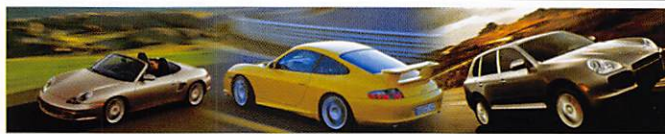


# Anzeiger



April 2005 v45-n3  
Oregon Region Porsche Club of America





Boxster

GT3

Cayenne

**New**

**Boxster**

'04 Boxster Speed Yellow/Black .....	Save \$5000!
'04 Boxster Guards Red/Savanna .....	Save \$5000!
'04 Boxster "S" Atlas Grey/Grey .....	Save \$5000!
'05 Boxster Seal Grey/Black .....	\$52545
'05 Boxster Basalt/Black .....	\$48860
'05 Boxster "S" Midnight/Grey .....	\$61745
'05 Boxster "S" GT Silver/Black .....	\$61340

**911**

'05 Turbo "S" Cab Seal Grey/Boxster Red .....	\$156805
'05 997 Cab .....	Modifiable May Delivery

**Cayenne**

'05 Cayenne Tip Black/Black .....	\$47110
'05 Cayenne Tip Titanium .....	\$48680
'05 Cayenne Tip Silver/Grey .....	\$49690
'05 Cayenne "S" Prosecco .....	\$67620
'05 Cayenne "S" Dark Sea Blue .....	\$64560
'05 Cayenne Turbo Basalt Black .....	\$96905

**Certified Pre-Owned**

'01 Boxster Lapis .....	\$29025
'01 Boxster Speed Yellow .....	\$34995
'02 Boxster "S" Speed Yellow .....	\$38885
'04 Boxster Seal Grey .....	\$39995
'04 Boxster "S" Silver .....	\$49995
'02 911 C4 Cab Seal Grey .....	\$64995
'03 911 Coupe Midnight .....	\$69995
'03 GT2 Speed Yellow .....	\$159995



# Anzeiger

A monthly publication of the Oregon Region Porsche Club Of America

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

v45-n3

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**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.**

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<http://oregonpca.org/>

# Anzeiger

2005  
APRIL

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Time to dust off your G-meter and find your "track" tires. Novices and sharks of all marques welcome at the Club's first autocross on April 17 at PIR.

Photo by Chris Greenwood

# Jeff Gretz

FROM THE PRESIDENT



Porsche has announced that they will now issue Press Releases to their worldwide clubs before issuing them to the public. Take a look at the one I just received:

#### *Porsche Press Release*

Porsche announces that the long-awaited fourth model series will be a high-performance mini-van called the "Familia."

Stuttgart, Dr. Ing. h. c. F Porsche AG of Stuttgart, Germany, has now added the long-awaited fourth series to its line of

high performance vehicles. Because of a lack of production capability, this new model will delay the introduction of the C4 and Turbo versions of the 997 until 2008.

The excellent road dynamics, safety and off-road performance that have earned the Cayenne models worldwide praise and high sales figures will in the future also be experienced in the world's first high performance mini-van. The entry-level model with a six-cylinder engine will be known as the "Familia." This is the first Porsche mini-van, and will be available at the end of November 2005 in European markets and in the first half of 2006 in the USA. The list price in Europe (excluding VAT and country-specific requirements) is 35,900 Euro. In Germany, the Cayenne will cost 42,592 Euro including value added tax. In The USA the list price will be \$39,950.

Like the Cayenne, the seven-seater Familia has excellent performance and driving capabilities. The engine, using Falsch technology for the first time with four valves per cylinder, has a power output of 250 bhp (184 kW) at 6,000 rpm; the nominal torque is 310 Nm between 2,500 rpm and 5,500 rpm, but with 300 Nm available from just over 2,000 rpm until 5,500 rpm. The Familia accelerates from 0 to 100 km/h in 9.1 seconds and

has a top speed of 214 km/h. The Familia will only be available with the six-speed Tiptronic S transmission.

On June 14, Dr. Ing. h. c. F Porsche AG, Stuttgart will launch a big campaign in the print media, through direct marketing, on the Internet and, of course, at Porsche Centres to advertise the new Porsche Familia which will come to dealers and customers next year. The aim of this extensive marketing campaign is to create awareness for a sporty high-performance mini-van among old and new Porsche customers alike.

The Porsche marketing experts are aiming at two target groups in particular: the Porsche driver, who according to statistics usually owns a low performance mini-van, a station wagon or a sports utility vehicle (SUV) besides his sports car, and the Porsche enthusiast, who, due to present circumstances (married with children), had to go without the pleasure of driving a Porsche. For both groups the aim is to raise early curiosity about the new Porsche, to find those who are seriously interested and keep them informed. With less than a year to go before its introduction, the Familia should be understood as what it actually is: a real Porsche.

Dr. Wendelin Wiedeking, the Chairman of the board of management of Dr. Ing. h. c. F Porsche AG, explained: "With the

*continued on page 21*

# Kate Ayers

FROM THE EDITOR

We all know that the Super Bowl is more than just a football game.

It's the time we eagerly look forward to for the best TV ads of the year, although this year was a bit disappointing — probably due to the fallout (no pun intended) from Janet Jackson's wardrobe malfunction last year. But why can't they make those ads that good all twelve months? Better yet, why don't they take a look at some of Europe's most successful ones? Now those people know how to make great car commercials.

For instance, one rainy night in Dinkelsbuehl, Germany (I did not make that name up), Jim and I were tuned into a rerun of something wholly engrossing — like *Sister Act 2*, or *The Nanny* — dubbed, of course. (Believe me, hearing some nasally, high-pitched German popping out of Whoopi Goldberg's mouth can be quite disturbing.) Well, we were tuned in mostly for the adver-

tisements anyway and, naturally, they outshone the feature program.

Scenario: Two spectacularly geeky guys in a Mini Cooper, the passenger stuffing a straw hat into his mouth. Then we have a flashback to "Five minutes before." The Mini comes around a corner and the two guys spot a couple of hot looking babes walking along the sidewalk. Passenger says to the driver, "If I ever saw a beautiful gal like that with a guy like you, I'd eat my hat." At about the same time, one of the gals says to her friend, "You know what really turns me on? A super nerdy guy driving a really cool Mini." Right about then, she spies the Mini as it rolls slowly along the curb and her eyes grow wide with excitement. Cut to a frame of the little car, stopped, bouncing wildly; then full circle to the geeky passenger polishing off the remains of his hat.

Now that's what I call an attention-getting car ad.

# OREGON REGION EVENTS



# 2005

## **April**

- 5 Board of Directors meeting
- 9 Arrive & Drive Tour
- 17 Autocross
- 16 Spring Clean
- 20 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for June
- 30 Cabin Fever Tour

## **May**

- 1 Cabin Fever Tour
- 3 Board of Directors meeting
- 7 Arrive & Drive Tour
- 8 Autocross
- 18 Monthly Social & Dinner
- 20 DE @ PIR
- 20 Anzeiger Editorial deadline for July

## **June**

- 2-5 750 Mille
- 4 Arrive & Drive Tour
- 5 Autocross
- 7 Board of Directors meeting
- 10-11 Rose Cup Races
- 15 Monthly Social & Dinner
- 17-19 Champ Car Portland Grand Prix
- 20 Anzeiger Editorial deadline for August
- 24-7/3 PCA Parade – Hershey, PA  
(Potomac Founders' Region host)
- 24 DE @ PIR (Tri-Club)
- 25 Progressive Dinner

## **July**

- 2 Arrive & Drive Tour
- 3 Autocross
- 5 Board of Directors meeting
- 8-10 Portland Historic Races
- 17 Forest Grove Concours d'Elegance
- 20 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for September
- 23 Mt. St. Helens Tour
- 24 DE @ PIR
- 29-31 Grand Prix of Portland (American Le Mans Series)

## **August**

- 2 Board of Directors meeting
- 6 Arrive & Drive Tour
- 14 Club Picnic
- 17 Win Casey BBQ
- 20 Anzeiger Editorial deadline for October
- 26-28 Canada West Region PCA Whistler Weekend

## **September**

- 3 Arrive & Drive Tour
- 6 Board of Directors meeting
- 11 Autocross
- 11 Sunset Imports Swap Meet
- 15 DE @ PIR
- 16-18 Sunriver Exotic Car Show
- 20 Anzeiger Editorial deadline for November
- 21 Monthly Social & Dinner
- 25 Club Volunteer Party

## **October**

- 1 Arrive & Drive Tour
- 4 Board of Directors meeting
- 19 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for December
- 22 2006 Planning meeting
- 23 Autocross

## **November**

- 4-6 Rainbonnet
- 6 DE @ PIR
- 8 Board of Directors meeting
- 16 Monthly Social & Dinner
- 20 Anzeiger Editorial deadline for Jan-Feb

## **December**

- 6 Board of Directors meeting
- 21 Monthly Social & Dinner



# Still Plays With Cars

*by Peter Linsky*

Just after the holidays, I received in the mail the 2005 Porsche Driving Experience catalog from Porsche Marketing in Ludwigsburg. This hunky little book contains an expanding offering from the Porsche Travel Club for the new year.

