche Club Of America.

All content © Copyright  
the respective  
contributors.

Please visit our web site for the latest news and announcements:

<http://oregonpca.org/>

# Anzeiger

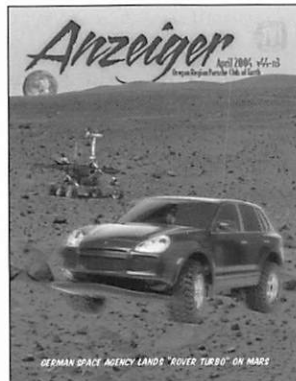
2004  
APRIL

## Future Stogies

<i>From the President/Editor</i> .....	4
<i>Backfire</i> .....	6
<i>Still Plays With Cars</i> .....	8
<i>Abort The Mission</i> .....	10
<i>Member Profile: Ralph Nader</i> .....	11
<i>ORPCA Institutes Saturday Morning "Arrive and Drive"</i> .....	11
<i>On the Shelf</i> .....	12
<i>Dream Vacation</i> .....	14
<i>My Other Favorite Car</i> .....	15
<i>German Space Agency Lands Rover Turbo on Mars</i> .....	16-17
<i>The Amateur Wretch</i> .....	20
<i>Member Profile: J.P. Stein III</i> .....	22
<i>Young Love</i> .....	22
<i>How to Repair a 911 Seatback Release</i> .....	24
<i>Convertible Window Repair, Part 1</i> .....	26

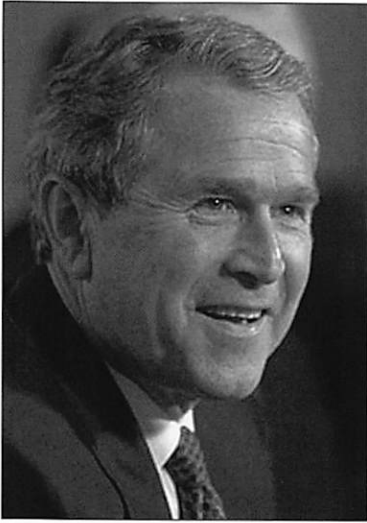
## Clubbing

<i>Club Calendar / Driver Education</i> .....	5
<i>April Dinner Meeting</i> .....	7
<i>Arrive and Drive</i> .....	7
<i>Cabin Fever Tour</i> .....	7
<i>Coastal Treasures Tour</i> .....	9
<i>Autocross</i> .....	9
<i>Spring Clean</i> .....	13
<i>750 Miglia</i> .....	13
<i>Coming Events</i> .....	19
<i>Marketplace</i> .....	28



**Cover image:** You can purchase a fully working "Rover Turbo" at your local Porsche dealership. Special thanks to Sunset Imports, NASA/JPL/Cornell for help in producing this image.

Photo by Chris Greenwood



*Don Stromm*  
FROM THE PRESIDENT

Porsche North America issued a press release confirming they are developing a new platform, which will be the first entry-level Porsche into the market since the 914. It will be called the 999. The mid-engine power will come from an updated version of the Cayenne twin turbo V8 and develop in excess of 500 horsepower. Price will be under \$30,000 and will have a 10-year, 100,000-mile warranty and free scheduled maintenance for the life of the vehicle.

Legislation has been introduced in both the U.S. Senate and the House of Representatives providing for a tax credit to taxpayers who buy a sports car that weighs under 3200 lbs, has at least 300 horsepower and was manufactured in Germany. The credit

will be equal to the final price paid for the car. New ORPCA member Ralph Nader (see Profile in this issue) has promised to lobby Congress for its passage.

The Oregon State Dept. of Transportation is in the final stage of

introducing a directive which will adopt a new law for Interstate 5 from the California border to the Washington border. The same laws that govern the autobahn will apply to I-5. There will be no speed limit and the Oregon State Police will ticket any vehicle impeding traffic in the left lane. Vans will not be allowed in any lane.

The City of Beaverton has decided to begin a campaign to elicit support for their traffic cameras at six intersections along Pacific Highway. They will be issuing checks for \$87 to all drivers who actually stop for the red light.

In recent Club news, the Board of Directors has decided to try to stimulate members to run for Regional office. The Board has unanimously approved a resolution to make all officers paid positions. Your President (that would be me) will receive an annual salary of \$200,000; Vice President \$150,000; Secretary \$125,000; Board members-at-large \$100,000; and to the Treasurer, whatever is left in the account. The Board then approved a resolution eliminating any term of office and made all Board positions lifetime positions.

Happy April Fools Day.

This month, we have great news to report from several fronts. The Porsche Factory has announced they will field two factory teams for the 2005 24 Hours of Le Mans race and will support both teams for the full American Le Mans Series season.

They have signed Hurley Haywood, Hans Stuck, Juan Montoya, and Michael Schumacher as drivers. Porsche is also developing an engine for the 2005 IRL series. Rumor has it that AJ Foyt has exclusive rights to the engine for the first season.

*Kate Ayers*  
FROM THE EDITOR



My, our President had some exciting news to report in his column above. Of course, it would be nice to see the *Anzeiger* Editor's position pay on a par with the lifetime Board members! (I'd like you all to get out and lobby for that.)

We have taken some liberties with our April issue, so be sure you scrutinize the "facts" in the articles. You're all Porsche people; you'll recognize whimsy when you read it.

Seriously (sorry about that), while April might be for fools, we have some genuine club events later this month. It is time for the Spring Clean, now scheduled for the 10th. You can spiff up your car for the beginning of the

2004 driving season. And if you have any money left over after the IRS takes its share (at least) on the 15th, head out to Condon the weekend of the 24th and 25th, assuming you have made reservations, for the Cabin Fever Tour. I envy all who can make it. From everything I've heard, it is always a hoot, and a good way to shake off the winter doldrums — and it has certainly been a winter. April heats up the Autocross season with the second of a well-applauded seven dates. So read through and start anticipating your favorite activities.

By the way, if you liked the March issue, please let us know. Our new printer would love to hear your accolades. And wasn't it wonderful to receive it before any of the events had come and gone? Despite the magazine's timeliness, just in case the USPS experiences a rare delay in delivery, take note of the Arrive and Drive, which debuts on May 1st. See page 11 for a delicious taste of what it's all about. Now, pray for sun, and have some fun.

ORPCA has an e-mail event-reminder service for all members in good standing. If you wish to be added (or removed) from the list, please contact [postmaster@oregonpca.org](mailto:postmaster@oregonpca.org)

# OREGON REGION EVENTS



# 2004

## April

- 6 Board Meeting
- 10 Spring Clean
- 17-18 SCCA Races at PIR
- 21 Dinner Meeting
- 23 ORPCA DE/Track Day
- 24-25 Cabin Fever Tour
- 25 Autocross @ PIR

## May

- 1 Arrive & Drive (informal tour)
- 4 Board Meeting
- 8 Coastal Treasures Tour
- 15 SCCA Races at PIR
- 19 Dinner Meeting
- 21 BMW Track day
- 22 Fun Rally
- 23 Autocross @ PIR
- 27 Lotus Track Day

## June

- 1 Board Meeting
- 3-6 750 Miglia
- 5 Arrive & Drive (informal tour)
- 6 Autocross @ PIR
- 11-13 Rose Cup Races
- 16 Dinner Meeting
- 17 Shelby Track Day
- 18-20 CART Races
- 26 Progressive Dinner
- 27 Tri-Club Track Day

## July

- 2-4 SCCA Races at PIR
- 3 Arrive & Drive (informal tour)
- 4-10 PCA Parade - Houston, TX
- 6 Board Meeting
- 9-11 Portland Historic Races
- 17 Fun Rally
- 18 ORPCA Forest Grove Concours
- 21 Dinner Meeting
- 23-25 American Le Mans Series - PIR

## August

- 2 Corvette Track Day
- 3 Board Meeting
- 7 Arrive & Drive (informal tour)
- 8 Autocross @ PIR
- 13-15 SCCA Races at PIR
- 18 Win Casey Barbecue
- 20-22 Porsche Club Microbrewery Tour
- 27 BMW Track Day
- 28 Cedar Creek Tour

## September

- 3 Lotus Track Day
- 4 Arrive & Drive (informal tour)
- 7 Board Meeting
- 12 Sunset Swap Meet
- 15 Dinner Meeting
- 17-19 Sunriver Exotic Car Show
- 19 Autocross @ PIR
- 25 Fun Rally

## October

- 1 Alfa Club Track Day
- 2 Mystery Tour
- 3 Volunteer Recognition Party
- 3 Autocross @ PIR
- 5 Board Meeting
- 9-10 SCCA Races at PIR
- 20 Dinner Meeting
- 30 BMW Track Day

## November

- 2 Board Meeting
- 5-7 Rainbonnet 2004  
(Including DE @ PIR)
- 17 Dinner Meeting

## December

- 7 Board Meeting.

## January 2005

- 3 Board Meeting
- 8 Holiday Party

## DRIVERS ED/TRACK DAY

at Portland International Raceway

\* Friday \*

# April 23

Pre-registration Strongly Encouraged

### 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)

**\$100**  
\$55/second driver

Club  
Event

### Schedule

- 7:30 am Tech Inspection
- 8:30 am Mandatory drivers meeting
- 9:00 am First car out
- 12-1 pm Lunch
- 5 pm Track closes

### Questions?

Don Clinkinbeard, 503.356.1764  
[DE@oregonpca.org](mailto:DE@oregonpca.org)

Novice drivers will be assigned an instructor, subject to availability

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

# BACKFIRE



Like something you read in the magazine? Have some doubts about accuracy? Got a beef, or some kudos? Tell us what you think. Send your comments to: [editor@oregonpca.org](mailto:editor@oregonpca.org)

## Author Rising

PETER LINSKY - GREATER BEAVERTON, OR

I had some good news today ... *Excellence* apparently will use one of my features as a cover story next month. Yippee! Movin' uptown!

*That's great news, Peter. You're a gifted writer, and it's great to see your success. But since you didn't say which of your articles is going to be used, perhaps there's still time to get a plug in for your friends at Anzeiger (after all, this is where you got your start, remember). We think that your great article appearing on p. 24 of this issue would make a fabulous cover story. See for yourself. Ed.*



## Calendar Kudos

SIGNA VERNHOLM - PORTLAND, OR

Wow! The calendar is great! Beautiful pictures and all the year's events easy to see. My boys and I will be using this as our family calendar and it will have a place of honor in our kitchen so we can see it every day. Thanks for the great addition.

## I'll Second That

BOB GRASSO - VANCOUVER, WA

Got my calendar and *Anzeiger* yesterday. Wow! Fantastic. Convey my congrats to the entire *Anzeiger* staff, and especially to Chris for one fabulous effort. A new standard has been set!

## I'll Top That

NANCY HERRON - PORTLAND, OR

Not only did I really enjoy our new ORPCA 13-month wall calendar, I had an idea for next year's edition. What about a "Women of the Porsche Club" version with photos of the Oregon Region ladies and their cars? They could be mostly nude with car parts creatively covering vital areas, kind of like the pin-up calendars of old.

Um, I'm not saying that I would pose for something like that, but maybe some of the other ladies would. I don't know, it's just a thought. Well, if it was a fundraiser for a worthy cause, perhaps I could be coaxed into a provocative pose. I don't know, ask me at the Progressive Dinner...

## A Worthy Conversion?

ERIC FREEDLE - PORTLAND, OR

I've been reading Jim Ayers' technical how-to reports in *Anzeiger* over the last year or so and started to feel pretty empowered by the intrepid do-it-yourselfer. His article on converting the 911 gasoline engine to propane looked so easy and appealing, I mustered the courage to try it myself. As with any home job, there were some rough moments, but in the end, I managed to successfully convert my '74 911E to propane fuel.

I have to tell you that the car doesn't sound like it used to, nor does it perform like it used to. Therefore, I also plan to use the advice given in Jim's follow-up article called "Twin Supercharger Conversion for Propane-converted 911 Engines." I just can't wait to get elbow deep in grease for that one.

Thanks for the encouragement!

## Whoa. Dude.

I.M. AHEDUFU - METROPOLITAN PORTLAND, OR

I just finished reading the April *Anzeiger* and I gotta say that there are a bunch of major factual errors and omissions.

Let's start with the cover. The photo shows the Earth rising over the Mars horizon. There is absolutely no way that could happen on account of the Earth being a whole bunch closer to the sun than Mars.

Yes and that business about Ken Blanchard buying a Tiger Tank ... I'm surprised you didn't also know that Ken has made it street legal and also plans to take it to DE at PIR. He doesn't plan to track it, but he'll be in the bushes and trees and everywhere, lobbing 88mm shells over our heads just to make things more exciting.

And what about the Nader interview? I'm almost certain he had a Pinto, not a Corvair.

And the book review on page 12; I read that book, too, and the reviewer totally blew past the very interesting sidebars about automotive greases as an accompaniment on toast points. It seems that your reviewer was a little too preoccupied with the motor-oil-&-vinegar salad dressings to report on the more complex sauces and gear-lube remoulades. I've tried most of the recipes in that book and it has opened up a whole new chapter in my culinary engineering.