My personal experience with the PTC was very positive. A couple of years ago, Janice and I signed up for the factory tour at Zuffenhausen and visit to the Weissach R&D Center, and also a weekend tour down to Lake Constance in Switzerland. We had a delightful visit, scored lots of high-speed seat time in new Carreras and, as loyal readers of this column might recall, we found ourselves to be the only Porsche owners in either group.

Browsing through the new catalog, you'll find listings for Porsche Weekends, Porsche Driver Training, Porsche Adventure Tours, various Porsche Sportfahrschule, or on-track instruction, off-road driver training at Leipzig (Cayenne), and on-track driver sessions in countries ranging from the US to Europe, Asia, Australia, and Latin America. Dates are available from January through August. Events tend to book up quickly, so if you have a mind to play with a Porsche in its natural environment, contact PTC at [travel.club@porsche.de](mailto:travel.club@porsche.de).

Have you seen the official factory photos of the 2005 GT3 Cup racer yet? How about some good images of the new Boxster coupe? Both are very zoomy. Check them out at [www.platz.com](http://www.platz.com). Click on Porsche news and commence drooling.

January 4 2005 - Porsche Cars North America said Tuesday that U.S. sales fell .04 percent in December to 2,695 vehicles. For 2004, sales rose 11 percent to 33,289.

Porsche made a nice profit last year... but most of it was from hedging currency, especially the weakening US dollar.

On January 12, Porsche Cars North America announced that Michael Bartsch had been named Chief Operating Officer. He has been with the company since 1994 and was most recently the director for sales and marketing for Porsche Cars Australia.

Until next month, drive safely.



## APRIL SOCIAL & DINNER

**Wednesday, April 20**

**Bugatti's (Hilltop)**

**334 Warner Milne Road, Oregon City**

Order from the menu (individual bills)

Please join us for an evening of fun and good food  
at the new Bugatti's location.

New members, we want to meet you. Please come!

**RSVP to Nancy Herron by Friday, April 15 at  
503-293-6714 or e-mail her at  
[dinnermeeting@oregonpca.org](mailto:dinnermeeting@oregonpca.org)**

# Cabin Fever Tour

## April 30 - May 1

- Destination: The Steamboat Inn, on the North Umpqua River
- When: April 30/May 1
- Cost: No host; see below for details
- Where: Begin in Wilsonville (Location TBD)

This year we are straying from the usual formula a bit. This Tour will be a little more upscale, with a beautiful setting and a Winemaker's Dinner at our destination.

You must make reservations now as accommodations are extremely limited. Some of the places can be shared with friends as they have two or more bedrooms. Contact The Steamboat Inn at: 800-840-8825 or 541-498-2230 or [www.thesteamboatinn.com](http://www.thesteamboatinn.com). Be sure to mention Gregg Hodge/ORPCA tour group when you call.

Any questions, or if you need help figuring out the accommodations, please e-mail Sue or Gregg [sghodge@bctonline.com](mailto:sghodge@bctonline.com), or you can call and talk to Gregg at 503.518.9203.

EVENT SOLD OUT  
Catch us next year

# Spring Clean Event

## Get ready for the driving season!

The driving season is here. Prep and clean your car with the help 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. This year, Autobella also offers detailing products for sale as well. So use this as your opportunity to replenish needed specialty cleaning supplies to care for your Porsche.

No reservations are needed for this event!

## Sat., April 16

- Time: 9 a.m. to 2 p.m.
- Location: Autobella, 2046 NE Martin Luther King Blvd.(north of Broadway), Portland, 503.335.6969
- Contact: Chris Rogers, 503.574.4817 or [crogers@dsl-only.net](mailto:crogers@dsl-only.net)

# Autocross 2005

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 most of the critical action in first or second gear and at low speeds.

## Autocross Dates:

Sunday, April 17  
 Sunday, May 8  
 Sunday, June 5  
 Sunday, July 3  
 Sunday, Sept. 11  
 Sunday, October 23  
 Sunday, November 6

All events begin at the PIR South Paddock..

Gates will open at 7:00 a.m.

Registration and Tech begin at 7:15 a.m.

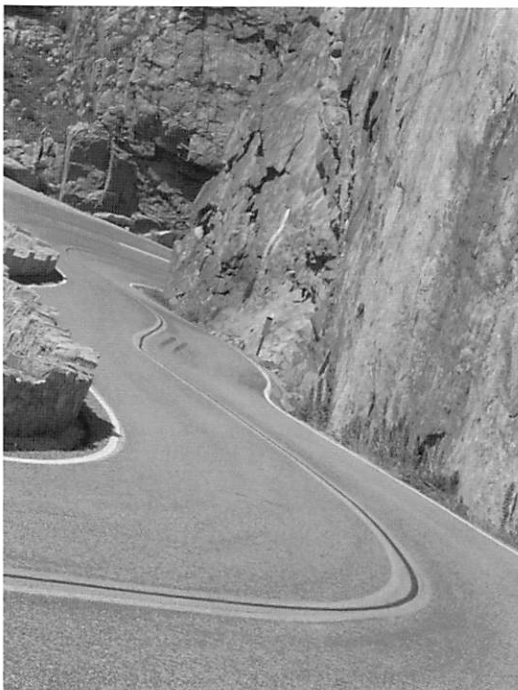
All cars must be through registration and tech prior to 8:30 a.m. Mandatory drivers meeting at 8:45 a.m. Course walk at 9:00 a.m. First car on track at 9:15 a.m.

Loaner Helmets available for first time drivers.

Instructors available.

Cost: \$25/driver.

# Bogus Basin Bacchanalia! May 27-29



The Silver Sage Region (Idaho) will again host the Bogus Basin Bacchanalia (BBB) weekend that includes PCA's only hillcross. The 2005 version is a multi-region event that includes the hillcross, a rally and a mystery event on Memorial Day weekend, May 27-29, 2005.

The BBB weekend starts with registration and a get-acquainted dinner on Friday evening in the Pioneer Lodge at the Bogus Basin ski area, 16 miles north of Boise, Idaho. 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 for Porsches of 2:01.549 in 1999 on the recently repaved road. If you want to be challenged by the BBB hillcross, be sure to register early since the number of entrants in the hillcross is limited. Saturday ends with dinner and partying in the lodge. Sunday is reserved for rallyists to tour scenic parts of southwest Idaho. The day ends with the awards banquet at the lodge. Sometime during the weekend, a mystery event will take place. Since it's a mystery, that's all you get to know for now.

Those of you who attended the 2002 Porsche Parade in Boise may have seen the course. Now is the time to come back to Boise to drive it and to experience more of our unmatched hospitality.

You can learn more about BBB and get an application form after April 1 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](mailto:wthode@rmci.net).

# Member Profile: Perfect Helmutt Gearhead

## Porsche The Ultimate and Only Certified International Porscheophile

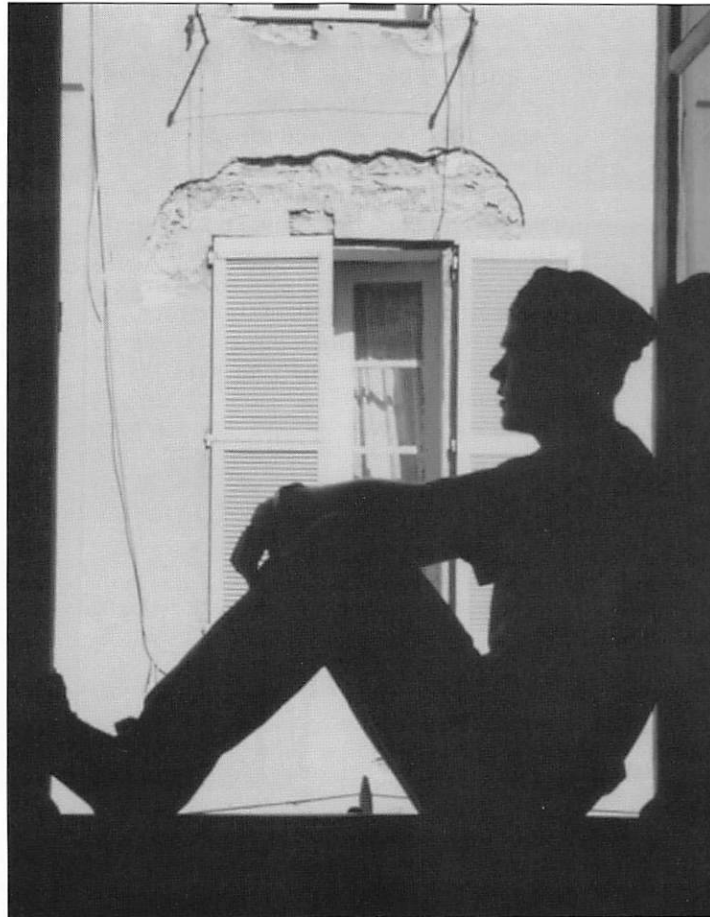
*By Gregg Denning*

*(The author gratefully thanks tens of thousands of contributors around the world whose lives have been deeply affected by the mere presence of Perfect Helmutt on our planet.)*

Perhaps karma had a lot to do with it. Perfect Helmutt was born not only in the birthplace of Porsche but in the very factory in Gmund at the end of the production line at the precise nanosecond that Porsche Number One was heralded into the world.

Helmutt's parents both worked at the Porsche factory. His father was a concept design engineer and was a major contributor to the design of the very first Porsche in 1948, serialized with the number 356/01.

But perhaps more important to his destiny was that his mother was a final inspector on the production line. Being the dedicated Porsche factory worker that she was and wanting to be an integral part of the birthing of the nascent Porsche, she diligently reported for work that wonderful day the very first Porsche rolled off the line, even though she was incredibly pregnant and due to "pop" at any time. Fascinated by the birthing process of the primary Porsche, she ignored the signs of the birthing process of Helmutt and performed her duties as final inspector for Porsche Number 356/01. While Mom was signing the final inspection documents, Perfect Helmutt could no longer wait and announced himself not only to our world but also to the world of Porsche. (Perfect Helmutt's mom later commented in an interview that she seemed to be unable to distinguish the difference between the birthing of Porsche Number One and Perfect Helmutt, that it all was such a euphoric feeling that the birthings just blended together into one experience.)



Perfect Helmutt's parents, as dedicated Porsche people, gave Helmutt not their surname, but the surname of, yes, Porsche. After that wonderful nanosecond of joint birthing of Porsche 356/01 and Helmutt, destiny was in play. The stage was set. All that could occur was for the players to live their lives on that stage.

Helmutt's parents could not get him to kindergarten or regular school. He always was attracted to the factory and everything Porsche as a child and throughout life. Perhaps it was the smell of the fine leather used to produce the wonderful Porsche interiors. Or the smell of the factory, the odors of the production process intoxicating and addicting him. Or the feel of the oil vapors that condensed on his tender young skin, giving him that wonderful feeling of having walked through an oil-mist shower. Or the sounds of the machines and tools emanating throughout the buildings. Or the busy chatter of the engineers and production

managers discussing the fine points of production of the Porsche autos. But more than likely, it was the drives that Perfect Helmutt experienced with the test drivers when, just barely out of infancy and into toddlerhood, the test drivers would belt him into the seats next to them when they tested the cars on the autobahn, test track, streets and roads of Deutschland.

This Helmutt kid had amber blood that baffled medical professionals. It tested more like Mobil 1 than human blood, but had the medical composition of oil and blood. But it never needed changing. His blood/oil pressure was always in the 120 psi range, systolic and diastolic. He was half Porsche, half human . . . seemingly a composition of an engineered vehicle and a human animal.

History was in process. Perfect Helmutt's life has been nothing but Porsche, more Porsche and even more Porsche after that. He lived in the Porsche factory, acquaint-

ing himself with anything and everything Porsche. Engineering and design concepts. Manufacturing processes. Test driving. Service processes and techniques. Racing programs. Competition driving at all levels. Race team management. Dealership development. Service training. Awards, plaques, speaking engagements, trophies, etc. And all at a frenetic international pace that no normal mortal could endure over the 57 years since the conjoined birth of Porsche Number One and Perfect Helmutt Gearhead Porsche.

# BACKFIRE

## Ease and Comfort at the Passion Pit

*By Jim Ayers, Tech Editor*

*I finally received a Tech article idea from a reader ... but due to its nature, I wondered whether we should mail this issue in a plain brown wrapper.*

Dear Tech Editor:

Ever since my wife and I were teenagers, we have enjoyed the pleasure of attending movies at the drive-in theater. When we were young and could not afford to own Porsche cars, we made do with either my father's family sedan or my collection of '55 through early '60s model Chevrolets. Now all of those cars had back seats to die for — true pleasure palaces on wheels. But my wife and I yearned for a sexy sports car and have recently acquired an early '70s Porsche 911. One problem we have noted is the lack of back seat room combined with an equally uncomfortable front seat arrangement. Could you possibly provide some easy modifications to facilitate our pleasure at the Passion Pit?

*Will Pett and Juana Pett*

PS. I am 6'2", 220 pounds and Juana is 5'2" and won't tell me her weight.

Well, trying to look at this question from a purely analytical standpoint, I have chosen to discount Juana's dimensions, given she is much shorter and should fit in the back seat area easily. Will, however, presents obvious hurdles to be overcome. At 74 inches overall height, Will is 30 inches longer than the width of the back seat of his particular car, which is 44 inches. In an effort to see if this desire on Will and Juana's part was even practical, I asked my wife if she would participate in some exercises designed to simulate the Petts' suggestion. I must say I hadn't heard that much colorful language from her in years.

Failing in that attempt, I made the same proposal to my neighbors. (I think I may be off their Christmas card list.) Undaunted, I trundled off to the local adult video and toy store, figuring that blow-up dolls could be used in place of real live people. Two things became readily apparent: Blow-up dolls aren't close to 6 feet tall, and blow-up dolls aren't inex-

pensive. No wonder they are produced in developing countries trying to improve their balance of trade with the U.S..

Hating to fail at any task, I made the decision to at least use myself to see if someone of Will's general size could find a position within the car that might work. From Will's description of the cars he drove as a teenager and his height and weight, I figured he must be in his mid-50s and was about my size. Putting myself in any prone position in the back seat of my 911 proved to be an act even a contortionist would have trouble with. I did manage to get my body into the fetal position, lying on my side. But the downside to this was my inability to extricate myself. Needless to say, this brought huge fits of laughter to my wife, who invited over the neighbors I had earlier offended.

Then I had another brainstorm: Remove the rear quarter window from the car. Exceptional idea; bad result. Hanging one's legs out the window opening for more than five minutes created a

severe loss of circulation. Additionally, the open window prevented the other windows from adequately fogging over, thus allowing the other people at the "Pit" an unimpeded view of the activities in the car.

Conclusions drawn from my various experiments:

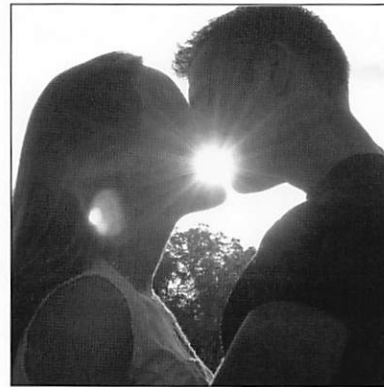
50-plus-year-old people are not as limber, nor motivated, as they were at 16.

10-year-old children could not lay in the back seat of a 911.

What happened to all the Drive-in theaters?

Most importantly, if Will and Juana are desperate for this recreation, they need to purchase a Cayenne, put the back seats down, back into the stall and enjoy the movie just like we did when we were younger.

*(Ed. Note: Unfortunately, I have no pictures of the actual events to accompany this article.)*



### Up-To-Date E-mail Addresses Needed ...

HARRY DANBERG

For the past few years, I have been proud to provide regular updates of ORPCA and other automobile-related activities to the membership. Recently, I have had a number of my e-mail addresses go bad. For those who used to get them but, for some reason, they stopped, please e-mail me with your request and I'll get you re-started right away. For those who have yet to get them, I would like to say that the service is free and comments are always welcome. I just need your e-mail address.

Thanks,

Harry Danberg

postmaster@oregonpca.org

### Remembering Bob MacEwan ...

MARLENE MCEWAN

I just wanted to tell you how much it meant to me that you printed the picture of Bob and abbreviated obit. I appreciated your kind comments about him in your 'From the Editor' as well. He was a very special man who wanted to live forever. One of his dreams was to be here for the Parade 2006. It was very important to him. If I can take his place and help in any way, I would love to.

Thanks again ...

### 2005 Anzeiger, Membership Directory & Calendar

JOHN JOYCE

Wow!

What a wonderful package from ORPCA, I am overwhelmed by the quality and content of the documents. Thanks, thanks, thanks.