In "My Other Favorite Car," Gregg Hodge notes that the bus uses two dedicated computer systems to manage critical functions, and that they are Windows-based. What he doesn't say is just how many of our tax dollars are spent sitting on hold waiting for tech support from Microsoft. That figure's gotta be in the tens of thousands. I've seen more than a few of these buses disabled on the side of the road. Just a few words bus driver, "Control-Alt-Delete!"

That's about it. Great job otherwise!

# DINNER MEETING

Club  
Event

Wednesday, April 21

## La Provence

(next best thing to Paris!)  
15964 S.W. Boones Ferry Rd.  
Lake Oswego  
(503) 635-4533

6:00 pm Social Hour  
7:00 pm Dinner\*

\*Limited Menu With 5 Choices

Prices From \$8.50 - \$18.75 Including Gratuity  
Please Join other ORPCA members for a fun evening  
at one of our favorite spots to meet and be merry!

RSVP by APRIL 19 to Nancy Herron at  
dinnermeeting@oregonpca.org or call 503-293-6714

Hope To See You There!

# ARRIVE & DRIVE

Club  
Event

Saturday, May 1, 9 a.m.

## Miller's Homestead

17933 SW McEwan Rd  
Tigard, OR 97224

Rendezvous at the Homestead at 9 a.m. for a  
no-host breakfast. After we take on some fuel  
we'll depart for a very fun drive on some of  
Oregon's best roads. Tourmeister John  
Draneas will lead this first event which  
repeats every first Saturday through  
September, with a new tourmeister each time.

Questions? ATR@oregonpca.org

# 4<sup>TH</sup> ANNUAL CABIN FEVER TOUR

Club  
Event

## APRIL 24-25

FEATURING A STAY AT THE HISTORIC HOTEL CONDON

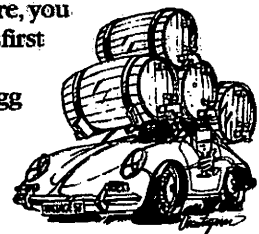
By popular demand, we are returning to the Hotel Condon again this year.

We'll meet at the Doubletree Inn in Jantzen Beach about 9 AM, followed by a trip up the Gorge via Hwy 14. Lunch will be at the Wildflower Café in Mosier. This may just be an improvement over the Baldwin Saloon in The Dalles - and we won't have to compete with the Cherry Blossom Festival as we did last year! They have a fresh, imaginative menu and a great location overlooking the river.

The Hotel Condon, in the town of Condon, will be the destination for the night same as last year. Condon is located near Fossil and Shaniko - out in the middle of nowhere. Bring your favorite bottle of wine to share with your fellow travelers 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 (\$80-\$105) 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. We have the whole Hotel to ourselves, by the way, so you might not get a room if you don't! 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!) Gregg says he has worked out some possibilities for the trip home on Sunday. 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. Contact Gregg and Sue Hodge to RSVP at [sghodge@bctonline.com](mailto:sghodge@bctonline.com) or by phone at 503-518-9203.



# Still Plays With Cars

By Peter Linsky



Well, that was certainly an interesting January, wasn't it? With the old 911 clean and snug in its bed for its long winter's nap, I slung some chains on my wife's Audi 90 and my Lex, and ventured forth.

No real problems getting around when we had to, other than the ascent back up my not-that-steep driveway. The snow shovel got some rare use.

Did you notice that factory Porsche ad that ran in the local papers? It pictured a Cayenne making tracks in the snow, and was captioned, "Finally, a Porsche you don't have to park in the winter!" Remember when most Porsches weren't parked in the winter? Certainly, a majority of us have other vehicles in which to brave the elements when it gets cold and nasty out there, and prefer to keep our Porsches off the road to avoid both the flying crushed rock and the possibility of getting in the way of someone in an old beater whose driving enthusiasm exceeds their driving skill.

Once upon a time, though, rear- and mid-engined Porsches were considered a pretty smart way to get around when the going got tough, weight over the driven wheels, etc. You will recall that Vic Elford persuaded the factory to enter a tweaked 911T coupe in the fearsome Monte Carlo Rally and won the 1968 event overall. 911s also took top honors in the Monte in 1969 and 1970. In fact, Porsches had entered the Monte and other international rallies since the 1950s. You might also recall the factory's seasonally-gearad campaign for the 914 in the early 1970s ... "Snow Porsche!"

Just about every 356 America, Speedster and Convertible D owner in the world will be heading for the Monterey area this summer to mark the little car's 50th anniversary. The good part of all of this is that, if you drop in, you'll be able to enjoy seeing wall-to-wall bathtubs for a week. The downside is what it's likely to do to open 356 prices if you're a prospective

buyer. Speedster prices have been moving higher for over a year, and I suspect some individuals have paid some exorbitant prices just to join the party. If you want to

low-toot glaze especially for K Mart under the Zymöl label. It ain't the same high-quality (and expensive) stuff, so be wary. You can go online and read Reynolds'



Chris Greenwood

buy a Speedster, wait until market sanity returns.

Over the winter, I had just about run out of one of my favorite maintenance products ... Classic 500 auto wax. It's a great high-carnauba-content wax and, unfortunately, the manufacturer is out of business. My last big can had lasted nearly ten years, so when I started looking into a replacement product, such as Zymöl, I happened across this note from Larry Reynolds, owner of Care Care Specialties (P.O. Box 535, Saddle Brook, NJ 07663-0535. Email: carcaresp@aol.com.) Writing in PCA's Northern New Jersey Region's newsletter, Reynolds mentions that, if you happen to see Zymöl products on the shelf at K Mart, you should give 'em a pass. Apparently, Turtle Wax is making a

entire three-part series on exterior maintenance, reproduced at Southeast Michigan PCA's web page: [www.sempca.org](http://www.sempca.org).

Finally, whose bright red steed bearing the Oregon custom license plate "PORTIA" earned a cameo role in Portland Center Stage's unusual production of Shakespeare's "Merchant of Venice" in late January? The audience watched the car squirt away on a triple-wide video screen, ostensibly driven by — who else — Portia! A great "play" on the name, no pun intended!

Until next month, drive safely! ☸

# Coastal Treasures TOUR

## May 8, 2004



An early morning drive to Depoe Bay will introduce club members to Tradewinds, a charter fishing & whale watching operator.

Weather permitting, those who want to board ship to see resident and migrating whales can do so. Others can shop at their leisure.

After whale watching, we'll break for an organized lunch.

Following lunch, there will be an optional, very fun, mini-tour on some wonderful, lesser known coastal roads.

After lunch and/or the optional mini-tour, you'll be on your own to return home or continue on to other destinations.

**RSVP by May 1 to [chris@chrisgreenwood.com](mailto:chris@chrisgreenwood.com) (503.460.9494)**

#### Fast Facts

7 am - Depart Portland  
10 am - Arrive Depoe Bay  
10:30 am - Board boat(s)  
12:30 pm - Lunch  
1:30 pm - Mini coastal tour

**Cost:** ~\$30 per person  
(includes whale watching trip and lunch)

#### Questions & RSVP:

[chris@chrisgreenwood.com](mailto:chris@chrisgreenwood.com)



# ORPCA Autocross 2004

## April 25 - PIR Pro Pits

May 23 - PIR South Pit Area

June 6 - PIR

August 8 - PIR

September 19 - PIR

October 3 - PIR

November 7 - PIR

**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; arrive early and stay until cleanup is done.

**Cost:** \$25/driver

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](mailto:dmnance@armstrong.com)  
Chuck West 503-624-9161, [greenweapon@aol.com](mailto:greenweapon@aol.com)

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



# About The Mission

By A.E. Newman

Although **Ken Blanchard** bought a Boxster for he and his wife **Susan**, he really does still want a 928 like the one he had and still hasn't gotten over. He really loved the sheer manly grunt of Porsche's first water-cooled touring/sports car. So, when Ken recently saw a fairly decent WWII-era King Tiger tank for sale, he knew he just had to have it, especially since the turret was designed by Porsche!

**Don Stroum**, owner of two black sports cars, neither one of which his new Olds-98-driving neighbor can identify, started and revved his Cobra (with original 427 side-oiler) in his driveway at 6:00 am one Saturday morning. The new neighbor, highly irritated at the early morning reveille, opened his bedroom window and shouted, "What's the matter with that German car, Don?"

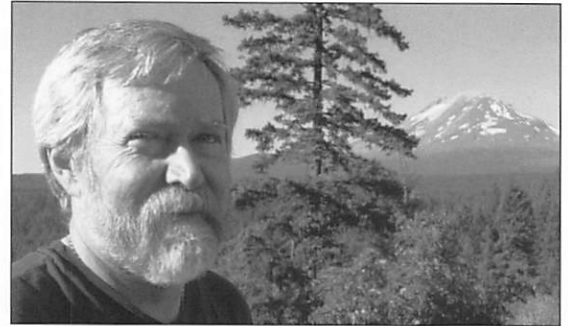
"Nothing," replied Stroum, "I just miss my old neighbor who knew the difference between a Cobra and a Boxster."

**Warner Lowe**, a radio control nut, who in a previous life conducted tests of experimental jet aircraft, recently modified his full-scale 911C4 for radio control so that he can drive it up and down his street from the secrecy of his box hedge. So far he has scared the bejesus out of half the neighborhood. He plans to try his "C4-RC" at the next DE/track day at PIR. When asked how

he plans to guide the car beyond visual range, he curtly replied, "Altitude, altitude!" Porsche is reportedly very interested in the Unmanned Personnel Vehicle (UPV) concept.

**John and Carlyn Draneas**, having parked a mobile home on their property while their Colonial-style home is being remodeled, recently noted how much the Colonial was starting to look like the mobile. Upon deeper investigation of their contractors' credentials, they discovered that the principals of the firm Buckminster & Williams are none other than Buck Hardwell and Bill Stonewell, recently from rural West Virginia. When asked what

*Anzeiger* production manager **Chris Greenwood**, having totaled his Nissan truck in a recent low-speed accident that was "not his fault," had ample



opportunity to ante up and buy the Porsche the rest of his fellow club members really would like him to have. He decided,

however, to purchase an Audi wagon.

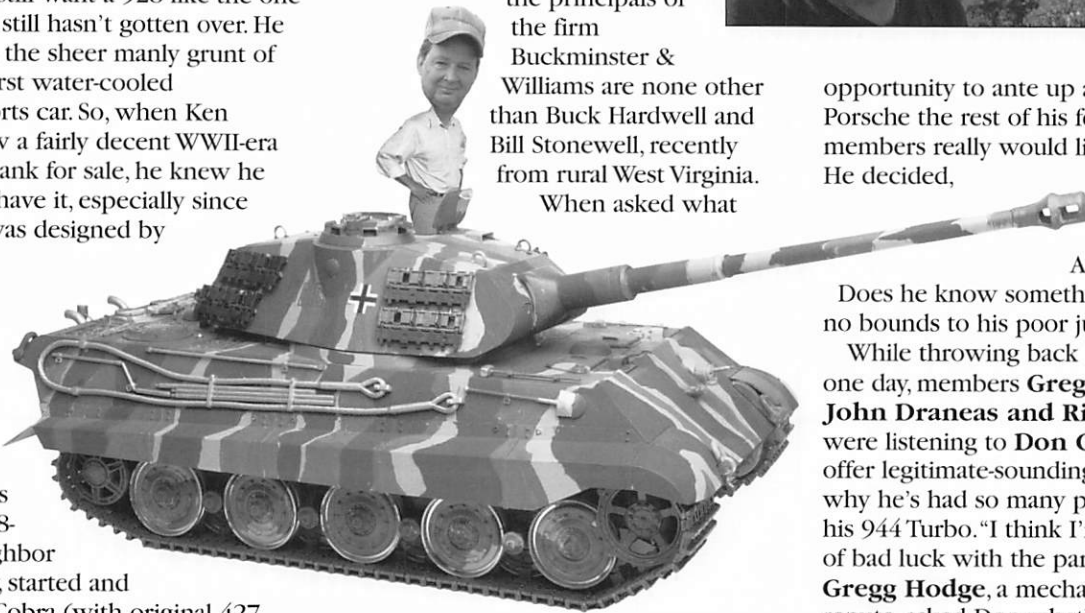
Does he know something or are there no bounds to his poor judgment?

While throwing back beers and brats one day, members **Gregg Hodge**, **John Draneas** and **Richard Puetz** were listening to **Don Clinkinbeard** offer legitimate-sounding excuses as to why he's had so many problems with his 944 Turbo. "I think I'm having a run of bad luck with the parts I'm using." **Gregg Hodge**, a mechanic of some repute, asked Don whether his Ford Aerostar gives him as much trouble as the 944. Clinkinbeard replied that the Aerostar has never failed him. Gregg followed that with, "And do you work on the Aerostar yourself?"