*continued on page 22*



# Arrive & Drive

Saturday, April 9, 8 a.m.

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

Rendezvous at The Homestead at 8 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 at around 9:15. This event repeats every first Saturday through September, with a new tourmeister each time.

Questions?  
Contact Bob Falleur, 503.653-7691  
ATR@oregonpca.org

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# ORCPA's 750 Mille The Seas the Moment Tour June 2 - 5, 2005

Announcing The Seas the Moment Tour, ORCPA's 2005 running of the 750 Mille.

Spend a weekend with a group of like-minded sports car enthusiasts who are passionate about driving perfect Porsche roads to get from one gourmet meal to another. It's a rolling party that you'll never forget.

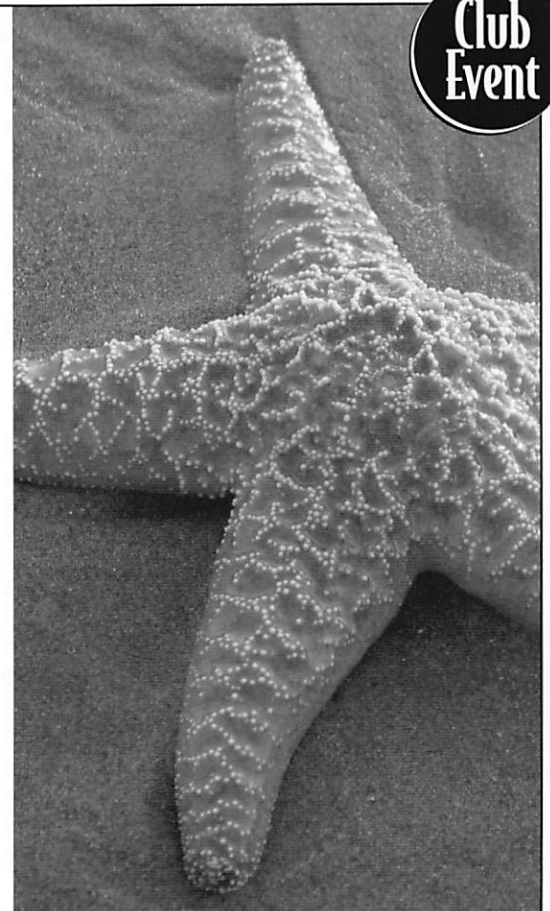
The Seas the Moment Tour highlights include:

- |                           |                       |
|---------------------------|-----------------------|
| Southern Oregon Coast     | Dune Buggy Rides      |
| California Redwood Giants | Casino Gambling       |
| Winemaker Dinners         | Oregon Caves          |
| Applegate Trail           | Historic Jacksonville |

and, as always, 250 miles per day of unforgettable scenery and appropriately twisty roads.

The \$395 entry fee covers the tour, the usual Mille goodies and keepsakes, and meals for you and your favorite navigator. Lodging is extra. Trust us, it's a bargain.

To register or for more information, contact the Mille registrar, Richard Puetz, at 503.642.2777, or email RLP2CJP@aol.com.



# Haynes Manual Explained

*Founded by Harry Danberg, for Those Who are Challenged by Car Repair Manuals*

*Haynes:* Rotate anticlockwise.

*Translation:* Clamp with molegrips then beat repeatedly with hammer anticlockwise.

*Haynes:* This is a snug fit.

*Translation:* Clamp with molegrips then beat repeatedly with hammer.

*Haynes:* This is a tight fit.

*Translation:* Clamp with molegrips then beat repeatedly with a hammer.

*Haynes:* As described in Chapter 7 ...

*Translation:* That'll teach you not to read through before you start. Now you are looking at scary photos of the inside of a gearbox.

*Haynes:* Pry ...

*Translation:* Hammer a screwdriver into ...

*Haynes:* Undo ...

*Translation:* Go buy a tin of WD40 (giant economy size).

*Haynes:* Retain tiny spring ...

*Translation:* PINGGGG - "Jesus, where the hell did that go?"

*Haynes:* Press and rotate to remove bulb ...

*Translation:* OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part (and maybe a plaster or two).

*Haynes:* Lightly ...

*Translation:* Start off lightly and build up till the veins on your forehead are throbbing, then clamp with molegrips then beat repeatedly with hammer.

*Haynes:* Weekly checks ...

*Translation:* If it isn't broken don't fix it.

*Haynes:* Routine maintenance ...

*Translation:* If it isn't broken, it's about to be. We warned.

*Haynes:* One spanner rating.

*Translation:* An infant could do this ... so how did you manage to \*\*\*\* it up?

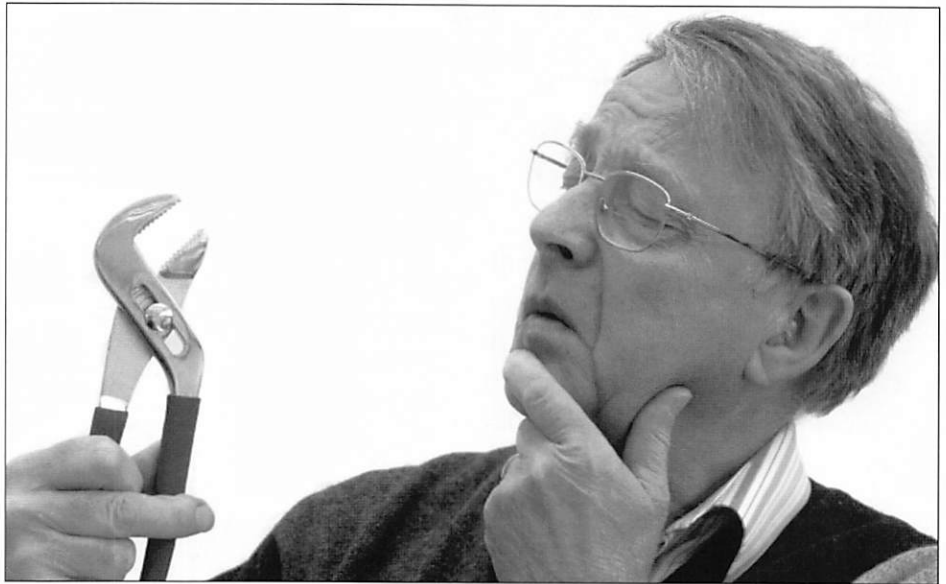
*Haynes:* Two spanner rating.

*Translation:* Now you may think that you can do this because two is a low, teensy weensy number ... but you also thought the wiring diagram was a map of the Tokyo underground (in fact that would have been more use to you).

*Haynes:* Three spanner rating.

*Translation:* Make sure you won't need your motorbike for a couple of days.

*Haynes:* Four spanner rating.



*Translation:* You're not seriously considering this, are you?

*Haynes:* Five spanner rating.

*Translation:* OK, but don't ever carry your loved ones in it again.

*Haynes:* If not, you can fabricate your own special tool like this ...

*Translation:*

Hahahahahahahahahahahahahahahahaha hahahahahaha.

*Haynes:* Compress ...

*Translation:* Squeeze with all your might, jump up and down on it, throw it at the garage wall, then find some molegrips and a hammer ...

*Haynes:* Inspect ...

*Translation:* Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife "Yep, as I thought, it's going to need a new one."

*Haynes:* Carefully ...

*Translation:* You are about to suffer deep abrasions.

*Haynes:* Retaining nut ...

*Translation:* Yes, that's it, that big spherical blob of rust.

*Haynes:* Get an assistant ...

*Translation:* Prepare to humiliate yourself in front of someone you know.

*Haynes:* Turning the engine will be easier with the spark plugs removed.

*Translation:* However, starting the engine afterwards will be much harder. Once that sinking pit of your stomach feeling has subsided, you can start to feel

deeply ashamed as you gingerly refit the spark plugs.

*Haynes:* Refitting is the reverse sequence to removal.

*Translation:* Yeah, right. But you swear in different places.

*Haynes:* Prise away plastic locating pegs ...

*Translation:* Snap off ...

*Haynes:* Using a suitable drift ...

*Translation:* Clamp with molegrips then beat repeatedly with hammer.

*Haynes:* Everyday toolkit ...

*Translation:* RAC Card & Mobile Phone

*Haynes:* Apply moderate heat...

*Translation:* Unless you have a blast furnace, don't bother. Alternatively, clamp with molegrips then beat repeatedly with hammer.

*Haynes:* Index ...

*Translation:* List of all the things in the book, bar what you need to do.