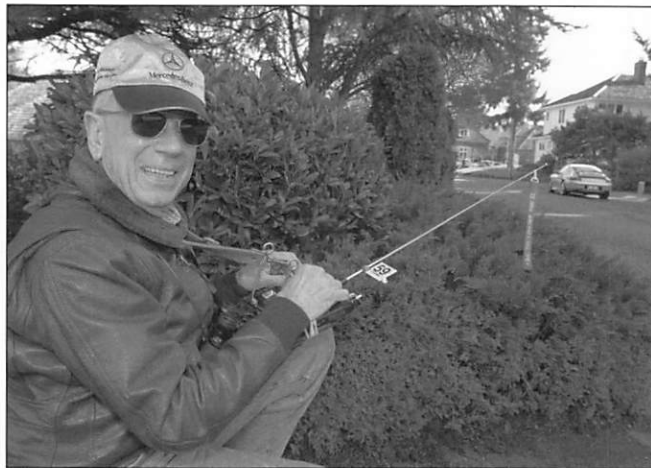
"No," came the reply. "Well, perhaps there's a pattern emerging," everyone said in unison.

**Andy Jacobson**, often referred to as the mountain man, was recently approached by Fox TV to audition for a new reality show in development. Called the "Complex Life," the show features "simple" people brought into high-stress, fast-paced urban-industrial life settings. Andy reports that, during the audition, the Fox executives only wanted to hear him say, "I'm just a simple man. Your world frightens and confuses me."

*Ed. Note: Our usual scribe, Herr Draneas, went on vacation this month, so we decided to poke some fun at people in his absence. If we offended anyone in the process, well, that's just icing on the cake.*



Top: Andy Jacobson  
Above: Ken Blanchard and his new "Porsche."  
Below: Warner Lowe



was the giveaway, Carlyn said, "The toilet on the front porch. It stayed there for four weeks and eventually it became apparent that it was permanently installed."

# Member Profile: Ralph Nader

By Jim Ayers

ORPCA welcomes its first celebrity member, a man many of us can thank for the safety and convenience in our lives.

**Anzeiger:** Ralph, please tell us about your initial interest in vehicles.

**Nader:** My first true love in vehicles was and always will be hot air balloons. I found them to be exciting and inexpensive, as well as environmentally beneficial. I have been able to continuously fuel mine for nearly 40 years. I have found, however, unlike cars, you can't always define where they will run out of fuel or come to unexpected stops.

**Anzeiger:** You have mentioned cars. What was your first car and what spurred your interest in Porsche cars?

**Nader:** My first car was a Chevrolet Corvair model 110. I truly loved the car but became annoyed with an overheating issue. I tried a number of times to get the vehicle repaired under warranty but found General Motors unwilling to work with me. Eventually, I made an issue of the car's safety and really got them hopping. I told them they could use all of that space in the front of the car to direct air to the engine compartment, cooling the vehicle. I also indicated that the pressure caused by the air in the front portion of the vehicle would increase the vehicle's safety by creating an additional barrier — you know, sort of like an airbag. You have to remember we are working with one of the first American cars with a rear engine configuration here.

After having made such an impression with the people at General Motors, and the U.S. population in general, I felt it would be impractical to get a VW Bus,



which was the car I had always wanted. There was just no place to create that airbag effect with the bus. I noted Porsche had rear engine vehicles and did use the front of the car to attain some cooling effect, thereby creating my desired airbag safety, or at least I thought I could sell this theory if confronted. Okay, okay, I just like German engineering better and the car goes faster.

I bought my first Porsche, a 911S, in 1967. My car has just 300 miles on it at this point. It would have lower miles had I not been forced to drive it home from the dealership. The car is in beautiful condition, has always been maintained and

but I have recently purchased a Porsche mountain bike. I would very much like to be involved in the day tours and rally events. (I suspect I would not be competitive in either autocross or DE.) I have aspirations of becoming President of the Oregon Region and believe I can develop a grass roots support from the younger members of the club. Eventually, I will run for President of PCA. I can assure you I will attend any Porsche club function that includes free food and bottled water. I must say in closing, thank God for the Corvair! Were it not for that wonderful car, I would not be a household name. Cars have made me who I am today! 🚗

stored in a garage I added to my house. The garage was built from a California Redwood tree some of my friends liberated from one of those large sawmills in Northern California.

**Anzeiger:** What activities do you participate in with the club and what do you see yourself becoming active in?

**Nader:** Hmm, I don't drive my car very much,

---

## ORPCA Institutes Saturday Morning "Arrive and Drive"

For some time now those who like to drive their cars for no better reason have been cogitating on a casual Saturday morning get-together we could do once a month. Well, now it's here and it's called Arrive and Drive.

On the first Saturday of each month through September, we will gather at Miller's Homestead at 09:00 hours. After breakfast on your own, we will depart the

restaurant for a drive on the best roads we can find (and there are lots of them).

Each month a new volunteer will host the drive, planning the route and preparing route instructions as necessary. We probably won't go much more than a hundred miles and we won't be going anywhere in particular. The drive is the point. Think of it like a mini mystery tour once a month.

The first Arrive and Drive on May 1 will be led by 2006 PCA Parade Committee chair John Draneas. Get your car shined up at the Spring Clean event on April 10, then wring it out with your fellow driving enthusiasts. See you at the Homestead.

Miller's Homestead  
17933 SW McEwan Rd  
Tigard, OR 97224

# On the Shelf

## *Porsche: Excellence Was Expected*

By Karl Ludvigsen

During Rainbonnet, 2003, I had the good fortune of winning a door prize donated by Bruce Whittier of Robert Bentley Publishers. I

was presented with Karl Ludvigsen's literary masterpiece, *Porsche: Excellence Was Expected*. This three-

volume set weighs just under 20 pounds and contains in excess of 1500 pages. In doing some research about the book, I found that the original 1977 version contained 29 chapters whereas this 2003 revision has expanded to a total of 61 chapters. The first edition has been enhanced with 742 new black and white pictures and 50 color drawings, and the new third volume takes the reader from

1977 through 2003 with discussions about the Cayenne and Carrera GT. It would seem that almost every page contains a great photo or a super drawing.

The subtitle states that this is "The comprehensive history of the company, its cars and its racing heritage." Perusing the table of contents, each chapter seems to tell the story of one or more model's development, production or racing. The Porsche story moves back and forth through time as each model's history is presented. This arrangement makes it easy for someone using the book as a reference to look up information about a specific model. In the back of Volume 3, there are two appendices: one listing Porsche Competition Victories beginning in 1948 and one listing Porsche Type Numbers.

The history of Porsche is absolutely fascinating and I found myself totally absorbed by the story. The genius, vision and perseverance that the Porsche family and many others had is truly admirable. Just the difficulties of continuing product development during and after World War II is an example of the commitment these people had to the marque. The racing side of Porsche is a story in itself, although many of the more technical facts are somewhat esoteric for me. Each model is

discussed in great depth. I found the information about the development and maturing of the 356 fascinating. The arrival of the 911 and its ongoing story through several decades is worth reading. The intro-



duction of the mid-engine is discussed in detail as well as the move towards front-mounted, water-cooled engines. History marches on through this book.

In assessing the challenge of reading the book and learning more about this incredible marque, its sheer size seems as daunting as reading *The Complete Works of William Shakespeare*. In spite of its size, the content is presented in such a manner that it's easy to become fascinated with the story, even if all the facts cannot be assimilated on the first reading. This book is something that requires reading over time — and some re-reading. With the amazing wealth of information, ample time for digestion is needed.

Needless to say, I have not begun to absorb all the information presented in the three volumes. I have read half the first volume and skipped around the other two as curiosity arose. I will continue to read as the opportunity presents itself. This book by Bentley Publishers is one that an owner will read many times, in parts if not in its entirety. Truly, even at a rather spendy \$239.95, it is a special addition to anyone's library.

Kathleen Ellis

## *The Motor Oil Cookbook*

by Sylvia Viscositi

We admit, it's a bit off-topic, but after reviewing the *Motor Oil Cookbook*, we knew that you, fair reader, would forgive us just this once.

Many of you enjoy cooking and appreciate the food culture that Portland serves up on short order. This is a city with a palette as broad as its gaping budget deficit. There is also a significant motor culture. And that the two should and often do meet was a fact not lost on the book's author.

The 200-page book is more a coffee-table attraction than a practical cookbook. Its big, luscious photos of cooks, their dishes and their cars are simply drool-worthy, practically leaping off the page with sensual color and taste.

Another interesting facet of the book is that it is printed on plastic paper. This medium is typically used for maps and things that get high use and abuse, but the author cleverly worked her magic on these creamy smooth pages much to the delight of the reader. If you should actually use it in the kitchen, just hit it with a little Simple Green and it looks as good as new.

Perhaps the most striking part about Viscositi's book is what the title implies: that motor oil can often be substituted one-to-one in food preparation. With the careful application of spices, the modern cook can achieve what olive oil never dreamed of: rich, delicious dishes with a healthy turn on the dietary craze.

The author reveals that petroleum motor oils typically have a richer flavor than synthetic oils, but that taste can also vary depending on the weight of the oil. 20W-50 oils, often used in race cars, can have earthy to nutty qualities, while 0W-30 oils can exhibit lighter textures like Birch tree bark and diatomaceous earth.

The health benefits pay out during digestion. The motor oil coats the lining of the digestive tract with a semi-permeable sheen, preventing absorption of the less desirable aspects of food, like the calories and fat, while allowing vitamins and minerals to pass through unobstructed.

There's lots more to the *Motor Oil Cookbook*, like pairing wines with your oil choices. Consider picking up a copy at your local book e-tailer. Part of the profits from the sale of the book will benefit the April Fool's Foundation.

Greenwood

# Spring Clean

## Saturday, April 10

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.

ORPCA Presents  
**THE 2004 750 MIGLIA**

## THE WILD WEST TOUR

So Big, We Had To Add Another Day!

**JUNE 3, 4, 5 AND 6, 2004**



Say goodbye to the modern day at the Columbia Gorge Hotel, in Hood River, Oregon. Fill up on their world-famous Farm Breakfast, then hit the road for Oregon's wild west country. This is the premier Porsche Club tour of the year.

\$395 per car includes the tour, the usual Mille goodies, and all meals for two. Lodging is additional.

To register, or for further information, contact the 750 Miglia Registrar:

Don Clinkinbeard (503) 356-1764  
drcbike@aol.com

~ TOUR HIGHLIGHTS ~

John Day Fossil Beds  
Historic Baker City  
Historic Geiser Grand Hotel  
Winemaker Dinner  
Shopping in Bend  
Hiking at Smith Rock  
Shaniko Ghost Town  
Oregon Trail Museum

~ AND AS ALWAYS ~

250 miles per day of Twisty Roads,  
Great Food and Fine Wine

# Dream Trip

By Kate Ayers

What better place to drive a Porsche but the land of its birth? Just about this time last year, Jim and I decided to go check it out. Landing in Frankfurt at midday on Good Friday, we picked up our rental car and immediately dubbed it the Blue Streak, or Blue for short (we're very clever with nicknames).

We joined a serpentine of holiday-makers cruising in their convertibles along the Rhine and wound our way to the first stop of the trip, a funky hotel built into the ruins of a castle perched on a high promontory. It wasn't posh, but it boasted a fabulous view — and a ghost (but that's another story).

Over the next two weeks, we let Blue carry us around the German countryside: Up the Rhine, down the Mosel, along the Romantischstrasse to the famous walled town of Rothenberg — and the not-so-famous, but cuter and more user-friendly Dinkelsbuehl. (Plus, what a cool name!). As Jim so cogently observed as we wheeled around the switchbacks: Where the road builders could make it straight, they didn't. They seemed to know what drivers want: curves, curves, curves. Or speed, speed, speed on the Autobahn. Get off the scenic routes and make time. Getting from one place to another takes remarkably little time at an average 100 MPH. There is a sort of exhilaration at seeing those 130 speed signs. Even more exciting when you spot the "end 130" speed signs! (Of course, that's 130 KPH, not MPH.)

Aside from roads designed for maximum driving enjoyment, the Germans design the world's greatest sports car, as we all know. Naturally, it would be near sacrilege to visit Germany and not take the Porsche factory tour. I had some reservations about it, not being mechanically inclined myself, but decided to be a sport about it for Jim's sake. To my great delight — and surprise — I spent the hour-plus guided (and extraordinarily well-organized) tour totally mesmerized, enthralled, fascinated and highly impressed. As proba-

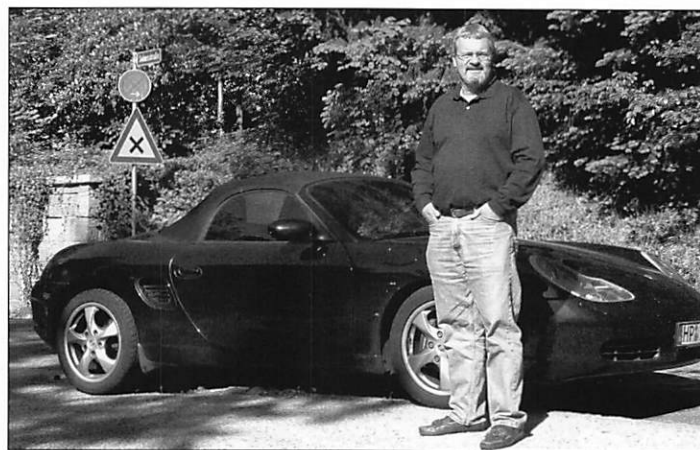
bly everyone but me knew, each engine is hand assembled by one worker, who takes personal responsibility for that engine's quality. For the Carrera, you can figure 110 minutes; 90 for the less complicated

Boxster; and the time for the Cayenne somewhere in between. Of course, the leather for the interior is closely scrutinized for blemishes, and only hides of the highest quality are used. A fairly large percentage of the pelts is rejected, sold to other companies. (Our guide didn't want to blurt out who, but he dropped a couple hints, one of them involving a nearby automaker whose name starts with a B

and ends with a W.) The leather door coverings are stamped from a single skin, to ensure uniformity, instead of mass-producing one part, which would be more efficient but degrade the continuity. And here's a job most of us would sell our first-born for — every single Porsche must be test-driven. Wow, bummer, hm? They only produce 150 cars per day, and they do that with 4,500 employees — including administration and design, which constitutes over half the total number. (I'd like to see Detroit's numbers.)

Well, as I mentioned in the title, this was a dream trip. So was the idea of driving a Porsche in Germany. "Blue" was, in reality, a midnight-blue Renault Laguna. I captured Jim's picture in front of this Boxster

at our last hotel. We have no idea who it belonged to, but it wasn't us. The rental fee just didn't fit our budget. Oh, well, maybe next time. ☹️



# My Other Favorite Car

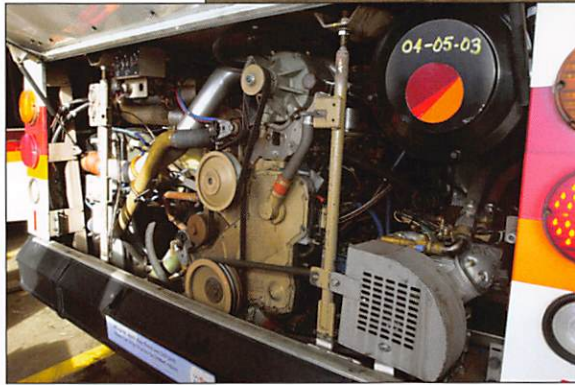
by Gregg Hodge • Photos by Chris Greenwood

Over time, my stable of other vehicles has varied in number. I now have around 600 of these somewhat larger coaches. We call them low-floors. Standard equipment includes GPS tracking, closed circuit digital high resolution audio-visual camera system, two-way radio, one computer that controls the engine, one for the transmission, with an interface unit to marry them. In addition, there is a computer with a Pentium IV chip and Office 2000 that runs all the functions of the bus. Thanks, Don, I needed the work.

Oh, it's got air, power mirrors, eight-way adjustable driver's seat, a PA, three sunroofs, ABS, traction control, 22.5" alloy wheels, and a driver-controlled ride height.

Primary assembly of the coach is done in Canada and the final assembly in Minnesota. The body panels are aluminum and are glued onto steel tubing, which is in turn welded onto a steel tube frame. The air springs are dampened by very large Koni shocks. The Konis help to decrease the bump steer inherent in a vehicle with a 200-pound steering gear box mounted to the frame. Federal funding requires that some parts are foreign made. The three-speed automatic transmission is German. The axles incorporate planetary gears in the hubs to allow the use of a small ring gear in the differential. This design gives the clearance needed for a low floor. They are made in France. The cost of one of these coaches is close to \$300,000. Now this may sound a little steep, but you need to be aware they have a life of over a million miles. The added bonus is that just one keeps 250 cars at home, giving us the room to drive our Porsches.

The best thing about driving these on the road is that, at 30,000 pounds, when I put on my turn signal, the lane clears on the



count of three. Not to mention its unique ability to pay my mortgage.



## Tri-Met Bus

- Max Turbo boost: 45psi @ 2,200 rpm.
- Cummins CSI 8.3-liter (280bhp and 980 ft. lbs. of torque)
- 4.8 mpg
- Top speed 53 mph.
- At 20 mph with 80% brake efficiency, it pulls 0.7gs. and takes 16 ft. to stop. ODOT requires a brake efficiency of 55%. Think about that next time you're on the freeway with some big rigs.



# German Space Agency Lands Rover Turbo on Mars

By Chris Greenwood

January 5 - Stuttgart, Germany

For a few minutes after descent, it seemed as if nothing was working. Then came the sound of the engine starting and the first images from Rover Turbo, the intrepid SEV (Surface Exploration Vehicle) designed by Porsche for the German Space Agency.

After a journey of some seven months crossing hundreds of millions of miles of space, the German Space Agency (GSA) successfully landed its own rover on the surface of the red planet, Earth's nearest neighbor. In what was described as an efficient transit and a flawless atmospheric entry, the German "Rover Turbo" touched down to the reserved approval of mission controllers in Stuttgart.

"Everything worked just like we knew it would. And our rover doesn't back-talk us like the American one does to its controllers," said mission chief Hans Stuckpedal. We designed our program from the ground up with but two considerations: speed and style." The agency notes that their delivery vehicle was launched about a month after the American mission and arrived at virtually the same time as the Americans'. "Our turbo diesel-powered rocket proved to be a highly efficient platform for interplanetary travel," added Stuckpedal.

When asked why the German-based lander mission hadn't made bigger headlines since its lander's arrival was virtually coincidental with the American mission, press officer Lars Neinsprecht said only that the agency considered this mission to be under development until it actually landed and performed maneuvers called for by its designers. "It's only a story if it happens," said Neinsprecht.

Our command & control center for the Rover Turbo features a full scale Cayenne interior, complete with gray leather interior, heated seats and drink holders. Only one person is required to operate the Rover Turbo "compared with a whole

"examining" a rock with its robotic arm, it looks like it's trying to mate with it or something. Way to go, Houston. Why don't you buy it a drink first? You Americans are so pushy."

Rover Turbo chief designer, Karl Schlick, chimed in, "We nicknamed them [the



The Rover Turbo's Command & control center consists of a life-like, fully functional Cayenne interior. All dials and controls correspond to some function of the rover. The navigation system (left) employs data from the Mars Global Surveyor (MGS) and is accurate to within a few inches.

American rovers] 'Detroit' and 'Verzögerung' (German for "retard") on account of their being so ugly and so slow. General Motors must have had a hand in their creation. I'm amazed that it doesn't have gaudy, out-of-proportion plastic 'euro' bodywork and sealed-beam headlights. It's like my solar water heater had sex with Number 5 from that movie *Short Circuit*." Schlick left the room saying, "If you can't do interplanetary travel in style, why bother?"

"And our Nav[igation] system," said head mission logistic manager Horst Tompsonside, "is fully functional using the data gathered by the Mars Global Surveyor (MGS) over the last many years. The Rover Turbo has an on-board mini-

room of poorly dressed scientists at NASA." Another person can "ride" in the RT's control module, but their function is basically limited to looking out the "windows" and commenting on the landscape while telling the driver to "slow down."

On the American rover's robotic arm: "I mean really, when the [American] rover is

disc player which has the entire surface of the red planet on it. We just enter a coordinate, like you would enter an address into a real [Earth-bound] unit and it plots the quickest route. All of the locations or objects are represented with generic round icons because, basically, everything is either a rock or a crater. The only variations are the two American rovers, which are represented with silly clown heads, for obvious reasons.

"One of the first things we did after landing was to find Detroit in the Gusev crater and play some games with it. Basically, we snuck up behind it and hid under its solar panels. We knew we would be able to do this because we had a spy at NASA who fed us the specs for its rover while we were designing ours," said Tompsoongide.

"Our whip antenna caused a little bit of irritation with Detroit. It was kind of like tickling your big brother after he's smoked a little too much dope; his retaliation is very slow and imprecise. With our unique superspherical on-board camera, we could see Detroit's robotic arm going

into action. It sort of bent back on itself and reached underneath its six-legged body. We backed up a little bit, to be just out of reach of the arm and watched. It was hilarious. It looked kind of like it was scratching itself between its legs after a long day at work.

"After that, we went off exploring on our own. We discovered some really fun obstacle courses, but after a while, it's still just a bunch of rocks. We did find a little stream to cross, so we pumped up our adjustable suspension and drove through it, no problem."

When asked about its power source, mission engineer Hans Flöörít said, "We are using a unique hybrid technology which combines thermochemical cells and rechargeable batteries. Part of the reason our mission has been on time and on budget is because we can use off-the-shelf components available at places like your Radio Shack.

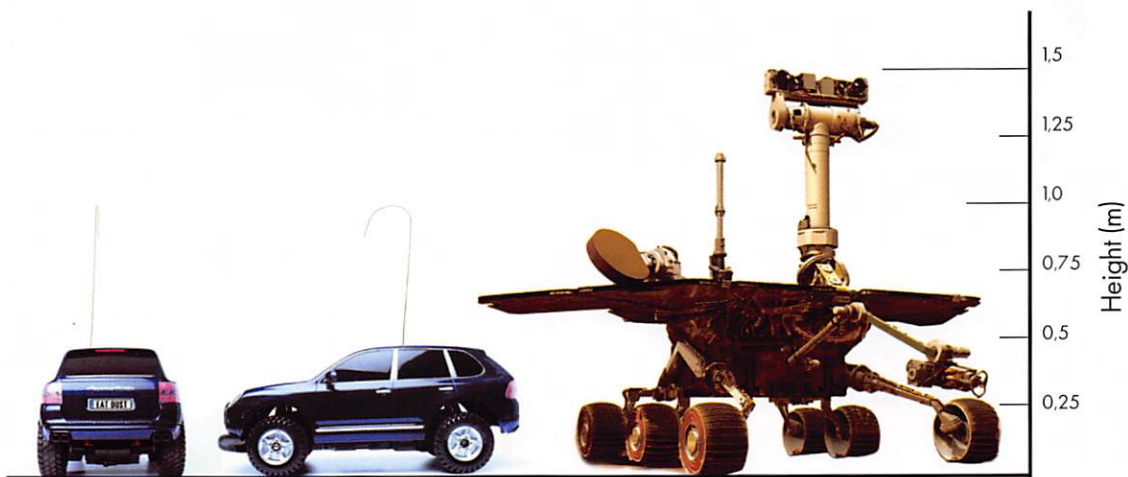
The Rover Turbo can go for about 2 hours on a charge, traveling between 10-15 miles per hour. "The American rovers can only manage about a few meters per

day before pooping out. What the hell are they afraid of? Get out there man, move it!" effused Flöörít.

On the subject of collisions, Flöörít said, "In the event that we should encounter a sudden obstacle, our shock-absorbing body bumpers take most of the jolt. If the impact is more severe, there is a re-inflatable airbag inside the rover to protect its sensitive equipment. It's basically just a pair of geometrically opposed condoms," Flöörít said with a certain *je ne sais quoi*, "the non-lubricated kind."

When asked for any final thoughts on the comparison between the missions and rovers, team members agreed that the only redeeming qualities of the American product were that they were using a Mössbauer Spectrometer from the Johannes Gutenberg University in Mainz, Germany and an Alpha-Particle X-ray Spectrometer from Max Planck Institute for Chemistry, also in Mainz, Germany.

Beyond that the team concluded modestly, Rover Turbo is clearly superior, mostly because of the Porsche crest on the hood.



## GSA Rover Turbo

- **Dimensions:** 0.5 meter high by .5 meter wide by 0.95 meter long
- **Weight:** 2 kilograms (4.4 pounds)
- **Power:** Rechargeable battery system with retractable solar panel (folds into the rear hatch) providing 20 watts on Mars surface
- **Standard Equipment:** Deep Ocean Blue metallic paint, superspherical navcam, all-wheel drive system with variable-speed transmission, independent and adjustable air suspension, Continental TerraContact tires, 2-inch alloy wheels, HID headlights, Sony Mini-disc™-based navigation system.
- **Science instruments:** Are you kidding us? We don't need no stinking science instruments.

## NASA Rover

- **Dimensions:** 1.5 meter (4.9 feet) high by 2.3 meters (7.5 feet) wide by 1.6 meter (5.2 feet) long
- **Weight:** 1,062 kilograms (2,341 pounds) total at launch, consisting of 174-kilogram (384-pound) rover, 365-kilogram (805-pound) lander, 198-kilogram (436-pound) backshell and parachute, 90-kilogram (198-pound) heat shield and 183-kilogram (403-pound) cruise stage, plus 52 kilograms (115 pounds) of propellant
- **Power:** Solar panel and lithium-ion battery system providing 140 watts on Mars surface
- **Science instruments:** Panoramic cameras, miniature thermal emission spectrometer, Mössbauer spectrometer, alpha particle X-ray spectrometer, microscopic imager, rock abrasion tool, magnet arrays

## The Oregon Region Grille Badge

Now Available at the Goodie Store!