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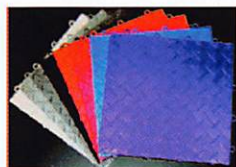
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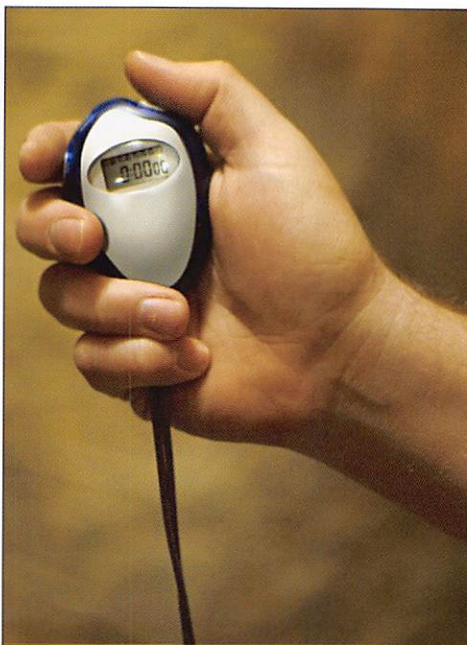
# Autocross with ORCPA

*By Harry Danberg*

Autocross is growing at ORPCA. We are continuing to establish this venue as a great way to tune up and/or improve your driving skills, and meet a great group of Porsche enthusiasts.

As in previous years, there will be many new faces at this year's events, and a diverse number of Porsche models and years participating — even a 911 Turbo or two. All of our events this year will be at PIR, in the Pro Pits or at the South Pit Area.

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 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.



Compete against the clock at an Autocross event in 2005.

With Parade coming in 2006, we want to use the 2005 season to hone our pro-

gram and develop the skills to put on a first rate event. As part of this effort, we will be changing the program to be closer to the format used by National. The changes will include use of the Car Classification System used by National and enforcement of Readable Car numbers.

You can find the current PCA rules at the PCA website [www.pca.org/news/pcr.html](http://www.pca.org/news/pcr.html), (click on the link "Complete 2005 PCR" to see the rules). We are in the process of developing a set of worksheets to assist you in classing your car. These will be posted on our website ([www.oregonpca.org](http://www.oregonpca.org)) and will be available at each event.

This year, we will be requiring participants to have readable numbers. You will be assigned a number at your first event and will have that number for the season. Returning participants will have the opportunity to request their previous number prior to the start of the season. The numbers should be about eight inch-

*continued on page 21*

# Get Involved! Calling all Boxsters

*By Tom Pawlik*

The Oregon PCA offers many great ways to maximize the enjoyment of our cars.

Unfortunately, many of you reading this article aren't fully realizing your car's or the club's potential. Most ORPCA members do not participate in the club's activities and are missing several opportunities to enjoy owning a Porsche. Club activities range from dinners to weekend-long drives to track time for the aspiring Mario Andretti in all of us.

I speak from experience, as I have owned my 2001 Boxster S for almost four years. Upon purchase of the car, I immediately joined PCA and ORPCA, then always looked forward to receiving Anzeiger and Panorama. Yet it took me three years until I finally attended one of the monthly dinners, which opened me up to a whole new world of fun with my car.

The Anzeiger allows some of us to live vicariously through great drivers that write articles about autocrossing or DE days at PIR. But until one gets to the track, one has yet to appreciate the potential fun of our cars — ALL of which Porsche designed to be raced! Last season, I enjoyed a few dinners and several autocross events. Unfortunately, due to some medical issues, my time was limited to those few activities. But after meeting several members, I know this year that I will be much more active in the club. Well, the transition from an Anzeiger reader living vicariously through articles by guys like Chuck West, to a newbie at the track is an article for another day. Today, I would like to offer up another way for a subset of us to enhance the enjoyment of our cars: The West Coast Boxster Festival.

Last year, fellow ORPCA member, Andy Chenoweth, and I ventured down to Tahoe via back roads to join about 50

other West Coast Boxster owners for the annual West Coast Boxster Festival. Most attendees have "met" via The Porsche Pete's Boxster website ([www.ppbb.com/board/main.htm](http://www.ppbb.com/board/main.htm)). If you own, or are considering buying, a Boxster and have not heard of the site, I suggest you put down this magazine right now (of course, we expect you to return soon), run to the nearest computer, and go visit the website.

When it comes to Boxsters, the website's participants are the most knowledgeable people you will ever find. Thanks to these guys, I have performed several enhancements (sounds better and less scary than the term "hacks") to my car. During one enhancement, enabling the Onboard Computer (OBC) for less than \$50, I used articles written by those posting on the website to educate the

*continued on page 21*

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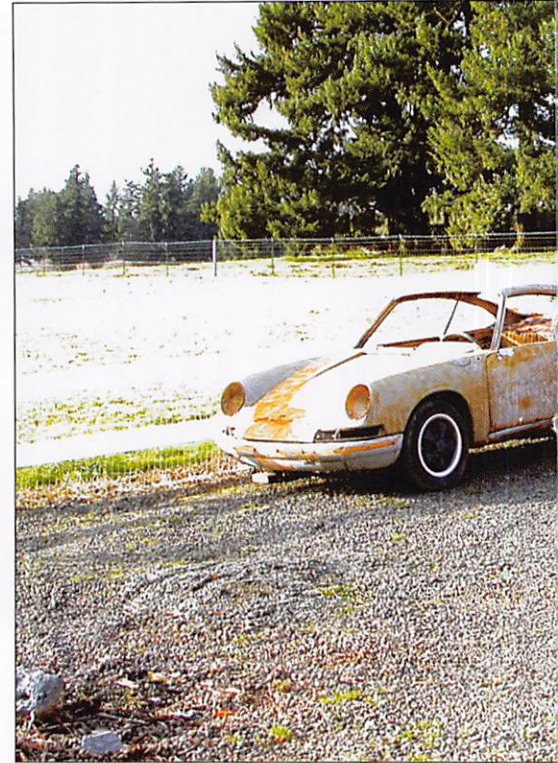
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# PCG Racecar Development Program

*by Yianni Papadopoulos*

For those of you unaware of the Porsche Cars Greece Chapter located right in our midst, this should prove to be an enlightening article.

PCG President and race team owner, John Draneas, ever active in all matters Porsche, has commissioned a truly stellar race development program. Naturally, the first priority was to obtain the proper vehicle for the effort. No expense was spared. A worldwide search was conducted. Keith Martin (Sports Car Market News) inquired of Greg Jackson (of Barrett Jackson Auction fame) for just the right vehicle — to no avail. Fortunately, Bob Falleur Onasis found just the right Porsche 912 and, after taking his commission by removing all of the good parts, donated the car to the cause.

Car in hand, a true race team had to be found. Again, the search began. John hired Chuck Westofacropolis as general manager and chief of shop vac operation. Gregg Hodgeapopolis was retained as head mechanic. Don Clinkadopolus, while very busy with his own race efforts, agreed to act as head of air tool operations. No team can succeed without the aid of a superb engineer. David Williamsnikalakakos negotiated a contract which allowed him to retrieve any worthless scrap parts he might want. Jim Ayersopolis and Faryl

Amonopodopolus signed on to offer their expertise in the dirty tricks area of the team.

The car, having been recently sandblasted (a Greek security measure taken to ensure that anyone attempting to look under the car gets two eyes and a mouthful of dirt) was ready for weight reduction. Everything inside and out of the car that won't rust was removed. Current studies indicate a badly rusted car is more slippery and thus faster than a painted car, not to mention lighter.

Clinkadopolus, having discovered a wonderful air-powered saw, assisted all who were using sockets and wrenches. Oftentimes, his assistance led to Ayersopolis getting a face full of sandblasting medium, given Ayersopolis was working under the car with Amonopodopolus.

Team owner Draneas, being wise to the ways of the Greeks, provided lunch to the crew but limited the alcohol intake (to prevent anyone from taking an afternoon snooze). Funny, we all thought siesta was a part of the Greek day.

Draneas put head engineer Williamsnikalakakos to work trying to make Bondo rust.

Due to Clinkadopolus' success with his own race car's mechanical status and thus the lack of repair-related material, Anzeiger will, in its ongoing quest to provide timely and critical technical information, periodically present updated information as to the progress of the Great Greek Racer also known as the "Rusting Pileapopolis."





Jim Ayers, ORPCA, presents a check from the Charitable Trust to representatives of the Sunshine Division.

## A Little Bit of "Sunshine"

*by Jim Ayers*

ORPCA's Charitable Trust had the unique opportunity to bring a little bit of sunshine to an agency responsible for providing a lot of sunshine to people down on their luck.

This year, the trust split its donation pool into three pieces, one each going to Raphael House, Camp Quality and the Portland Police Bureau Sunshine Division.

Having had the pleasure, in past years, of delivering food baskets while doing a ride-along with a friend from the Portland Police Bureau, I gained an appreciation of how much help comes from having uniformed police officers delivering food, clothing and toys to less fortunate people. Of particular importance is for young children in difficult circumstances to see that the police are trying to help them. While one of the least visible services provided to the citizens of Portland, the Sunshine Division is one of the oldest forms of Community Policing.

It came into being around 1923 and was the outgrowth of two charitable efforts, one conducted by the Police Reserves and one by the Uniformed Police Officers, with the help of The Oregonian and KGW radio.

The galvanizing point came as a result of a particularly destitute family of 17, living in a tent at 79th and N.E. Sandy. Two brothers and their wives and children left their home in Montana, selling their few possessions to come to Oregon where they had heard work was plentiful. On the trip out, the brothers' mother died and what money the family had was spent to bury her. As they crossed into Oregon, one of the men spotted two wild geese and shot them for food. A State Game Warden arrested the brothers and took them before a Judge, who fined them \$60 each. Because they had no money, one of the cars they had been traveling in was seized. When the family arrived in Portland, they set up a tent at the Sandy location on December 20 and the brothers began seeking work. One of the children was gravely ill, suffering from TB. A Portland Police officer came upon the family and recognized theirs to be a need greater than the normal food basket situation. Enlisting the aid of the Oregonian and KGW radio, the family was moved into a house, clothed, given medical treatment and the brothers given jobs. The success of this effort resulted in combining the Police Reserve food basket program with the Uniformed Police Officers food basket program, with community support, into the Sunshine Division.

Eighty-plus years have passed, during which time the Sunshine Division has provided assistance to hundreds of thousands of people. ORPCA can feel proud having contributed to this worthy cause.



# Bob & Jeff's Second Annual Bus Tour

by Bob Falleur

“Planes, Trains and Automobiles,” not to be confused with the 1987 movie with the same name starring Steve Martin and John Candy. This most recent adventure was ORPCA's first tour of 2005.

The cast of 27 members assembled at The Greenbrier Inn, Tualatin, at 9 a.m. on the morning of February 12. Our fourth form of transportation, a luxury bus stocked with coffee and doughnuts, set off up I-5 towards our first stop.

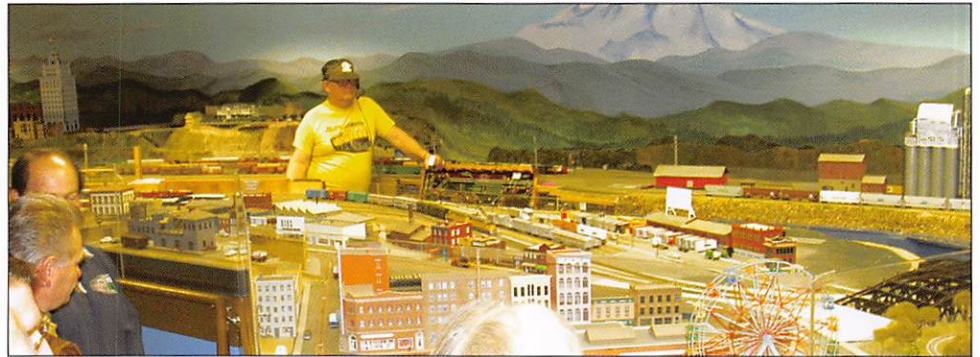
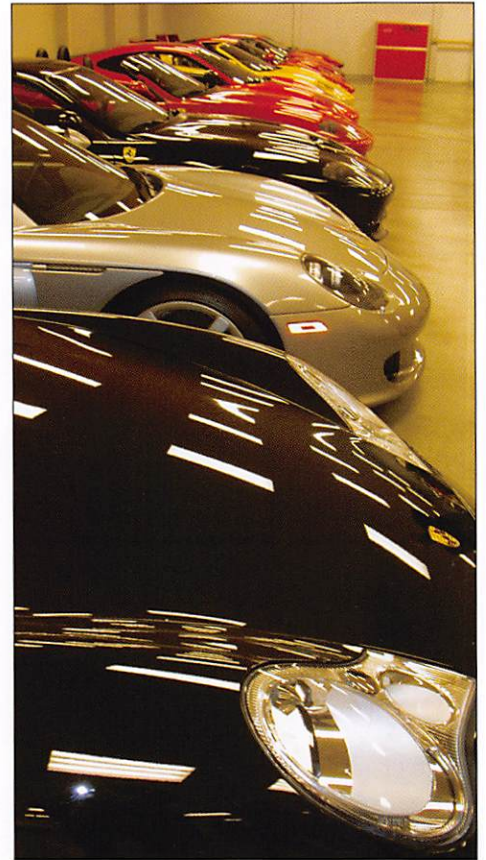
Club president Steve Watkins opened The Columbia Gorge Model Railroad Club, 2505 N. Vancouver Avenue, as a special consideration to our club. Fifteen or more volunteers guided us through the ins and outs of this most unique club. Large re-creations of Portland, Hood River, logging camps and rail yards are lovingly displayed, all in “HO” scale. A behind-the-scenes tour of the control room, computer room and the repair shop made my single-transformer-controlled train seem like child's play. In fact, that's what it was. This club is for serious railroad fans, young or old.

We could have spent much more time here but our schedule wouldn't allow that.

The next stop was for a no-host lunch in Wilsonville. Once lunch was behind us, the bus headed west to an unassuming gravel road that led to what was the most exciting personal car collection that I have ever seen. This is a car collection on steroids.

Page Stevens is who every boy bitten by the car bug would like to grow up to be. Ferrari, Porsche and Lotus are the

*continued on page 21*



Top: A lineup of Porsches at Page Steven's collection.  
Middle: Columbia Gorge Model Railroad Club.  
Bottom: President and Tour Director Jeff Gretz with fellow enthusiasts as they disembark the bus.



# When Was The Last Time You Got Excited About A Sink?

(or a toilet for that matter)

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# Doin' the "Martin Coast," Part Two

By Rick Martin

(If you recall from the March issue of *Anzeiger*, Rick Martin told his side of the story of the 2004 Mille. He continues with ...)

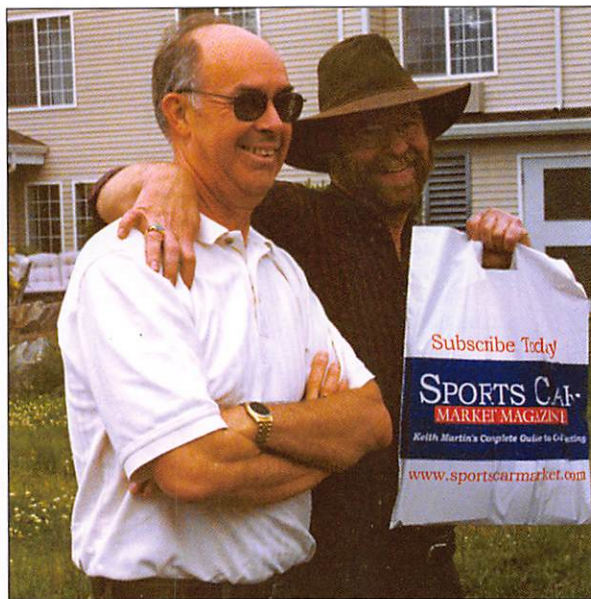
Keith's tale of woe — I mean, adventure — went something like this:

He and his navigator, Cindy Banzer, were cruising along, enjoying the roads, when there was a sudden loud noise and then a whole lot of quiet. They, too, had lost their vroom. Keith then performed his version of the "Martin coast" and ended barely off the road, next to Milepost 17, which I am sure you're all well aware of does not serve food or booze. Keith, bless his heart, is just not as experienced at these things as most Jaguar people eventually become. However, one should always look on the positive side of these things. Keith's breakdown provided excitement and purpose for several Porsche people (unaccustomed as they are to these things). Usually on these events, conversation in a Porsche goes, "Honey, do you want to listen to Enya on the CD player next?" Or, "Do you think we should set the air conditioner at 70° or 72°?" Drivel. They miss out on so much of the real sports car experience.

Keith put them to work, though, sending one down the road to try and find an area where the cell phones would work, another to the hotel to report in, and still another as an aid to the ever-present Cam Sheahan (who, once again, stopped to offer aid and succor) who had his head under another bonnet checking out the possibles. It was found that Keith's car's distributor's rotor exploded under the cap — thus ending his vroom. Another Porsche was dispatched to Baker City in search of another rotor at NAPA. (And you thought NAPA only had 'merican stuff.) Glen, who had also stopped, pointed out that I wouldn't be needing my rotor any longer. What?

Once someone found a place where cell phones would work, they got to contribute to the reigning confusion of the two Martins/two E-types debacle. But soon, the two tow trucks showed up, the Martin confusion was sorted out, and Keith's car was on a tow dolly heading back towards Baker City and a fix. It could have been worse.