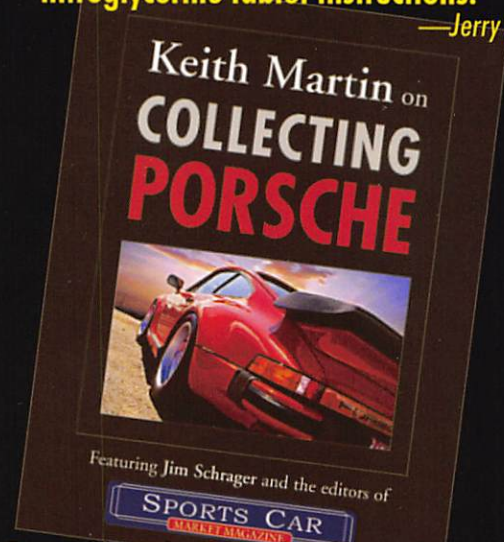
\$24.95 at [oregonpca.org](http://oregonpca.org)



## NEW PORSCHE BOOK!

"I, of course, read each word as if it were **heart attack nitroglycerine tablet instructions!**"

—Jerry Seinfeld



Foreword by Hurley Haywood. Profiles, market reports, price guides, 356/911 Q&A, and more. 112 pages, full color.

**BONUS:** Mention Anzeiger, get CD with 200 photos of collectible Porsches and a complimentary issue of *Sports Car Market* magazine.

**Book, CD and complimentary issue of SCM, just \$19.95**

Orders: 24/7, toll-free 800.289.2819, online at [www.sportscarmarket.com](http://www.sportscarmarket.com).

# AUTOBELLA

EXEMPLARY DETAILING & RESTORATIVE SERVICES

- Undercarriage & Engine Detailing
- Paintless Dent Removal
- Paint Touch Up
- Event Preparation
- Club Member Pricing
- Interior Dyeing

2046 NE MLK Jr. Blvd • Portland OR 97212

503.335.6969

Now book online! [autobellausa.com](http://autobellausa.com)

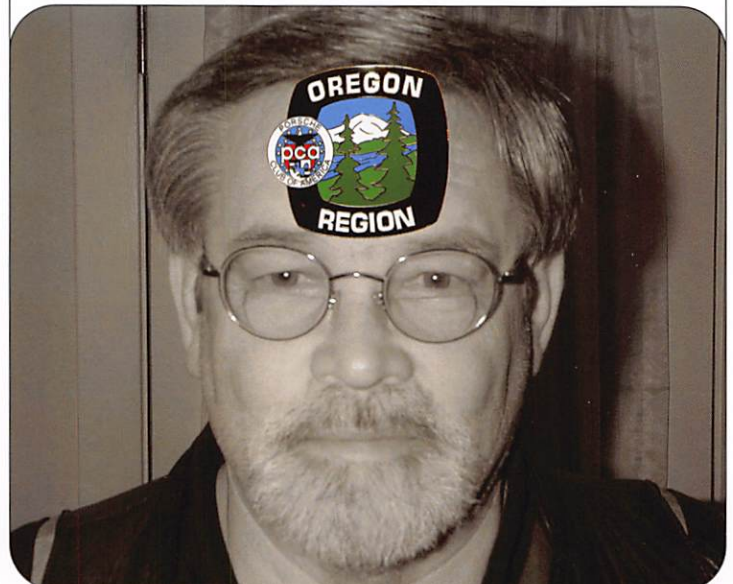


## The Oregon Region Skull Badge

Now Available at the Goodie Store!

\$24.95 at [oregonpca.org](http://oregonpca.org)

"I've had mine permanently installed now for two years. No, there's no pain. In fact, I can't feel anything!" DS



# Coming Events



## Cabin Fever Tour - April 24-25

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 serve as a wonderful start to the Club's tour season.

## Arrive and Drive

Our Arrive and Drive tour series is an opportunity to enjoy a low-key Saturday drive with like-minded enthusiasts. We will meet at a local restaurant known for its great breakfasts, for an optional dose of nutrition for the road ahead. After breakfast, the designated tourmeister, who will be a different person each time, will give us the instructions for the day's drive. The route will be selected for leisurely but sporting driving through attractive countryside. Tour length will generally be about 100 miles, but may vary depending on the whims of the designated tourmeister. The goal is to build a group of ORPCA members who just show up each time to enjoy a leisurely meal, and take turns leading their friends on drives that make them glad they own a Porsche. There is no cost for this event, other than your breakfast.

## Rally

Rally offers a unique opportunity for driver and passenger/navigator to perform as a team. Each team receives a set of instructions for navigating a predetermined course with checkpoints along the way. Scores are based on the team's ability to complete the course, and prizes are awarded at the finish. This all takes place on paved public roads at relaxing speeds.

Fun/gimmick rallies are designed to be entertaining while introducing elements of traditional TSD (time-speed-distance) rallies to the beginner/novice. It's also an opportunity to get out with some great friends, meet some new people and enjoy our cars. We have three events scheduled for this season. For times and dates, watch for the ads on the web site and in the Anzeiger. For anyone interested in TSD rallies, Cascade Sports Car Club

hosts the Friday Night Rally Series which runs March through October. If you have any questions, please e-mail the rally committee at: [early.euro@verizon.net](mailto:early.euro@verizon.net).

## Dinner Gatherings

The club holds dinner gatherings almost every month of the year for those of you who are looking for an opportunity to get together with your fellow Porsche club members in an informal social setting. They have been so popular that members have requested we have one every month of the year! These gatherings are in restaurants all over the greater Portland area to give everyone an equal opportunity to attend. They are usually no-host and without an "agenda" allowing members to converse among themselves. Look for details as to location and any specifics related to the "venue" each month in *Anzeiger* or on the web site.

## 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.

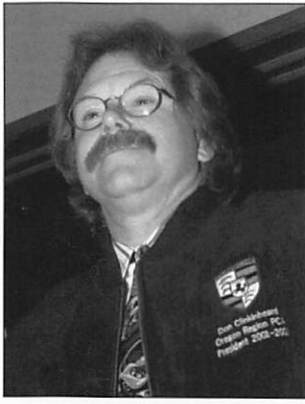
We have competitors of all skill levels; it runs the gamut from those with decades of experience all the way to those with a shiny new driver's license and 2 days on a stick shift. There's something for everyone, and everyone has a great time! If you ever wanted to improve your car control, drive fast,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

## Volunteer Recognition Party - October 3

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 recognizes Club members who assist 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 will be a great party and lots of fun for all.

No tickets will be sold; it will be totally free and 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.



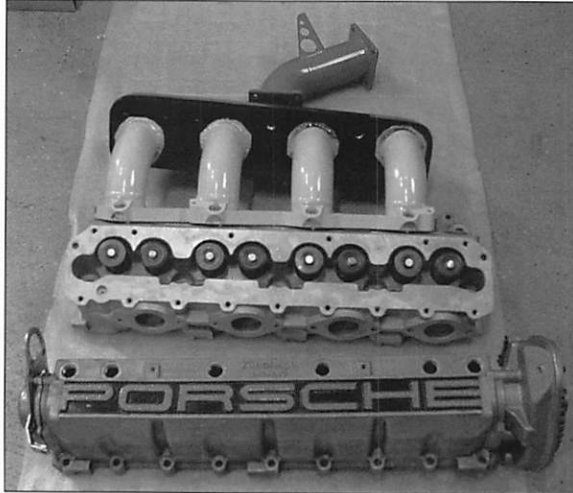
# The Amateur Wretch

*by Don Clinkinbeard*

Well, the new head came in. There was a problem with it, though. The ceramic port liner that Porsche cast the head around was missing a pretty big chunk. (I had a great picture but the resolution was too low for publication.) I had to overnight my old head with the burned valve to the head vendor to get it ported and flowed.

While I waited for it to come back, I did some minimal electrical upgrades to improve the cylinder head grounding and painted the new intake manifold setup. I settled on black, red and yellow (hm) for the color scheme. Hey, anyone can polish aluminum. Let's see how the paint holds up in the engine bay. I installed the new camshaft in the cam tower with new seals so it's ready to go.

I cleaned up the gasket surfaces on the block with lacquer thinner and fine ScotchBrite and made sure everything was ready to go. One of the lessons I've learned when putting the head back on the car is to attach the headers loosely to the head before putting it back on the engine. When you do this, it allows you to align the headers to the crossover pipe (after you torque the cylinder head bolts) and get the bolts inserted into the flanges much more easily than it would be otherwise. After you get the bolts tightened at the header to head connection, you can then tighten the bolts that connect the headers to the crossover pipe pretty easily. Next, the cam tower goes on and the 15 cap screws that hold it on get tight-



ened in a rotational sequence a little at a time to compress the valve springs on cylinders 2 and 3. Next, the drive belt gets connected and tensioned. Proper timing is critical as this is a zero-clearance engine. The valves will

hit the pistons if the timing is off. With the non-stock camshaft, I need to check to make sure that there is no contact as the engine rotates. This is done using a ratchet and turning the crank very slowly. After two complete revolutions of the crank, it's apparent that there are no low-speed clearance issues with the high lift cam. Okay, so it's time to install the new intake manifold. It was easier to put the spark plugs in prior to bolting up the intake

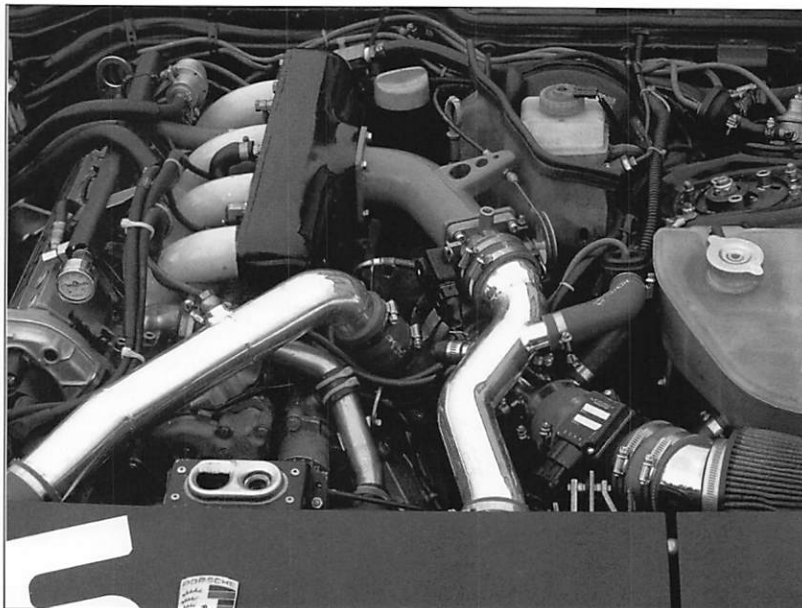


manifold as there are no runners in the way. Put a thin layer of high temp RTV on the intake gaskets to help ensure the seals are tight even at 16 PSI (~ 1.1bar) of

boost and torque the bolts to spec.

Assemble the short pipe and the throttle body to the intake manifold. There are several O rings to deal with and there are fittings on the intake manifold that need to be sealed with Teflon tape before threading into the plenum. I'm getting pretty close to finishing now. There is just a couple more hours of bolting stuff together and then double checking all of the bolts, screws and clamps to be ready to start this beast and see if it runs.

Stay tuned. ☺



# ALMS Race Packages

The American Le Mans Series is coming back! The Grand Prix of Portland will be July 23-25, at Portland International Raceway. Joining the weekend schedule are the SCCA SPEED World Challenge, Star Mazda Series, and the new STRANA Tonka Super Truck Series.

That's not all. We're adding a special drag-racing event Saturday evening, a Drifting exhibition, and the MAZDA Extreme Street show.

Here's the special Car Club deals:

**3-Day Package:** \$70, includes \$65 Super Ticket, paddock pass, plus 3-day parking (\$20 savings). Second (guest) ticket is \$45.

**Sat/Sun Package:** \$65, includes Admission plus paddock and parking (\$35 savings). Second (guest) ticket is \$35

**Sunday Package:** \$45, includes Admission plus paddock and parking (\$10 savings) Second guest ticket is \$30.

We will provide corral parking for club members Saturday and Sunday, a parade lap Saturday, and a general hospitality tent for car club members and guests where only you can hang out and purchase food and beverages (or bring in from other concession stands). We'll provide driver appearances and have drawings for free stuff.

ORPCA's Goodie store will be open for business in the corral on both days.

**Contact or Mail Payment to:**  
Jeff Gretz  
16799 SW McFee Place  
Hillsboro, OR 97123  
503.628.0629  
vicepresident@oregonpca.org



**ORPCA member discount!**

**503.285.4449 • www.prodrive.net**  
**Portland International Raceway**

## PORSCHE 911s WANTED

TOP PRICES PAID FOR  
NICE CLEAN CARS

**Monte Shelton**  
MOTOR COMPANY



**SAAB**

Quality classic and collectable automobiles

1638 West Burnside • P.O. Box 5545 • Portland, OR 97228  
503/224-3232 • FAX 503/224-4310

## Please Support Our Advertisers

**They help make this quality  
publication possible.**

**When you see them around, tell**

**them you saw their ad in the**

**Anzeiger and patronize their**

**businesses when you can.**

**Alloy Wheels:**

- Polishing & Painting
- Minor Repair
- Hand-painted center caps
- Precise mounting & balancing with your tires shipped in from anywhere.

Family-owned & operated  
62 years combined experience

**503.641.8001**

*Skip's*  
**WheelWerks**

# Member Profile: J.P. Stein III

*By Jim Ayers*

**Anzeiger:** How long have you been a member of ORPCA?

I've had a member ever since I can remember ... oh, wait ... I've been a member since '95 or '96.

**Anzeiger:** Tell us a bit about your car interests.

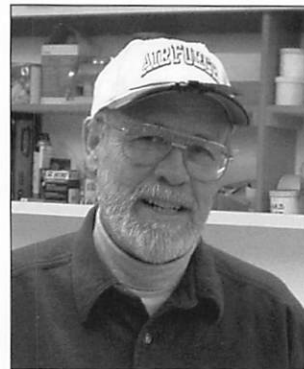
My first car was a black '58 Chevie Impala, two-door hardtop ... lovely. I've always been a hot-rodder at heart — even though I started reading *Road & Track* in the middle '50s. Typically, when the first of our kiddies came along, hot rods were no longer in the budget. The '58 'Vette got sold. It was kinda ratty, but fast! The start of a trend, methinks.

Our first Porsche was actually my wife Jane's idea. No, really. We were thinking of a second (or third) car. I mentioned 911s and she said, "Uh, I like those." It's been downhill ever since. We ended up with a very pretty '82 SC, then a 914 for the daughter. Then came a '73 911 and a 914

for me. Arggh! We finally got rid of everything but that last 914 and my hot rod urges returned like a bad penny.

My hot rods have always been for go, not show, which led me to Autocross. I'm rapidly approaching elderly status. I'm aware that I'm not immortal and my lightning-fast reflexes ... aren't. Although I enjoyed one DE (and will do it again), I realize the big track is not for me. Autocross allows an old fart like me to toddle around competitively. I've combined a series of third place finishes in my SCCA class into a first-place trophy — mostly by being there a lot. The 914 is a bunch more capable than its driver. Hopefully, it will be more so this next season and I'll try not to let my driving slip too much.

**Anzeiger:** What other activities do you participate in and what other hobbies do you enjoy?



The paragraph above pretty much covers my club activities and my hobbies. Building the 914 is my main hobby. Driving it hard is a bonus. I still do

some fishing when the weather is nice. I chase the summer run Steelhead with a fly rod but without the intensity of my younger days. I'd like to think fall Chinook are still in danger when I'm near. Old habits die hard.

I'd really like to get Jane involved in the AX thing. "Honey, would you like to come stand in the (pick one) rain/hot sun/cold wind for six hours? You can drive that stinky, noisy green thing for about four minutes." She looks at me like I just got in from Venus. ☸

---

## Young Love

*Jim Ayers*

It was 1966, Fall, and the beginnings of my love for a young lady, red wine and a fine car. Nearly forty years have passed and the only two survivors from that memorable time are my love of red wine and Porsche cars.

Time with the young lady lasted a brief year and a half but, thanks to her father, my introduction to red wine and Porsches have left me with enduring passions. The father had recently purchased a Porsche 911 — God forbid! (It wasn't a 356, not a true Porsche.) He also had a job requiring him to drive through the Napa, Sonoma and Mendocino counties of California in order to contact a number of dairy farmers who supplied the dairy he worked for. Being a car lover, the Porsche was a perfect fit for his travels. Lucky me, the oldest daughter's boyfriend. Being from out of town, what better way for him to get to know me but to take me for a day in the country on business.

Dennis was a good driver, knew his car and loved to run the back roads at speed.

I was eighteen, thought my 1956 Chevy convertible was the greatest car in the world — and really fast. Man, oh man, did that day change my life! Just about every farm we stopped at was owned by someone who made his own wine. In addition, being dairy farmers, most of them made cheese. Oh, darn. As soon as we pulled up to the farmhouse, the farmer would greet us with a large tumbler of red wine and a block of cheese. Being a neophyte in the wine world, I drank very little but enjoyed it. Dennis, on the other hand, drank a full tumbler at each stop — and we stopped often.

The tumblers finally took their toll on Dennis. He suggested it might be best if I drove from that point on. Okaaay. The winding roads of the wine country and a

red Porsche car, what a fabulous combination! The car taught me what the real love for cars is all about: Handling, performance, power and the ability to smile through anything. It was probably good Dennis was in his cups; sober, he likely would not have approved of me running his car as hard as I did. The Porsche had no complaints, may even have been enjoying my experience as much as I.

Now in my fifties, I usually think back on my love affairs of 1966 when I am driving my 1976 Porsche 911S. I think of how fast I thought the 130 horsepower 911 was and appreciate my 180 hp. I reflect on how important, at the time, my short romance was with Dennis's daughter and enjoy the pleasure of my 20-plus-year love of my wife. I oftentimes find my drives are en route to a winery or wine shop to foster my passion for red wine. 1966 was a truly fine year for beginnings. ☸



~ 356 ~ 911 ~ 912 ~

The largest combined  
new and used parts  
inventory on the planet.

Over 30,000 sq. feet

Building, Maintaining & Supporting Race Cars and "Outlaws"

*Emory Motorsports*



**ARRIVE & DRIVE: Rental Race Car Program**

- Family-Oriented Race Group
- Full-Service Race Shop
- Transporting
- Track Support
- Hospitality

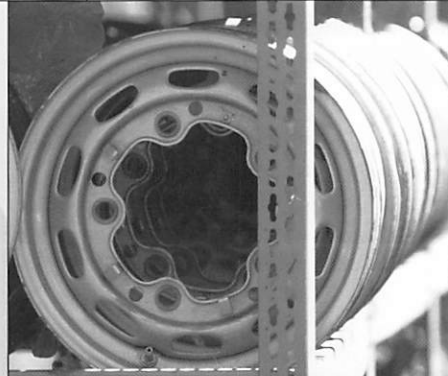
McMinnville, OR • 356shop.com

**rod@partsosolete.com**

**503.835.2112**

Recently added 378 tons of new  
and used parts to our  
ever-expanding inventory.

Now covering 911 through 1989.



**gary@partsosolete.com**

**Parts Obsolete**

503.835.2300 • FAX 503.835.4000 • 356shop.com • 13851 SE Eola Village Rd. • McMinnville, OR 97128



**Steve's  
Imports**

Since 1976

**Steve's  
Collision and  
Restorations**

**Full repairs on your early and late-model PORSCHES**

Services

- All maintenance requirements with follow-up reminders.
- Bosch authorized Service Center.
- Certified Technicians.
- Engine repair and rebuilding.
- Transaxle repair and rebuilding.
- Early model experts.
- All brake and suspension repairs.
- Air conditioning service.

Conveniences

- Ask about our shuttle.
- We'll pay half your rental car cost.
- 90 days same as cash or easy monthly payments. oac.
- Visa, Master Card, Discover and Diners Club.

***It's not just a car, it's a relationship!***

Collision Repairs

- We work with all the Insurance companies.
- Just give us the insurance company name and the claim number and we will make all the arrangements for you.



- I-Car Gold Class repair facility.

Integrity/Professional

- Accurate price quotes.
- Friendly, courteous staff.
- 18-month, 18,000-mile guarantee on all repairs.
- Lifetime guarantee on all collision and refinishing repairs.



**Memories relived in  
your reconditioned  
Porsche**

We at Steve's Collision and Restorations do the full reconditions, **mechanical to body and refinishing to interiors.** You can do just a little at a time or everything all at once.



Come see our new collision and restoration facility!

Just Give us a call and we'll be glad to answer any questions.

**503.771.6701**  
7273 SE 92nd Ave  
Portland, OR 97266

# How to Repair a 911 Seatback Release

By Peter Linsky • Photos by Greenwood

It was a minor failure, as Porsches go, but a major irritant. One day, I flipped the little thumb-lever on the driver's seat of my '77 911 to flip the seatback out of the way, and — surprise! It was resting slack and the latch was inoperative.

I fumbled around with the spring-loaded lever and discovered that the braided-wire cable that runs down the inside of the seatback was no longer attached to the release lever in the bottom portion of the seat. While peering around the lower regions of the seat, I found what looked like a stamped-metal retainer, kinda like a speednut, resting on the carpet below.

Surmising correctly that the loose retainer had something to do with the fact that the seat-latch didn't work anymore, I grabbed a flashlight and began a closer inspection. Unable to immediately figure out where the cable was supposed to attach, I peered beneath the passenger seat to see what the proper arrangement looked like.

There's a small steel tab with a hole in it that's part of the seat bottom hinge and release assembly. The wire cable has a swaged end. In practice, the little stamped retainer slips over the tab, and then the swaged end of the cable, which has a flared tip, pushes through the tab and retainer and is locked in place. Simple enough? NOT! Squashed onto the lower end of the loose cable I found a small rubber bushing about 5 mm in diameter, with a deep groove on the outer circumference.

Unable to figure out where this bushing was supposed to go, I called Guy Recordon at Guy's Interiors and explained the problem. The bushing, he said, is to guide the cable. It rests on a small pin on the lower end of the backrest behind the hinge plate. It's necessary to disassemble the seatback from the lower cushion to reinstall the bushing properly, and you really can't do that in the car.

I unbolted the driver's seat from the floor rails with a 1/4-inch drive 10 mm socket. There are four bolts and lock-washers to remove. Take the two front bolts out first and slide the seat forward, which makes the two rear bolts more accessible.

I placed the seat assembly on a blanket-covered table where I could work on it

easily. The outer hinge plate is covered by a black plastic trim cover that snaps out and rotates out of the way below the recliner knob. There are two large bolts that come out easily with



a 15 mm 3/8 drive socket. The inner-side hinge plate is held in place by a large screw, and the large flat screwdriver in your toolbox will take care of that. With the hardware removed, the seatback separates from the bottom easily and you will quickly spot the little pin poking out through the leather where the bushing is supposed to live. There should also be a soft foam pad that rests over the pin and allows the harder rubber bush to rotate without damaging the leather when the release lever pulls the wire up. After 26 years, the foam bushing was pretty beat up, but I carefully replaced it and covered it with the rubber bushing and attached wire. Note that the foam appears to con-

tain a lubricating grease of some sort. You will probably need to slip a very thin putty knife or blade of some sort over the bushing to hold it in place as you slide the seatback down into its correct position behind the hinge plate.

Once the seatback is located properly, start the large screw on the inside of the seat into its threads, then start the two 15 mm bolts through the outside plate. With all three fasteners in place but not fully tightened, turn the adjustment knob so the seatback is in a normal, semi-reclining position, and test the release lever to ensure that the cable will release the latch properly.

With everything working correctly, it's time to reinstall the seat, but first take a few minutes to thoroughly vacuum and clean both the seat and the carpeted area beneath. You might even treat the leather to some Lexol, Hide Food, or whatever upholstery care product you prefer. If you're really ambitious, unbolt the passenger seat and clean it up, too. A very thin coating of lubricant will help the slider mechanisms.

Now, take the seat and rest it on the floor rails. Release the fore-aft adjuster lever and move the seat forward on its rails. That should give you access to the rear-most bolt holes. Note that the bolts and lock washers are retained by floating captive nuts. Start the bolts and get them finger tight. Now slide the seat back on its tracks and start the front pair of bolts the same way. There's not much room to work, so be patient. Slide the seat back and forth to ensure it moves easily. Now move it forward again and tighten the rear bolts. You may have to insert a long 10 mm socket and extension through the small gap between the bottom cushion and seat frame in order to reach the outer bolt, and use a thin-wall combo wrench to tighten the inner bolt. All done!

Many thanks to Guy Recordon at Guy's Interiors for the timely assistance. ☺

*When Service Counts...*

# Motor Sports International

- ENGINE
- TRANSMISSION
- SUSPENSION
- TUNE-UP
- OIL CHANGE
- MAINTENANCE

## ESTIMATES GLADLY!

Factory-Trained Technicians  
Specializing in Porsche, Audi,  
BMW and Mercedes-Benz  
Since 1974



**Bosch  
Authorized  
Service**

As your Bosch Authorized Service Specialist we are equipped with the latest test equipment. Our trained technicians are specialists in testing, diagnosing and servicing **ALL EUROPEAN CARS.**

- GASOLINE FUEL INJECTION
- DIESEL FUEL INJECTION
- ELECTRONIC SYSTEMS
- ANTI-LOCK BRAKE SYSTEMS
- HYBRID IGNITION
- ACCESSORIES

# 643-2656

Wayne Ditsworth, Owner/Operator

**12930 NW CORNELL RD  
PORTLAND, OR 97229**

(Old Cedar Mills Fire Station)

# A-n-T TIRE AND WHEEL

Serving PCA for over 25 years

## Trackside Motorsports

High-performance street *and* track applications

TIRES • ALIGNMENT  
SHOCKS • BRAKES

437 SE MLK Jr Blvd  
Portland, OR 97214  
**503-236-2106**



photo by Angela Sample

## Valley Glass Co.

**RICK ELLIS**

Architectural Aluminum Products

Storefronts • Entrances • Glass

CCB# 122135

(503) 656-9343

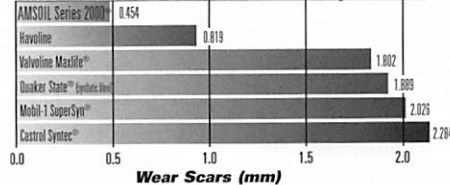
FAX (503) 656-1778

875 Molalla Avenue • Oregon City, Oregon 97045

## Not all synthetic oils are created equal.

Consider these facts:

The smaller wear scar, the better the protection



Four-Ball Wear Test (ASTM D4172), 60 kg pressure @ 150°C, 1800 rpm, for 1 hour duration  
As tested by an independent lab in 2003

While you can buy less expensive synthetic motor oils, you do get what you pay for. AMSOIL was the first. Their technology has always been the best and continues to be so today. If it's performance *and* value you seek, look to the industry leader.