The next morning, with two rotors and a distributor cap from Consolidated and a rotor from the NAPA store in Baker City via the distributor in Portland, Keith had the fix put in and was ready to continue. We loaded our goods into the rusty — uh, trusty — Mercury mini van. The E-type was scheduled to go back to Portland on the flat bed on Monday, so we were set to start day two of our "Wild West Tour." Now I figured that being saddled with a mini van for the rest of the tour — well, let's just say I thought it very unlikely that Jennifer and I would arrive in time for another meal. To offset this a little, we took about a three-minute head start on the rest of the group and made a serious attempt to burn the carbon deposits off the valves of the Mercury. It took over 50 miles of highway before the first group



Rick Martin, in the black shirt, enjoying a conversation with Bob Bennett on the 2004 Mille.

of about five cars caught up and passed us, and a fuel stop at the 85-mile mark before the second group found us. By the time we got to the lunch stop, we were running in the middle of the pack. I knew then our fears of starvation were behind us.

Lunch, by the way, was not at the center of the universe, but it was at the geographical center of Oregon — a wide spot in the road called Post. (As in center Post, I guess.) It is a pretty setting, nestled between rows of hills, with a stream, pasture, one old abandoned grange building and the Post general store, gas pump (single) and Post (of course) Office. Here we had another catered lunch on the sunny lawn behind the general store. We swapped driving stories and "Did you see the deer?" and "Did you see the bald eagle's nest?" stuff. Very

nice. But with this group, it's not long before that right foot

*continued on page 22*

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## 2005 Autocross *continued from page 14*

es tall and marked clearly on each side of the car. The least expensive way is to use a contrasting color of shoe polish on the side window. If you want to avoid the shoe polish route, magnetic numbers are another way to have easy-to-read numbers for your car. There are numerous web sources for "plain" numbers. One such website is [www.solotime.com](http://www.solotime.com). If you desire custom numbers, I have contacted a local vendor, Ed LaPlante, (email at: [conekilr@ccwebster.net](mailto:conekilr@ccwebster.net), or phone 503.502.6675) and he has indicated that he will make a custom number sets for interested members at a competitive price.

We are determined to attract more of our club members to the autocross. Two major reasons are given for why they don't participate. The number one reason is they don't have a helmet and don't want to spend money to buy one before deciding if they enjoy it. To this end, ORPCA will be providing loaner helmets at the autocross to those who need them.

The second reason given is they don't want to "Trash their cars." The truth is that "Trashing one's car" is more likely to occur in your office parking lot than at an autocross (or when you decide to take that hot run across Skyline or one of our other fun public roads and encounter a

deer, pedestrian or bicyclist, forcing you to take evasive action to avoid them and to downshift at too high revs, breaking the car or transmission). While I won't say you won't spin your car on the autocross course, you are not likely to hit anything when you do. You won't be running off the road cross country through the trees. One of the benefits of autocross is that you are not racing with other cars; you are just going against the clock. A lot of people who come to autocross come to learn how to handle their cars. It is the perfect venue to see just how well you can actually drive your performance vehicle.

## Get Involved *continued from page 14*

service techs at Sunset Imports on how to activate the OBC after I did the wiring.

Last year's West Coast Boxster Festival took place at The Cal Neva Resort in Lake Tahoe from May 13 to 16. Along the way, Andy and I picked up a few other Boxster owners: Bruce & Pam from Vancouver, BC, and Dave from Talent, OR. After about 11 hours of driving over 670 miles we pulled into Tahoe. Unfortunately, I was driving a Jeep Cherokee by then, as my Boxster dumped its coolant 15 miles from the hotel (yes, another story for another day). The next three days consisted of tech sessions, amazing drives, and

awesome conversations with fellow enthusiasts. Andy and I split on the way home as I decided to drift off to San Francisco to see friends and drive my car across the Golden Gate. Following the Golden Gate was breakfast in Sausalito then three-plus hours of the ultimate autocrossing as I hopped on Route 1 in Sausalito and didn't stop until I pulled into Mendocino a little over three hours and 160 miles later.

This year's West Coast Boxster Festival has yet to be finalized, but I wanted to get you thinking about it before it was too late. The preliminary plans are for it to

take place in Santa Barbara sometime in mid-May. For the 2006 gathering, I have suggested and received interest in hosting it up here in Portland around the Porsche Parade. Another opportunity for us to get involved.

If you have any interest in attending this year's Festival, contact me to receive more information and organize a group drive. I look forward to hearing from you and seeing you all at one of the upcoming ORPCA events!

You can contact me at 503.522.9409 or [tom.pavlik@comcast.net](mailto:tom.pavlik@comcast.net).

## Bus Tour *continued from page 18*

names on most, but not all, of his collection. He is a knowledgeable collector that has garnered rare and limited editions available only to a few people the world over. This very private and seldom seen assortment of motoring muscle drew praise from us all.

With our heads in the clouds, we were ready for the Evergreen Air Museum in McMinnville. If you haven't stood under

the wings of the airplane with the largest wingspan ever built in the world, you don't know what big is. Howard Hughes' prototype troop carrier is the main focus in an assortment of aircraft representing the development of aircraft from the 1900s through the '60s. Many of these planes are flown to this day, and the caretakers show the same enthusiasm

towards airplanes as we do towards our cars.

Our group was still looking at airplanes as the building was closing for the night. The bus ride back to our cars went by fast as we spent the time rehashing what we had seen. If you missed this tour, don't worry; there will be a BAJBT-3. Consult your activities calendar.

## President's Message *continued from page 4*

terms Carrera, Turbo, Boxster, and Cayenne we have given our sports cars and SUV names which are now not only associated inseparably with the Porsche brand name, but also make a decisive contribution to the strong image and success

of these products. So the name of our new Mini-Van must be of substance and must reflect the Porsche product philosophy. We are convinced that the combination of Porsche and Familia as a model designation radiates true strength,

dynamism, fascination and emotions and will continue the great tradition of legendary names."

Erster April Narr

## Club Directories: Is Your Info Accurate?

DON CLINKINBEARD, DRIVER ED CHAIR, ORPCA

You have your new club directories. I think they look great. I'd like to take a minute to thank Kim Friedemann for doing the work of keeping the database current (not a small task with over 850 member records to maintain), the ORPCA BOD and Debbie Clinkinbeard for proofreading the thing and catching numerous errors, and Liz and Earl Green for turning a computer file into a very nice looking booklet.

I'd also like to take a minute to remind the membership that the directory comes directly from the Club Membership database. The database is updated en masse once per year when your regional dues mailing comes back and as you send address corrections to us or PCA national. If you don't update your membership information and follow the process for getting this information to us as described on the form, then your data won't be correct. If you don't pay your regional dues on time, then you won't be included in the directory.

The membership co-chairs have been getting some complaints about non-inclusion and incorrect data. While we all make mistakes from time to time, the majority of folks that have complained either paid their dues late and/or did not return the information update form that came along with the billing or sent the payment to the wrong address or... Help us help you by following the directions on the dues form and providing us the necessary data changes so we can be more accurate next year.

## Martin Coast

continued from page 20

begins to twitch, so soon we were back on those beautifully deserted, two-lane roads and heading, more or less, towards Bend.

Along the way, three fairly new Porsches passed me with ease in a group of four curves (not the van's strong suit). They were nearly out of sight when I noticed something strange: I was actually gaining on them, and fast! When I came to the corner, I discovered why. The road had been tarred and graveled. It was nasty. It was awful. It was not my car! I would like to point out for those who might be interested that, yes, you can four wheel drift a mini van through corners. As we caught up to the three Porsches carefully picking their way through the ooze, I found myself thinking, "You know, Keith is right; those Porsche guys don't really get a lot of excitement in their lives." I knew they could see me gaining fast in their rear view mirrors. Ho, I think I'm gonna do like those fellas on the Autobahn ... you know what I mean ... they come roaring up behind you, flashing their lights: Get, over, son. I'm coming' by! I didn't do it, though. Didn't know if there was a detail shop in Bend. (Not for the outside of the car — the inside!)

We all made it to Bend, although Keith was working on his supply of distributor parts. Jan, Carolyn and Jean Bennett decided that they didn't get enough exercise so they took a side trip to Pilot Butte, walked up from the parking lot, and then walked to the Hotel; all in all, getting about three miles in before dinner. Jennifer and I, on the other hand, enjoyed the wine and cheese provided by Panther Creek Vineyards.

Merenda's is another great restaurant in the heart of Bend. The food was served family style, with course after course, starting with gourmet pizzas, steamed mussels and moving on to chicken and beef, until our eyes glazed over. During a brief break in the grazing, Keith Martin presented a thank-you award to Cam for getting the white E coupe rolling and to yours truly for the hard luck story. 'Tis better to give than to receive, if I'm not mistaken.