ORPCA FUND RAISING PARTNER

**1-800-722-1092**

## I'll understand if you look at the garage first!



### REALTY SOLUTIONS, LLC

**Gabby Tyer, CRS, GRI**

Principal Broker

8142 SW Beaverton Hillsdale Hwy • Portland

(503) 292-4336 office

(503) 330-5227 cell

(503) 292-0991 fax

(800) 903-0770 toll free

<http://www.allaboutportland.com>

E-mail: [GabbyTyer@aol.com](mailto:GabbyTyer@aol.com)



# Convertible Window Repair, Part I

*By Jim Ayers, Tech Editor*

*(Tech Editor's Note: As is the case with all of our technical articles, this article is written by an inexperienced, untrained amateur, using improper tools or proper tools inappropriately. Any use of the suggestions made in this article by trained professionals or skilled amateurs is not recommended.)*

Having owned a number of convertible-topped cars over the years, I have suffered with the degradation of the rear vinyl window. Scratches and yellowing of the vinyl make seeing out the back window a near impossibility. In my 1956 Chev Belair and 1963 Chev Impala this was really easily cured: You just unzipped the window and drove without it. This cure worked better in some parts of the country than here in Oregon, rain being the obvious issue. What's the point of owning a convertible in Oregon if you're afraid of a little rain?

Many newer convertibles come equipped with a glass rear window, which pretty much eliminates the yellow-window syndrome as well as the scratch issues. Those cars still equipped with vinyl windows, however, have eliminated the simple repair described above, as they do not come with a zip-out window. Since my wife owns a vinyl-windowed convertible and I get tired of being nagged about her inability to see through the rear window (and since I was in need of a tech article for the magazine), I set about to find a cure for her window problems.

A search of the Internet provided information related to the polishing out of scratches and oxidation on convertible windows. A number of outlets for various compounds were listed and the prices seemed reasonable. Review of the usual catalogs, Tweaks and Performance Products, had before and after photographs of convertible windows that had been buffed to a new life. Why, the windows were so clear you could read an eye chart through them!

Convinced this would be the cure to repeated complaints about not having any rear vision, I ordered the product. Not wanting to provide free advertising for the manufacturer (who obviously is too cheap to advertise in our magazine), I will simply refer to the product as Window Goo One (1) and Window Goo Too (2), both of

which come with two small flannel cloths and directions for use.

Being a male of the species, I seldom read instructions — at all — before beginning the task at hand. If the product or procedure seems more complex, a quick scan of the directions is appropriate prior to beginning the job. My initial thought was, "How tough can this be? Two bottles of Goo marked One and Too." Fortunately, my fear of screwing up the project, i.e. my wife's car, compelled me to at least scan the directions. The first thing I noted was the manufacturer was not just too cheap to advertise in our magazine, but also too cheap to include the "natural lamb's wool 6-inch buffing pad" which is required for

*"Now for the natural lamb's wool buffing pad; how tough can that be to find? I believe, in my mind's eye, PETA has taken up the cause of lamb shearing."*

the application of their product. Also needed to apply the product is a buffer/polisher. This is not the \$29 thing you buff your car wax with; nooo, that wouldn't work. You get to buy the \$159 side-mounted, multi-speed industrial buffer/polisher capable of shining the balls of a brass monkey in a single pass.

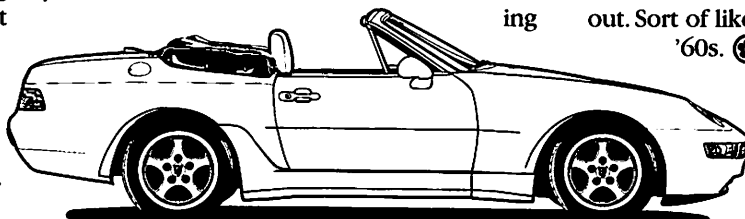
Finding a source for the buffer/polisher was not easy. All of the auto stores want to sell the \$29 polisher. Auto body supply houses want to sell you a product capable of removing

metal at the rate of an inch per second, designed to last for years of daily service and costing enough to finance the national debt of a small, emerging, third world country.

Now for the natural lamb's wool buffing pad; how tough can that be to find? I believe, in my mind's eye, PETA has taken up the cause of lamb shearing. A store-by-store search of the greater west side of Portland confirmed this. Synthetic lamb's wool buffing pads can be found anywhere and in any size, but not the real lamb's wool. According to the directions, the synthetic material creates far too much heat and will melt your convertible window or at least make it far less serviceable.

We all can think of one shop in some obscure location that carries items you can't find anywhere else. Of course, instead of going to that shop first, we always spend half a day looking in every other store in town. My shop of last resort had apparently not been discovered by the PETA crowd and did have the pads in stock. Needless to say, I will not divulge the name of my shop in this article for fear of drying up my supply or causing the PETA people to picket my source. The last thing I would want on my shoulders is to be responsible, directly or indirectly, for someone having paint thrown on them as they left a store with a "natural lamb's wool" buffing pad.

The directions do not make mention of any other tools needed for the application of their product. I, however, will add one additional tool to my list: a razor knife. I base this decision on the application instructions: Using a buffer/polisher set at a speed of between 2,400 and 3,600 RPM, equipped with a natural lamb's wool buffing pad, apply Window Goo One (1) to the vinyl window, maintaining light pressure, and constantly move the buffer to avoid overheating the vinyl. Failure to follow the above directions can result in a melted, malformed or seriously damaged window." I figure, if all else fails and the window is not improved, I'll just cut it out. Sort of like a return to the '50s and '60s. ☹



# Stuttgart Autotech

## Words of Wisdom:

Mechanical Specialists in

PORSCHE

AUDI

BMW



Maintenance is the key to long life.



17263 S.W. PILKINGTON RD.  
LAKE OSWEGO, OR 97035

**635-3098**

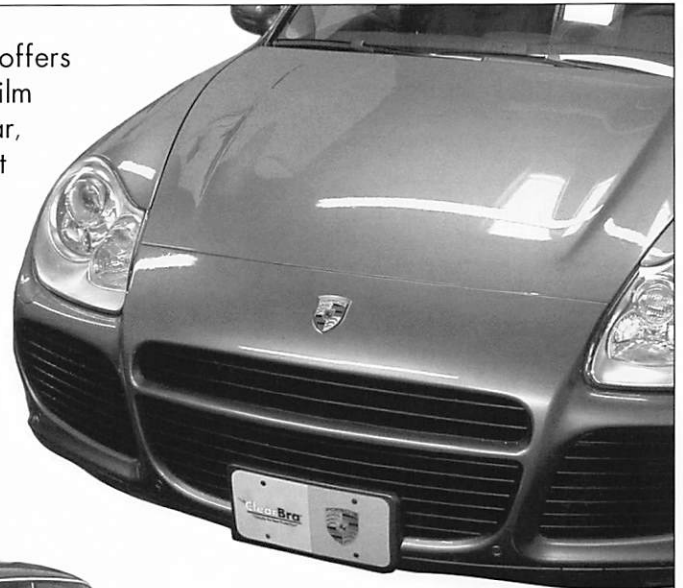
stuttgartautotech.com

# Rock Chips

## The Clear Advantage

- Outstanding protection for any vehicle - cars, RVs, trucks, airplanes, watercraft, etc.
- Lifetime Manufacturer's Warranty on all of our products.
- No special maintenance needed.
- Allows paint to age at a similar rate with unprotected surfaces to avoid "two tone" effect.
- May be removed without damage to paint.
- Meets or exceeds requirements for General Motors, Nissan and Ferrari.
- Custom fitted or professionally pattern-cut for your exact vehicle.

ClearBra of Oregon Inc. offers an advanced polyurethane film that provides a crystal-clear, super-tough barrier against gravel, road debris and parking-lot dings. It is the highest quality protection available for your car's vital surfaces and all our products offer a manufacturer's lifetime warranty.



The owners of these cars trust ClearBra of Oregon Inc. to help protect their investment.



ClearBra™ of Oregon, Inc.  
2020 NW Aloclek Dr #118  
Hillsboro, OR 97124

**503.439.9031 1.888.439.9031 (toll-free in Oregon)**

# Marketplace

## Cars for Sale

### 911

**2002 911 Turbo**, Meridian Metallic/Metropol Blue leather, 6-speed, many factory options, e.g. Carbon Package, Navigation, CD changer, Park Assist System, Sport Seats, Porsche Crest in headrest. Excellent condition, one-owner, all original, have all paperwork, 13k miles. MSRP was \$128K, asking \$99,000 obo, **Peter Scharf** 503.961.2610 pscharf@gmx.net 02.04

**1999 Carrera Coupe** 996, Glacier white/space gray, 5200 miles, like new, 6-speed, 18" turbo wheels, hi-fi sound w/cd player, on board computer, 2nd owner, always garaged. \$47,500. **Jim Sanford** 503-720-1631 jncsanford@comcast.net 02.04

**1999 Carrera** (996), silver/black, new tires, 18,600 miles, 6-spd, 15K service, meticulously maintained local car with all records. \$45,500 OBO call 503-701-9144 or e-mail msherman@teamdns.com 01.04

**1998 C2S**, ocean blue/tan, 6k, 6-spd, sunroof, 18" hollow spoke wheels with color crests, 4 brand-new Bridgestone SO2s, motor sound, am/fm cd, hi-fi sound, full power seat package, supple leather, aluminum gauges, aluminum door sills, mats, stoneguard, books, records. No accidents or paint work ever, concours quality. (503) 781-8987 01.04

**1984 911 Targa**, Platinum Metallic/Brown, 83,000 mi, Sport Seats, Heated Windshield, Headlight Washers, Power Windows, Cruise, Blaupunkt CD, Recent Clutch, Synchros, Shocks, Torsion Bars, Sway Bars, Turbo Tie Rods, SSI's, H4's, Many more. Well maintained and serviced. All records. \$20,000 obo. **Ryan Denahan** at 503.810.4697 or rdenahan@freightliner.com

**1973 911T** (cis), Sepia brown/ black-brown, 5-spd, Sunroof, Fuchs, rust-free, S-options, many upgrades: Carrera tensioners, SSI exhaust, air box flapper, New black Recaro's w/belts, H-4's, New: Carrera distributor w/igniter, clutch, brakes, suspension, both window regulators w/felts, turbo tie rods, much more. Beautifully original. \$13,000. **Vartan** (541) 756-0791 vartanv@earthlink.net02.04

### Boxster

**1999 Boxster**, white/red leather, 23K, 5-speed manual, body matching hardtop with factory storage cover, power seats, front and side air bags, local car with records, showroom condition, \$27,000 obo, **David** (503) 690-3250 dtsharvey@earthlink.net 02.04

### 944

**1987 944 Turbo** Alpine White/Burgundy interior, excellent condition, new belts, power steering, locks, windows, brakes, sunroof, air bags, ABS, CC, European fog/driving lights, pictures can be emailed. 94,000 miles \$10,900 OBO **Tom Jewett** 503-636-5125 or Tj944t@comcast.net 02.04

## Parts

Four beautiful Porsche ATS wheels. The wheels are in excellent condition coming off my very original 1973 911T. All have like-new Yokohama ES100 205/60R 15 tires with 800 highway miles. All four complete wheels for \$500.00 obo. Pictures available. **Bill** 503-582-1229; aggie88@pccz.com 10.03

## Announcements

### Crown Isle Retreat

The Vancouver Island Region of the Porsche Club of America would like to invite you to attend our premier event of the 2004 season.

Registration is open for "Crown Isle Retreat" in Courtenay.

Dates: May 7, 8 and 9

Location: The stunning Crown Isle Resort and Golf Community in Courtenay (fabulous golf course, luxury accommodations, great dining, fitness facility, on-site car museum - the works!). Check it out at <http://www.crownisle.com>

Price: \$80.00 CDN per person (cheap!). Includes a generous goodie bag! (Linda Bein is still raving about the one she got last year!)

See our web site for complete schedule of events.

The event is limited to 80 people only!!!! I cannot stress enough how important it is to book now. Given the popularity of our past years' events, the great destination, and the early-season timing, this event will undoubtedly sell out. The folks at Crown Isle have reserved a block of rooms exclusively for us. The prices range from \$129 - \$169 CDN per night, depending on the room configuration. We have also booked a block of rooms at the Coast Westerly Hotel priced at \$95 CDN.

Shelley McIlvenna (registration) 250-479-6244 shelley.Slawow@caphealth.org

Please note that, in addition to registering for the event with Shelley, you are responsible for booking your own rooms and golf times, which you can do by contacting Kelly Fraser at Crown Isle (1-888-338-8439). Make sure you mention that you're with the Porsche group to receive the discounted rates.

Any questions, give me a call or drop me an email. Hope to see you there!

Brian Nutt  
President, Vancouver Island Region

### Bogus Basin Bacchanalia '04 May 28-31 Boise

The Silver Sage Region will again host the 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 28-31, 2004.

The BBB '04 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, and 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.

### Please send all classified ads to:

Classifieds Editor  
classifieds@oregonpca.org

Classified ads are free to PCA/OR members. Limit 50 words per ad. Ads may also be edited and abbreviated according to available space.

**PLEASE NOTE: Ad will run for two issues. Renewal of ad may be made by contacting the Classified Editor.**

*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 classifieds editor by the 15th of any given month.

You can learn more about BBB '04 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 Walt Thode, 547 Balmoral Rd., Boise, ID 83702, (208) 363-9169, wthode@rmci.net.

## Funny Business

Celebrity and other photos in this issue of the magazine were gathered from various sources. Cover: source images from NASA/JPL/Cornell and Chris Greenwood.

p. 4: Cher (AllPosters.com)

p. 4: W (georgewbush.com)

p. 10: Tiger Tank courtesy of Warner Lowe

p. 16-17: source images from Porsche, NASA/JPL/Cornell, Chris Greenwood

## Everything Porsche®. From Turbo tails to ashtrays.

- Top-quality new, used & rebuilt parts
- All years, all models: 356, 911, 912, 914, 924, 944, 968, 928, 930
- All used parts from rust-free CA cars
- Friendly, knowledgeable staff
- We ship UPS daily
- Mon-Fri: 8-5, Sat: 9-3 Pacific Time

**800.767.7250**

Tel 510.782.0354 Fax 510.782.0358  
[www.partsheaven.com](http://www.partsheaven.com)

**PARTSHEAVEN**

## Bill Shores

PORSCHE SPECIALIST Since 1971

*Matching buyers and sellers*

Other exotics available  
Shown by appointment only

(503) 644-4640

bill@billshores.com

**Distributor for Toughguard®**

The Patented Never Wax Process



**OREGON PLATING COMPANY**

436 S.E. 6th Avenue.  
Portland, Oregon 97214  
(503) 232-7416  
Fax (503) 232-3543

*Linda Pitts*

*"Polishing and Plating Since 1908"*

# GUY'S

## INTERIOR RESTORATIONS

FULL-SERVICE AUTO UPHOLSTERY  
ORIGINAL & CUSTOM INTERIORS

Sports, Luxury, Exotic and Classics  
Foreign and Domestic

CONVERTIBLE TOPS - A SPECIALTY

LEATHER RESTORATION  
DYEING AND COLOR MATCHING

**The Finest  
Upholstery  
for Your Car  
Guy Recordon**

**503/224-8657**

431 NW 9th Avenue  
Portland, Oregon  
97209

**Jim Enger**



**O**ver 250 years  
combined  
experience.  
Factory-  
trained  
mechanics.  
Air-cooled  
specialists.

2327 SE Powell Blvd  
Portland, OR

**503.233.4809**

# Board of Directors

## President

Don Stroum  
4040 Imperial Dr  
West Linn, OR 97068  
503.722.1350  
president@oregonpca.org

## Vice President

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

## Secretary

Kathleen Ellis  
503.720.0184  
secretary@oregonpca.org

## Treasurer

Faryl Ammon  
(503) 635-9669  
treasurer@oregonpca.org

## Past President

Don Clinkinbeard  
8659 SW Muledeer Dr  
Beaverton, OR 97007  
503.356.1764  
pastpresident@oregonpca.org

## Board Members at Large

Bob Falleur  
5758 SE Oetkin Rd  
Milwaukie, OR 97267  
503.653.7691  
adsales@oregonpca.org

Chuck West

503.720.2037  
competition@oregonpca.org

## PCA Zone 6 Rep

Linda Bein  
porsha@bendnet.com

## Membership

Debbie Clinkinbeard  
membership@oregonpca.org  
503 356-1764

Kim Friedemann  
911mom@starba.net  
503-781-6401

## Goodie Store

Liz Green  
goodiestore@oregonpca.org

## Webmaster

Larry Rinehart  
503 849-6948  
webmaster@oregonpca.org

# Anzeiger

## Managing Editor

John Draneas  
503.638.0396  
ATR@oregonpca.org

## Executive Editor

Kate Ayers  
503.292.5743  
editor@oregonpca.org

## Assistant Editors

Sue & Gregg Hodge  
503.518.9203  
assteditors@oregonpca.org

## Production Editor

Chris Greenwood  
503.460.9494  
production@oregonpca.org

## Ad Sales Manager

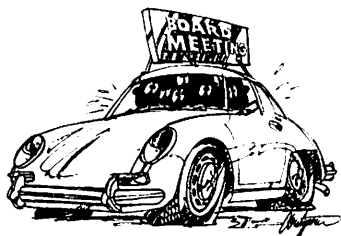
Bob Falleur  
503.653.7691  
adsales@oregonpca.org

## Contributing Editor

Peter Linsky  
503.644.2709  
contributor@oregonpca.org

## Technical Editor

Jim Ayers  
503.292.5743  
techeditor@oregonpca.org



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

# Anniversaries

## APRIL

### 5 Years

Rod Granger  
Don L. Hanson  
Mike O'connor  
Steve & Stacy Shinsel  
Sam Pieh

### 10 Years

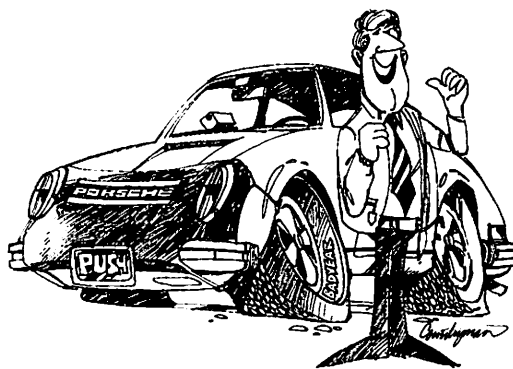
William Park  
Mike Whitmarsh  
Tim & Julie Harmon

### 20 Years

William & Geraldine Linnell  
Louis & Susan Broline  
Peter Brill

### 30 Years

David R. Stanton  
Michael Branam



## Need to update your contact info in our database?

### Missing Your *Anzeiger*?

### Moved Recently?

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

ORPCA Membership  
PO Box 5652  
Portland, OR 97228-5652

Kim Friedemann  
911mom@starband.net

# Willkommen

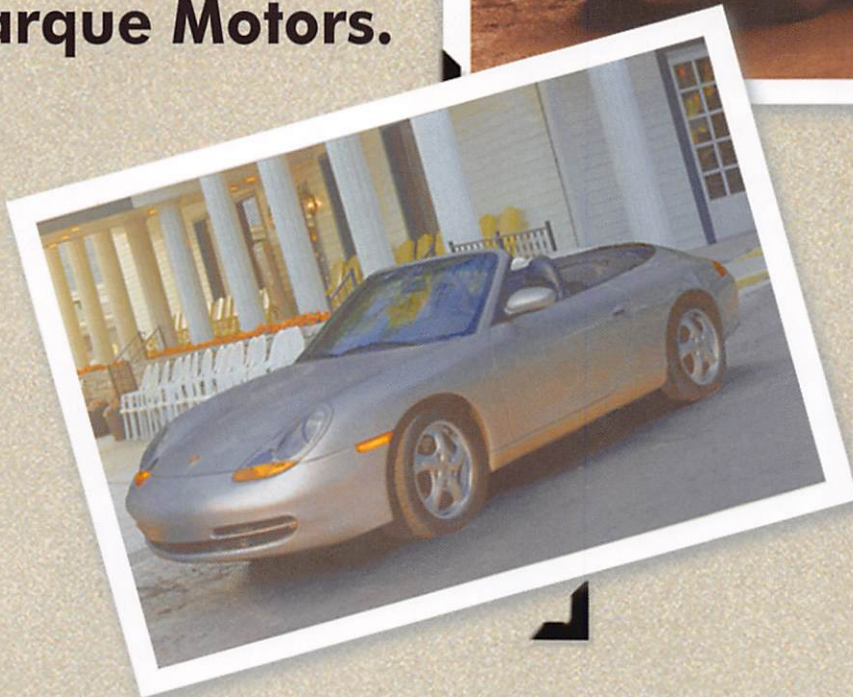
## NEW MEMBERS

- Michael & Lisa Adams .....1958 356A  
Portland, OR
- Gerard & Brooks Berardi .....1999 911  
Tigard, OR
- John Berry .....1988 911  
Portland, OR
- Donna & Craig Bortez ....1998 Boxster  
Portland, OR
- Carl & Phyllis Cadonau .1962 356 Coupe  
Portland, OR
- Michael Cavender & Dave Tong 1993 911  
Albany, OR
- Philip Decker .....1998 Boxster  
Portland, OR
- Neale & Ellen Dimm .....1987 911  
West Linn, OR
- Edmund & Jo Su Frank .....2003 911  
Portland, OR
- Gerald & Alice Guthrie ....1998 Boxster  
Hillsboro, OR
- Tim & Diane Hayford .....1968 912  
Wilsonville, OR
- Karl Heckman .....1983 928S  
Portland, OR
- Marc & Linda Hines .....1975 914  
Tigard, OR
- Austin & Malinda Howe ...2001 Boxster  
Portland, OR
- Wayne & Kathleen Hudson .2000 Boxster  
Hillsboro, OR
- David Huttula .....1999 911  
West Linn, OR
- Scott Langley .....2004 Cayenne  
Portland, OR
- Peter Locascio .....2000 Boxster  
Beaverton, OR
- Ajay & Diane Malhotra ...2003 911 C4S  
Portland, OR
- Stephen Miller .....2001 Boxster  
Lake Oswego, OR
- J.J. Richards .....1997 Boxster  
Portland, OR
- Jay & Annette Ross .....1964 356C  
Lake Oswego, OR
- Richard Smith .....1995 911  
Portland, OR
- Robert Stipe .....1974 911  
Portland, OR
- David Wall .....1983 911SC  
Portland, OR

### TRANSFERS

- E.P. Edwards .....1999 911  
Portland, OR
- From Pacific NW Region
- Susan Hill & Melanie Schultz .1985 928  
Portland, OR
- From Sacramento Valley Region

**There is no  
generation gap  
at Marque Motors.**



**Marque Motors has the tools and the talent to communicate with your car, classic or contemporary.** We keep up with the times—356, 911, 928, 944, 930, 964, 968, 996. At Marque Motors we don't just specialize in Porsches, we live them; we understand them.

**Porsche • Audi • BMW • Volkswagen**

At Marque Motors, the next best thing to working on Porsches is talking about them. Visit our website for tech tips, product updates, information, and more: [www.marquemotors.com](http://www.marquemotors.com)

**Factory-scheduled maintenance  
Performance modifications  
Pre-purchase inspections  
Four-wheel alignment  
Corner weighting  
Large parts inventory  
Over-the-counter sales  
Brakes and oil change  
Electrical repair  
Fuel injection**



**Marque Motors**  
PORSCHE • AUDI SPECIALISTS

503 293 5386  
[www.marquemotors.com](http://www.marquemotors.com)

**ORPCA Fund-Raising Partner Service Shop**

7310 S.W. MACADAM AVE. PORTLAND, OR 97219  
Call for an appointment or just drop by.

# Cayenne. The Porsche of SUVs.

The off-roader that thinks it's a 911.



## Bathe me often.

If you're going to drive the hottest SUV in the world, it better look hot.

### Cayenne Care Kit:

- wax • inside glass cleaner
- pre-cleaning agent for stains
- wash shampoo • chamois
- velour and glass cleaner
- leather conditioner

Retail \$154

**Introductory price \$125**

Porsche Coupe and Cabriolet Care Kits also available



4030 SW 139TH WAY BEAVERTON, OREGON 97005  
503.641.8600 or 800.346.0182 www.sunsetimports.com  
MON-FRI 8:30AM-7PM SAT 9AM-5PM SUN 12PM-5PM

*Anzeiger* OREGON REGION PCA  
PO Box 5652 - PORTLAND, OR 97228-5652

Faryl M. Ammon  
2391 SW Fernwood Circle  
Lake Oswego, OR -97034

Prsrt Std  
U.S. Postage  
**PAID**  
Hillsboro, OR  
Permit No. 31