Sunday morning was another beauty; we had our mandatory drivers' meeting and set off through Bend and the surrounding countryside, winding our way to Smith Rock State Park. The park is known worldwide to rock climbers and we could see a few trying their skills and/or luck on the rock faces. The multi-colored layers of rock that are seen here are composed of material known as "welded toff." It's formed by volcanic ash under extreme pressure. In our short walk, we saw half a dozen black-tail deer and three eagle nests perched high on the cliffs. One of the adult golden eagles was soaring above.

From Smith Rock we headed up the road, turned right at Madras and soon found ourselves on more amazing, virtually traffic-free roads. You've just got to try the twisty bits out of Antelope! When we were done, we found ourselves in beautiful downtown Shaniko. Well, Shaniko is mostly a ghost town, on the National Register of Historic Places. Back in 1900, it was a bustling joint: The terminus of the Columbia Southern Railroad. The area was a collection point for wool, sheep, cattle and gold. But after the railroad was built along the Deschutes River into Bend, Shaniko's usefulness as a shipping center was over and the town faded away. In 1985, Dorothy and Fred Farrell fell in love with the old hotel, bought it and began restoring it. Gotta be worse than car restoration, by far. The results of their - and others' - labors can be seen in the rooms of the Shaniko Hotel. Our group filled the place with people, conversation and laughter for our lunch break, but nary a ghost was seen.

After lunch, we headed west and north toward Portland. Our weather, which had held for most of the tour, decided to turn to showers. We made it through The Dalles, stopped in Mosier for ice cream at the Route 30 Shop and then on to Hood River with only a couple of sprinkles. From Hood River we blasted on up I-84, getting caught in a couple of short, but wet, blows. We turned off the Interstate at Troutdale and took Marine Drive, then NE 33rd to Riverside Golf Club for dinner and our farewell.

We had a great time, despite our car troubles. We like to give the Porsche people a bad time but, hey, they get out and drive their cars. After all, that's what cars are meant for, driving on great roads. You should try it; you'll like it. And maybe you can add to the Jaguar mystique.

I thought about buying Superman decals for the van. After all, it got more air time on this trip than a skateboarder at the X Games!

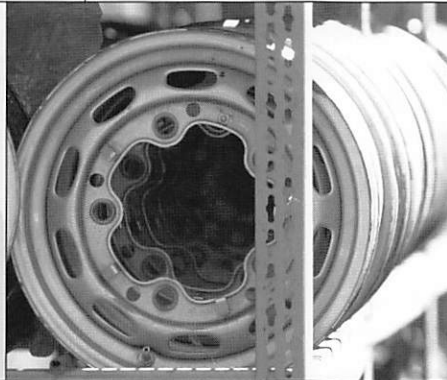


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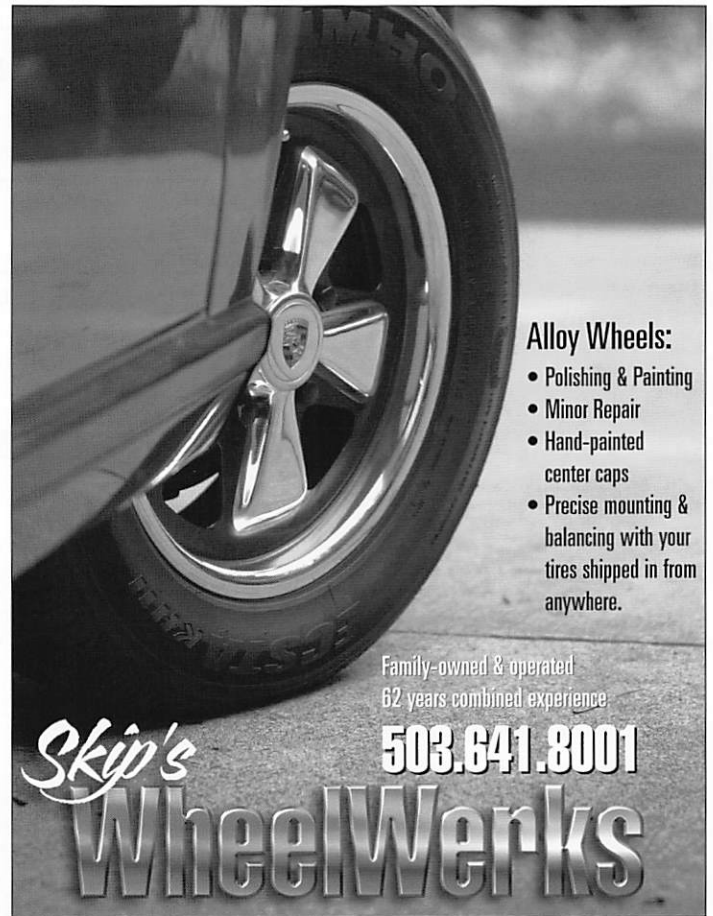
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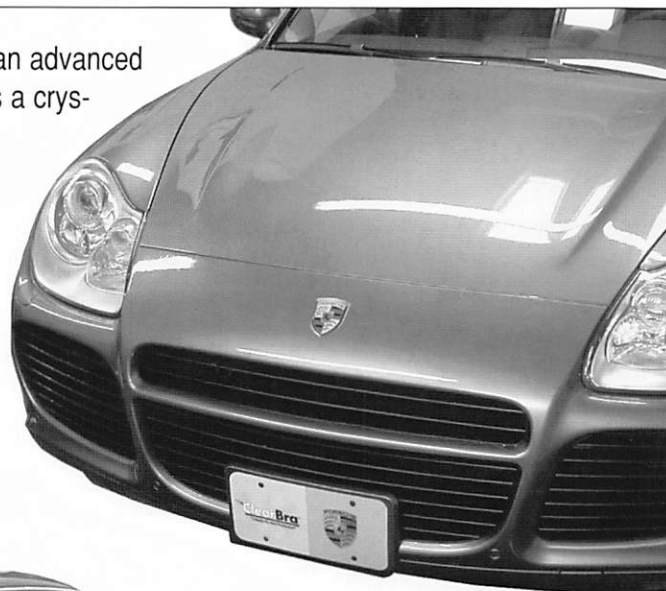
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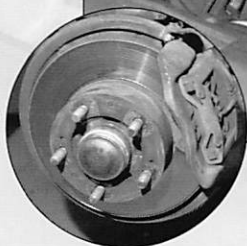


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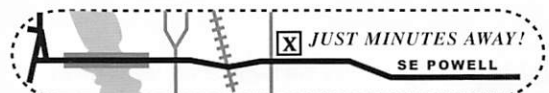
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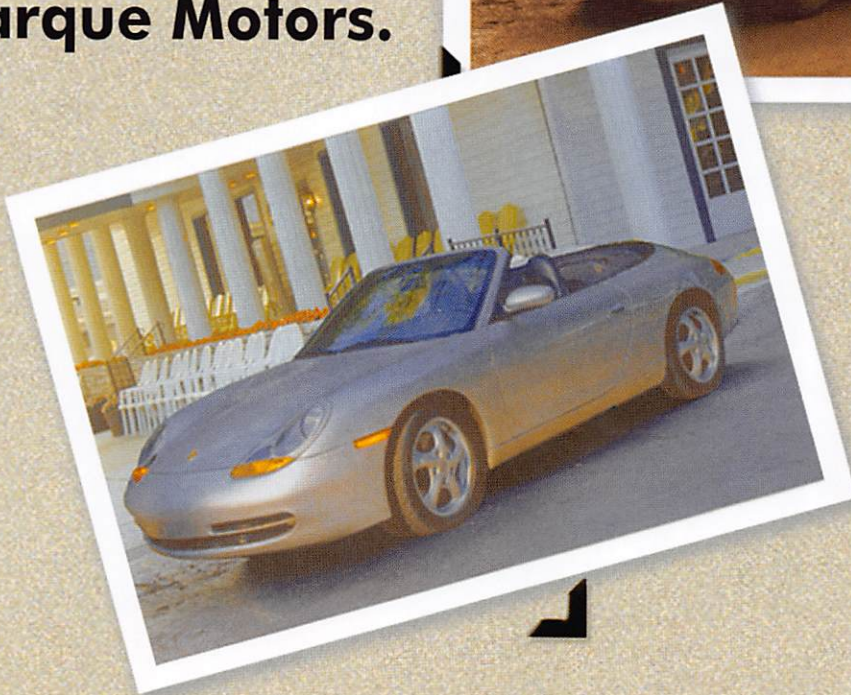
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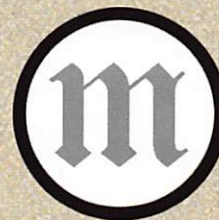


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